



Albany & Crane Streets Complete Streets Study

Study Advisory Committee Meeting #3

May 22, 2023

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





AGENDA

1. Project Update + Schedule
2. Community Engagement Events
3. Albany Street Concepts
4. Crane Street Streetscape Concepts
5. Chrisler Ave Streetscape Considerations
6. Main Avenue Concepts
7. Next Steps



PROJECT UPDATE + SCHEDULE

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



COMMUNITY ENGAGEMENT

- Neighborhood Mailers with Survey **Late May**
- Community Canvassing Event and Survey Flier **May - June**
- Curbside Conversations + Tabling **Late May / Early June**
 - Mont Pleasant Library Parking Lot (Foyer as Backup)
 - Albany Street and Craig Intersection Area with Rain Date as Backup
 - Cultural Fusion Night: **Friday, June 2nd 5:30 – 7:30PM at the Mont Pleasant Middle School**
- Open Houses
 - Concept Review Combined Open House: **Thursday, June 8th 5-7PM – LOCATION NEEDED**
 - Main + Chrisler Options Public Forum: **Thursday, June 20th 5-7PM at the Mont Pleasant Library**
 - Final Open House: **Time and Location to be Determined**

Albany + Crane Streets Complete Streets Study

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.

ALBANY & CRANE STREETS STUDY AREA



The purpose of the project is to create a detailed plan for transforming Albany and Cranes Streets into safer, more walkable, and bike-friendly, accessible corridors that better support local businesses and

STAY INFORMED

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

1. Upcoming Events
2. Draft Existing Conditions Report
3. Meeting Presentations with Notes:
 1. Project Overview
 2. Existing Conditions, Inventory + Analysis
4. Preliminary Streetscape Design Concepts

Share your Ideas
Shape Your Community

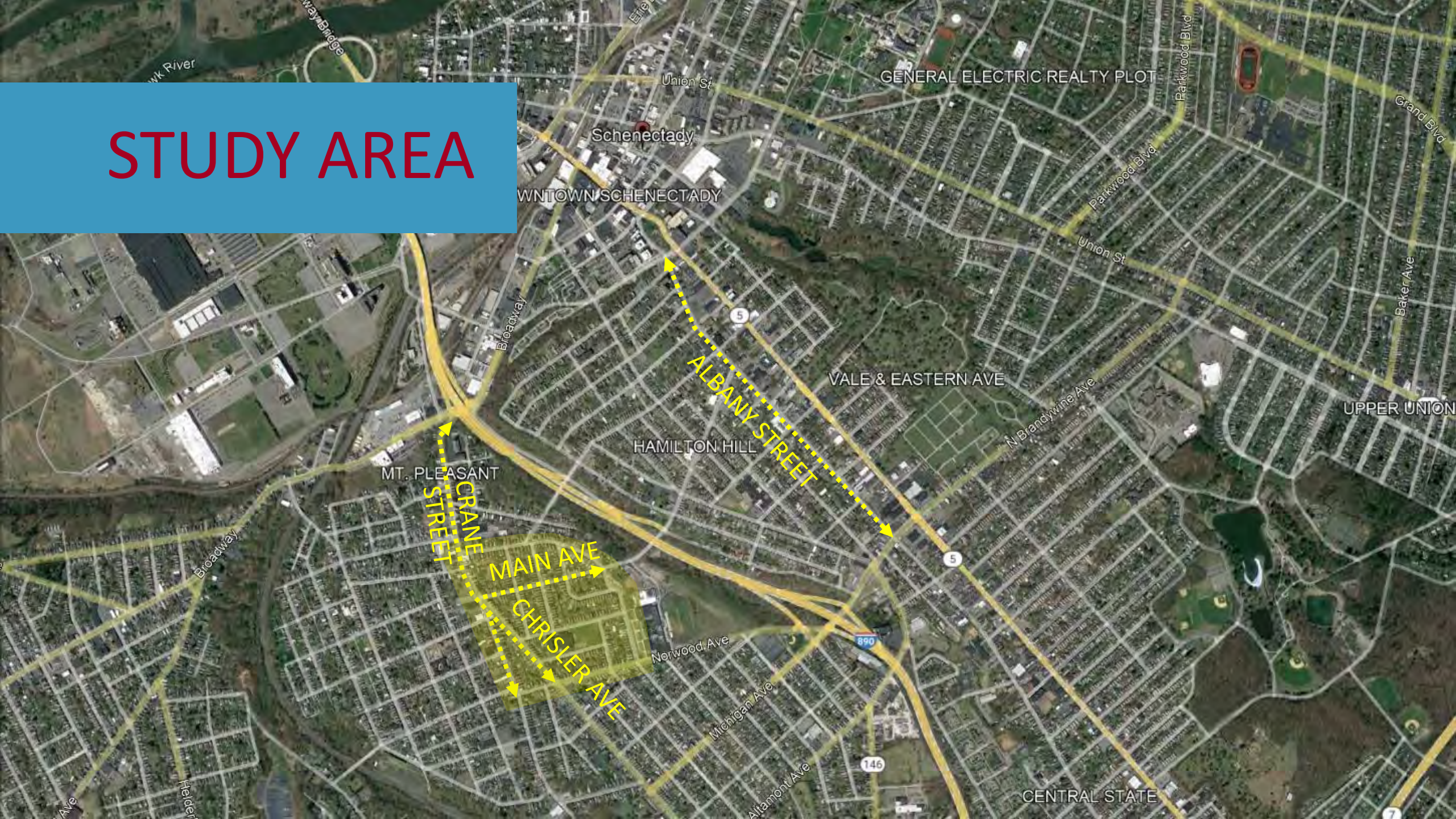
Next Meeting
May 22, 2023

Be a part of the Study Advisory Committee! All meetings are open to the public and community members are encouraged to come and share their input! Our first meeting was held on January 31st and our next meeting will be on April 5th at noon! Click below to be provided with a link to the meeting.

EMAIL ME A LINK FOR THE MEETING

ADD ME TO THE CONTACT LIST
FOR PROJECT UPDATES

STUDY AREA



WINTOWN SCHENECTADY

GENERAL ELECTRIC REALTY PLOT

Schenectady

Union St

Union St

Parkwood Blvd

Parkwood Blvd

Grand Blvd

Baker Ave

UPPER UNION

VALE & EASTERN AVE

N Brandywine Ave

HAMILTON HILL

ALBANY STREET

MT. PLEASANT

CRANE STREET

MAIN AVE

CHRISLER AVE

Norwood Ave

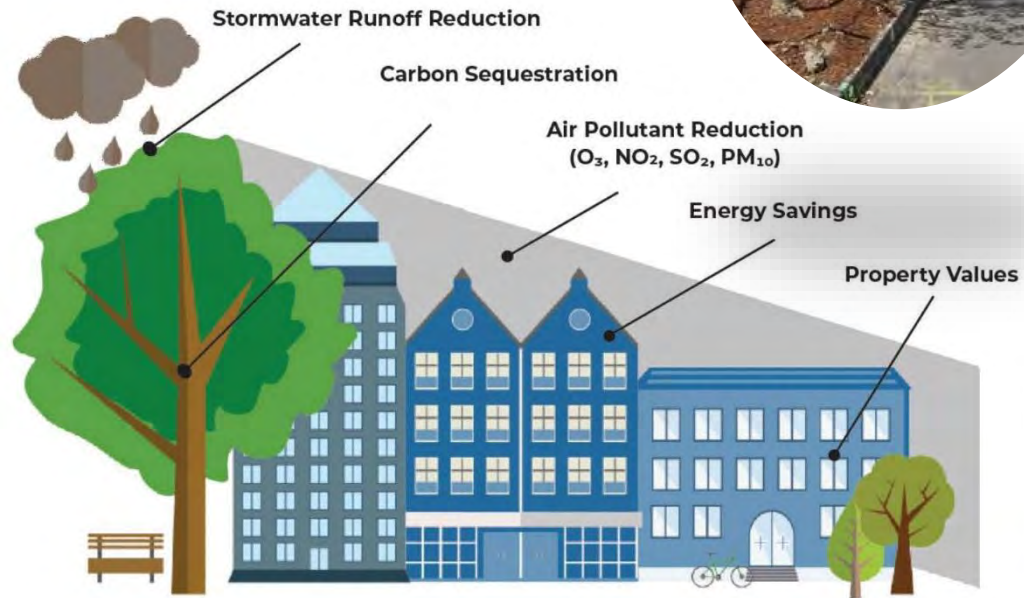
Michigan Ave

Altamont Ave

146

890

CENTRAL STATE



- 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
- Traffic calming
- Placemaking and community ownership

Complete Streets + Community Forest Management

The Vicious Circle of Poor Walking and Driving Conditions



The Vicious Circle of Poor Walking and Driving Conditions

Impacts to Walkability:

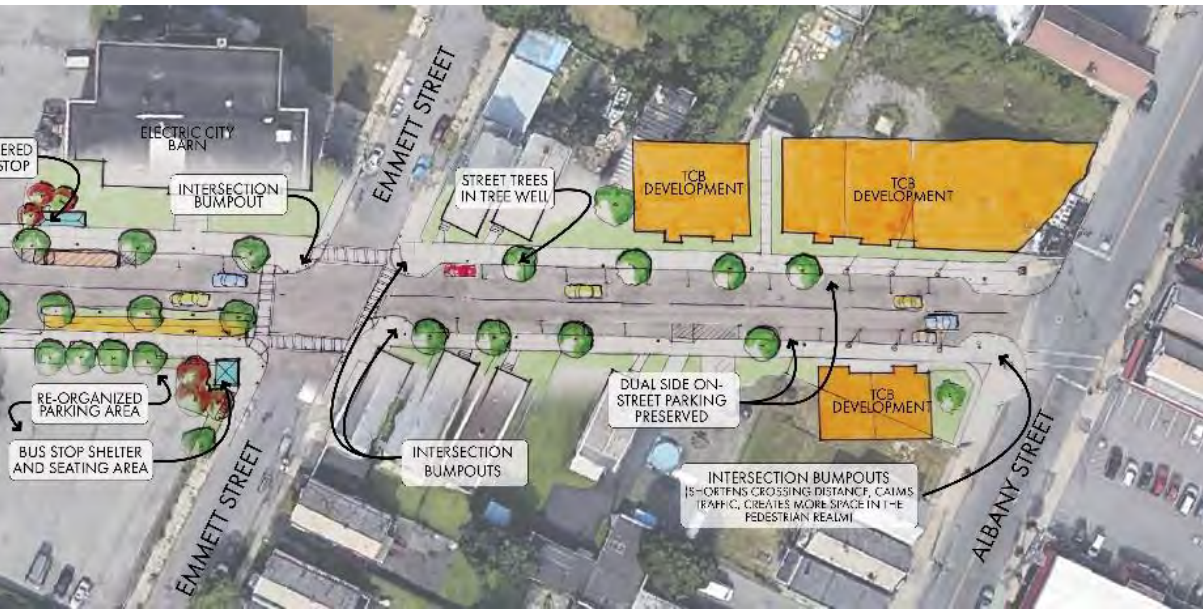
- Unsafe walking condition
- Poor walking surface
- Lack of defensible space
- Lack of Shade
- Reduced Visual Appeal
- Unsafe pedestrian crossings
- Increased driving speeds



Impacts to Driving:

- Promotes speeding
- High Crash Rates at Intersections
- Unsafe Parking
- Unsafe for bicycling

