Albany & Crane Streets

Complete Streets Study

Study Advisory Committee Meeting #1

January 31, 2023

https://www.craig-main-connection.com/albany--crane-streets.html

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LAnd rt Studio

Mutual Design
creating shared futures

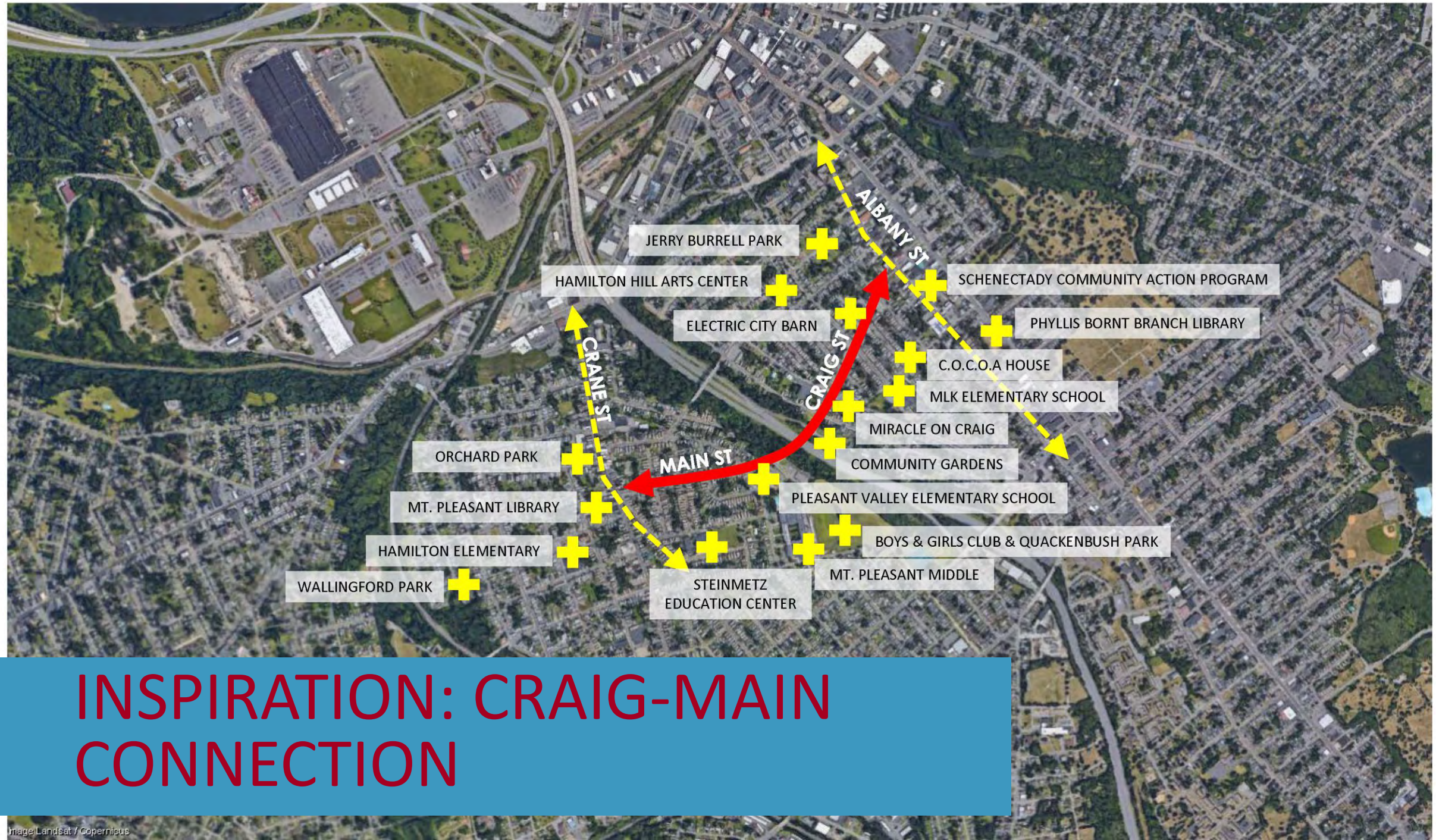
Creighton Manning

AGENDA

1. Introductions
2. Project Overview and Context – Kristin Diotte
    1. Craig-Main Connection Complete Streets Study
    2. Project Team
3. Albany & Crane Streets Complete Streets Study
    1. Study Area
    2. Project Approach + Schedule
    3. Community Canvassing + Events
        1. Website, flyers, social media, existing networks, neighborhood centers, etc.
        2. Ideas + Discussion
4. Review of Existing Plans + Documents
5. Existing Conditions Evaluation Methods
6. Initial Observations
7. Key Issues & Opportunities
    1. Strategies & Trade-offs for Various Modes of Transportation & Parking
8. Next Steps

Attendance

- Kenneth Brooks (Community Fathers, Groundup Everything Landscaping)
- Amanda Boyle (Boys and Girls Club)
- Audrey Burneson (NYSDOT)
- Jennifer Ceponis (CDTC)
- Michelle Davis (COS)
- Kristin Diotte (COS)
- Todd Fabozzi (CDRPC)
- Molain Gilmore (Resident)
- David Hogenkamp (Capital Region Land Bank, Metropex)
- Sylvia Jimison (COS)
- Ian Law (FAO)
- Marion Porterfield (COS)
- William Rivas (Save Our Streets, COCOA House)
- Walter Simpkins (Resident, Community Fathers)
- Pat Smith (MP Neighborhood Association)
- Alex Sutherland (COS)
- Amaury Tañon-Santos (SICM)
- Al Valchovic (SCSD)
- Jesse Vogl (CME)
- Chris Wallin (COS)
- Mary Moore Wallinger (LAS)



INSPIRATION: CRAIG-MAIN CONNECTION

PROJECT TEAM

PROJECT SPONSOR

CDTC

- Jennifer Ceponis
- Stephen Maples

CITY OF SCHENECTADY

- Kristin Diotte
- Christine Primiano
- Sylvia Jimison
- Chris Wallin

DESIGN TEAM

FUSS & O'NEILL

- Ian Law, Associate + Sr. Project Mgr., RLA

LANDART STUDIO

- Mary Moore Wallinger, Principal, RLA

MUTUAL DESIGN

- Johan Matthews, Principal

CREIGHTON MANNING ENGINEERING

- Jesse Vogl, Planner
- Michael Amabile, Project Manager
- Ken Wersted, Senior Engineer

STUDY ADVISORY COMMITTEE

- Residents
- Business Owners
- Community leaders
- Institutional Stakeholders (CDTA, SCSD, CDRPC, Schenectady County, Not-for-Profits, etc.)

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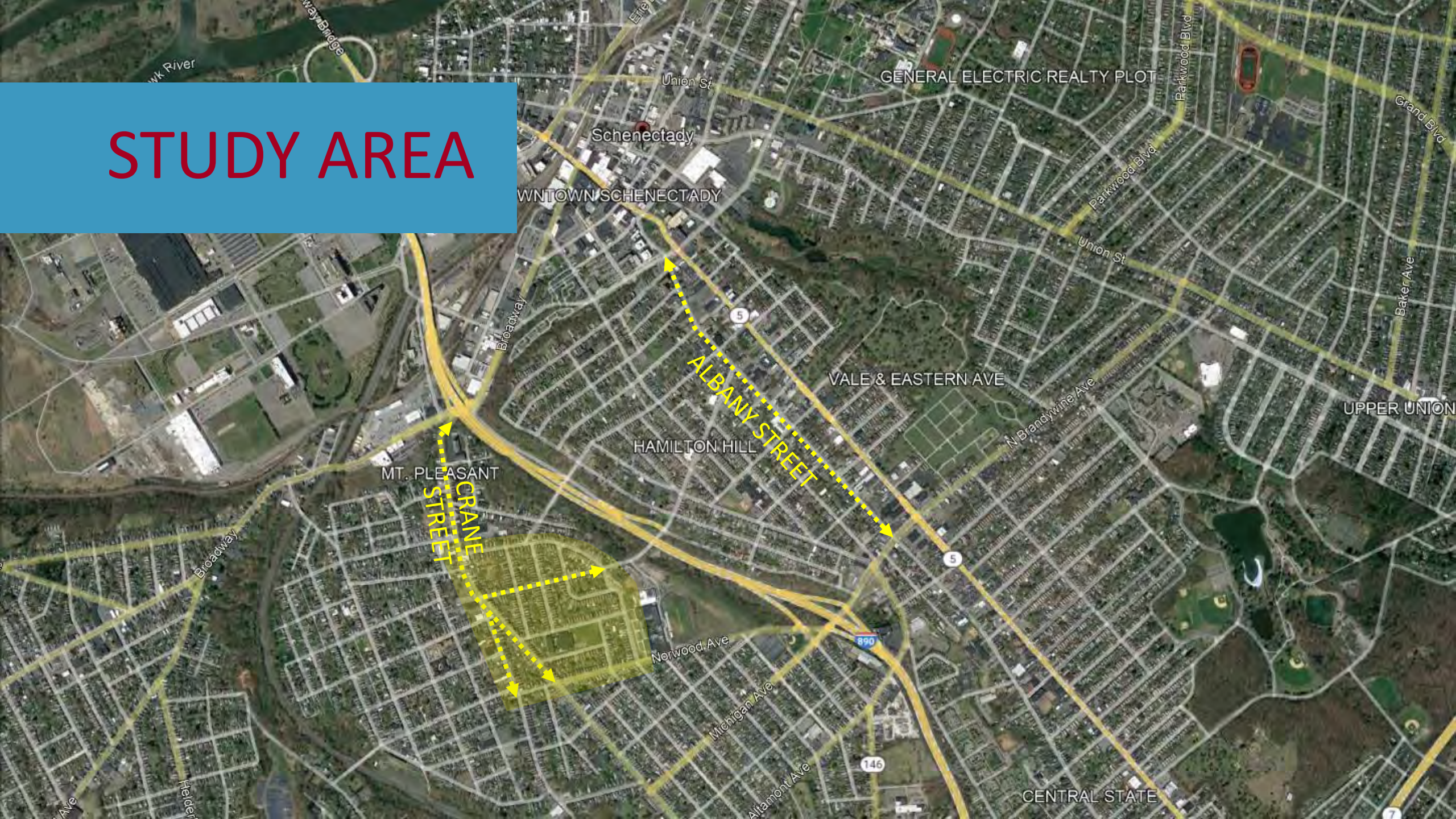
STUDY AREA


GENERAL ELECTRIC REALTY PLOT
Union St
Schenectady
WNTOWN SCHENECTADY
Parkwood Blvd
Grand Blvd
Baker Ave
Broadway
ALBANY STREET
VALE & EASTERN AVE
N Brandywine Ave
UPPER UNION
HAMILTON HILL
MT. PLEASANT
CRANE STREET
Norwood Ave
Michigan Ave
Altamont Ave
CENTRAL STATE
5
890
146

PURPOSE + NEEDS STATEMENT

Inspired by the Craig-Main Connection, the purpose of the Albany & Crane Streets Complete Streets Study is to work with the Hamilton Hill and Mont Pleasant Neighborhoods to identify Complete Streets designs that will better serve the neighborhoods through creation of safer, more efficient and more inviting corridors that encourage and promote local businesses and take into consideration the needs of all travelers, including pedestrians, cyclists, transit riders and motorists.

