



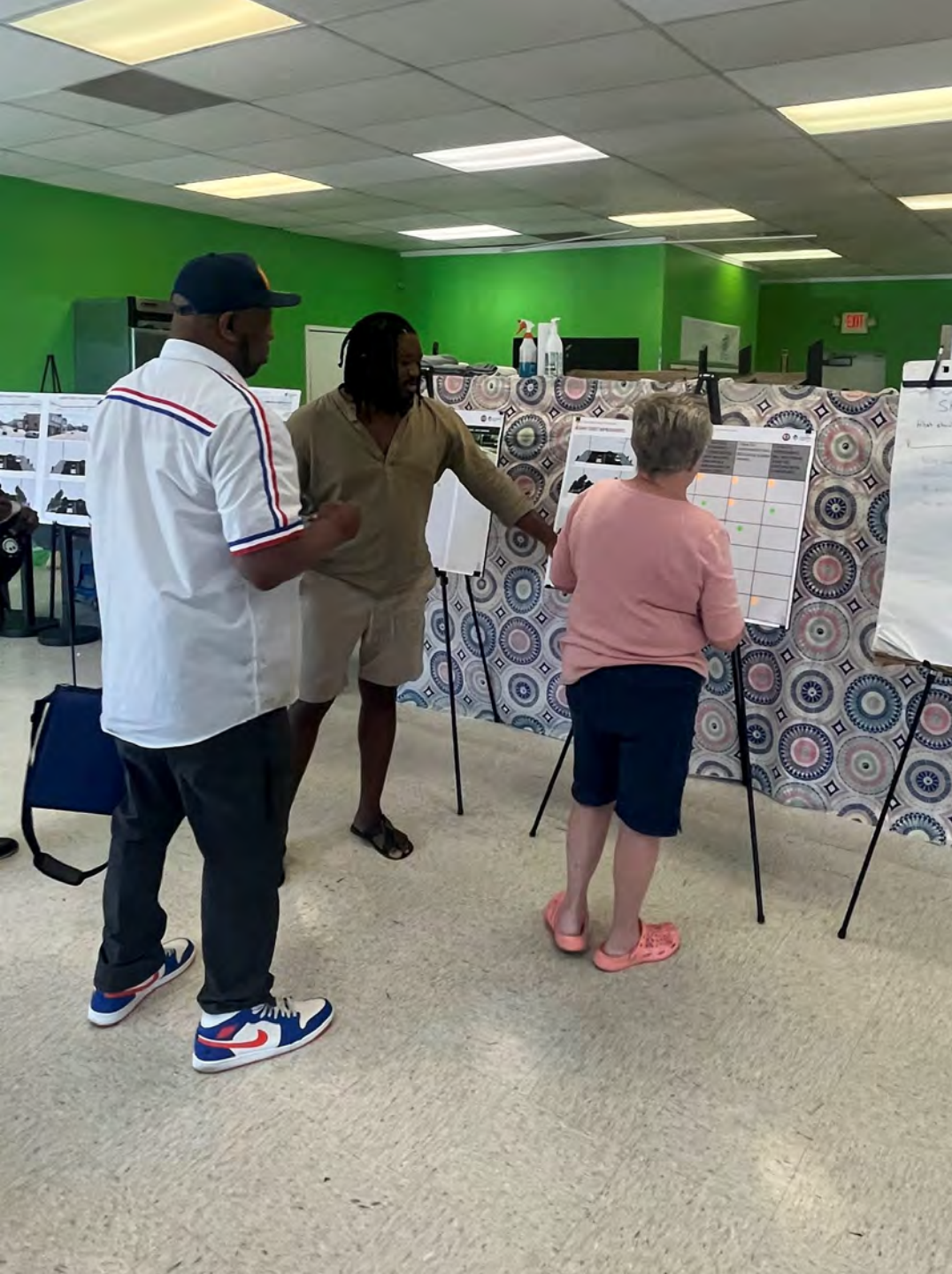
Albany & Crane Streets Complete Streets Study

Study Advisory Committee Meeting #4

July 31, 2023

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





AGENDA

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

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. Draft Existing Conditions Report
2. Meeting Presentations with Notes:

1. Project Overview
2. Existing Conditions, Inventory + Analysis
3. 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.