Intersection Treatments: Typical Intersection Treatments



- Bumpouts with vertical elements
- Designated crosswalks



Intersection Treatments: Typical Intersection Treatments



- Bumpouts with vertical elements
- Designated crosswalks
- Rubber speed tables



Intersection Treatments: Crane / Main / Chrisler



- Speed Table / Raised Intersection



Intersection Treatments

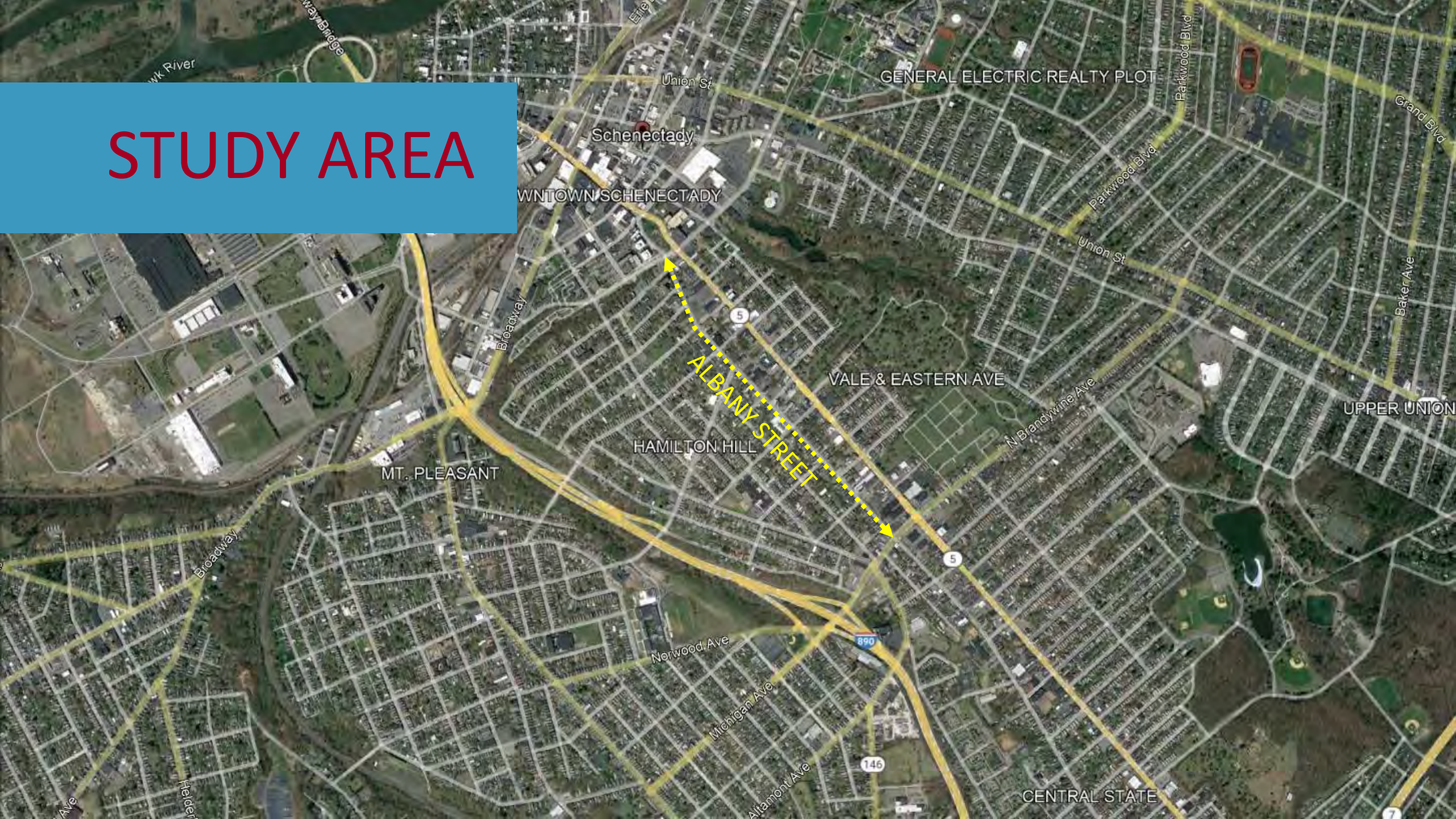


LET'S DISCUSS

- Speed is a real problem on Crane Street
- Senior apartments are coming
- Like the idea of the “speed bumps”



STUDY AREA



ALBANY STREET SITE PHOTOS



SITE A



SITE B



SITE C



SITE D

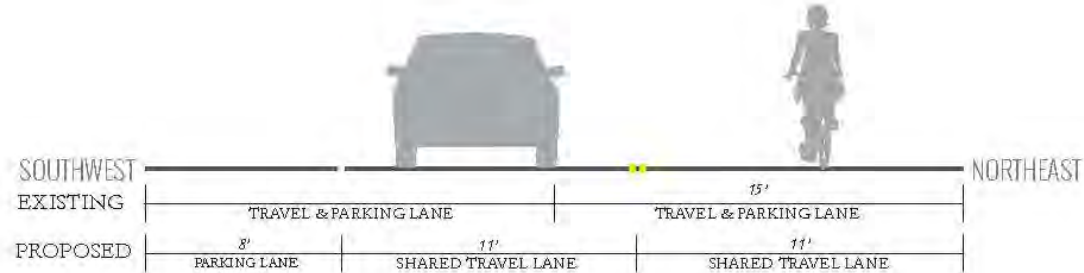


SITE E



SITE F

Albany St.



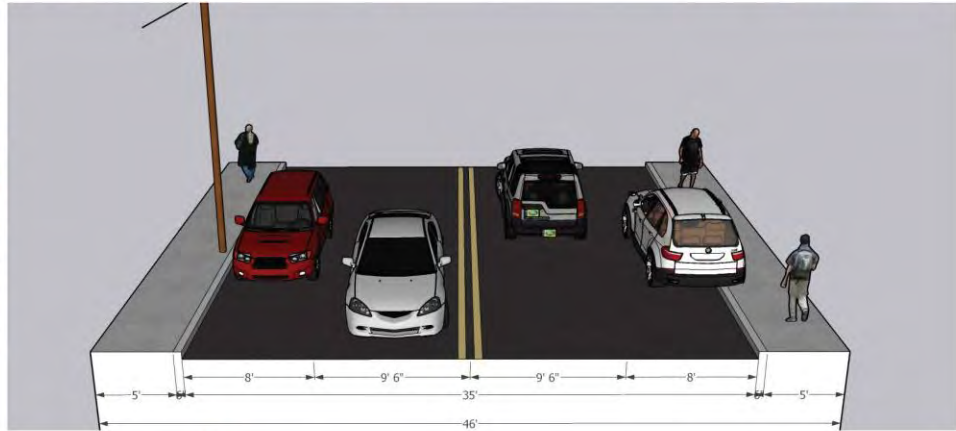
ALBANY STREET: VEEDER AVE TO SCHENECTADY ST



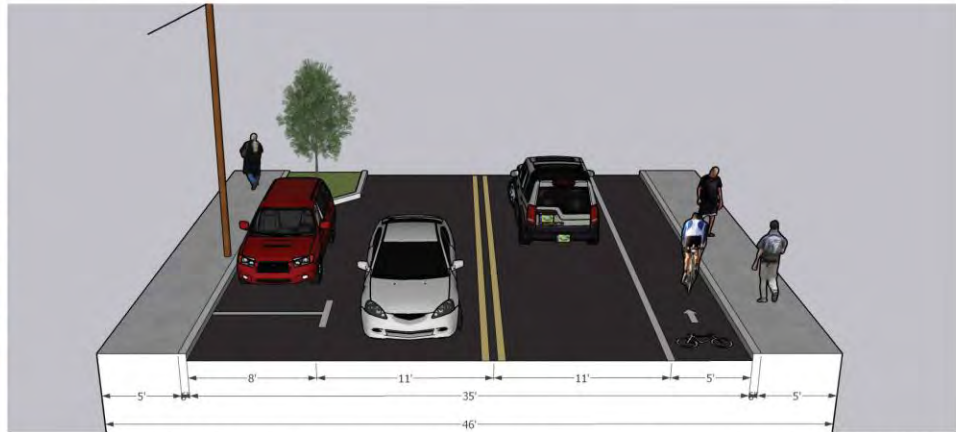
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EXISTING MODEL VIEW



PROPOSED MODEL VIEW



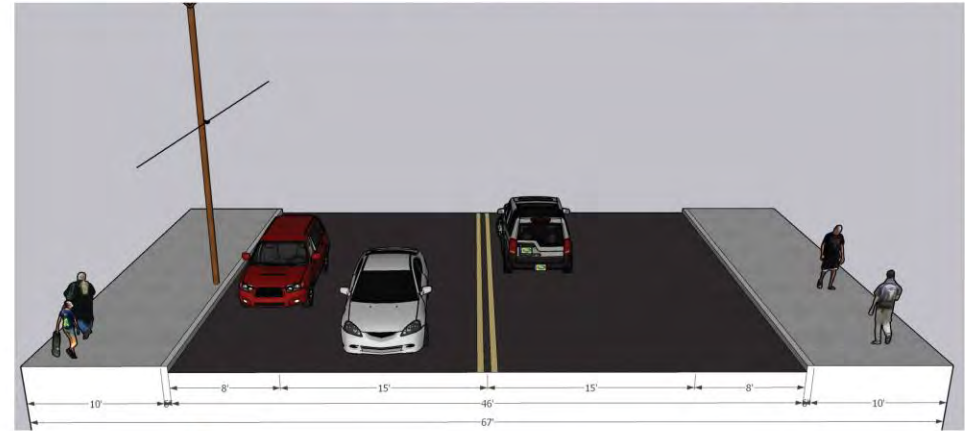
ALBANY STREET: SCHENECTADY ST TO CRAIG ST



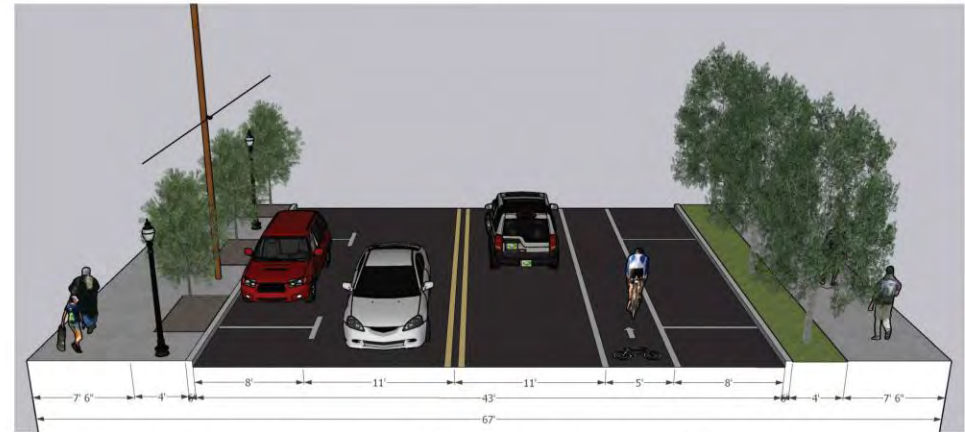
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EXISTING MODEL VIEW