STUDY ADVISORY COMMITTEE RESPONSIBILITIES

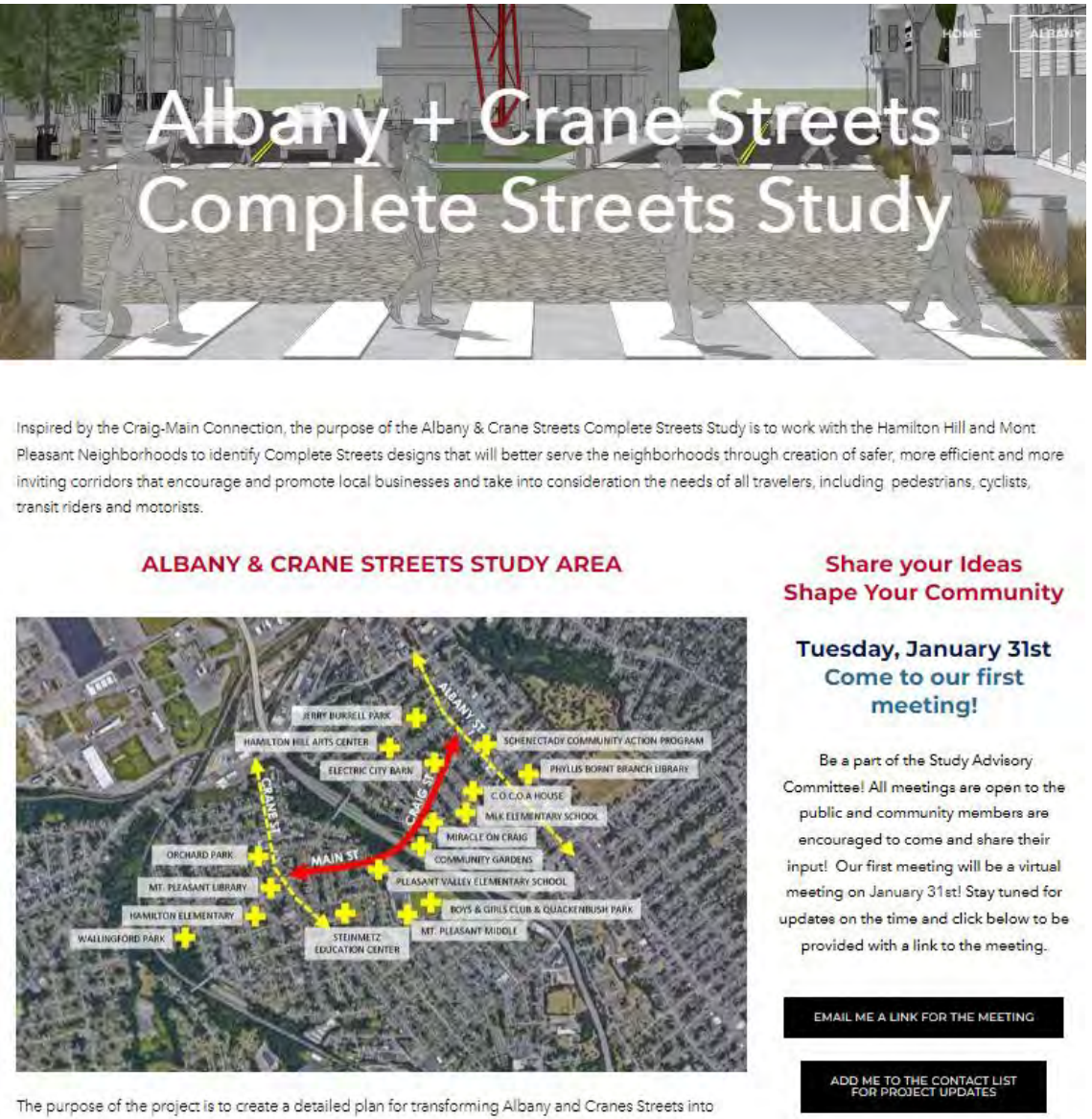
- Attend scheduled meetings and community events
- Provide input on key issues
- Help inform the process and help focus the study
- Help connect with residents + businesses
- Review findings and ask questions
- Review draft and final documents

PROJECT APPROACH + SCHEDULE

- Study Kick-Off Meeting November
- **SAC Meetings**
  - **#1 Project Introduction *Late January***
  - #2 Existing Conditions *First week of March*
  - #3 Complete Streets Concepts *First week of April*
  - #4 Community Engagement *First week of May*
  - #5 Final Report Presentation *July*
- Existing Conditions, Inventory & Analysis January – February
- Focus Group Discussions February
- Complete Streets Concept Development January – February
- Community Canvassing and Community Events February – March
- Final Open House May
- Final Report & Presentation to City Council May / June

Community Canvassing + Events

- Study Advisory Committee – Opportunity to Grow throughout process 5 meetings held monthly
- Focus Group Discussions mid-Februray
  - Albany Street
    - Business: Albany Street Businesses and Customers
    - Housing: Residents, Developers
  - Crane Street
    - Business: Crane Street Businesses and Customers
    - Housing: Residents, Developers
- Community Canvassing February + March
  - Youth-led surveys + invitations to community events
- Community Events
  - 2 Youth-engaged Curbside Conversations March
  - Main / Crane / Chrisler Open House February or March
  - Final Open House May
- Final Report & Presentation to City Council May / June



Additional Engagement Methods

- Project Website:

  https://www.craig-main-connection.com/albany--crane-streets.html
- Flyers
- Social Media Platforms
- Word of Mouth
- Partner Area Organizations

HOW ELSE CAN WE ENCOURAGE PARTICIPATION?

- Thoughts and ideas from the Study Advisory Committee
- Walter: Include faith-based organizations
- Walter: Schenectady Economic Dev't Corp. – 818 Albany Street (Ron Gardner), engage some representatives from that group as well
- Maurice: Visit schools and speak to groups of children
- Amaury: Engage pantries and folks receiving services

RELEVANT STUDIES

- Craig-Main Connection Complete Streets Study
- City of Schenectady Bike Infrastructure Master Plan
- Community Forest Management Plan
- City of Schenectady Comprehensive Plan 2020
- City of Schenectady 2020-2024 Consolidated 5-Year Strategic Plan (2020)
- City of Schenectady 2017 Smart City Report
- National Grid Implementation Plan for the Smart City
- Thriving Neighborhoods Challenge
- NYS Pedestrian Safety Action Plan
- New Visions 2050 Metropolitan Transportation Plan
- 2006-2008 Strategic Plan for Schenectady County Long Term Care Consortium

The Craig-Main Connection is a neighborhood-based Complete Streets project that reflects the ideas and inspirations of the community to transform the Craig Street and Main Avenue Corridor into a safe, inviting and inspiring connection between residents and community points of interest. The community-led transformation of the corridor from an automobile-driven design to one that considers all travelers (including pedestrians, cyclists, and transit riders) is intended to facilitate and enhance linkages between community anchors such as schools, economic centers and not-for-profit community organizations.

Craig-Main Connection Complete Streets Study

CRAIG STREET + ALBANY STREET

1 - Sided On-Street Parking: Separated Multipurpose Path

Pro's

+ Landscape buffer accommodates street trees which provide defensible space, calm traffic, improve aesthetic and experience
+ Pedestrians and Bicyclists Separated
+ Utility strip allows for some amenities (trash, bollards, etc.)
+ Provides continuous bike connection along Craig Street with links to MLK School, Pleasant Valley School, Quackenbush Park, and the future Boy's and Girls Club
+ Reduced asphalt zone calms vehicular speeds
+ Wide path could be plowed in winter for pedestrians
+ Differentiating and bright/artistic colored bike path
+ Flexibility in design

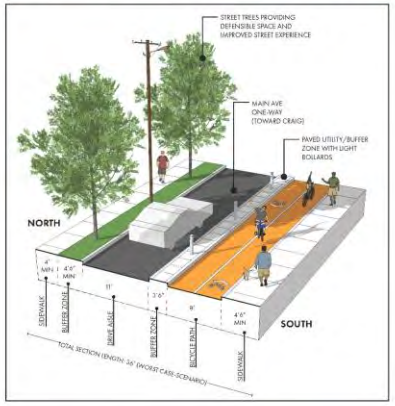
Trade Offs

- Loss of parking could inconvenience homes lacking driveway
- Could not be applied on first block at Albany Street
- Landscape strip width minimized to accommodate separate bike lane

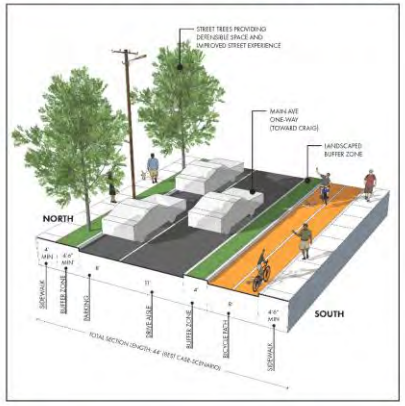
MAIN AVENUE

Main Ave Connection Trade-Offs
Option 1 : Main Ave One-Way with Connection

OPTION 1 - DIAGRAM A:
MAIN AVE ONE - WAY 36' BLOCK (Crane-Holland)



OPTION 1- DIAGRAM B:
MAIN AVE ONE - WAY 44' BLOCK (Holland-Forest)

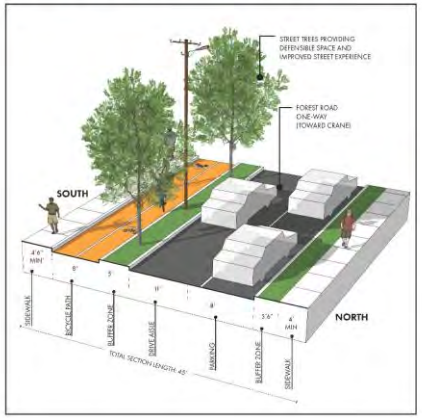


Pro's
+ Connects Albany Street neighborhood commercial district to Crane Street neighborhood district
+ Intersection improvements on Forest/Main
+ Direct continued bike/ped connection along corridor
+ Most houses along Main Ave front on side streets (Limited driveway transitions)

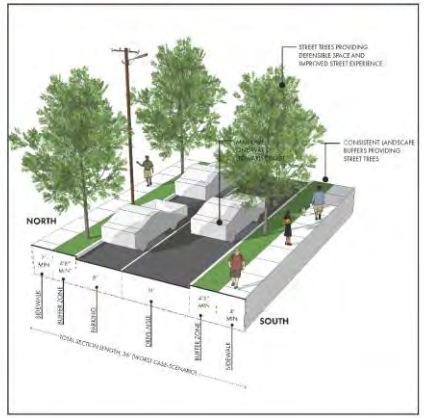
Trade Offs
- Main Ave becomes one-way
- Main Ave loses on-street parking from Crane Ave to Holland Rd
- Possible increase in traffic to adjacent roads

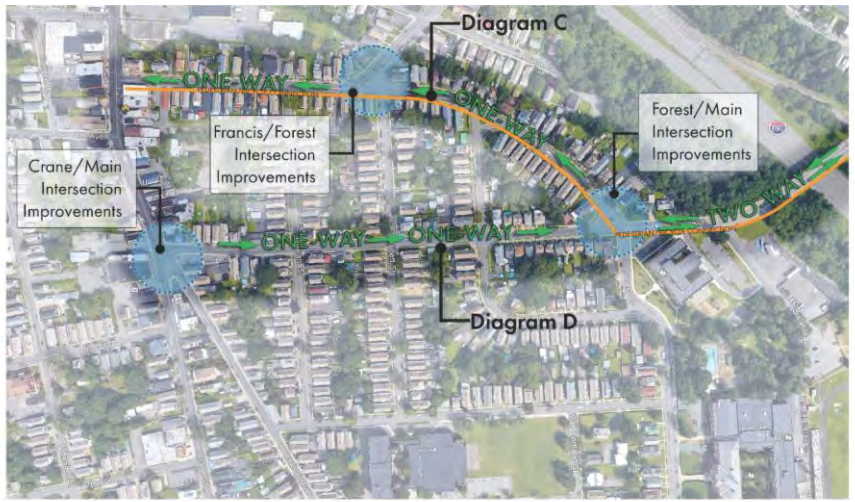
Main Ave Connection Trade-Offs
Option 2: Main Ave & Forest Rd one-way

OPTION 2 - DIAGRAM C:
FOREST AVE ONE-WAY WITH CONNECTION



OPTION 2 - DIAGRAM D:
MAIN AVE ONE-WAY WITH PEDESTRIAN SIDEWALK





Pro's
+ Connects Albany Street neighborhood commercial district to Crane Street neighborhood district
+ Forest Road width allows more flexibility
+ Intersection improvements on Francis/Forest and Forest/Main
+ Main Ave to maintain on-street parking

Trade Offs
- Forest Road and Main Ave become one-way
- Forest Road limited to one side of on-street parking
- Bike/ped connection not along direct corridor
- More houses front along Forest Road (More driveway transitions)
- Possible increase in traffic to adjacent roads