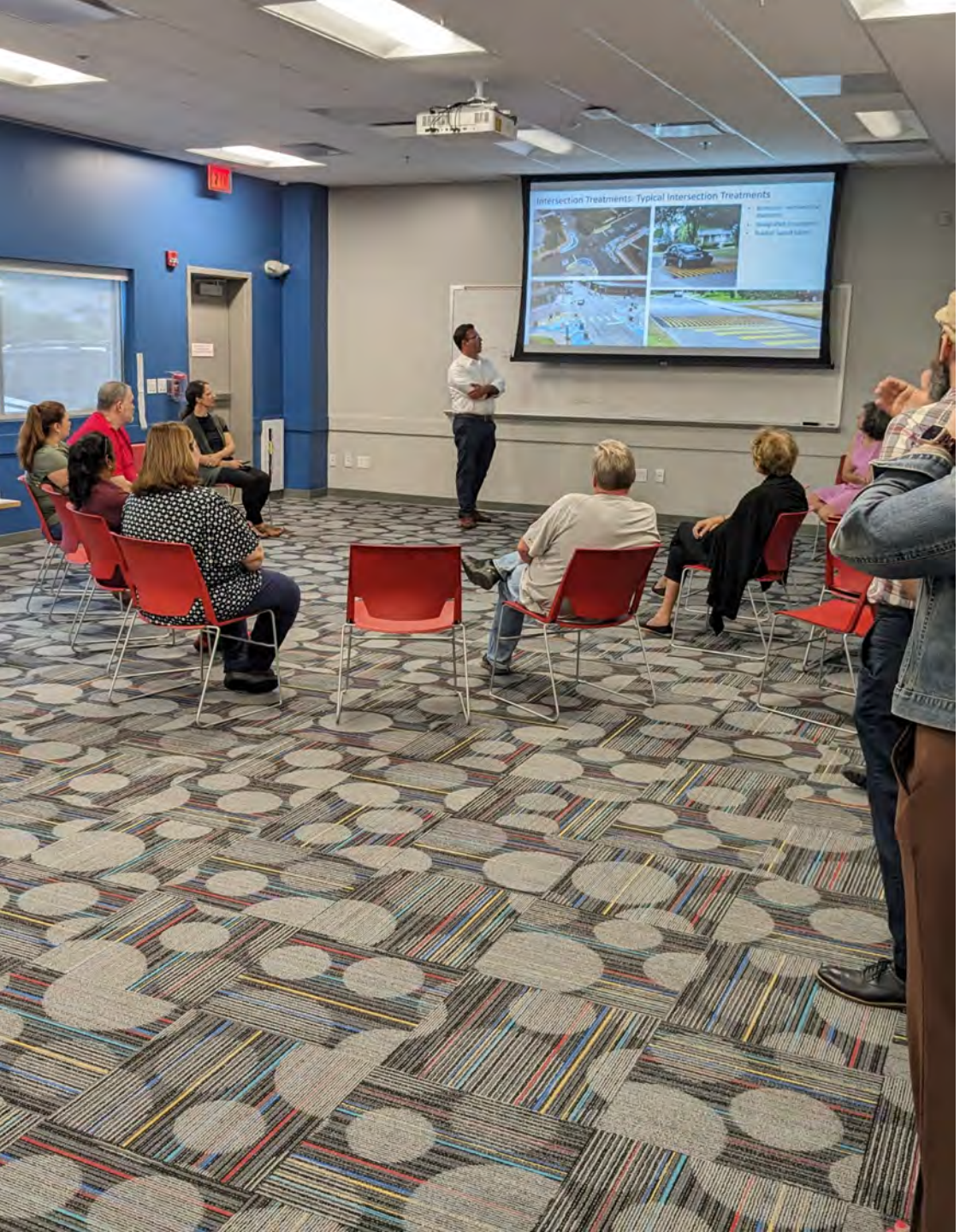
EMAIL ME A LINK FOR THE MEETING

ADD ME TO THE CONTACT LIST
FOR PROJECT UPDATES



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 + July*
 - **#5 Final Report Presentation** *September*
- Existing Conditions, Inventory & Analysis **January – February-March**
- Complete Streets Concept Development **April - May**
- Community Canvassing and Community Events **June + July**
- Final Open House **September**
- Final Report & Presentation to City Council **October**



COMMUNITY OUTREACH + ENGAGEMENT

We utilized a place based, user-centered research approach in conducting this Study. Prioritising people who reside, work in and/or own businesses in these communities.

Our goal was to
Inform → Invite → Inspire!

OUTREACH + ENGAGEMENT OVERVIEW

PUBLIC OUTREACH

Between December 2022 & July 2023, we directly engaged a diverse mix of residential + institutional stakeholders including, but not limited to:

- *Albany & Crane St Businesses*
- *Albany & Crane St Users + Residents*
- *Albany & Crane St Churches + Nonprofits*
- *City of Schenectady Staff & Public Officials*
- *City of Schenectady School District*
- *Mont Pleasant Neighborhood Assoc*
- *Mont Pleasant Merchants Assoc*

PUBLIC ENGAGEMENT

We also hosted 2 public events + created 2 surveys so that stakeholders could give in depth feedback on existing issues + possible solutions:

- *Albany St Improvements Open House*
 - June 22 | 4:00 -7:00 p.m.
 - Schenectady Community Ministries
 - 16 survey respondents
 - 20+ participants
- *Crane St Improvements Open House*
 - July 29 | 3:00 -7:00 p.m.
 - Mont Pleasant Branch Library
 - 21 survey respondents
 - 30+ participants

INFORM

Our primary goal was to inform key stakeholders of the possible changes.

To do so, we tabled at community events, posted flyers at high traffic local bus stops and businesses.

Juneteenth Celebration

Local Barbershops

Local Bus Stops



INVITE

We collaborated with local youth programs to help get the word out, sent mailers to residents and property owners in the study area, and emailed flyers to local stakeholders requesting that they be shared with their organizations.

- These youth from UHPP helped to distribute over 400 flyers and invited their neighbors to get involved in the study and to come to the open house events.
- Flyers were mailed to 676 addresses in the Albany Street and Crane Street areas.



INSPIRE

Albany St Open House

At each open house, we set up curbside displays and invited patrons and passers-by to give their feedback on the proposed ideas.

July 22 | 4 p.m- 7 p.m.

Schenectady
Community
Ministries



INSPIRE

Crane St Open House

These events also utilized a series of images + incentives that encouraged direct engagement + shared responsibility for selecting streetscape features.

July 29 | 3 -7 p.m.