PROPOSED MODEL VIEW



ALBANY STREET: CRAIG ST TO HAMLIN ST

ALBANY STREET: HAMLIN ST TO STEUBEN ST

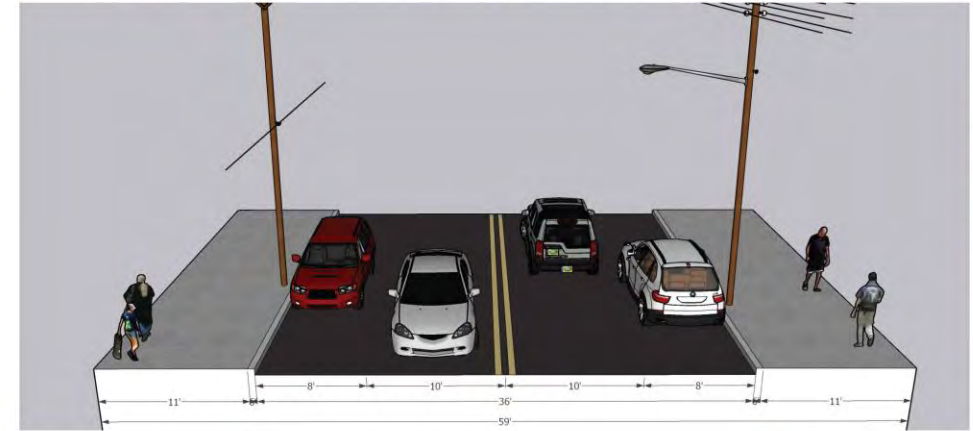
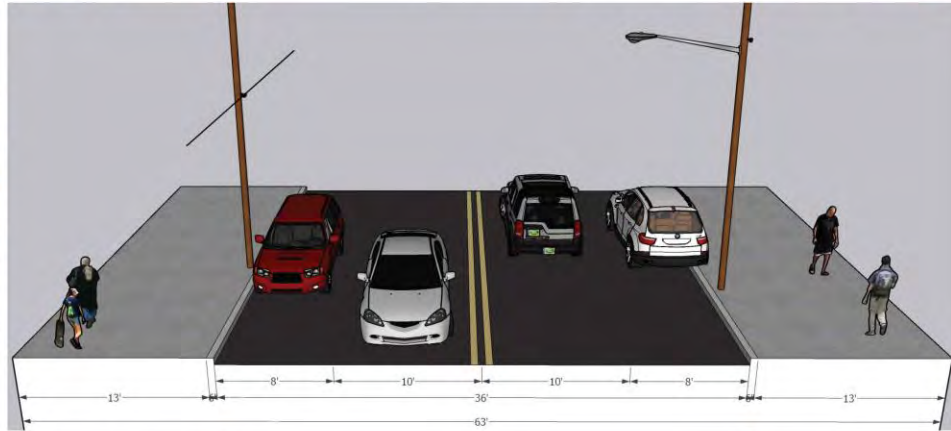


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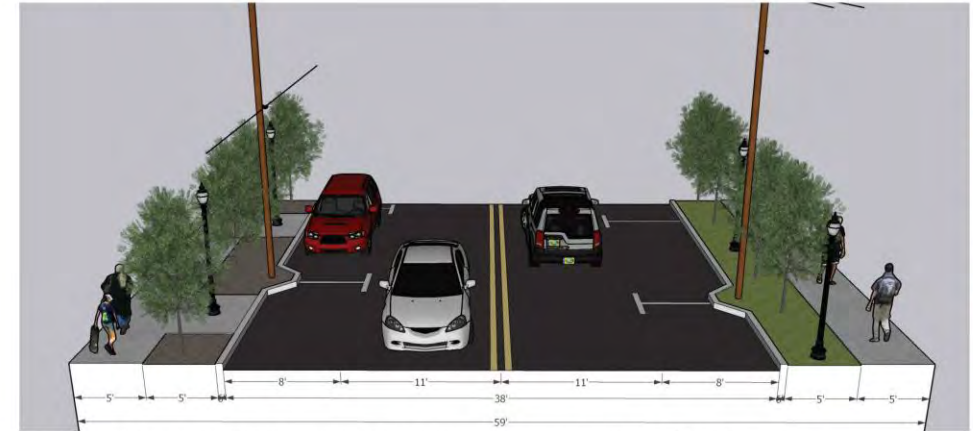
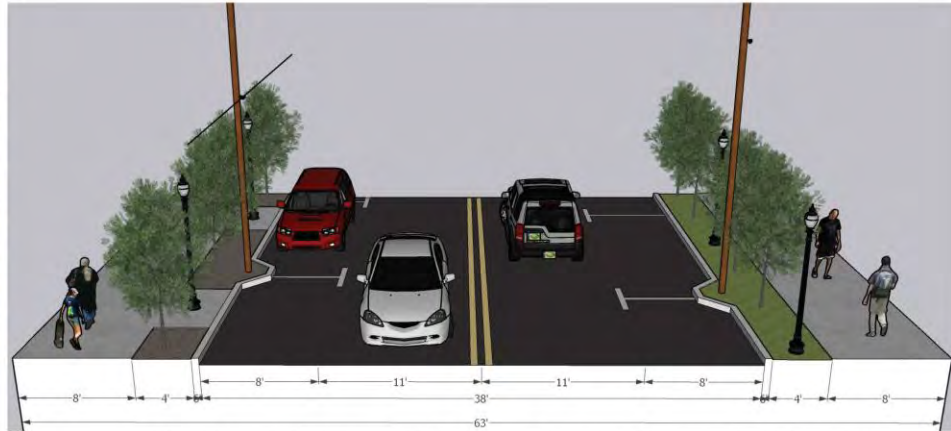
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PROPOSED MODEL VIEW



PROPOSED MODEL VIEW

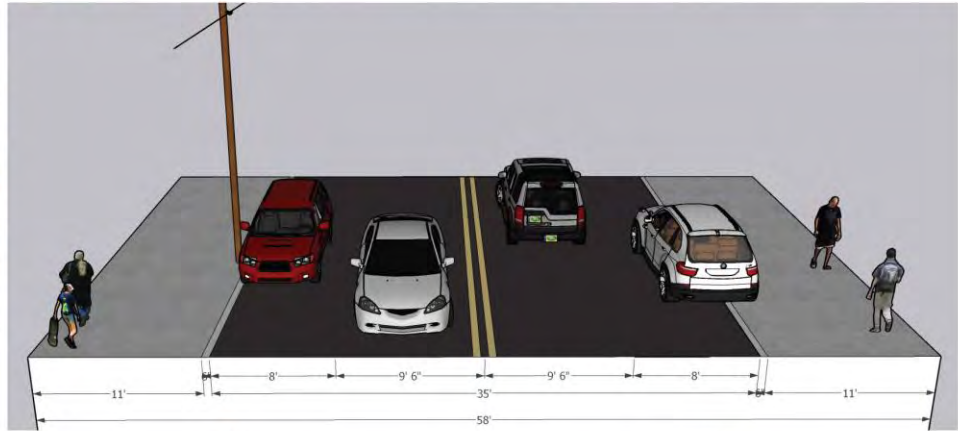
ALBANY STREET: STEUBEN ST TO BRANDYWINE AVE



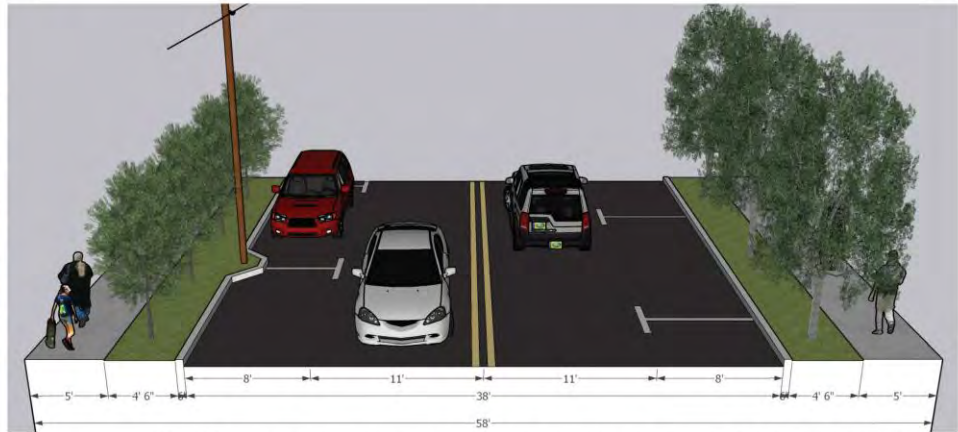
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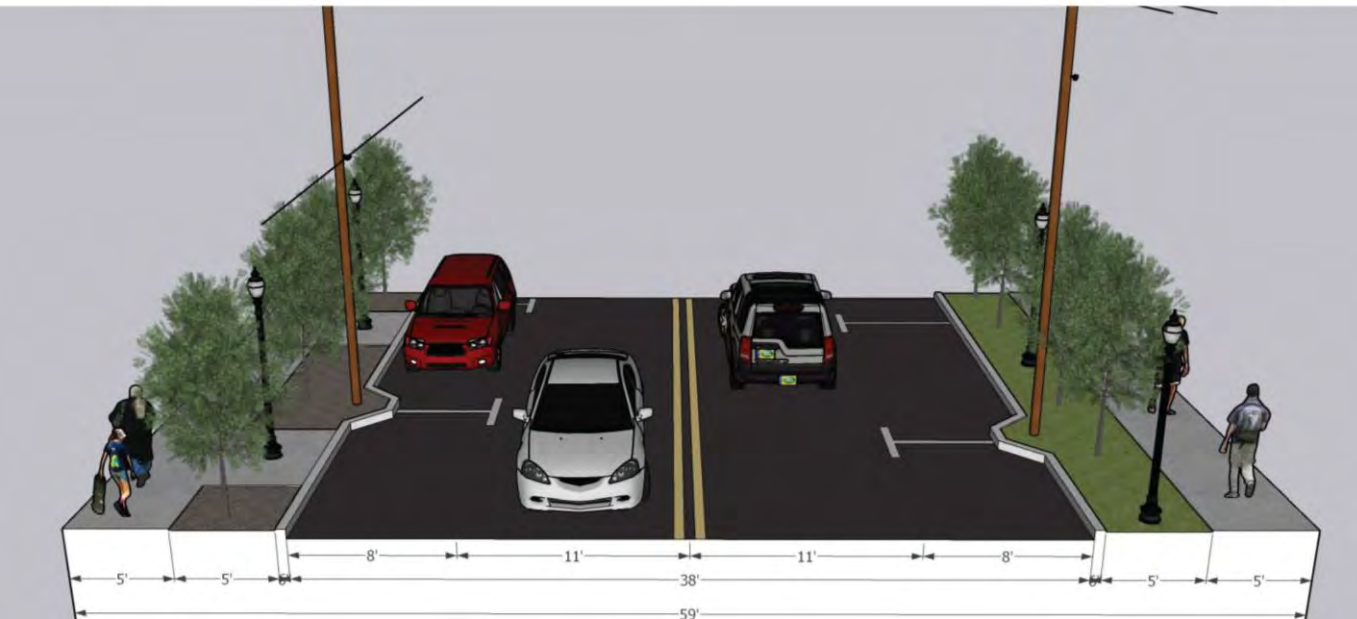
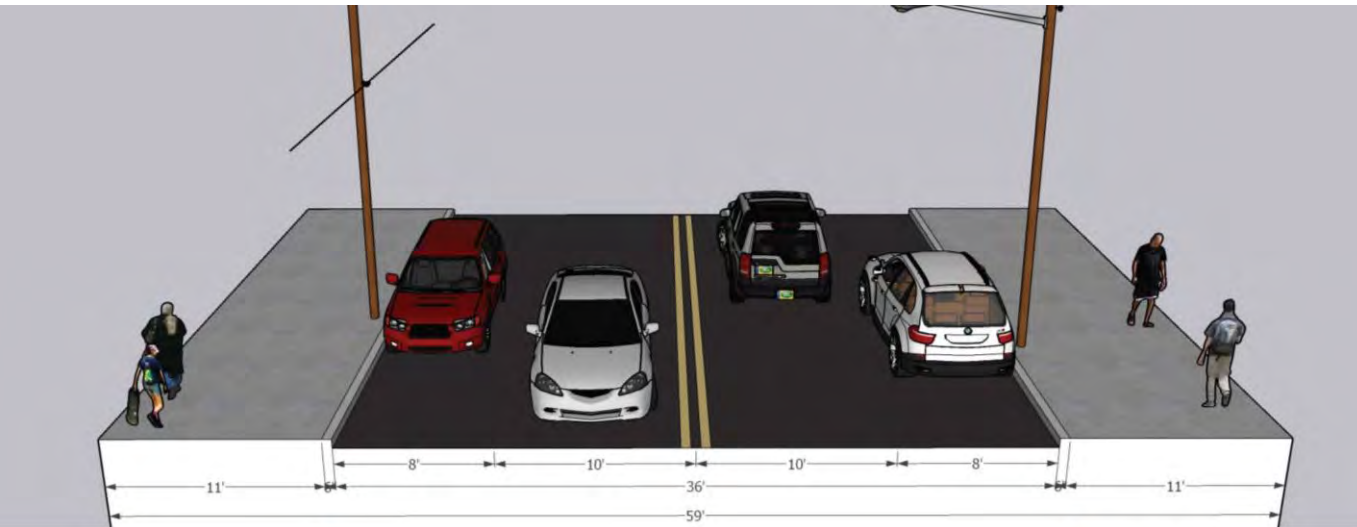