Main Ave Connection Trade-Offs
Option 3: Improve Main Ave Existing Conditions

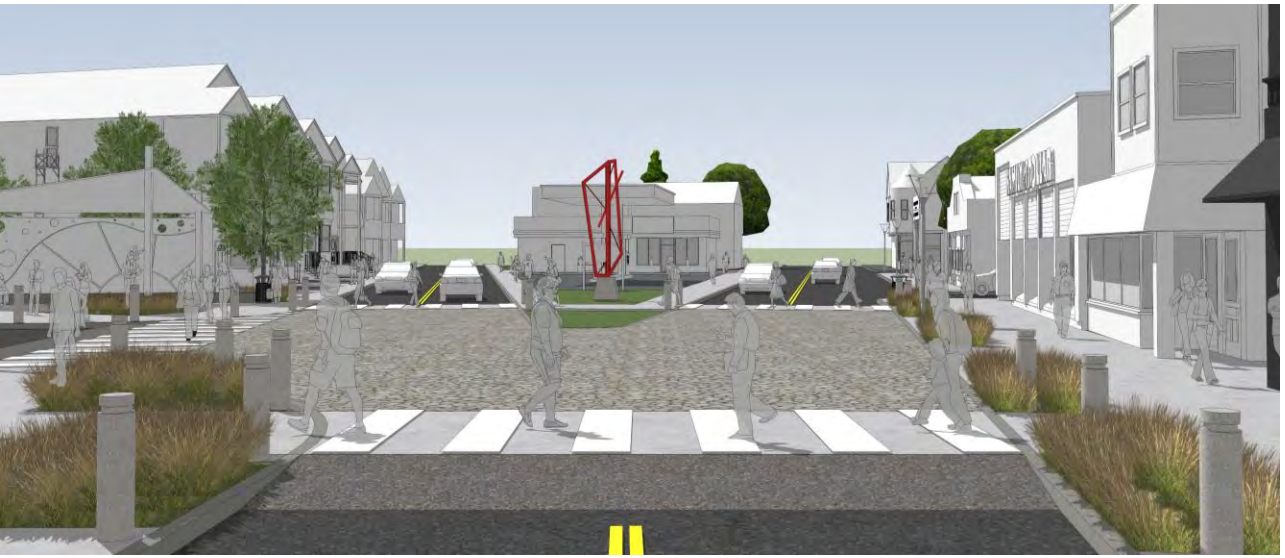
OPTION 3 - DIAGRAM E:
MAIN AVE PEDESTRIAN IMPROVEMENTS

CONCEPT IMAGE
BUMP OUTS

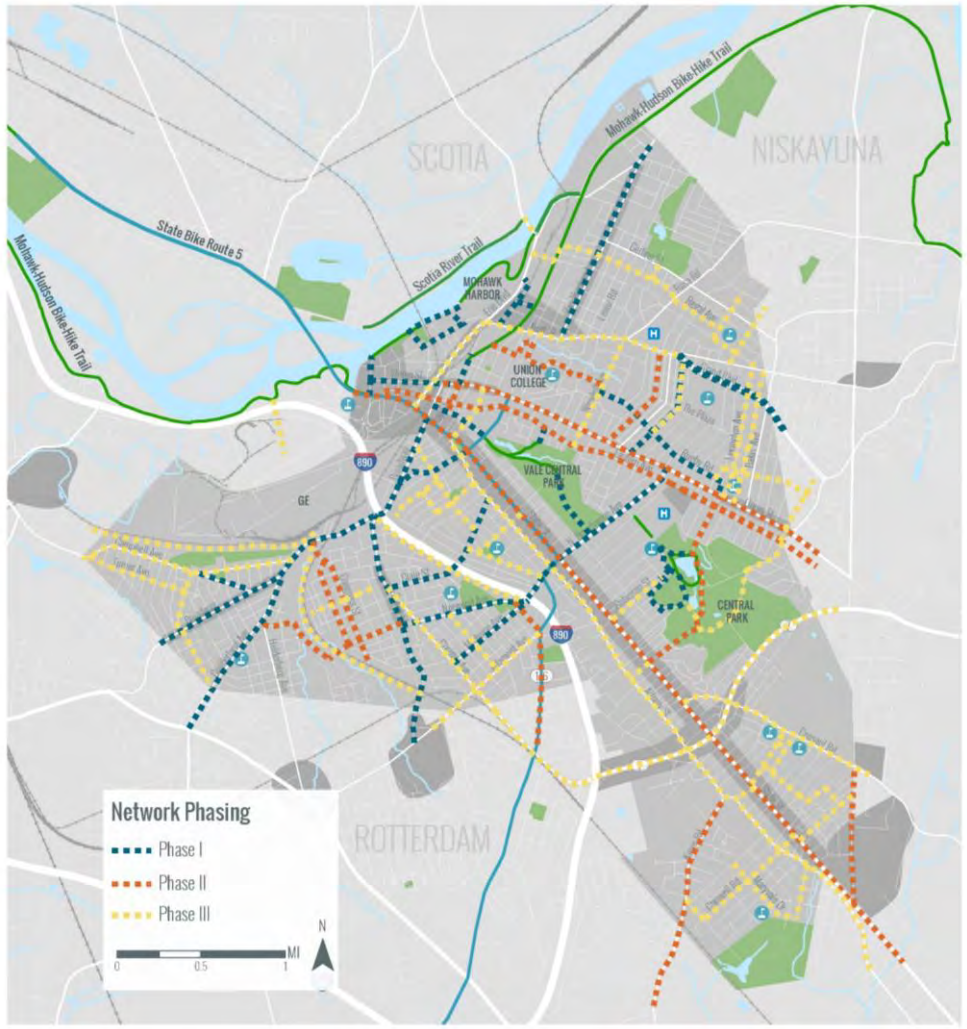
Pro's
+ Two-way traffic to remain
+ Implement street trees where possible
+ Improved sidewalks
+ Main Ave to maintain on-street parking
+ Intersection Improvements

Trade Offs
- No direct bicycle connection
- Few opportunities for street trees
- On-street parking lane very narrow

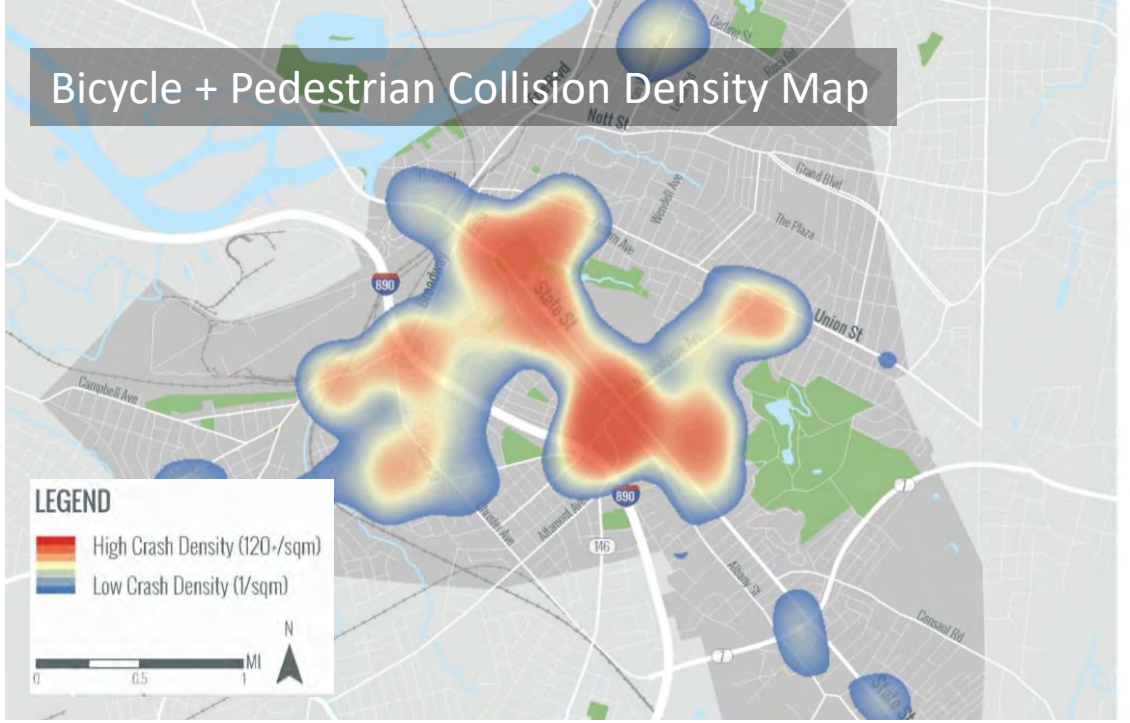
MAIN AVENUE, CRANE STREET + CHRISLER AVENUE



Infrastructure Recommendations by Phases



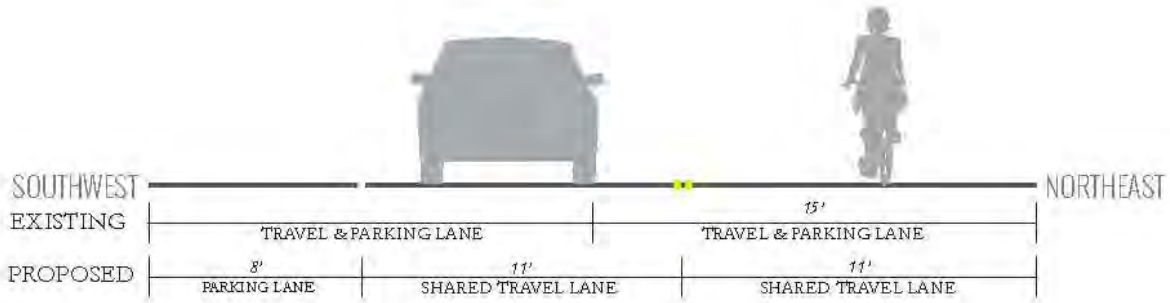
Bicycle + Pedestrian Collision Density Map



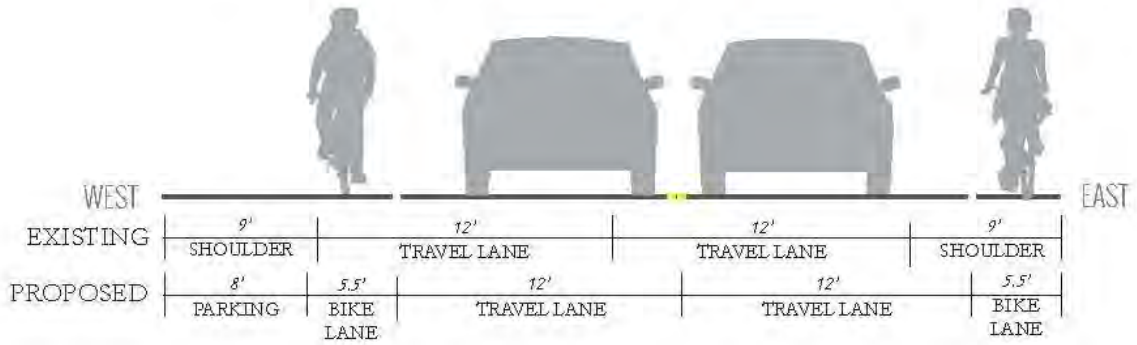
Schenectady Bike Master Plan

ALBANY + CRANE + CHRISLER RECOMMENDATIONS

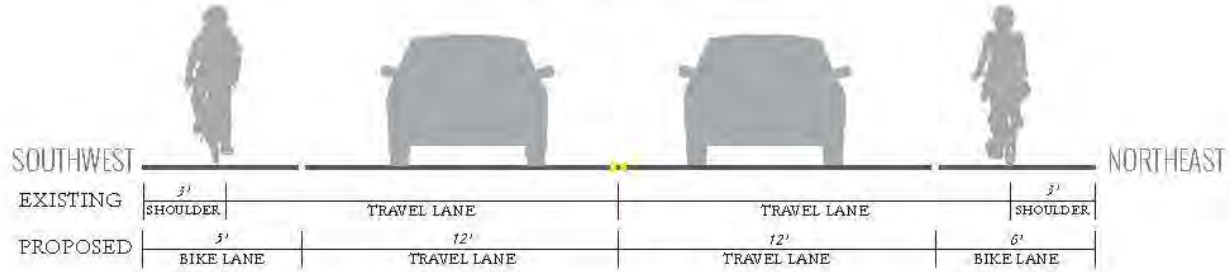
Albany St.

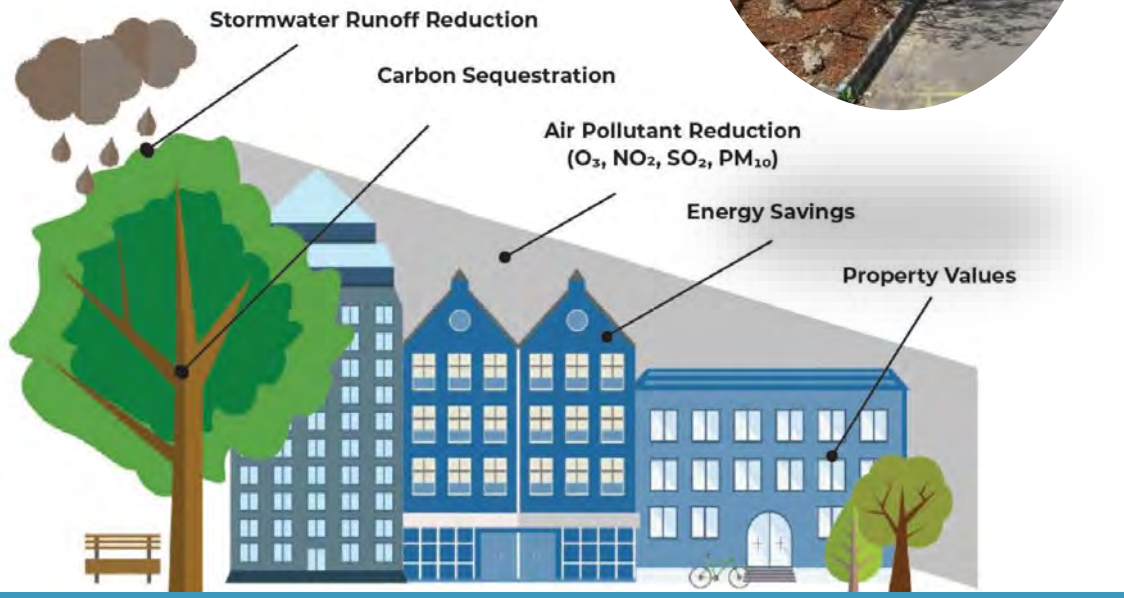


Crane Street (Craig St. to Broadway)