Mont Pleasant
Branch Library



INSIGHTS | ALBANY ST

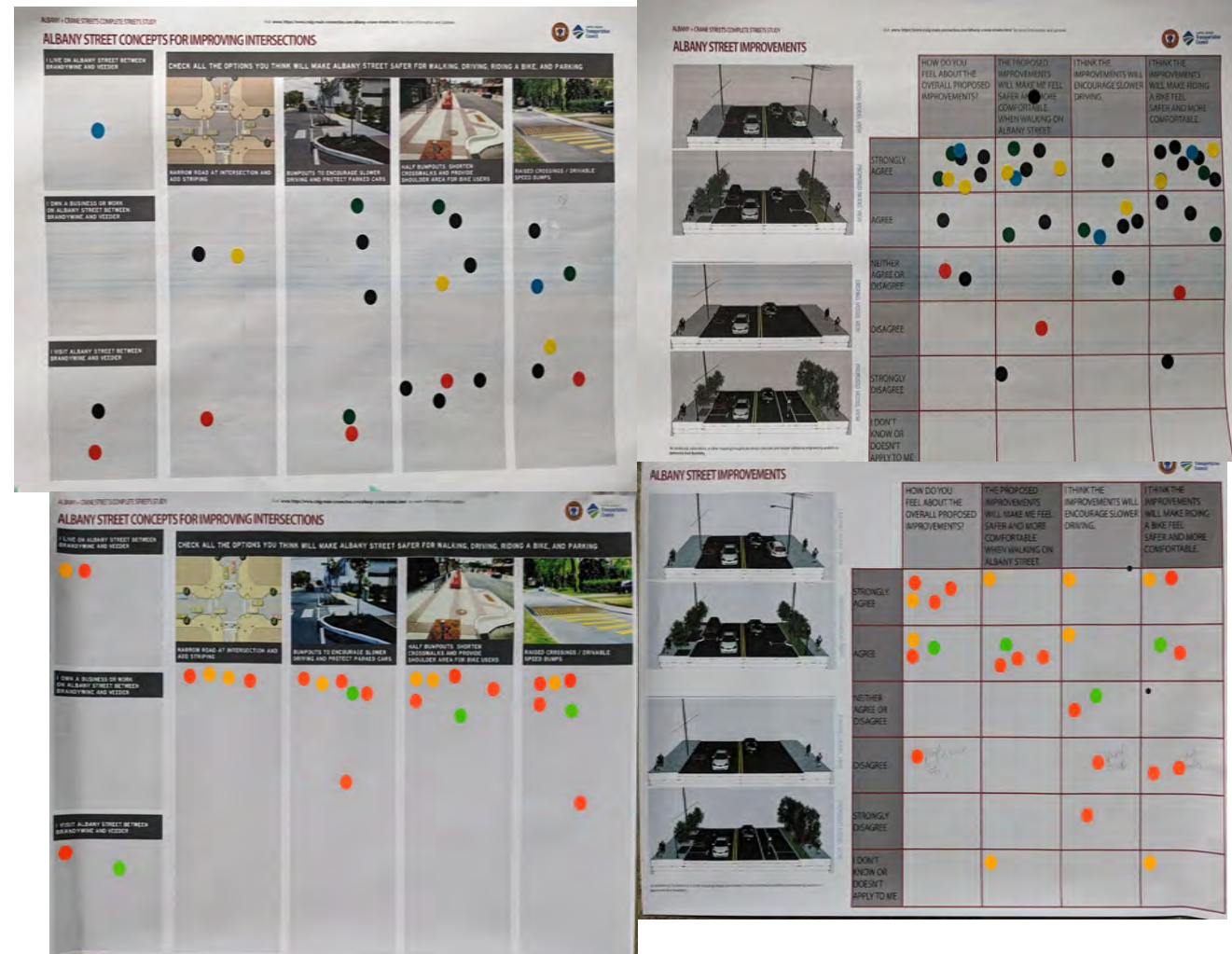
OPEN HOUSE RESPONSES

"We're treated like the backyard of State St..."

Albany St Findings

We received feedback in 3 main ways:

- **Online Survey**
 - 16 Respondents: Mostly low-mid income white, drivers, over 45 yrs old in area
 - Supportive but unsure whether changes will reduce speeding
- **Intercept Interviews**
 - :) Bumps outs + raised areas that shorten crossings between Brandywine + Veeder
 - :(Not enough shaded areas or trees at bus stops and throughout corridor
- **In depth Interviews**
 - :(Parking on sidewalks reinforces speeding
 - Not enough parking close to home
 - :(No Handicapped parking spaces
 - :(Vacant lots reinforcing crime
 - :) Exploration of nearby, shared parking lots



INSIGHTS | ALBANY ST

OPEN HOUSE RESPONSES

ALBANY + CRANE STREETS COMPLETE STREETS STUDY
Visit www.craig-main-connection.com/albany-crane-streets.html for more information and updates

ALBANY STREET CONCEPTS FOR IMPROVING INTERSECTIONS

I LIVE ON ALBANY STREET BETWEEN BRANDYWINE AND VEEDER

CHECK ALL THE OPTIONS YOU THINK WILL MAKE ALBANY STREET SAFER FOR WALKING, DRIVING, RIDING A BIKE, AND PARKING

NARROW ROAD AT INTERSECTION AND ADD STRIPING

BUMPOUTS TO ENCOURAGE SLOWER DRIVING AND PROTECT PARKED CARS

HALF BUMPOUTS, SHORTEN CROSSWALKS AND PROVIDE SHOULDER AREA FOR BIKE USERS

RAISED CROSSINGS / DRIVABLE SPEED BUMPS

I OWN A BUSINESS OR WORK ON ALBANY STREET BETWEEN BRANDYWINE AND VEEDER

I VISIT ALBANY STREET BETWEEN BRANDYWINE AND VEEDER

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HALF BUMPOUTS, SHORTEN CROSSWALKS AND PROVIDE SHOULDER AREA FOR BIKE USERS

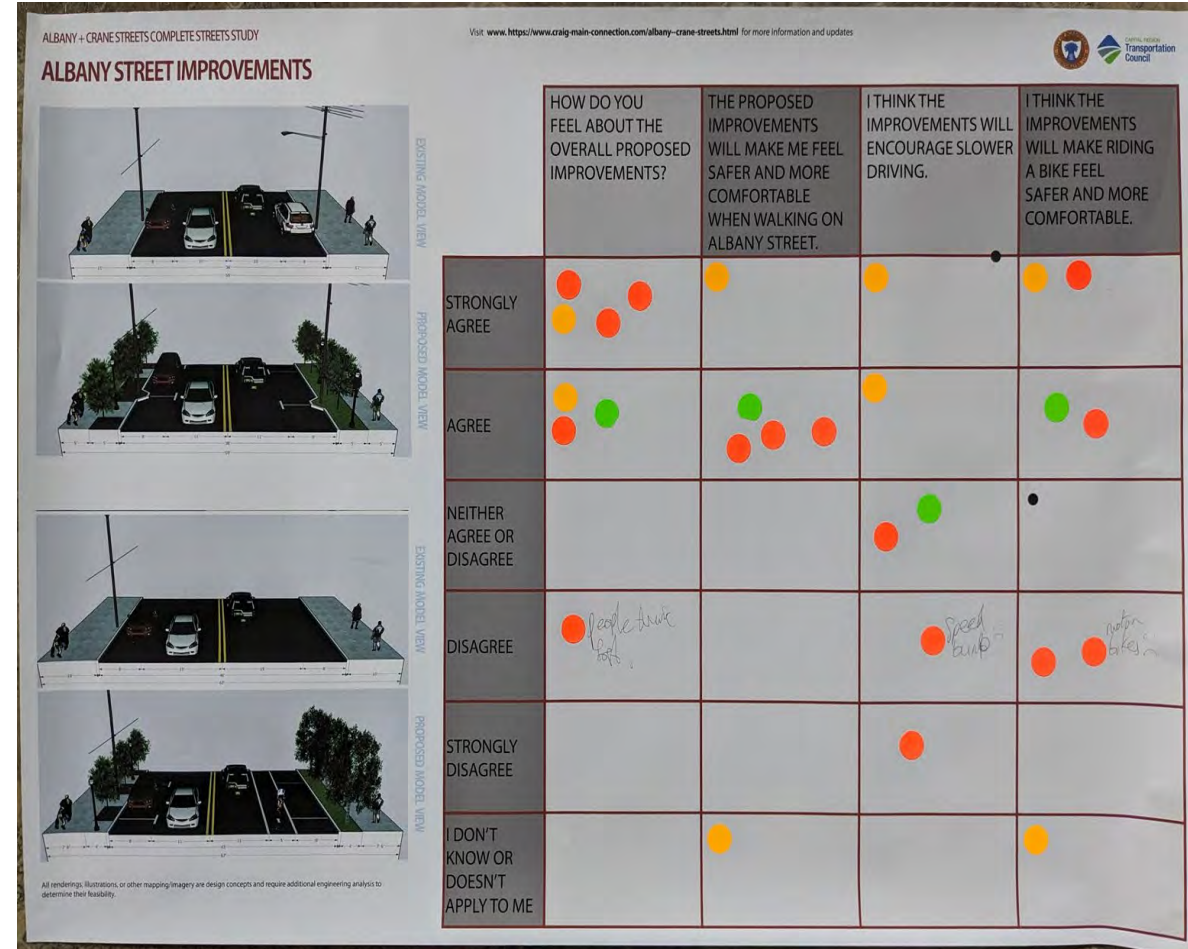
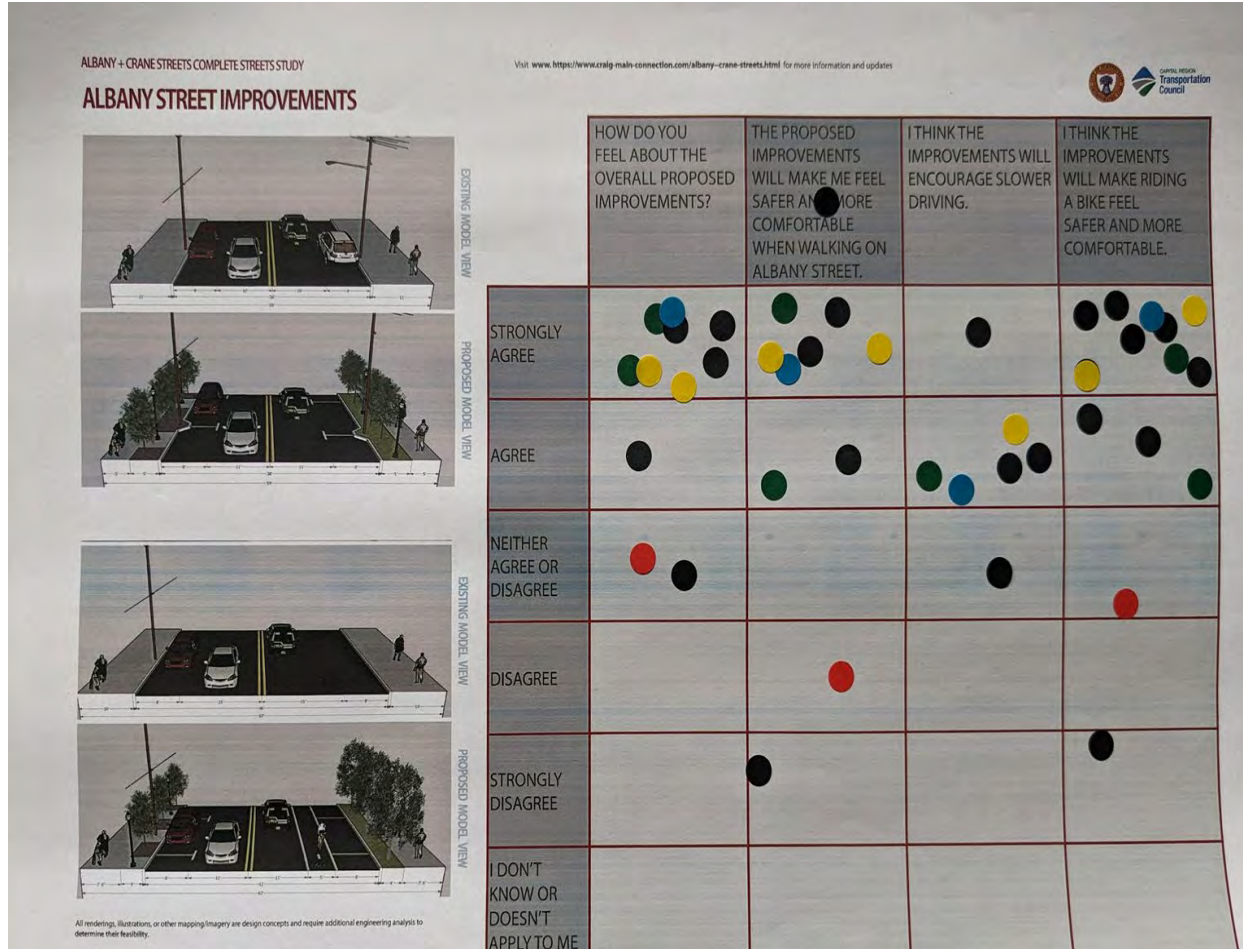
RAISED CROSSINGS / DRIVABLE SPEED BUMPS