PROPOSED MODEL VIEW



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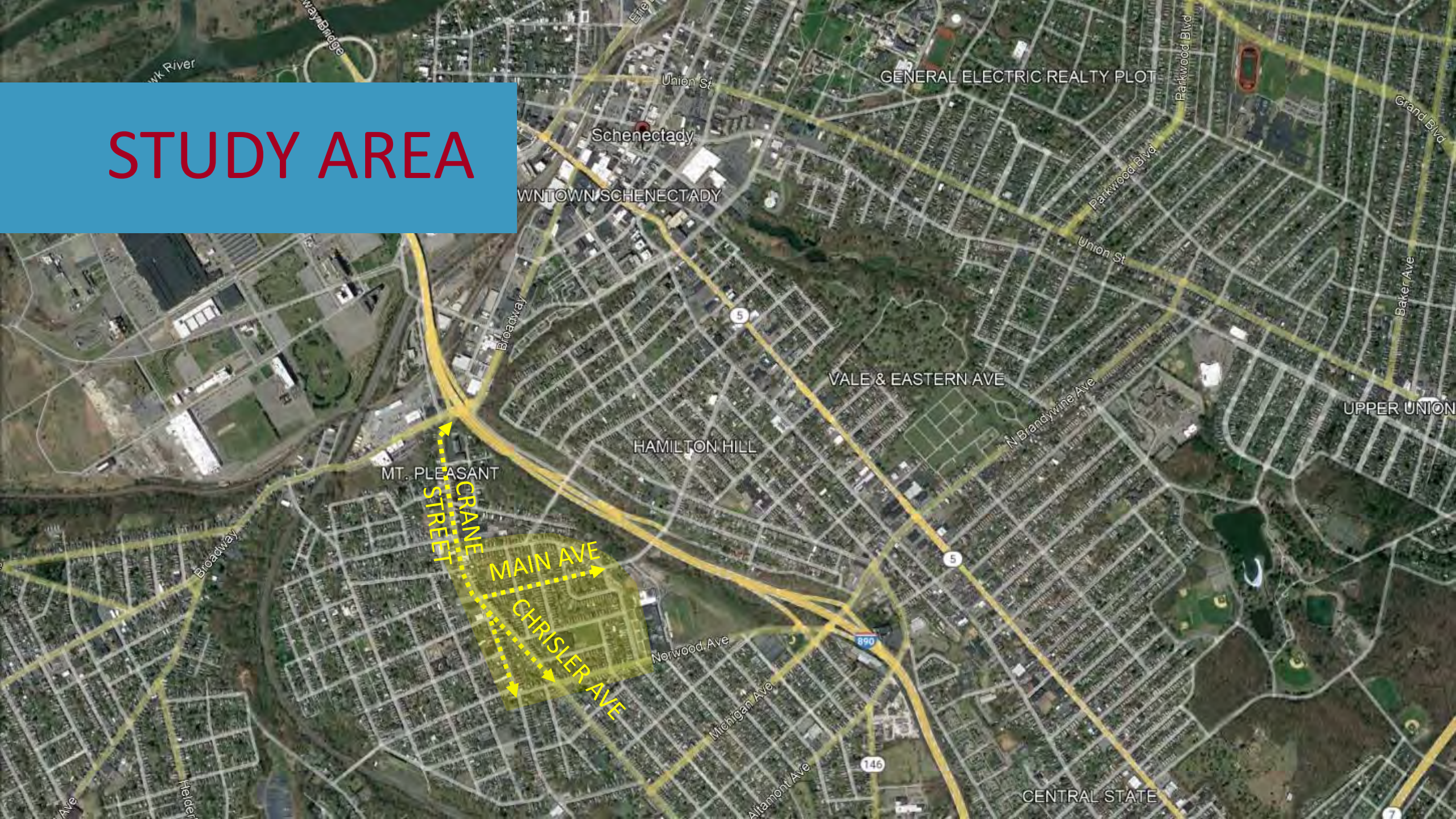
Albany Street Concepts



LET'S DISCUSS

- State Street Backyard Properties fronting on Albany
- Some of the driveways are used, but many are not, sidewalks are in terrible shape, etc.
- Plan needs to consider State Street properties and make recommendations for City to reach out to property owners about addressing needs
- Land Use Analysis
- CDTA Corridor Study on State Street – need to look at Albany as well, perhaps CDTA can help with funding
- How will business parking be affected? Are there opportunities for public lots near businesses?

STUDY AREA



Mohawk River

Way Bridge

Union St

GENERAL ELECTRIC REALTY PLOT

Schenectady

WINTOWN SCHENECTADY

Parkwood Blvd

Grand Blvd

Parkwood Blvd

Union St

Baker Ave

Broadway

5

VALE & EASTERN AVE

N Brandywine Ave

UPPER UNION

HAMILTON HILL

MT. PLEASANT

CRANE STREET

MAIN AVE

CHRISLER AVE

Norwood Ave

5

890

Michigan Ave

146

Altamont Ave

CENTRAL STATE

7

Broadway

Holder Ave

Ave

MAIN AVENUE SITE PHOTOS



SITE A



SITE B



SITE C



SITE D

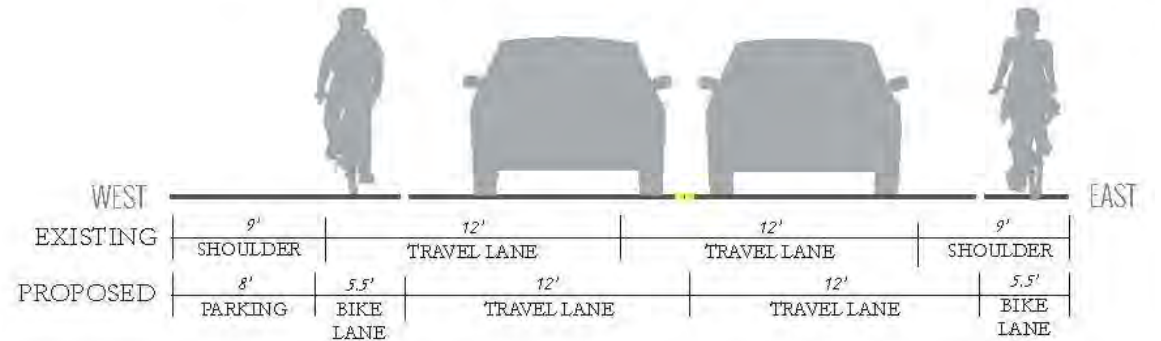


SITE E



SITE F

Crane Street (Craig St. to Broadway)



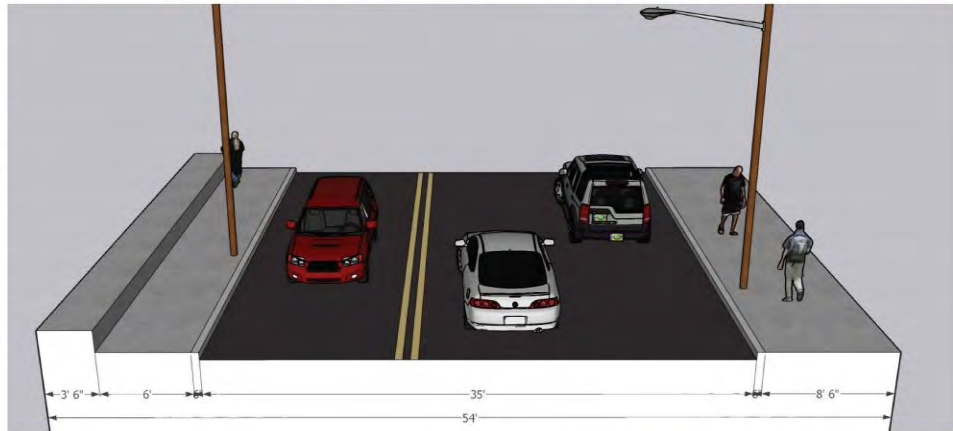
CRANE STREET: BROADWAY TO YORKSTON ST



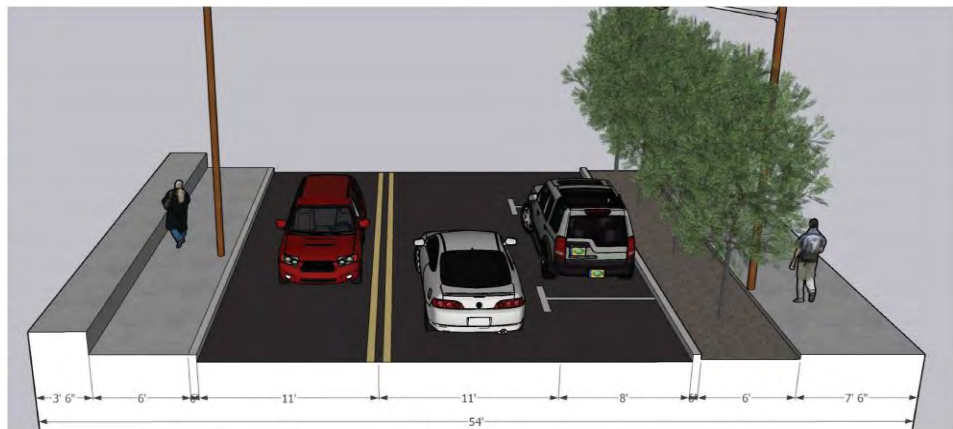
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PROPOSED MODEL VIEW