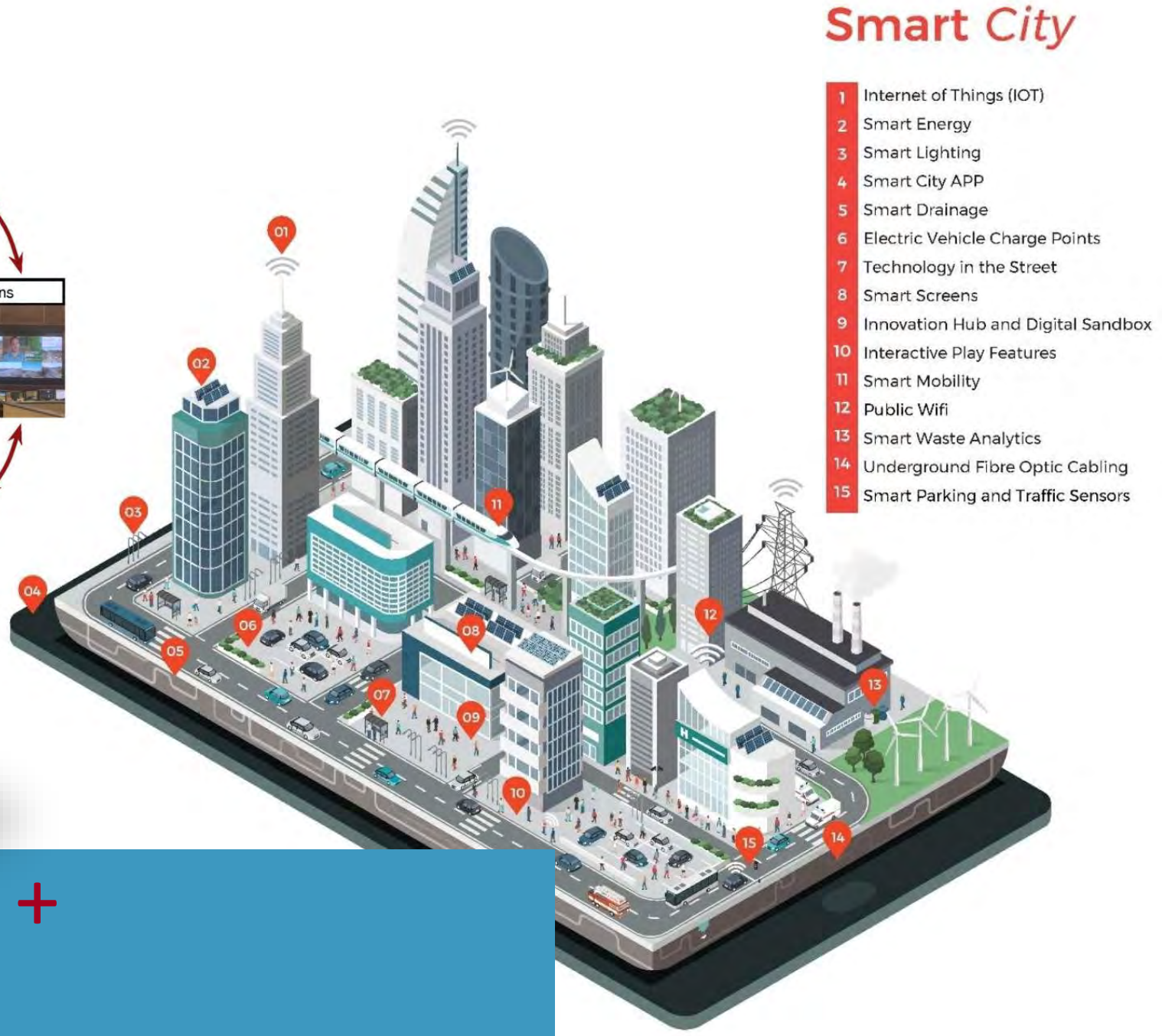
Chrisler Ave





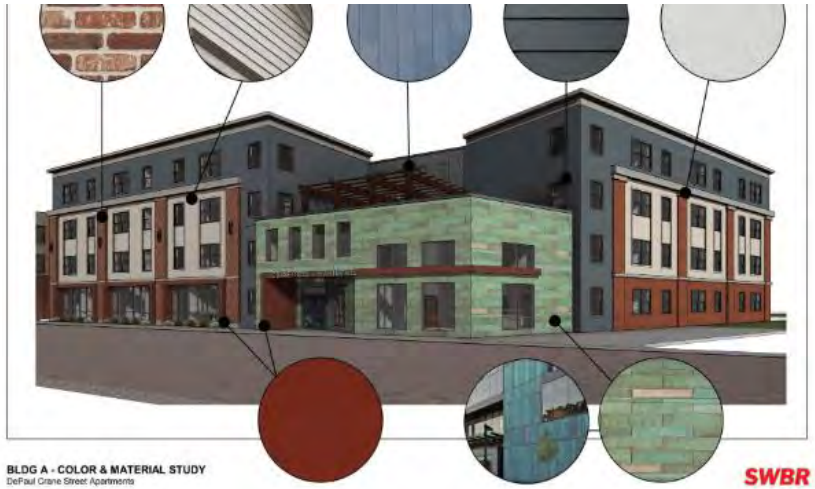
- Safe Intersections and Crossings
- Buffer Zones: Landscape Strips & Street Trees
- Public Transportation
- Walk-ability: Sidewalks, buffer zones, safety
- Bike-ability: Bike Lanes, paths, shared streets