I OWN A BUSINESS OR WORK ON ALBANY STREET BETWEEN BRANDYWINE AND VEEDER

I VISIT ALBANY STREET BETWEEN BRANDYWINE AND VEEDER

INSIGHTS | ALBANY ST

OPEN HOUSE RESPONSES



INSIGHTS | ALBANY ST

INDIVIDUAL COMMENTS

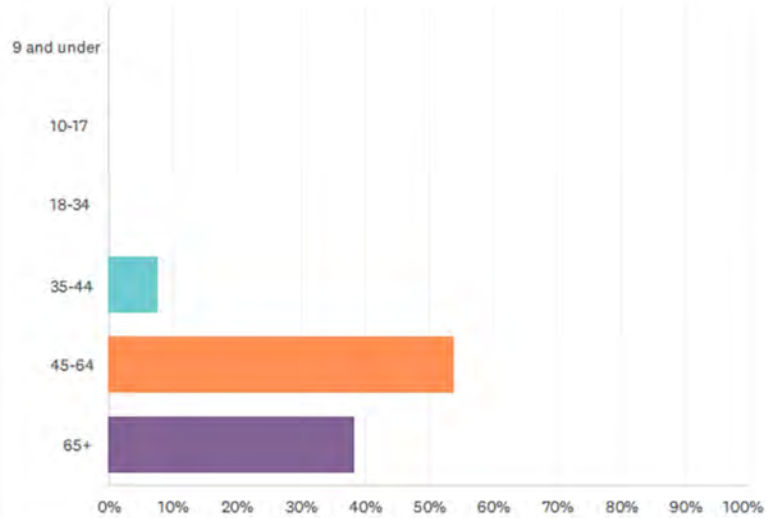
- Disinvestment has prohibited growth in the neighborhood
- Speeding is a serious concern along Albany St.
- Parking on sidewalks has blocked both sidewalks and driveways
- Parking on sidewalks has made people park blocks away from their houses- hard with groceries
- Empty businesses/vacant building become places to hangout
- Project will beautify city but won't address crime
- Crime so bad people are "prisoners in their own house"
- Hundreds of tickets issued because people run red lights and speed
- Approval for speed bumps
- Appreciation for city efforts
- Concerns that infrastructure should be put in place properly- want to make sure it holds up and issues such as drainage are addressed
- Good to have participation from public
- Could be good for businesses (construction, local jobs) with high potential to help minority-owned businesses
- How do people stay involved?
- Should talk to business owners to increase public parking
- Handicapped parking spaces should be considered for specific residents
- Pedestrian crossing on Albany dangerous- main crossing spots are at Brandywine
- Stop signs not always effective- street lights were preferred
- Snow makes parking difficult
- Speed bumps on Duane have made things more confusing- drivers do not know where to stop between those and the stop signs