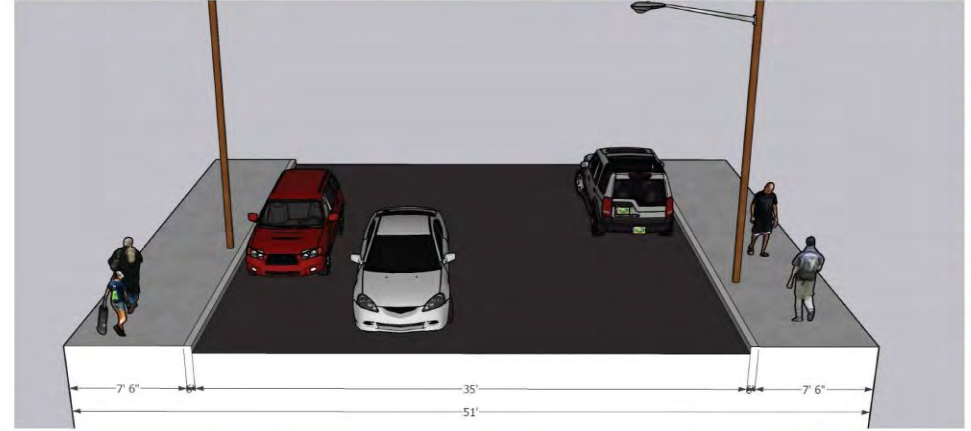
CRANE STREET: YORKSTON ST TO 3RD AVE



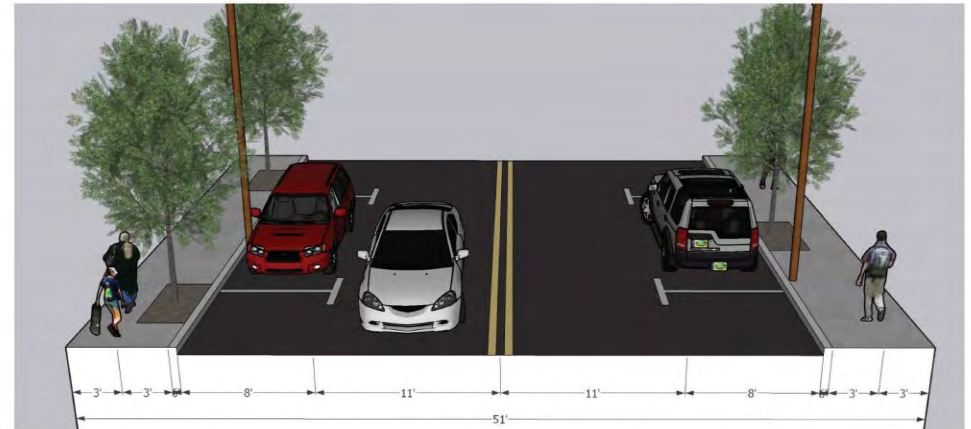
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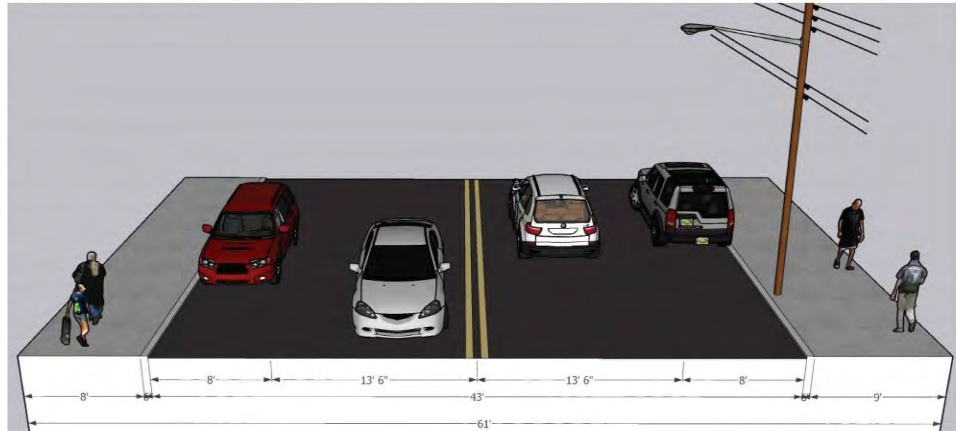
PROPOSED MODEL VIEW



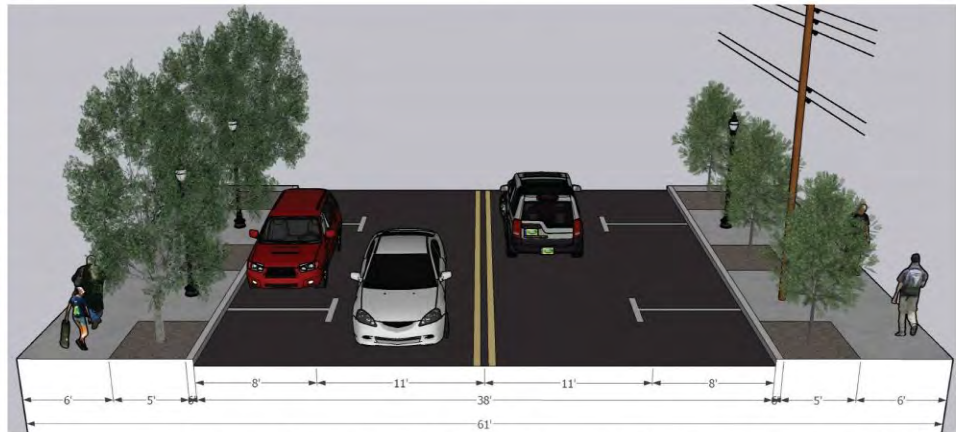
CRANE STREET: 3RD AVE TO MAIN AVE



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EXISTING MODEL VIEW



PROPOSED MODEL VIEW

CRANE STREET: MAIN AVE ST TO 6TH AVE



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EXISTING MODEL VIEW



PROPOSED MODEL VIEW

CRANE STREET: 6TH AVE TO 7TH AVE

CRANE STREET: 7TH AVE TO OSTRANDER PL



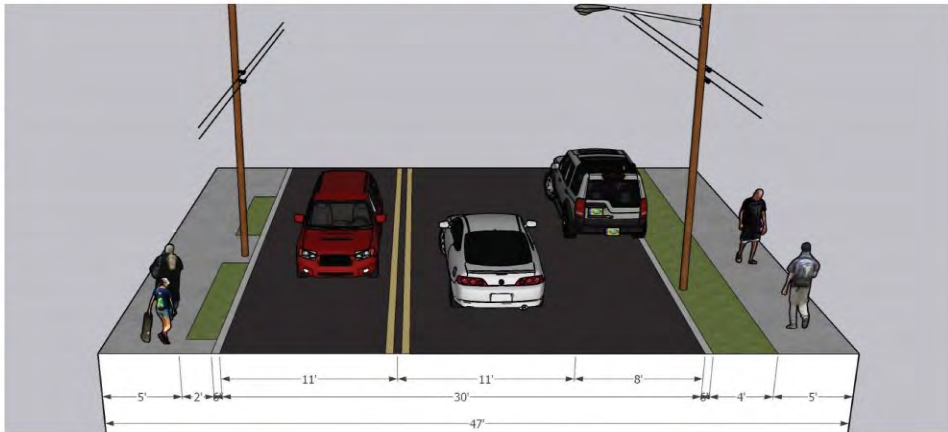
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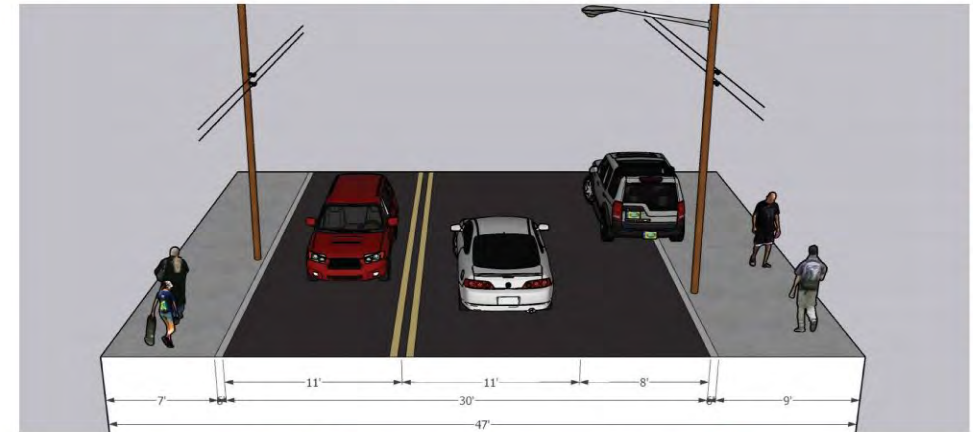
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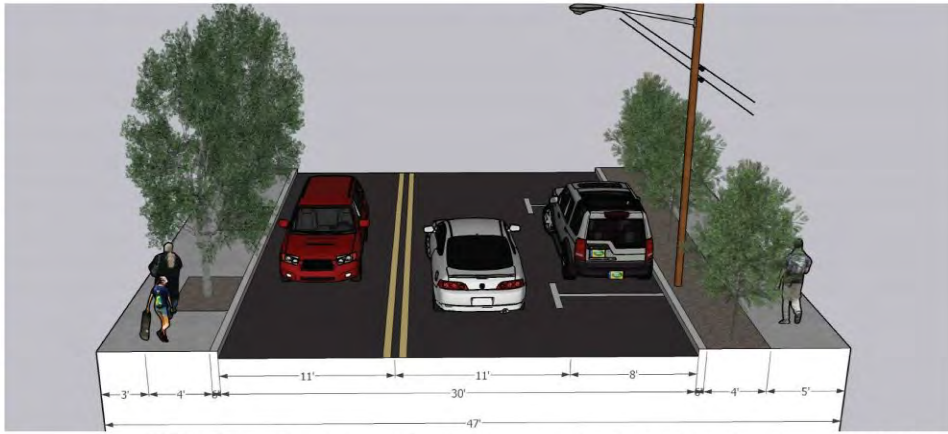
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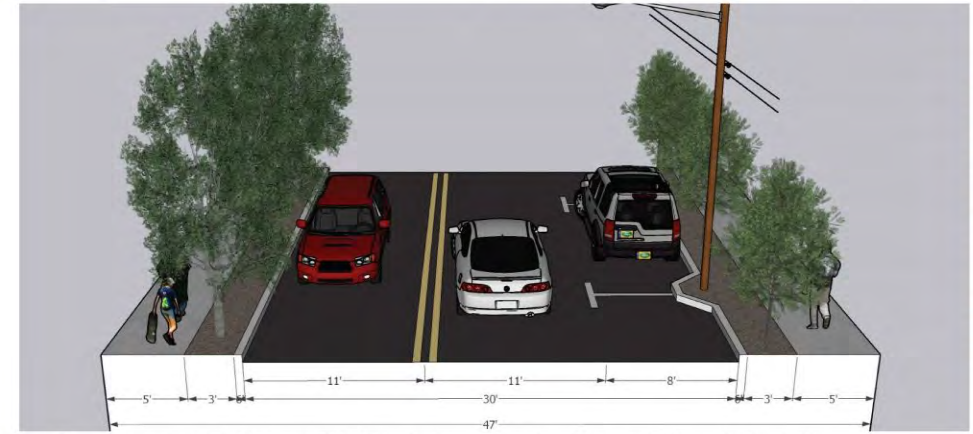
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PROPOSED MODEL VIEW



PROPOSED MODEL VIEW



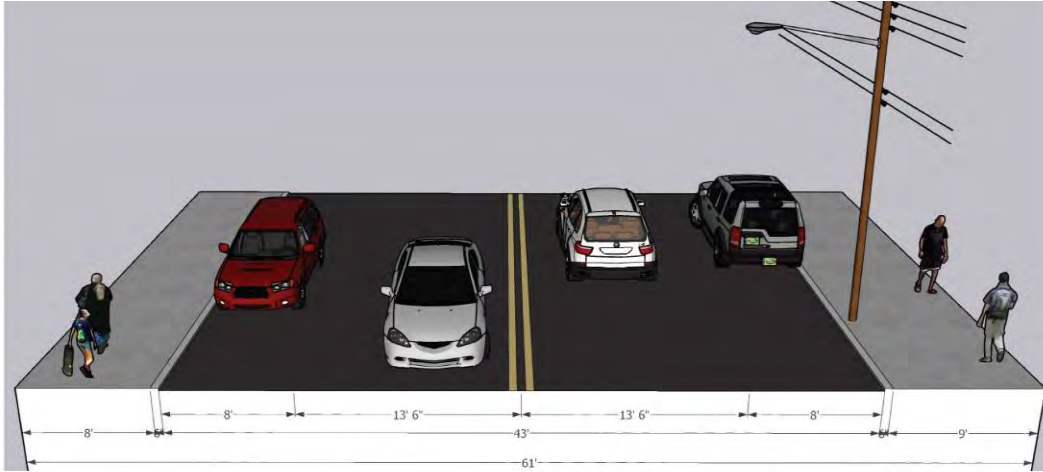
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Crane Street Concepts