Complete Streets + Community Forest Management

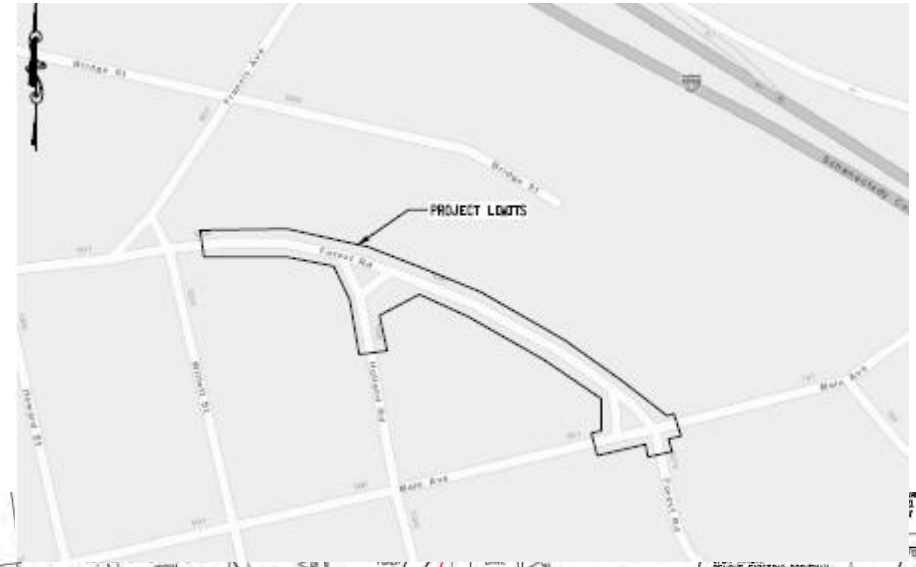


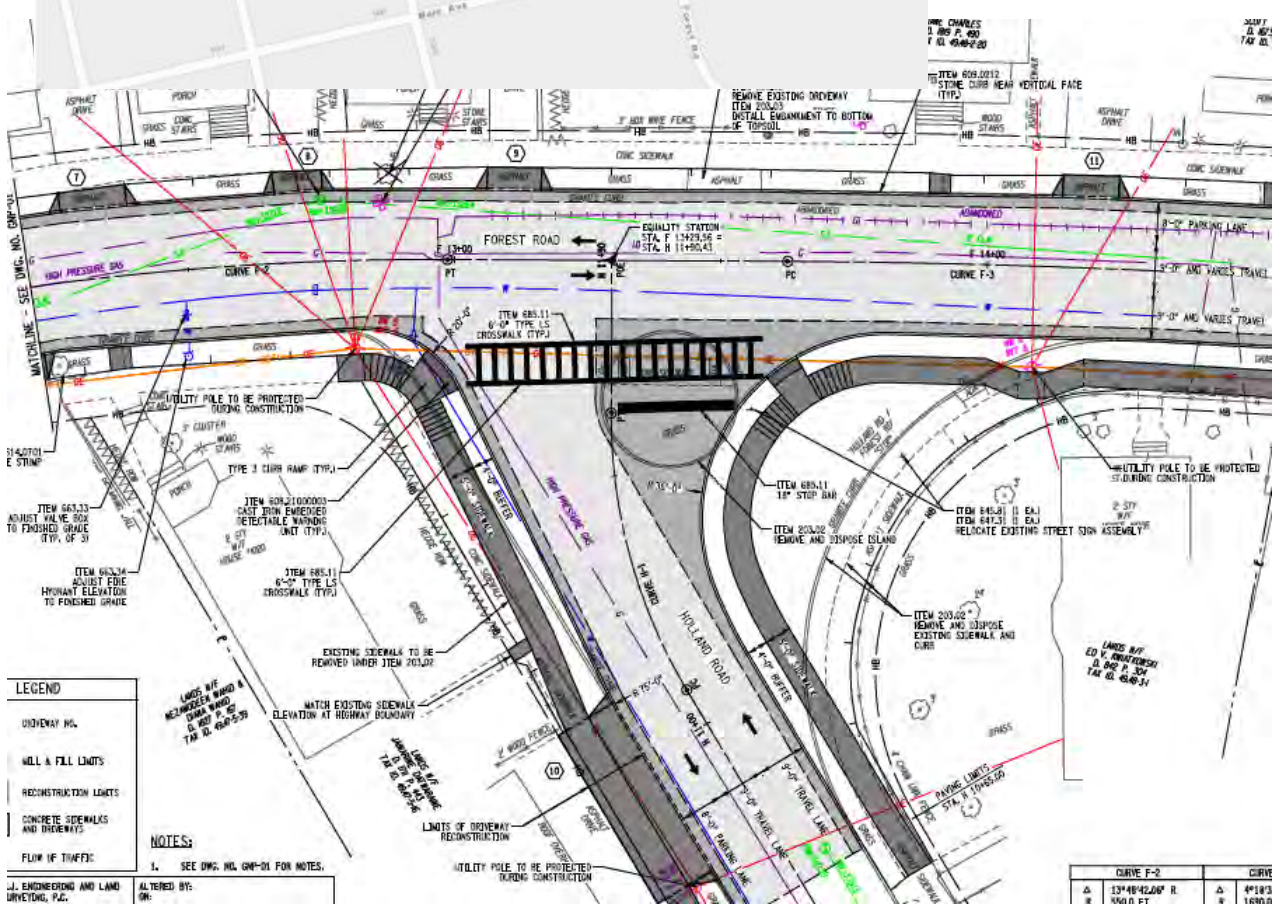
New Visions 2050 + Smart Mobility

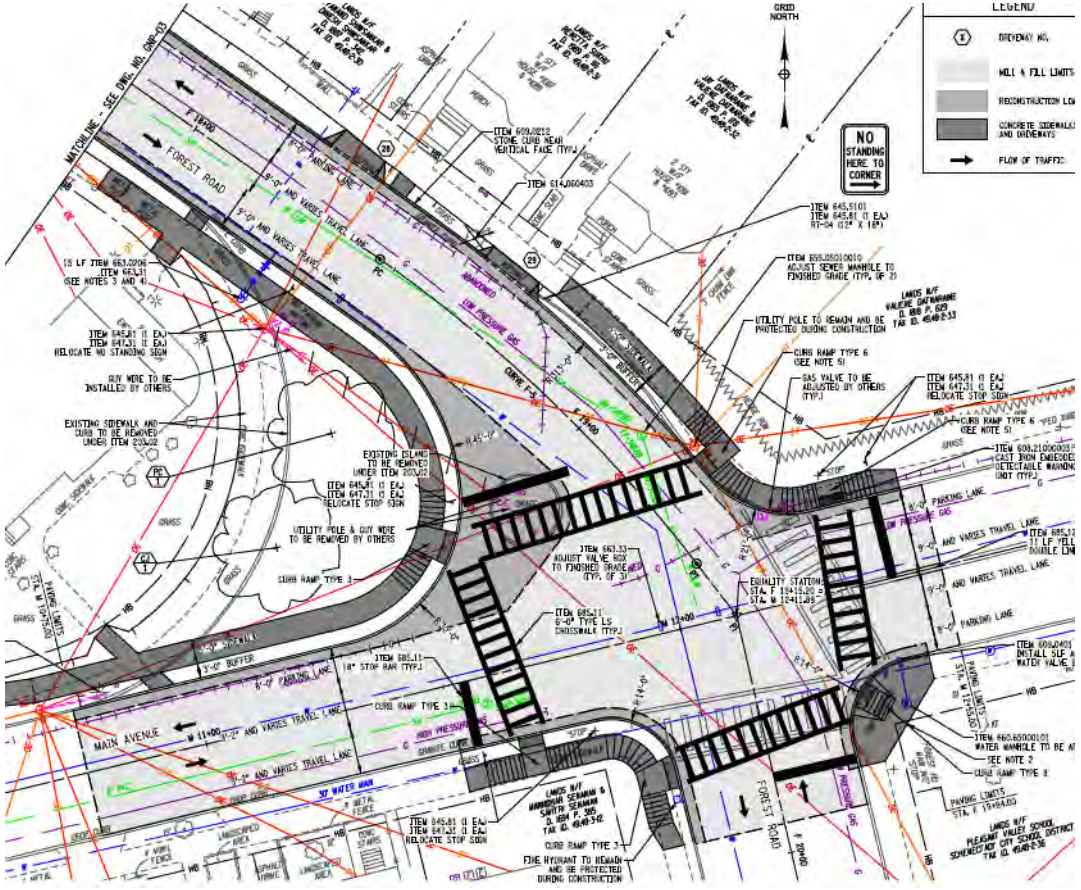
DEPAUL CRANE STREET APARTMENTS



FOREST ROAD

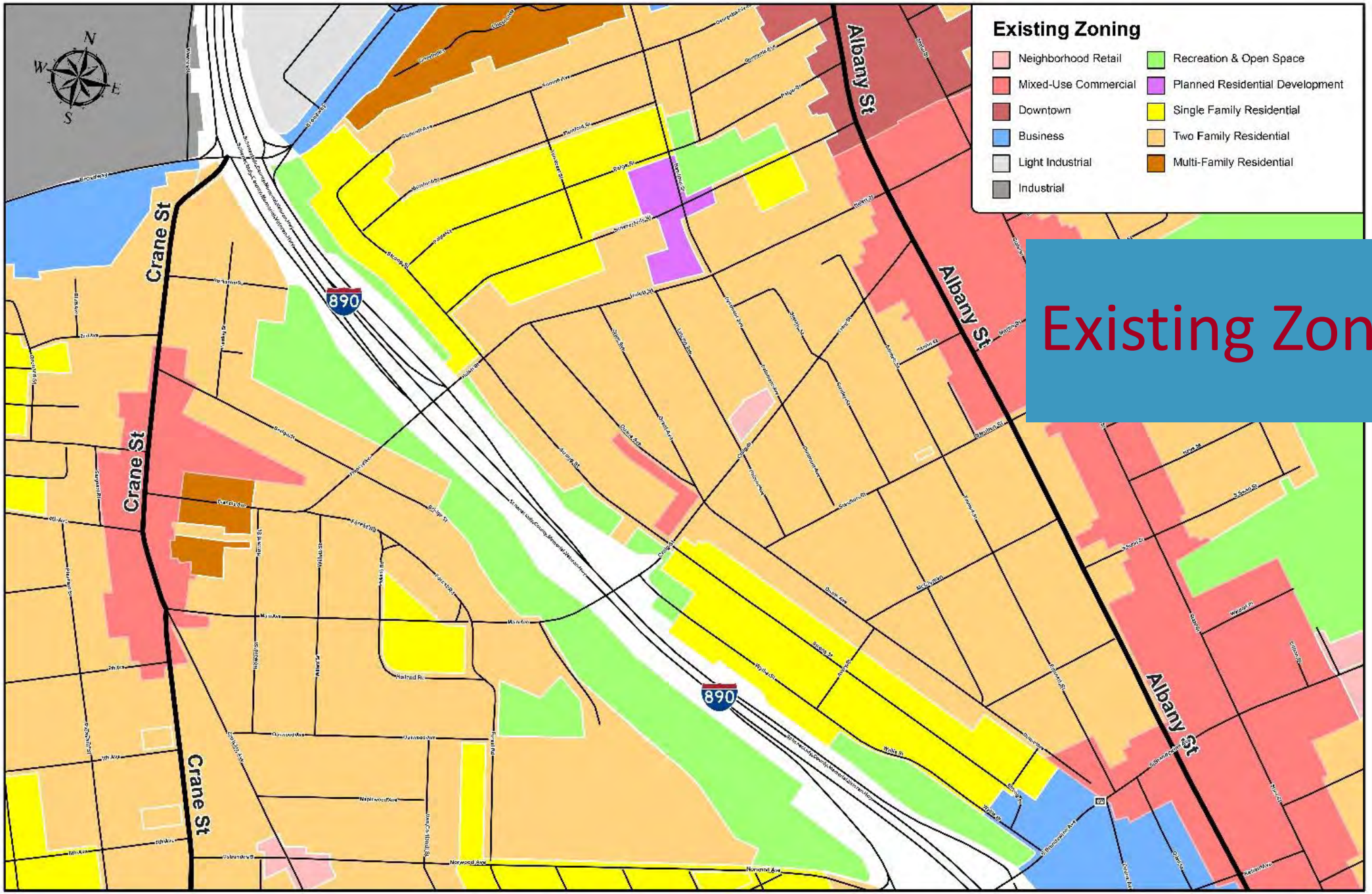

PROJECT LIMITS


FOREST ROAD
HOLLAND ROAD
LEGEND
NOTES:


FOREST ROAD
MAIN AVENUE
NO STANDING HERE TO CORNER
LEGEND

TECHNICAL REVIEW + ANALYSIS

- Current Land Use and Zoning
- Tax Parcel Ownership
- Public Right of Ways
- Vacant and Underutilized Parcels
- Neighborhood Destinations
- Existing Facilities (Pedestrian, Bicycle, Public Transportation, Vehicular)
- Roadway Data (Functional Class, Parking Utilization, Signal Function, etc.)
- Safety Assessment – Summary of crash type, severity, and location.
- Evaluation Methods: Field Observation, Mineta Institute Level of Traffic Stress (LTS) for Bicycle/Pedestrian Comfort, Vehicle Level of Service (Highway Capacity Manual), Transit Run Times and Cycle Lengths

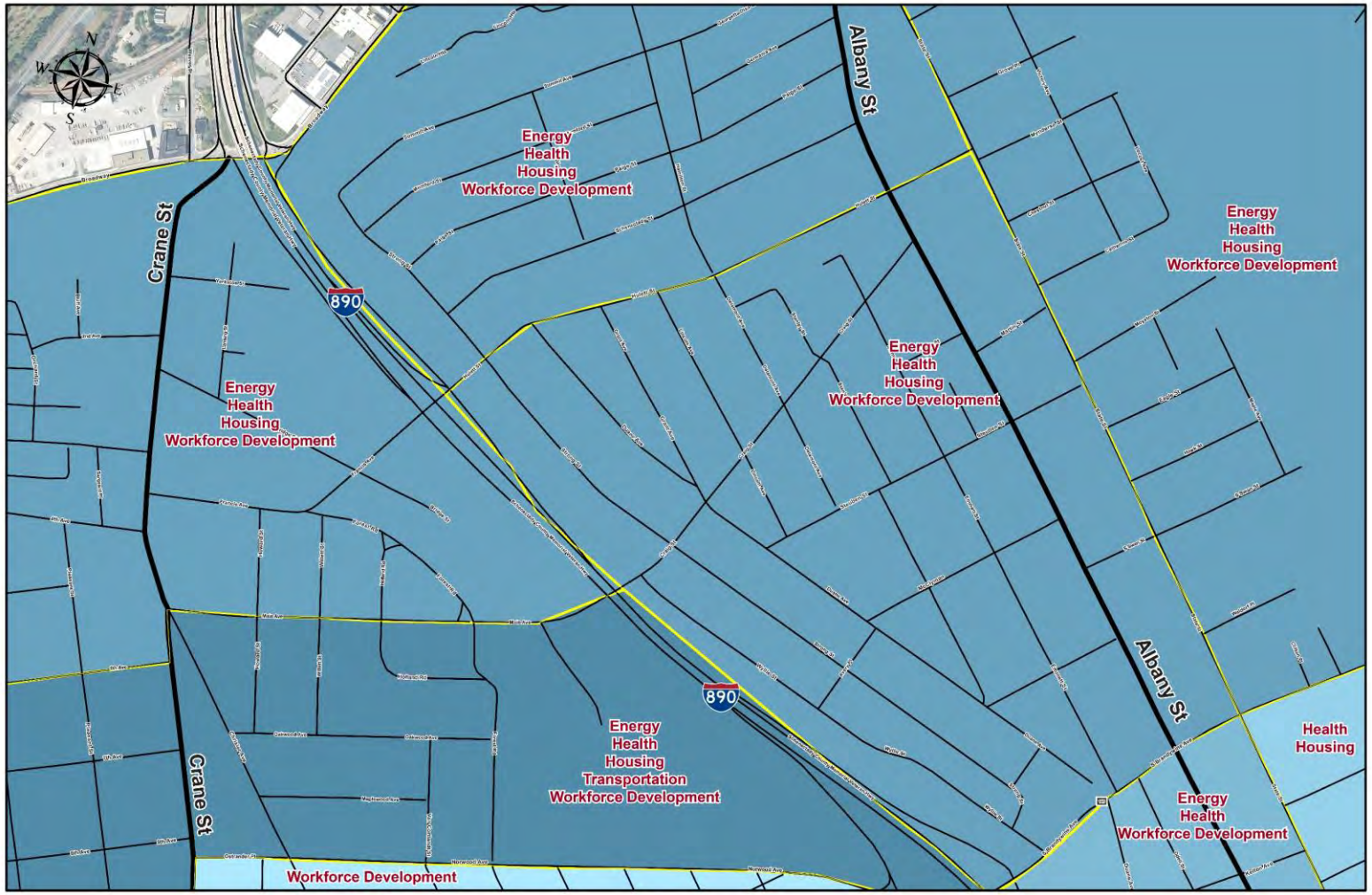


Existing Zoning

Existing Land Use

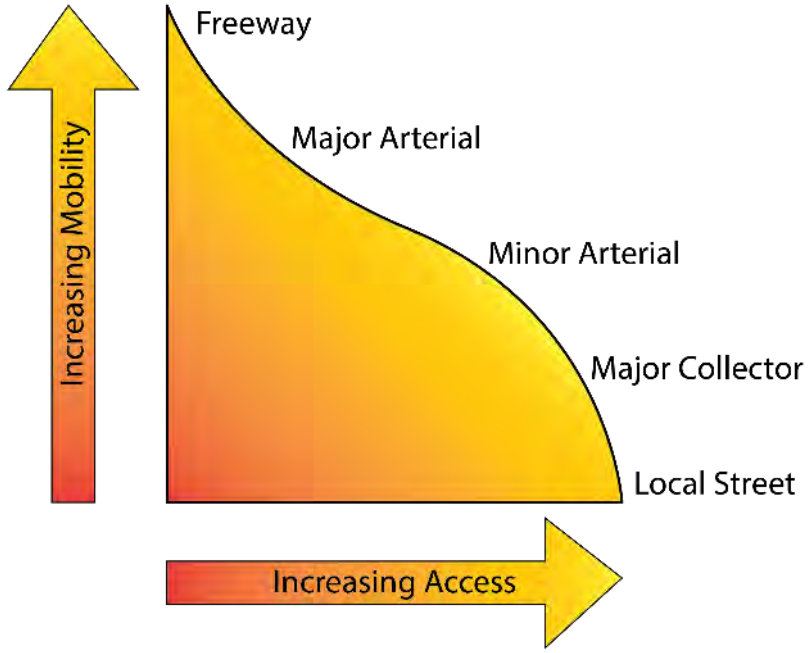
Environmental Justice

- Justice 40 identifies 8 categories to assess disadvantaged communities
  - Climate Change
  - Energy
  - Health
  - Housing
  - Legacy Pollution
  - Transportation
  - Water and Waste Water
  - Workforce Development