INSIGHTS | ALBANY ST

SURVEY PARTICIPANTS

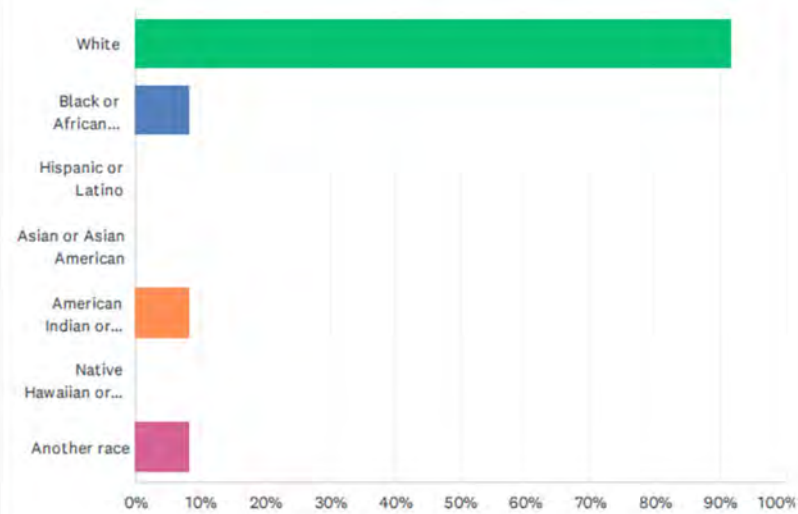
Q19 Age?

Answered: 13 Skipped: 3



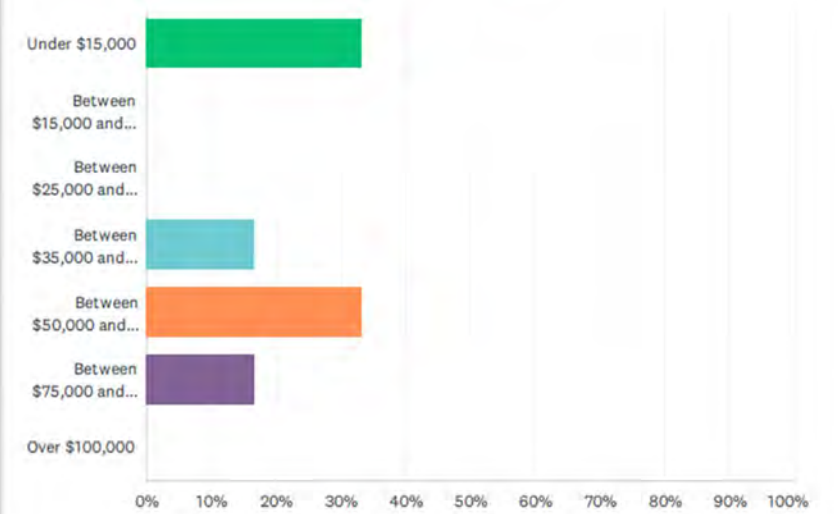
Q21 Race?

Answered: 12 Skipped: 4



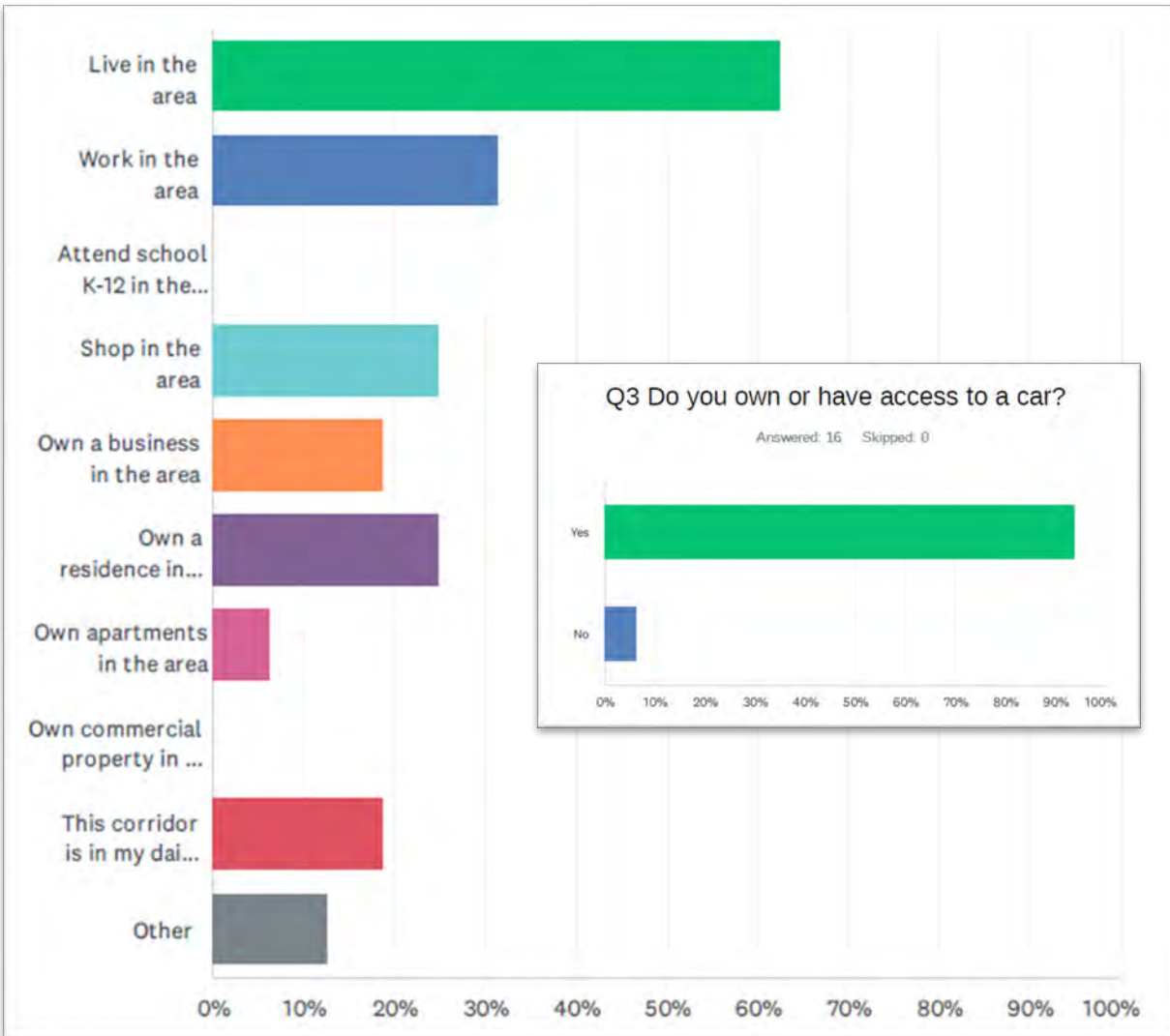
Q22 What is your approximate "household" income?

Answered: 12 Skipped: 4



INSIGHTS | ALBANY ST

SURVEY PARTICIPANTS



How often do you use the following ways to travel on Albany Street?