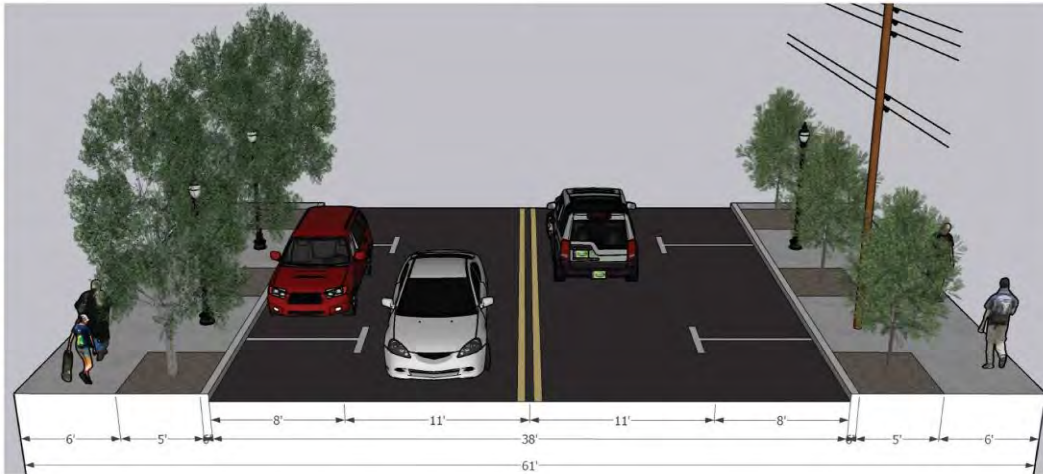
LET'S DISCUSS

- Will look nicer and help encourage parking off the curb
- Looks really nice, beneficial for neighborhood
- Are there many pedestrians using the lower section of Crane Street? Should more attention be paid toward traffic calming and less to bike and ped infrastructure in that section? Should there be more green infrastructure?
- Not very bikeable, but pedestrian connection is important

EXISTING MODEL VIEW



PROPOSED MODEL VIEW



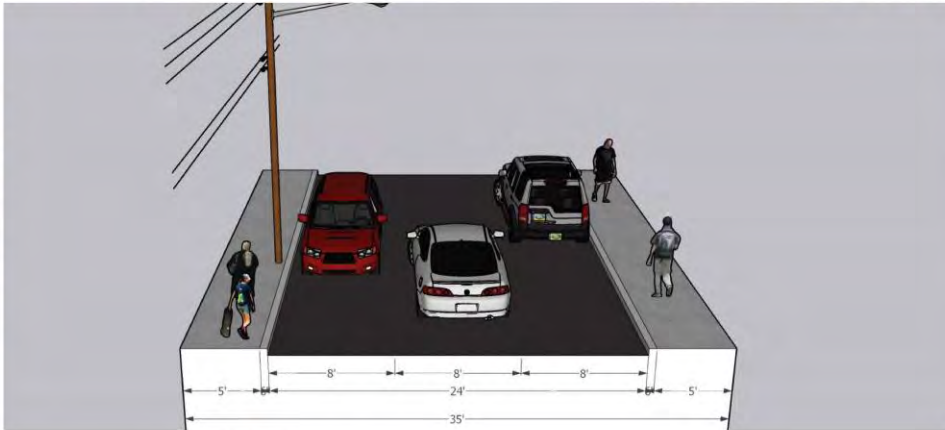
CHRISLER AVE: MAIN AVE TO OSTRANDER PL



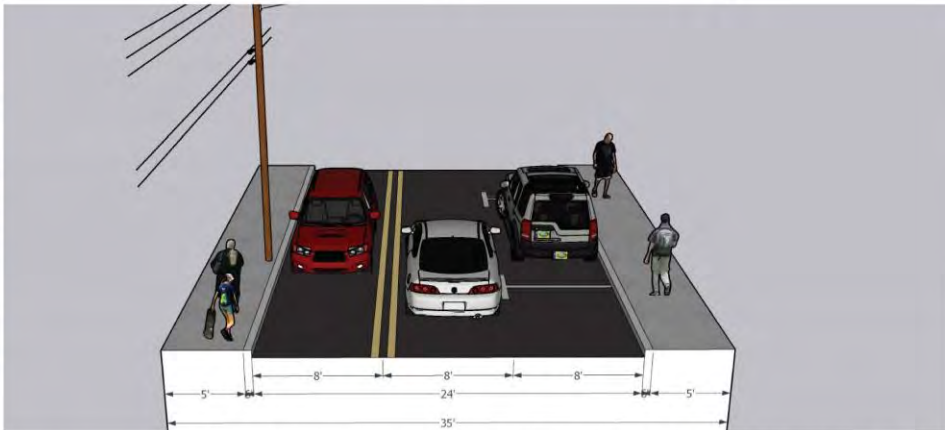
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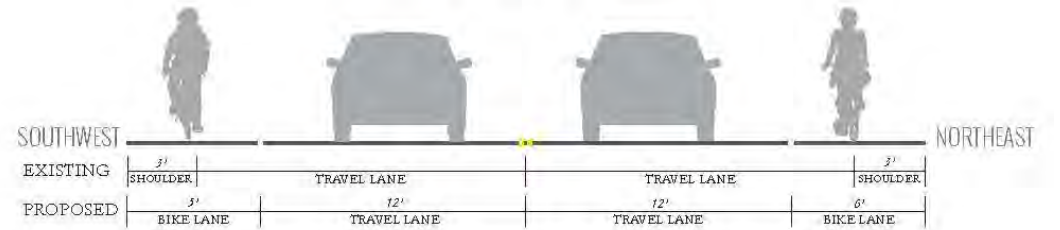