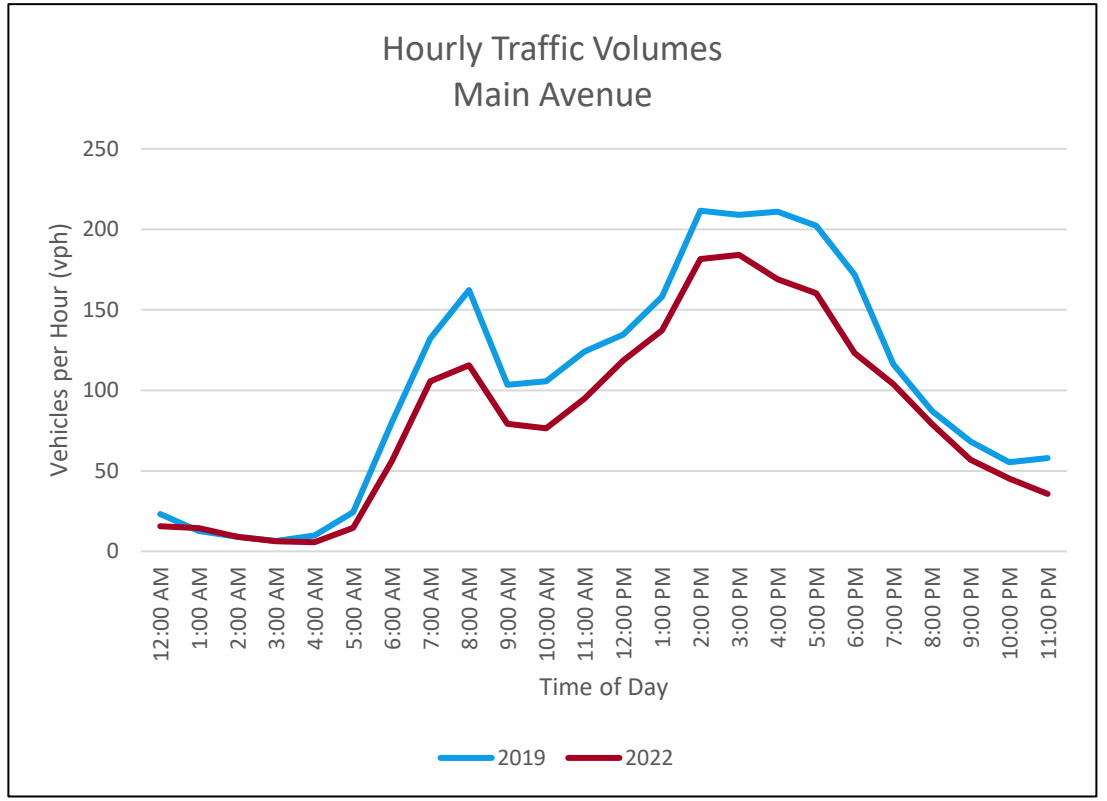
Roadway Characteristics

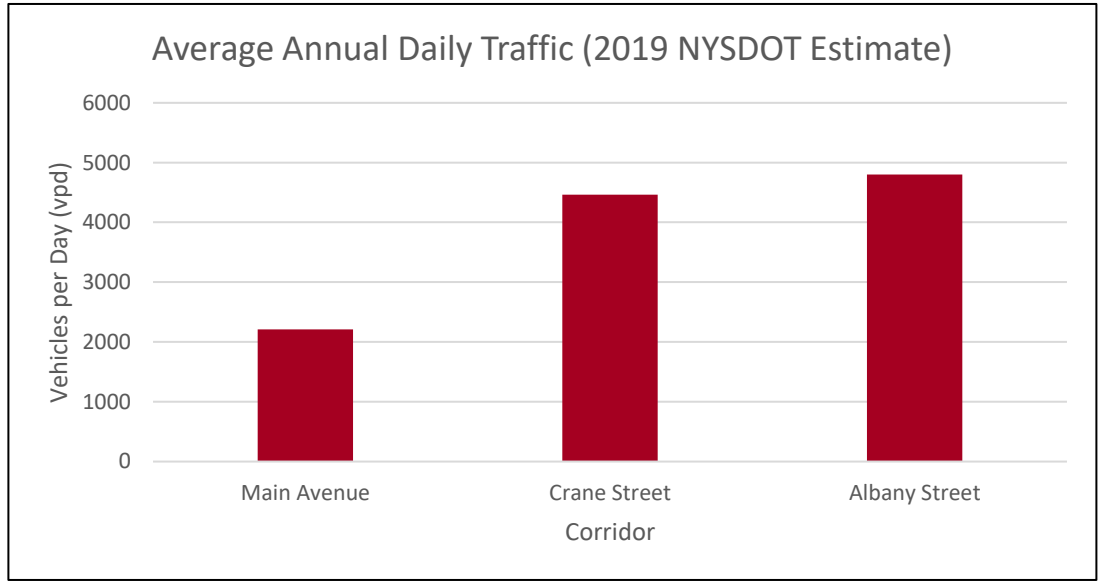
- Albany Street
  - Functional Classification: Minor Arterial
  - Posted Speed Limit: 30 mph
  - Roadway Width: 35 to 45 feet
  - Sidewalks: Generally on Both Sides
- Crane Street
  - Functional Classification: Minor Arterial
  - Posted Speed Limit: 30 mph
  - Roadway Width: 35 to 45 feet, narrower south of Main Avenue
  - Sidewalks: Generally on Both Sides



Traffic Volumes

- 2022 Volumes are approximately 20% lower than 2019
- Main Avenue maintains AM and PM peak characteristics
  - Likely due to schools in area
- Crane Street and Albany Street carry higher volumes than Main Avenue
- Crane Street and Albany Street carry approximately the same amount of traffic





Vehicle Level of Service

- Highway Capacity Manual
- Space and Volume
- Letter Grade A-F based on seconds of intersection delay

Intersection		Control	2022 Existing	
			AM Peak Hour	PM Peak Hour
Crane St/Francis Ave*		S		
Francis Ave WB	LR		A (9.4)	A (9.9)
Crane St NB	TR		B (11.7)	B (12.6)
Crane St SB	LT		B (10.9)	B (12.3)
Overall			B (11.0)	B (12.0)
Francis Ave/Forest Rd/Hulett St/Willett St		U		
Francis Ave EB	LTR		A (8.8)	A (8.5)
Forest Rd WB	LTR		A (7.7)	A (7.7)
Willett St NB	LTR		A (7.8)	A (7.7)
Hulett St SB	LTR		A (8.4)	A (7.8)
Overall			A (8.3)	A (8.0)
Main Ave/Crane St/Chrisler Ave		S		
Main Ave WB	LLR		B (16.1)	B (16.7)
Crane St NB	TRR		B (13.2)	B (11.9)
Crane St SB	LLT		A (3.6)	A (3.7)
Chrisler Ave NWB	LTR		B (11.0)	B (12.6)
Overall			A (9.4)	A (9.1)
Main Ave/Forest Rd		U		
Main Ave EB	LTR		A (8.6)	A (8.0)
Main Ave WB	LTR		A (9.1)	A (8.6)
Forest Rd NB	LTR		A (8.6)	A (8.3)
Forest Rd SB	LTR		A (8.7)	A (8.0)
Overall			A (8.8)	A (8.3)

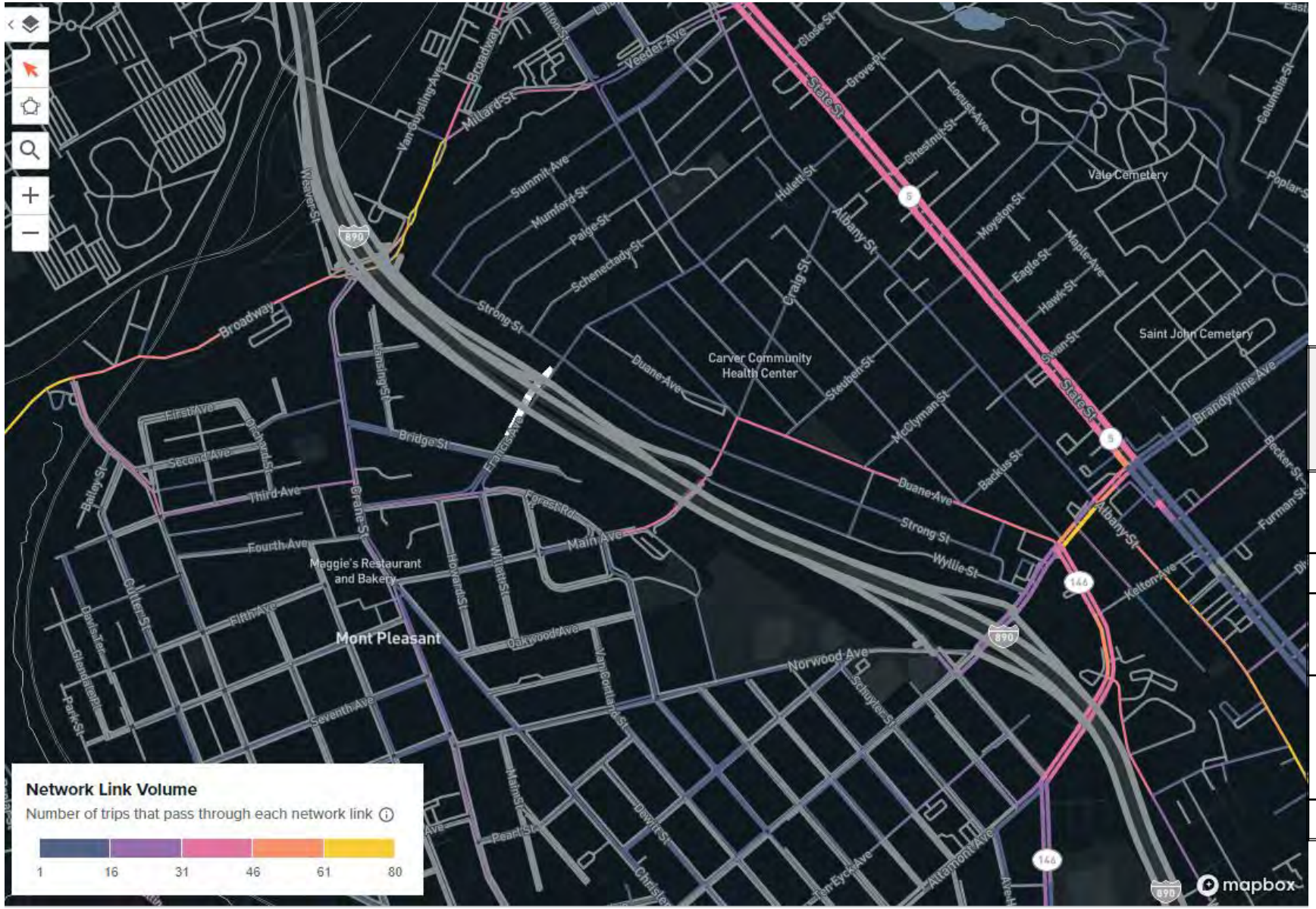
*Existing LOS based on assumed signal operation

Pedestrian Activity

- Highest activity near schools and across I-890 Bridge
- Greater activity on Forest Road than Main Avenue

Intersection	AM Peak Hour	PM Peak Hour
Crane Street / Chrisler Avenue/Main Avenue	78	83
Main Avenue / Forest Road	154	116
Crane Street / Francis Avenue	28	62
Willett Street /Francis Avenue /Forest Road/Hulett Street	23	8
Total	**283**	**269**

Bicycle Activity



- Bicycle activity is generally lower than walking
- Highest activity east of school and along Albany/Crane Streets

Intersection	AM Peak Hour	PM Peak Hour
Crane Street / Chrisler Avenue/Main Avenue	1	2
Main Avenue / Forest Road	0	0
Crane Street / Francis Avenue	0	6
Willett Street /Francis Avenue /Forest Road/Hulett Street	1	4
Total	2	12

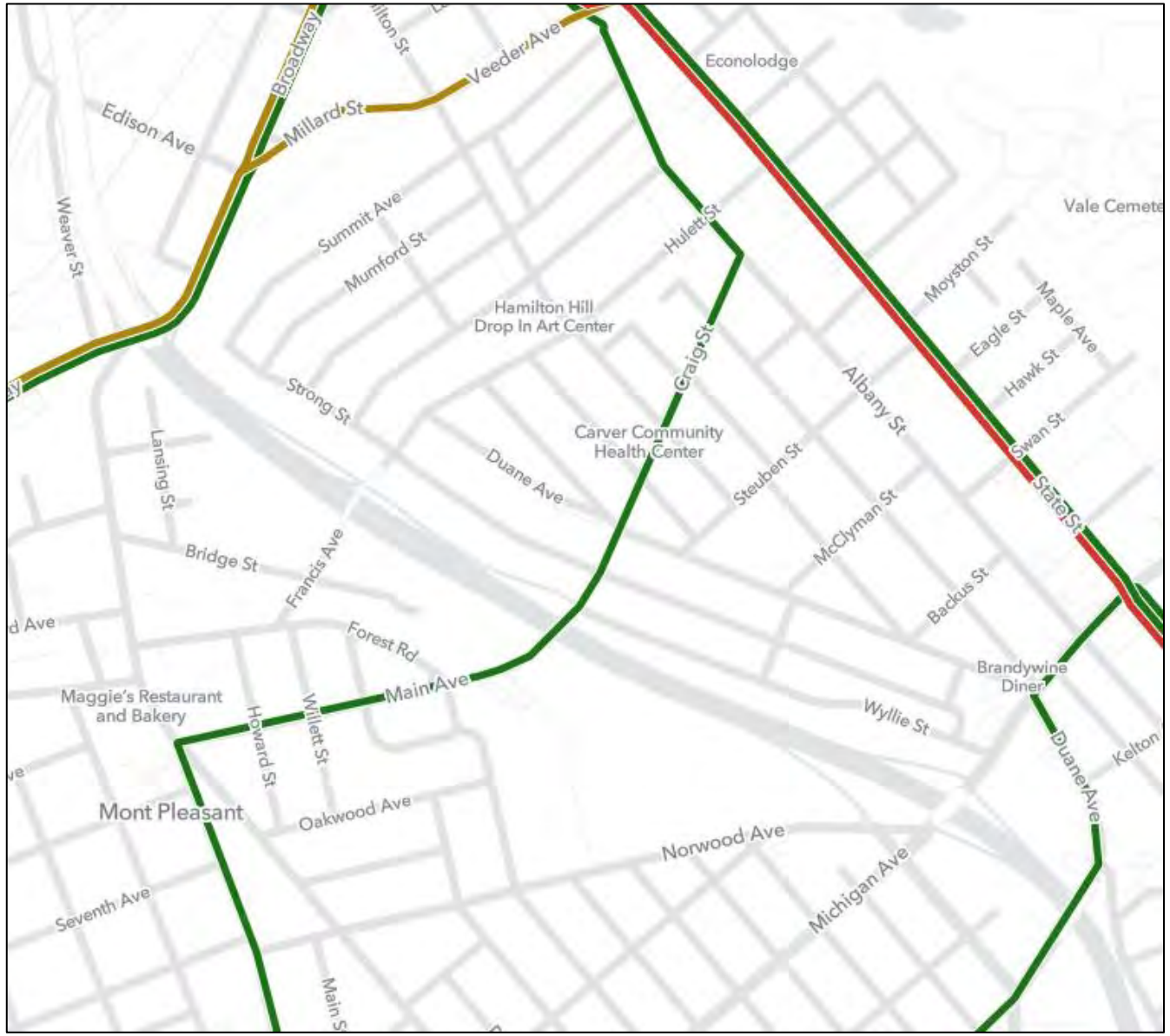
Level of Traffic Stress (LTS)