Answered: 16 Skipped: 0

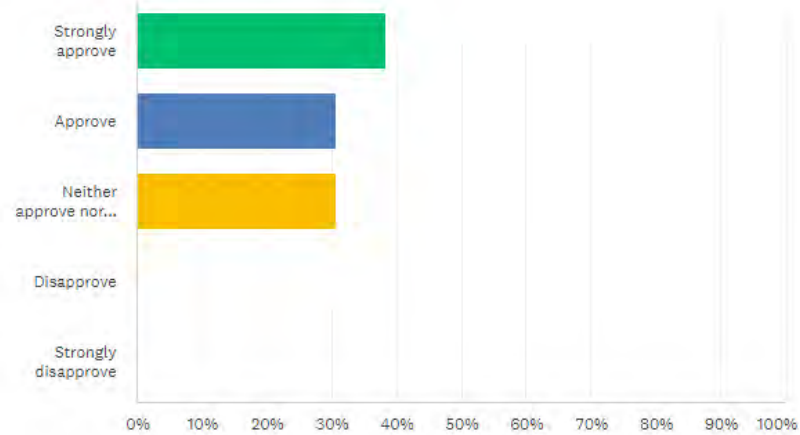
	DAILY	WEEKLY	MONTHLY	OCCASIONALLY (LESS THAN MONTHLY)	NEVER	TOTAL
Drive a car	56.25% 9	18.75% 3	12.50% 2	6.25% 1	6.25% 1	16
Ride Transit	8.33% 1	16.67% 2	0.00% 0	16.67% 2	58.33% 7	12
Walk	38.46% 5	7.69% 1	7.69% 1	23.08% 3	23.08% 3	13
Ride a bicycle	9.09% 1	0.00% 0	0.00% 0	27.27% 3	63.64% 7	11
Use a mobility device (wheelchair, scooter, etc.)	8.33% 1	8.33% 1	0.00% 0	0.00% 0	83.33% 10	12
Use a volunteer driver or assisted transportation	0.00% 0	0.00% 0	16.67% 2	0.00% 0	83.33% 10	12
Push a stroller	0.00% 0	0.00% 0	0.00% 0	16.67% 2	83.33% 10	12
Other	25.00% 1	0.00% 0	0.00% 0	0.00% 0	75.00% 3	4

INSIGHTS | ALBANY ST

SURVEY RESPONSES Intersection Concepts

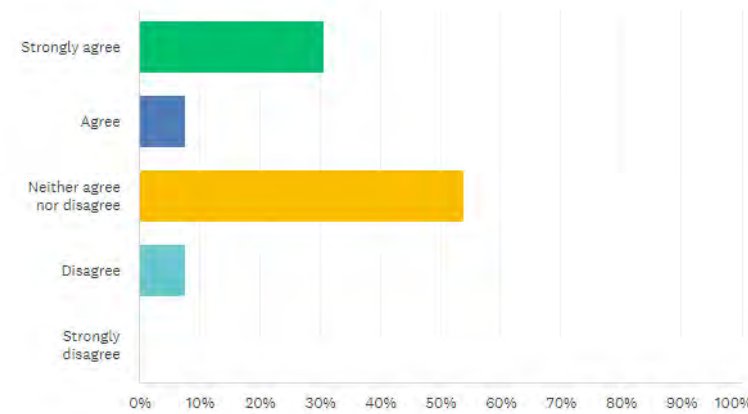
How do you feel about the intersection improvements?

Answered: 13 Skipped: 3



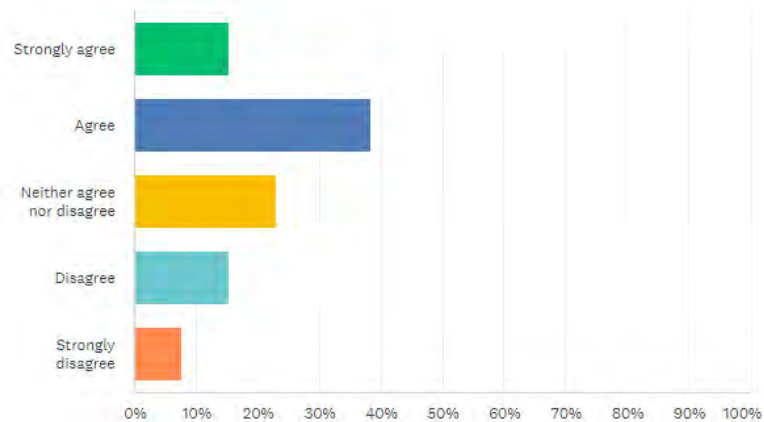
The proposed improvements will make me feel safer and more comfortable when walking on Albany Street.

Answered: 13 Skipped: 3



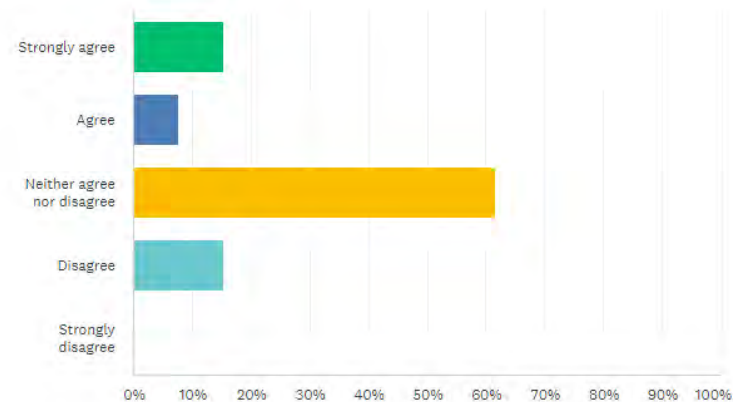
I think the improvements will encourage slower driving.

Answered: 13 Skipped: 3



I think the improvements will make riding a bicycle feel safer and more comfortable.