PROPOSED MODEL VIEW



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Chrisler Ave

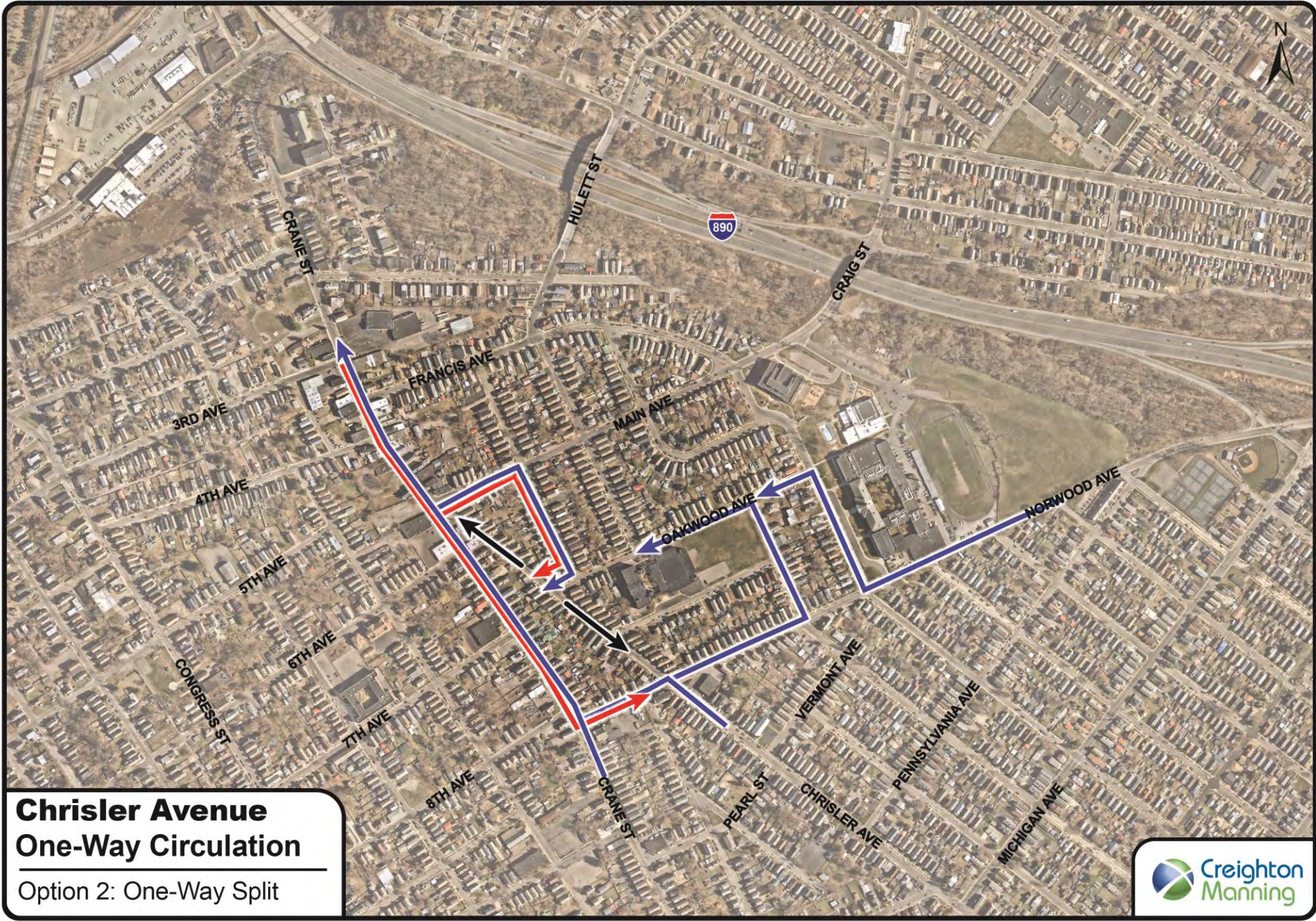




Chrisler Avenue One-Way Circulation

Option 1: One-Way Northwestbound



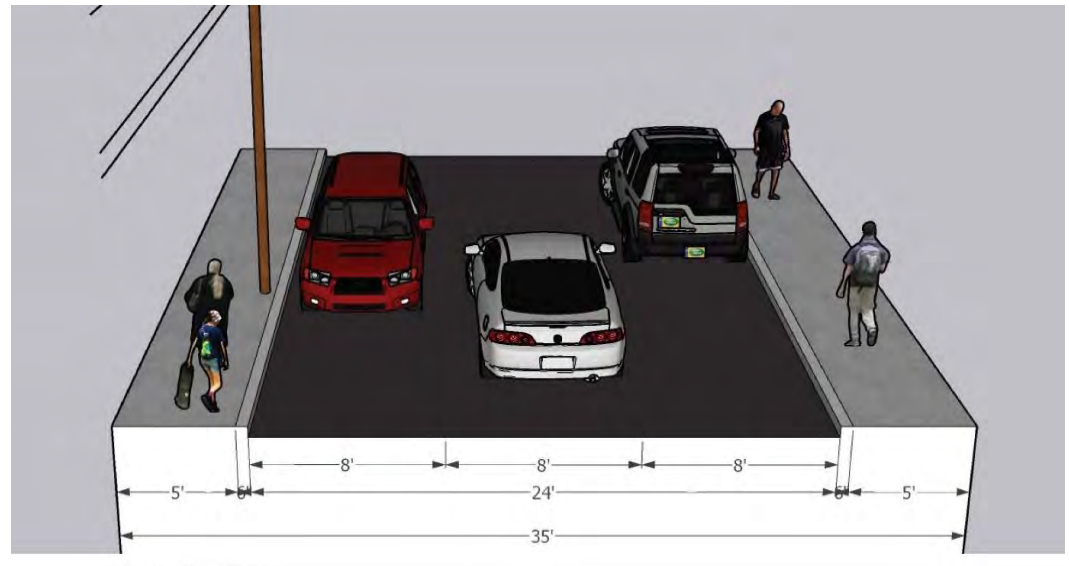


Chrisler Avenue One-Way Circulation

Option 2: One-Way Split

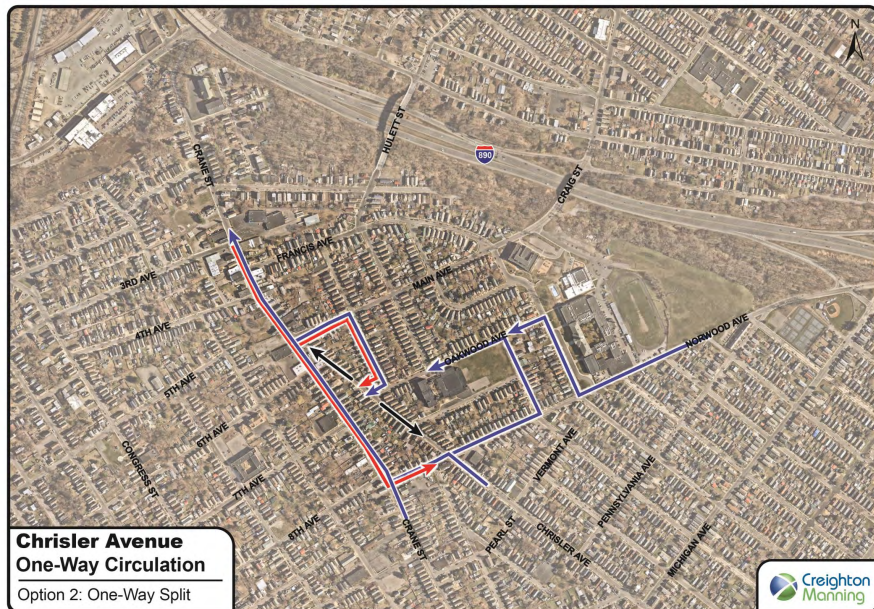


Chrisler Ave Concepts



LET'S DISCUSS

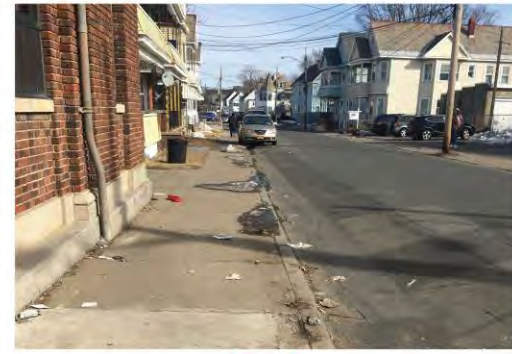
- One way into Crane / Main keeps larger connection, but creates longer trips for residents on Chrisler
- Splitting it in the middle would limit it mostly to residential, but would add traffic to some smaller, local roads
- Some preference for one way into Crane / Main intersection



MAIN AVENUE CONTEXT MAPS



MAIN AVENUE SITE PHOTOS



SITE A



SITE B



SITE C



SITE D

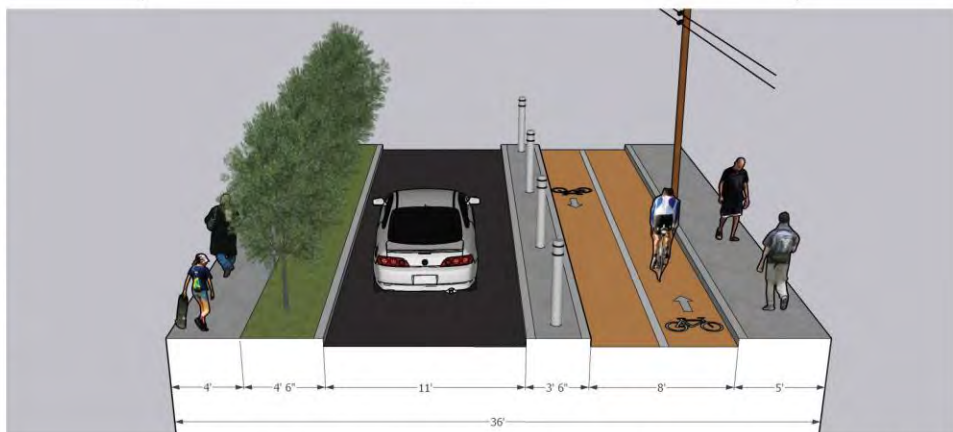
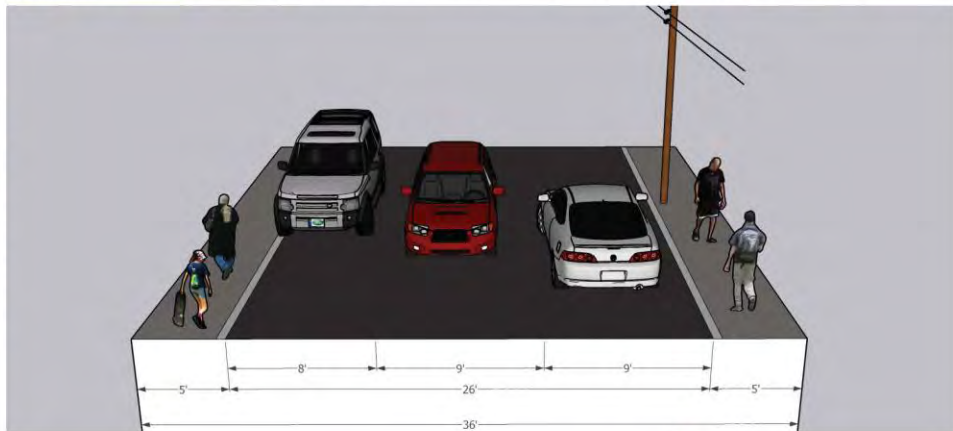


SITE E

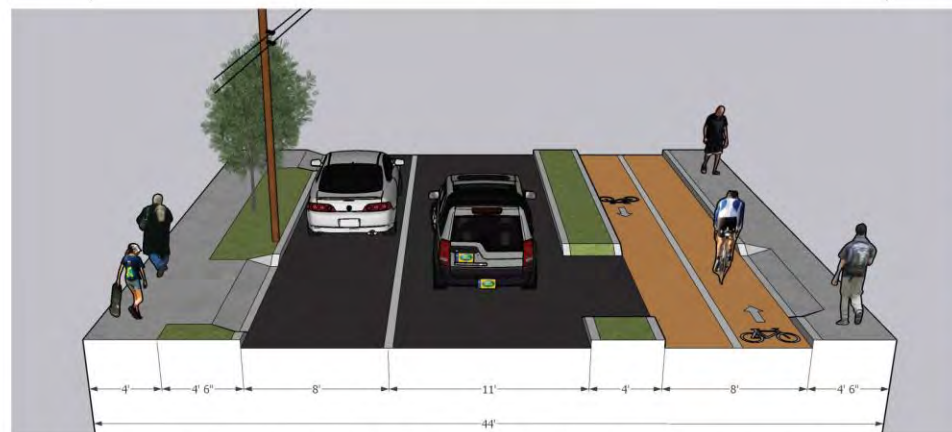
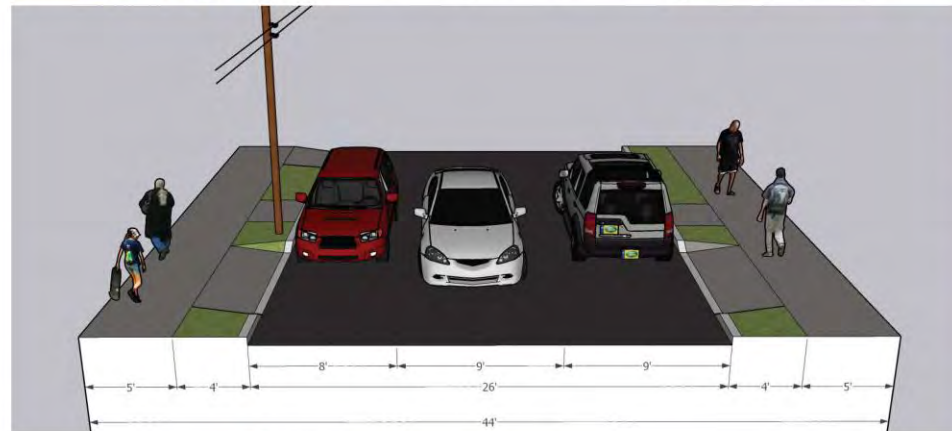


SITE F

MAIN AVENUE OPTION 1: CRANE ST TO WILLETT ST



MAIN AVENUE OPTION 1: WILLET ST TO FOREST RD



- Negligible change in vehicle delay
- Increased vehicle trip length
- Protected bicycle and pedestrian corridors connecting to neighborhood businesses and downtown
- Possible additional cost, reduced recovery, or reduction in frequency for public transit
- Parking: Loss of 13 ½ hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain
- Speed: May increase due to reduced conflicts

EXISTING PHOTO

EXISTING MODEL VIEW

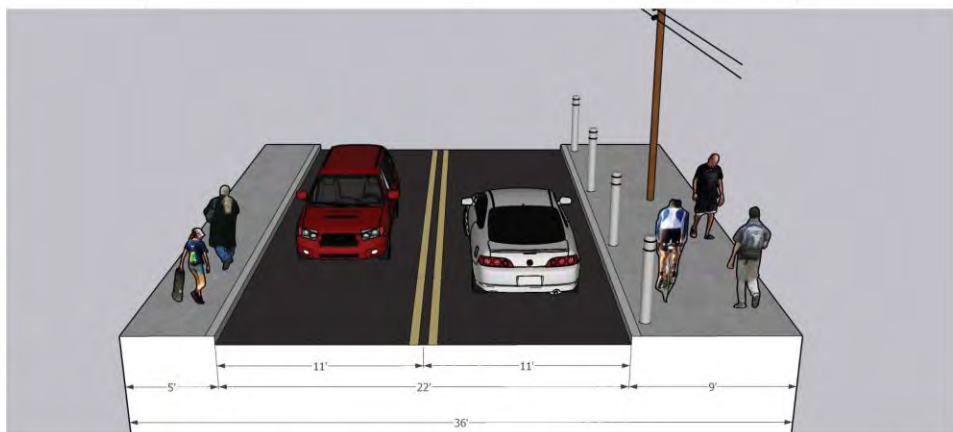
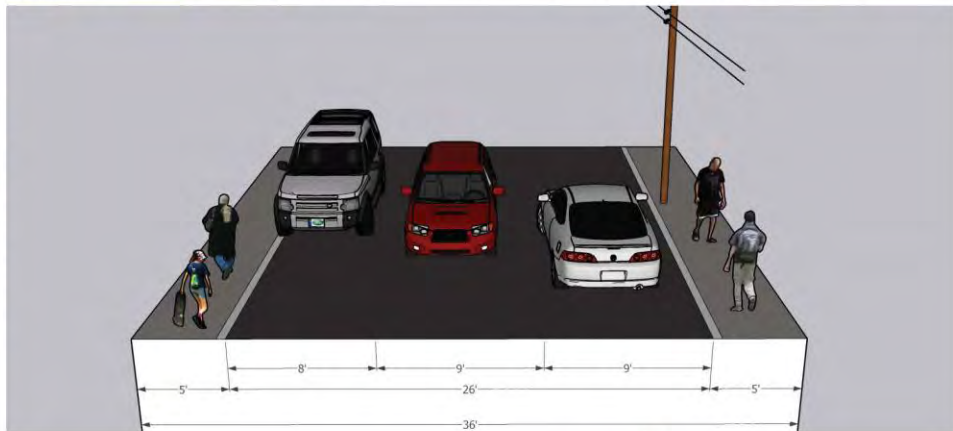
PROPOSED MODEL VIEW