- Developed by Mineta Institute
- Considers space, volumes, and speeds
- Number Score 1-4

LTS	Comfortable Enough For (Cyclist Type)	Characteristics
1	Most People	• Lowest stress • Comfortable for most ages and abilities
2	Interested, but Concerned	• Suitable for most adults • Presenting little traffic stress
3	Enthused and Confident	• Moderate traffic stress • Comfortable for those already biking in American cities
4	Strong and Fearless	• High traffic stress • Multilane, fast moving traffic

Road	Segment	Existing LTS
Crane Street	Broadway to Van Velsen St	LTS 3
Chrisler Avenue	Crane St to Norwood Ave	LTS 2
Main Avenue	Crane St/Chrisler Ave to Forest Rd	LTS 2
Francis Avenue	Crane St to Forest Rd	LTS 2
Forest Road	Francis Ave to Main Ave	LTS 2
Albany Street	Veeder Ave to Brandywine Ave	LTS 3

Public Transit

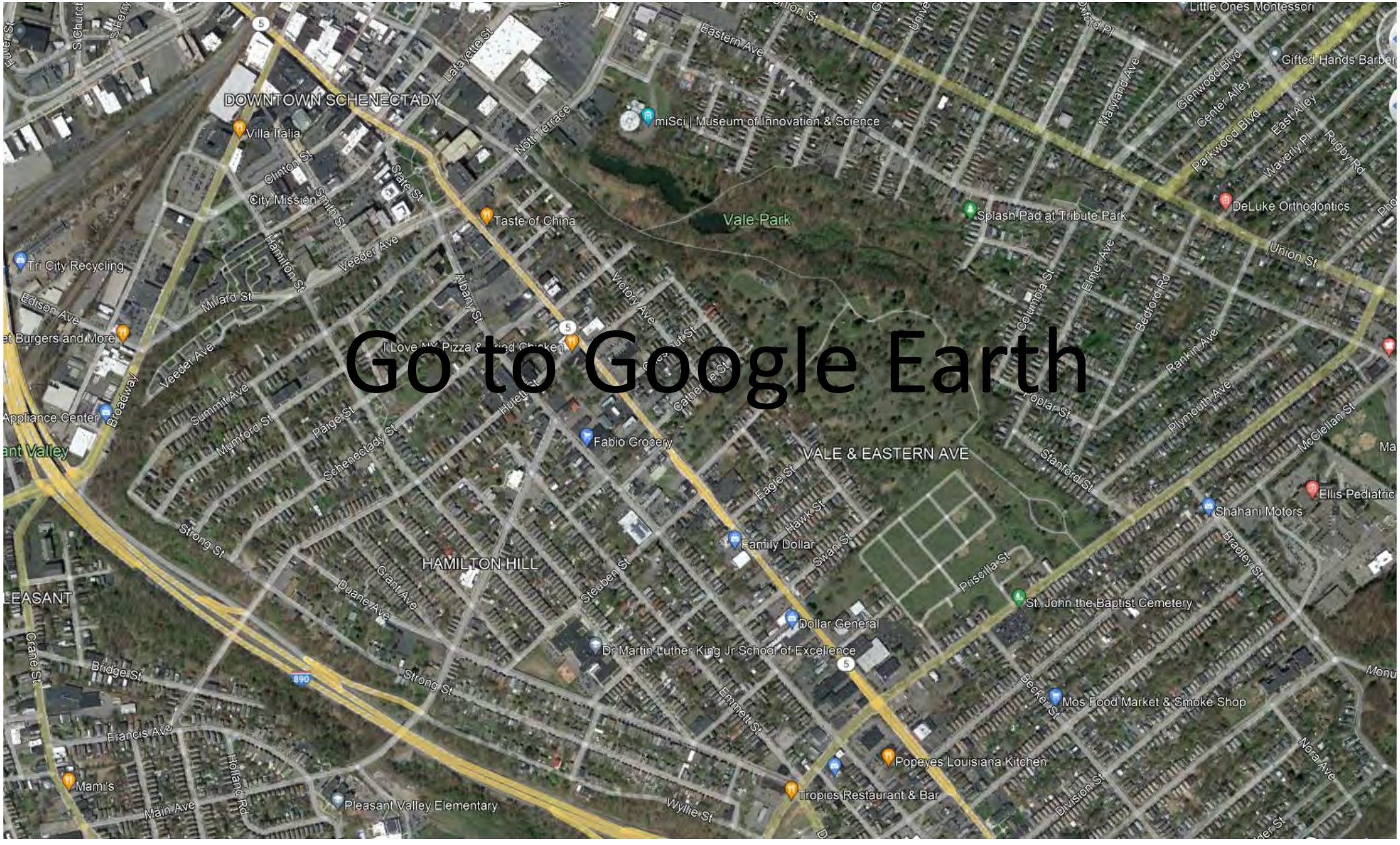


- Currently served by CDTA Route # 353
- Buses generally run every 20 minutes on weekdays
- First trip is at 6:00 a.m.
- Last trip is at 10:55 p.m.
- Weekend service has shorter span and longer headways
- Total run time is generally 32 to 36 minutes in each direction

Additional Existing Conditions Assessments

- Parking Inventory and Assessment
  - ¼ mile from Albany Street and Crane Street Corridors
  - Mid-Day Peak (12:00 p.m.)
  - Evening Peak (7:00 p.m.)
- Pedestrian Inventory and Assessment
  - Sidewalks
  - Curb Ramps
  - Signals
  - Crosswalks
- Safety Assessment

ALBANY STREET CONTEXT



ALBANY STREET – VEEDER TO CRAIG

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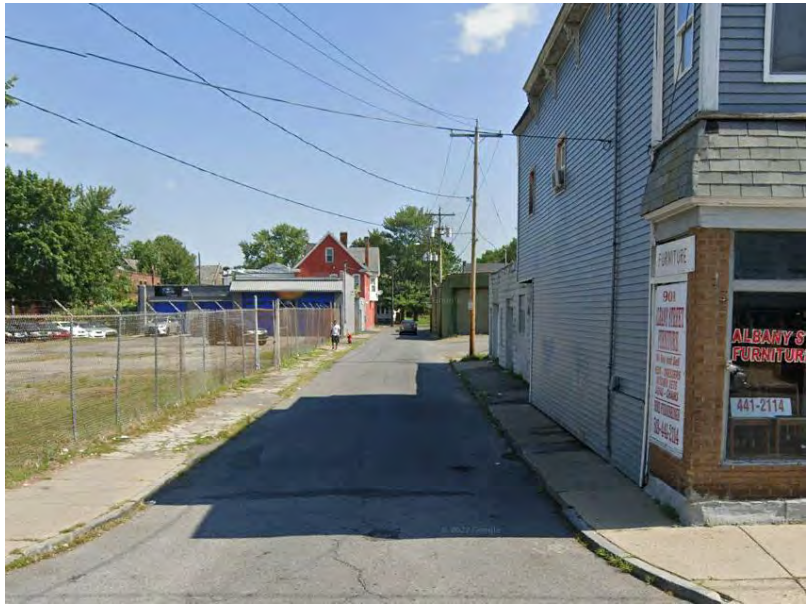
ALBANY STREET – CRAIG TO STEUBEN

ALBANY STREET – CRAIG TO STEUBEN

ALBANY / CRAIG STREET CONNECTIONS T0 STATE STREET



ALBANY STREET – STEUBEN TO S BRANDYWINE AVE

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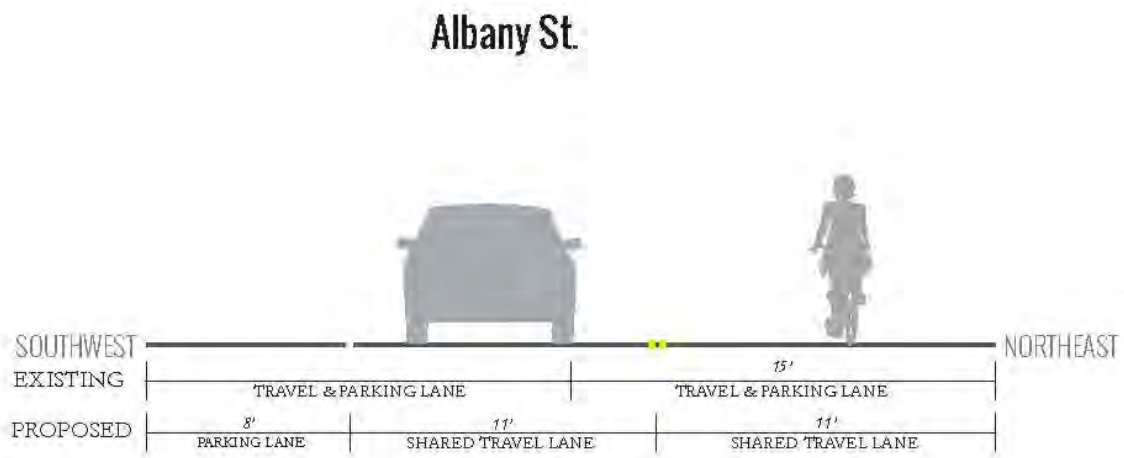
INITIAL IMPRESSIONS OF ALBANY STREET

- Many State Street businesses use Albany for “back of house” operations with little to no curb appeal on Albany Street
- Too narrow for parking on both sides for majority of corridor
- Curb is almost non-existent from Steuben St to S Brandywine Ave
- Parking on sidewalk and over curb throughout
- Sidewalks are in poor condition for majority of corridor
- “Everyone drives too fast” – common response
- Concentration of social services is perceived as a challenge for some businesses
- Numerous vacant buildings
- Poor connections to State Street

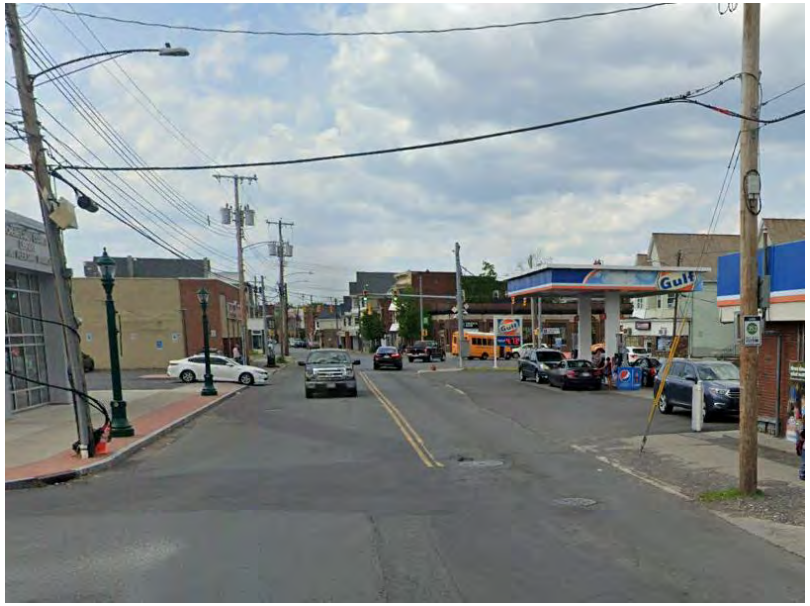


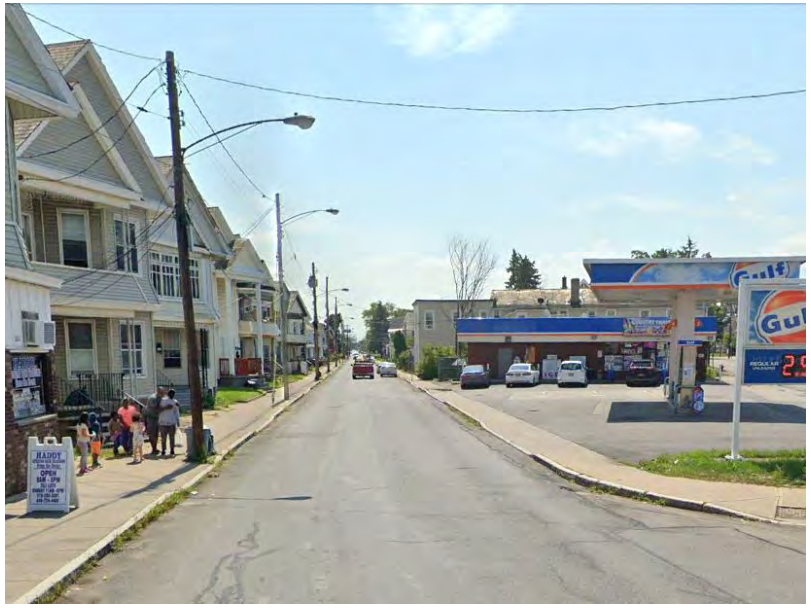
WHAT ARE THE CHALLENGES? WHAT ARE SOME OPPORTUNIES?