Answered: 13 Skipped: 3

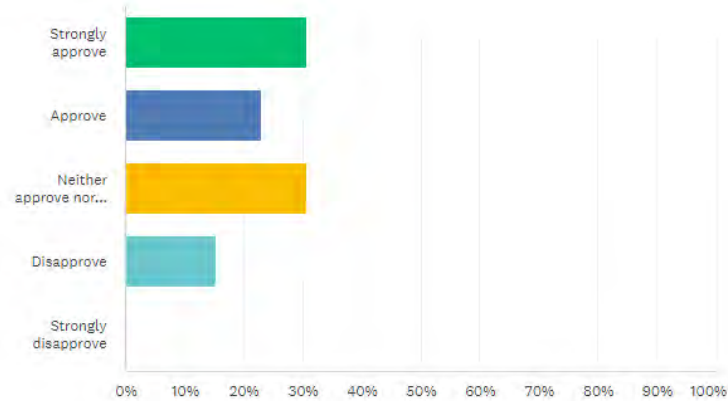


INSIGHTS | ALBANY ST

SURVEY RESPONSES Overall Streetscape Concepts

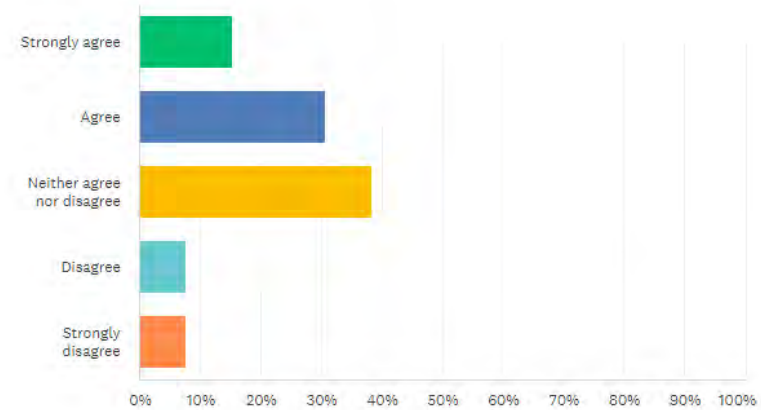
How do you feel about the overall proposed improvements on Albany Street?

Answered: 13 Skipped: 3



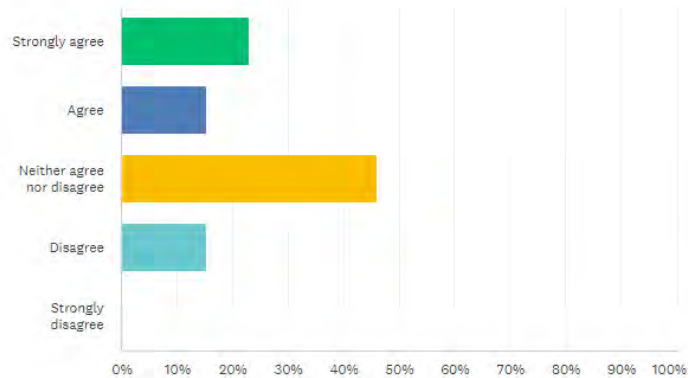
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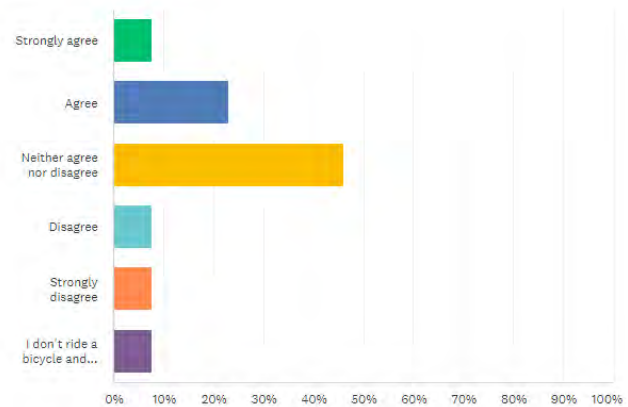
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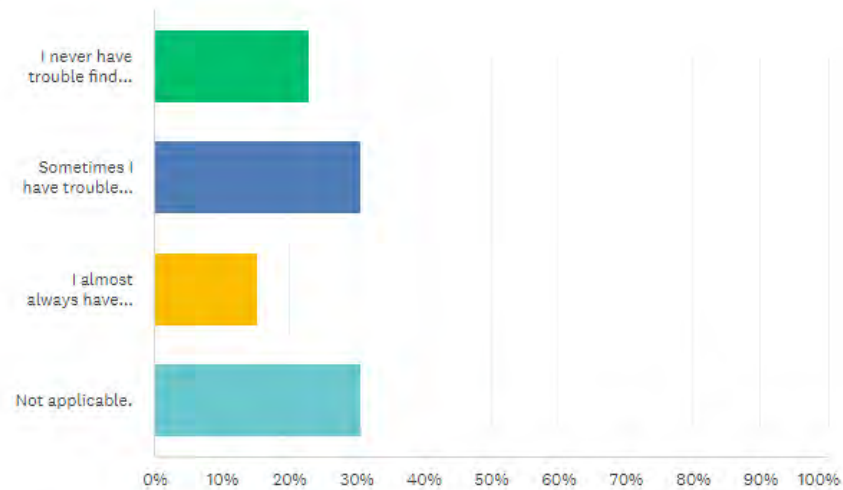


INSIGHTS | ALBANY ST

SURVEY RESPONSES Parking

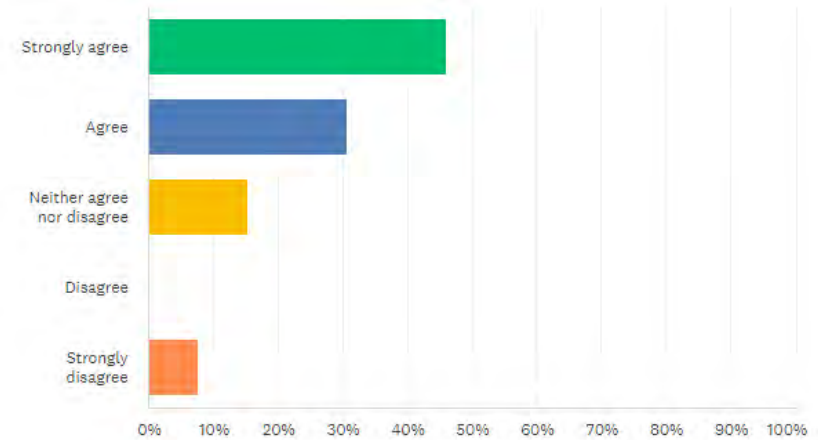
Please tell us about your experience parking in the study area.

Answered: 13 Skipped: 3



I would like the City to explore options for providing nearby, shared public parking lots in particularly strained areas.

Answered: 13 Skipped: 3



EMERGING QUESTIONS

Based on our interactions with key stakeholders, we uncovered a variety of emerging questions.

Emerging Questions?

- How do we ensure that local contractors + workers are involved in the construction of these proposed changes?
- How do we address the Albany Street facing portions of State Street businesses?
- Could we leverage vacant lots to support access to parking and how do we prioritise residents?
- How to ensure homeless populations have access to bathrooms without disrupting the shopping experience?
- How can we help the business community to organize on Albany St, create opportunities + fill empty storefronts?
- How to ensure garbage pick up and snow removal?

Comments:

MEETING THE
PARTICIPATION
GOALS

Name:

Email:

ron reapp
rreapp.reapp@gmail.com

Comments:

trash Picked up
Speed
homeless bathrooms
empty & businesses

Name: Darlene Stone

Email: nana.dar.dar.54@yahoo.com

Comments:

STOP LIGHTS

Name:

Email:

JUSTINE Edge

ALBANY STREET INSIGHTS → RECOMMENDATIONS

What is the take away?