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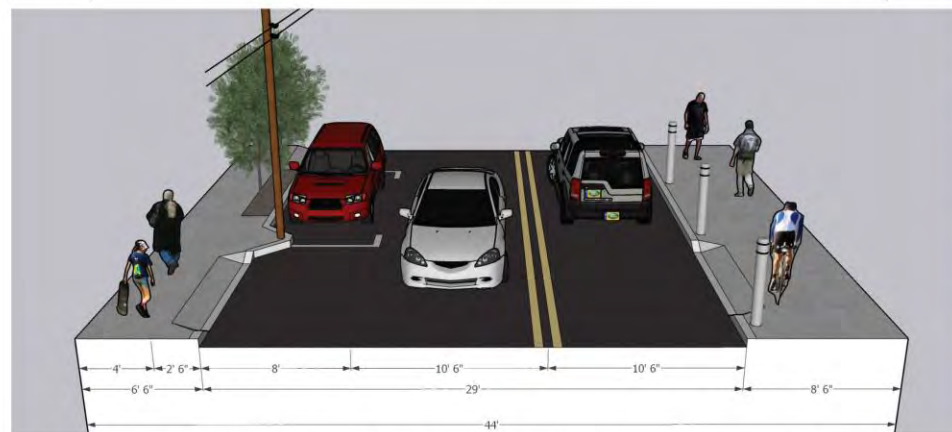
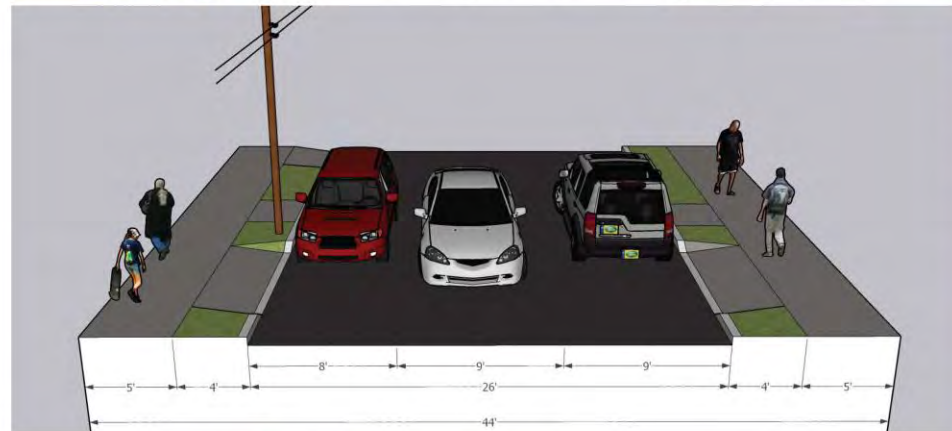
EXISTING MODEL VIEW

PROPOSED MODEL VIEW

MAIN AVENUE OPTION 2: CRANE ST TO WILLETT ST



MAIN AVENUE OPTION 2: WILLETT ST TO FOREST RD



- Negligible change in vehicle delay and no change in trip length
- Increased bicycle and pedestrian comfort
- Loss of 13 ½ hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain
- Limits opportunities for street trees

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EXISTING MODEL VIEW

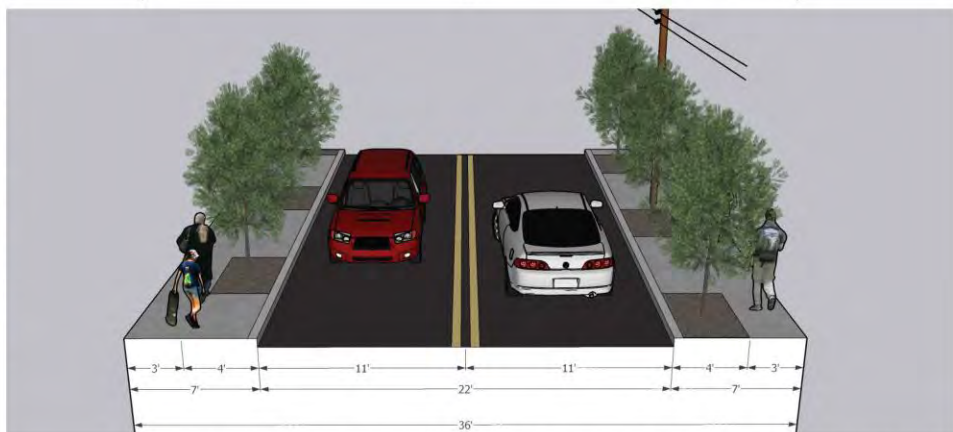
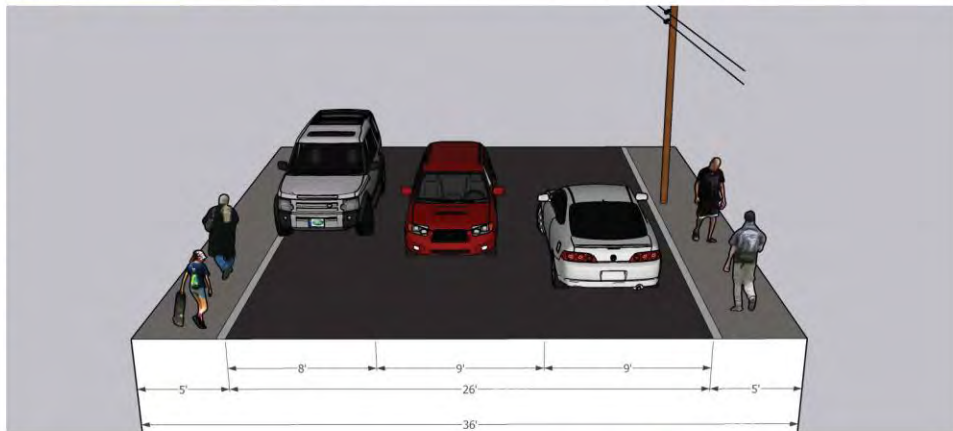
PROPOSED MODEL VIEW

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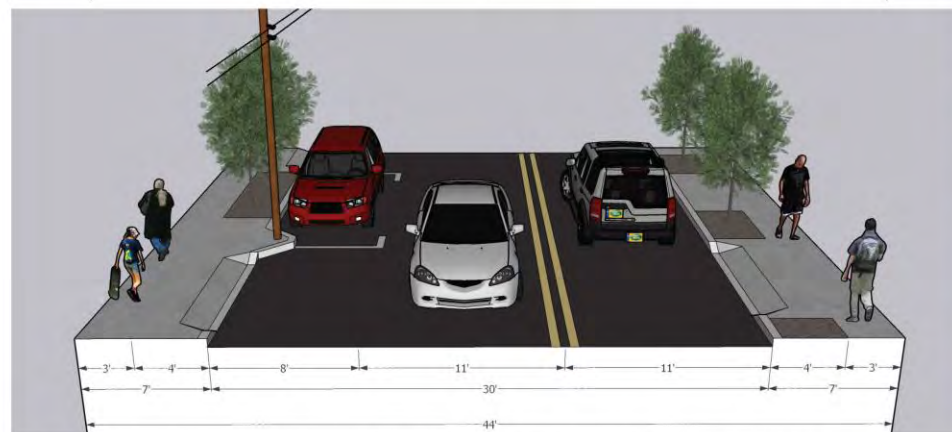
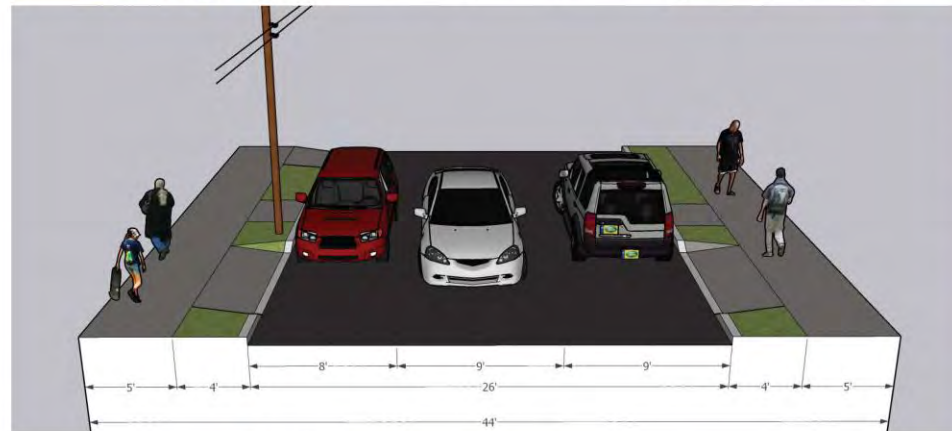
EXISTING MODEL VIEW

PROPOSED MODEL VIEW

MAIN AVENUE OPTION 3: CRANE ST TO WILLETT ST



MAIN AVENUE OPTION 3: WILLETT ST TO FOREST RD



- Negligible change in vehicle delay and no change in trip length
- Minimal change to bicycle and pedestrian comfort
- Loss of 13 ½ hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain

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EXISTING MODEL VIEW

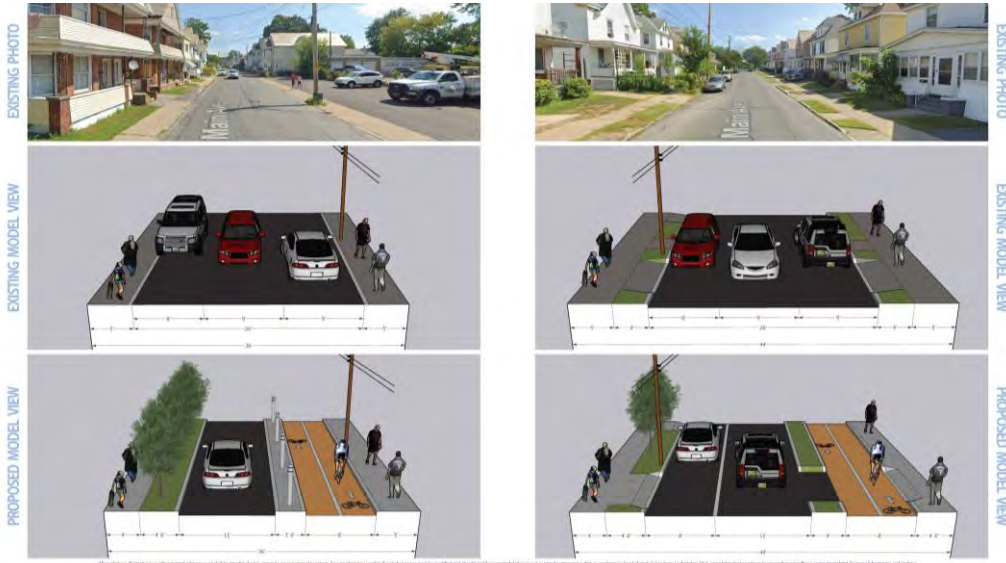
PROPOSED MODEL VIEW

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EXISTING MODEL VIEW

PROPOSED MODEL VIEW

Main Avenue Concepts



LET'S DISCUSS

- Many driveways are too small for larger cars
- Lots of people have to park on street and a lot of people park on their lawns
- Houses are very close to street and parking is a problem
- Speeding is a problem, especially coming from Craig and by school
- Currently not a lot of bike traffic
- Would rather see one way away from Crane if it would keep parking



NEXT STEPS

Study Advisory Committee:

- SAC Mtg. #4: Community Engagement Findings and Concept Revisions: **Late June**

Community Engagement

- Neighborhood Mailers with Survey **Late May**
- Community Canvassing Event and Survey Flier **May - June**
- Curbside Conversations + Tabling **Late May / Early June**
 - Mont Pleasant Library Parking Lot (Foyer as Backup)
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