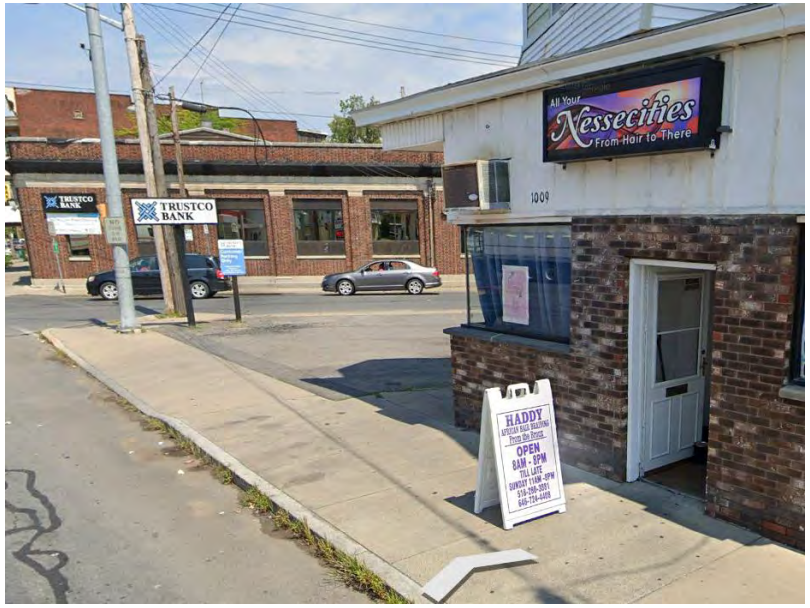
- Speed and parking on sidewalks is a problem.
- Many residents on Albany Street rely on on-street parking.
- Consider opportunities for some off-site parking lots on back side of State Street facing properties.
- Community outreach is key – reach out to area churches.
- SICM is excited to work with the City on this important project.

CRANE STREET CONTEXT

CRANE STREET – MAIN TO CHRISLER





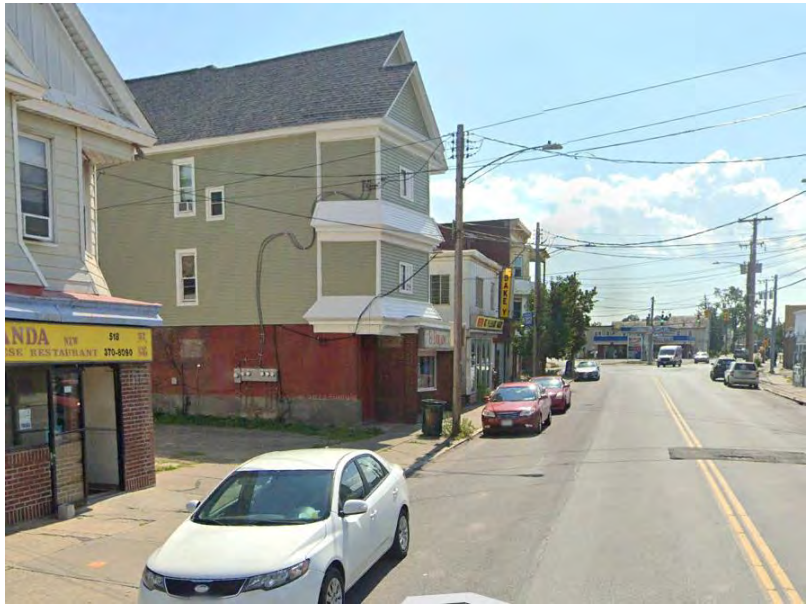


CRANE STREET – MAIN TO CHRISLER

CRANE STREET – MAIN TO CHRISLER

CRANE STREET – MAIN TO CHRISLER

CRANE STREET – MAIN AVE TO 3RD ST



CRANE STREET – MAIN AVE TO 3RD ST

CRANE STREET – TO 3RD ST TO BROADWAY

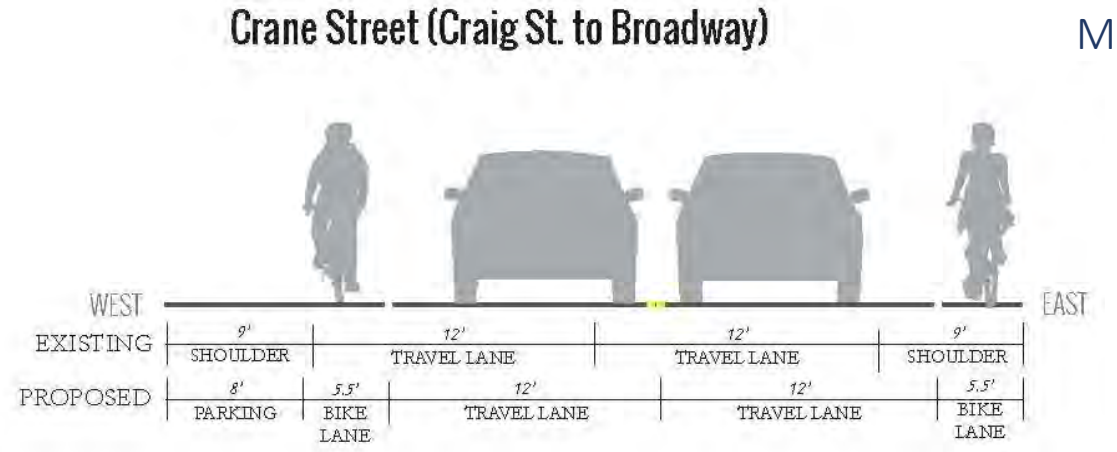
CRANE STREET – TO 3RD ST TO BROADWAY

CRANE STREET – TO 3RD ST TO BROADWAY

MAIN AVENUE

INITIAL IMPRESSIONS OF CRANE STREET

- Main / Crane / Chrisler intersection is confusing for everyone
- Curb is almost non-existent for much of the corridor
- Many sidewalks have been paved over with asphalt
- Gas at station at Main / Crane / Chrisler intersection encourages driving on public sidewalk and entering and exiting close to intersection
- Parking on sidewalk and over curb throughout
- Sidewalks are in poor condition for much of the corridor
- Narrow sidewalk zones in some business areas
- “Everyone drives too fast” – common response
- “Too many accidents” – common response
- Numerous vacant buildings



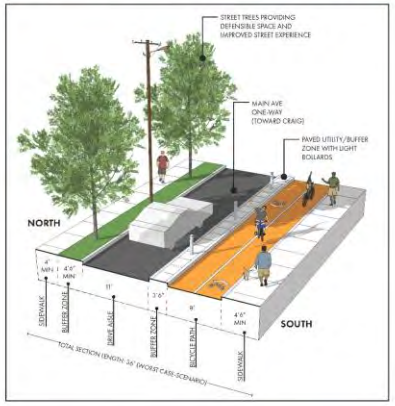
WHAT ARE THE CHALLENGES? WHAT ARE SOME OPPORTUNIES?

Trash is a real problem.
Accidents happen frequently.
Crane / Main / Chrisler intersection is confusing.
A lot of investment is being made in the area? How do we make sure that it will be used and respected? Community engagement is key.
Should we consider undergrounding the utility lines? Tight ROW may make it difficult or limit possibility of street trees? Could it be done on one side?
One way is questionable – it will be good to hear the study finding. Resident engagement will be critical.
Consider possibility of a striped bike lane.
More public parking is needed.

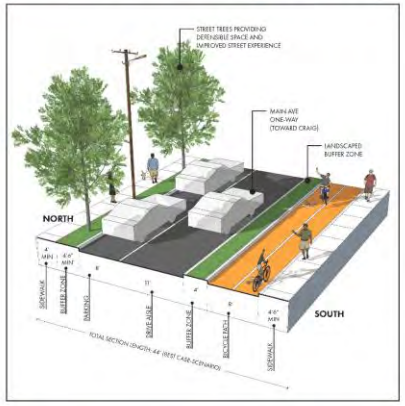
MAIN AVENUE

Main Ave Connection Trade-Offs
Option 1 : Main Ave One-Way with Connection

OPTION 1 - DIAGRAM A:
MAIN AVE ONE - WAY 36' BLOCK (Crane-Holland)



OPTION 1- DIAGRAM B:
MAIN AVE ONE - WAY 44' BLOCK (Holland-Forest)

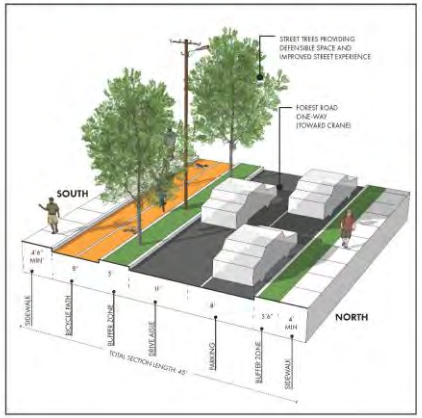


Pro's
+ Connects Albany Street neighborhood commercial district to Crane Street neighborhood district
+ Intersection improvements on Forest/Main
+ Direct continued bike/ped connection along corridor
+ Most houses along Main Ave front on side streets (Limited driveway transitions)

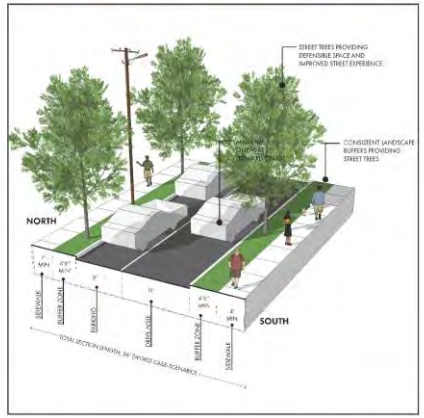
Trade Offs
- Main Ave becomes one-way
- Main Ave loses on-street parking from Crane Ave to Holland Rd
- Possible increase in traffic to adjacent roads

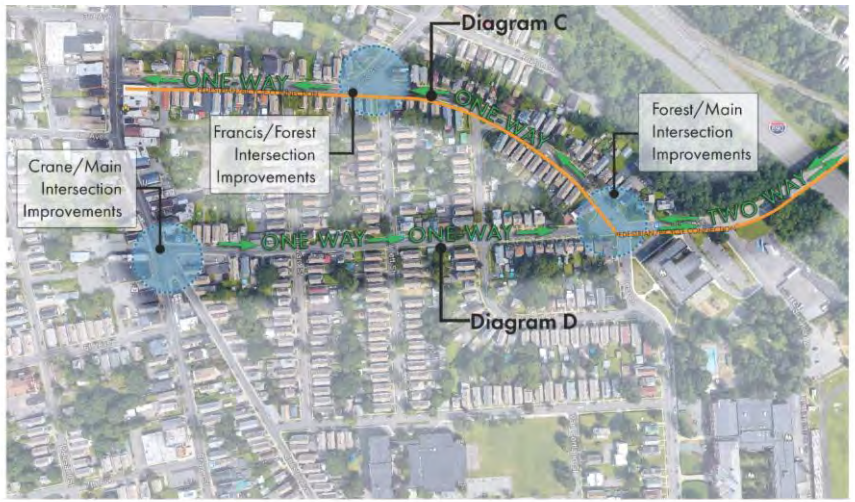
Main Ave Connection Trade-Offs
Option 2: Main Ave & Forest Rd one-way

OPTION 2 - DIAGRAM C:
FOREST AVE ONE-WAY WITH CONNECTION



OPTION 2 - DIAGRAM D:
MAIN AVE ONE-WAY WITH PEDESTRIAN SIDEWALK





Pro's
+ Connects Albany Street neighborhood commercial district to Crane Street neighborhood district
+ Forest Road width allows more flexibility
+ Intersection improvements on Francis/Forest and Forest/Main
+ Main Ave to maintain on-street parking

Trade Offs
- Forest Road and Main Ave become one-way
- Forest Road limited to one side of on-street parking
- Bike/ped connection not along direct corridor
- More houses front along Forest Road (More driveway transitions)
- Possible increase in traffic to adjacent roads

Main Ave Connection Trade-Offs
Option 3: Improve Main Ave Existing Conditions

OPTION 3 - DIAGRAM E:
MAIN AVE PEDESTRIAN IMPROVEMENTS

CONCEPT IMAGE
BUMP OUTS

Pro's
+ Two-way traffic to remain
+ Implement street trees where possible
+ Improved sidewalks
+ Main Ave to maintain on-street parking
+ Intersection Improvements

Trade Offs
- No direct bicycle connection
- Few opportunities for street trees
- On-street parking lane very narrow

NEXT STEPS

Study Advisory Committee:

- SAC Mtg. #2: Existing Conditions + Focus Group Findings
  - First week of March

Community Engagement

- Set schedule for outreach events
- Focus Group Discussions
- Flyer + Community Canvassing

Technical:

- Existing Conditions + Transportation Analysis
- Conceptual Design Exploration