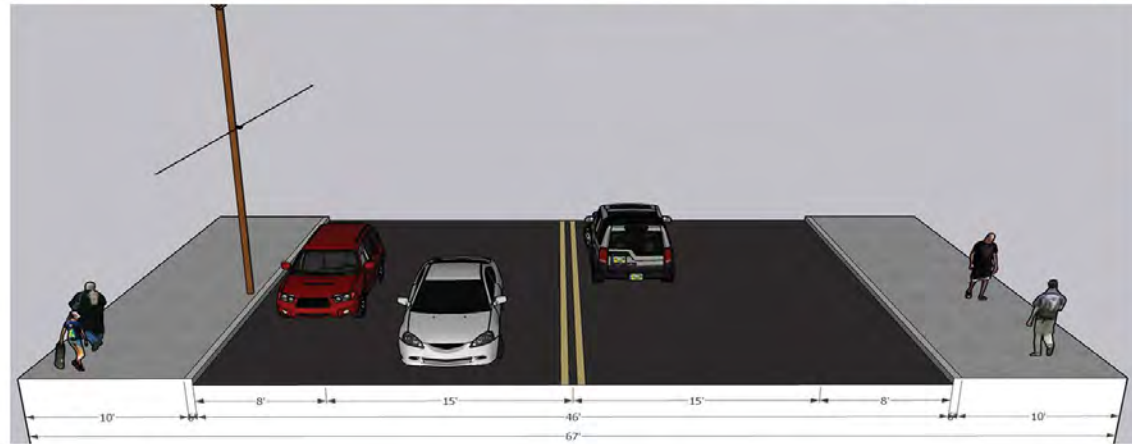
Comments



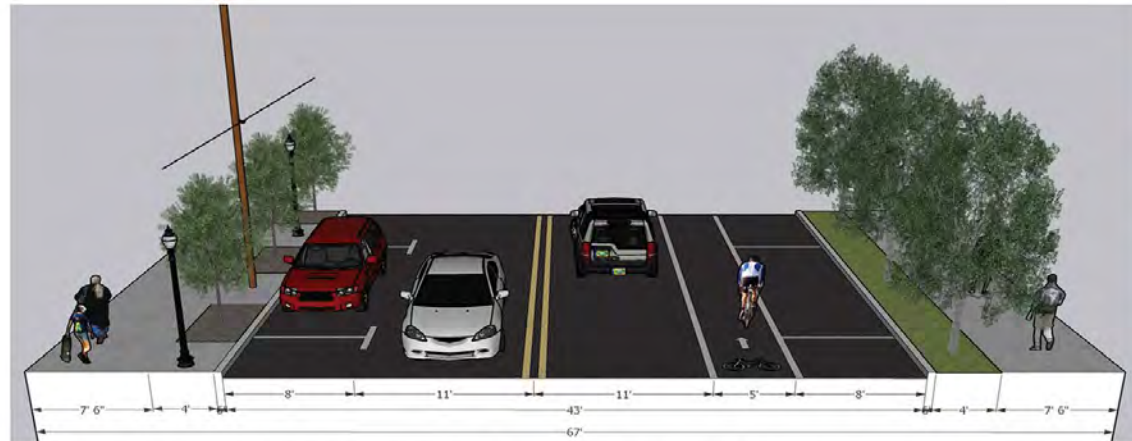
ALBANY STREET: SCHENECTADY ST TO CRAIG ST



EXISTING PHOTO



EXISTING MODEL VIEW



PROPOSED MODEL VIEW

ALBANY STREET RECOMMENDATIONS

Recommendations will include:

- Recommendations shown in the location-specific cross-sections
 - A new cross-section between Georgetta Dix and Germania will be developed to show working with Summit Towers to expand the road to allow for parking on both sides of Albany Street for that block since it is heavily used for nearby businesses.
- Intersection considerations including bumpouts at key intersections and mid-block crossings and crosswalks at all intersections
- Recommendations for providing shade at all bus stops and shelters at business center stops where possible
- General recommendation for the City to explore options for providing public off-street parking for business areas and areas where residents have limited options
- Recommendations for consideration of restricting business types within the commercial center to pedestrian focused businesses

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- General recommendation for the City to explore options for providing public off-street parking for business areas and areas where residents have limited options
- Recommendations for consideration of restricting business types within the commercial center to pedestrian focused businesses

Are there additional considerations that should be included?

Comments

INSIGHTS | CRANE ST

"I've almost been run over twice on 3rd Ave..."

Crane St Findings

We received feedback in 3 main ways:

- **Online Survey**

- 21 Respondents: Mostly low-mid income white drivers, over 45 yrs old in area
 - Many supportive but sceptical
 - Main to one way away from Crane
 - Chrysler one way towards Ostrander

- **Intercept Interviews**

- :(Dangerous collisions around 3rd ave
- Over utilized trash bins near businesses
- Delayed snow removal blocking sidewalks
- No crosswalks especially by Orchard Park
- :) Chrysler one way traffic towards Main Ave
- Bumpouts, Raised + Striped areas

- **In depth Interviews**

- :) Extended + raised crosswalks at intersection
- :(Deteriorating memorials need better care
- :(Need visitor parking on Crane, Main + Forest especially around school pick up



times

INSIGHTS | CRANE ST

OPEN HOUSE RESPONSES

ALBANY + CRANE STREETS COMPLETE STREETS STUDY
Visit [www.https://www.craig-main-connection.com/albany-crane-streets.html](https://www.craig-main-connection.com/albany-crane-streets.html) for more information and updates

CRANE STREET CONCEPTS FOR IMPROVING INTERSECTIONS

CHECK ALL THE OPTIONS YOU THINK WILL MAKE ALBANY STREET SAFER FOR WALKING, DRIVING, RIDING A BIKE, AND PARKING

I LIVE ON CRANE STREET BETWEEN BROADWAY AND OSTRANDER

I OWN A BUSINESS OR WORK ON CRANE STREET BETWEEN BROADWAY AND OSTRANDER

I VISIT CRANE STREET BETWEEN BROADWAY AND OSTRANDER

NARROW ROAD AT INTERSECTION AND ADD STRIPING

BUMPOUTS TO ENCOURAGE SLOWER DRIVING AND PROTECT PARKED CARS

HALF BUMPOUTS SHORTEN CROSSWALKS AND PROVIDE SHOULDER AREA FOR BIKE USERS

RAISED CROSSINGS / DRIVABLE SPEED BUMPS

Handwritten note: Park for 20 min

ALBANY + CRANE STREETS COMPLETE STREETS STUDY
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CRANE STREET CONCEPTS FOR IMPROVING INTERSECTIONS

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I OWN A BUSINESS OR WORK ON CRANE STREET BETWEEN BROADWAY AND OSTRANDER

I VISIT CRANE STREET BETWEEN BROADWAY AND OSTRANDER

NARROW ROAD AT INTERSECTION AND ADD STRIPING

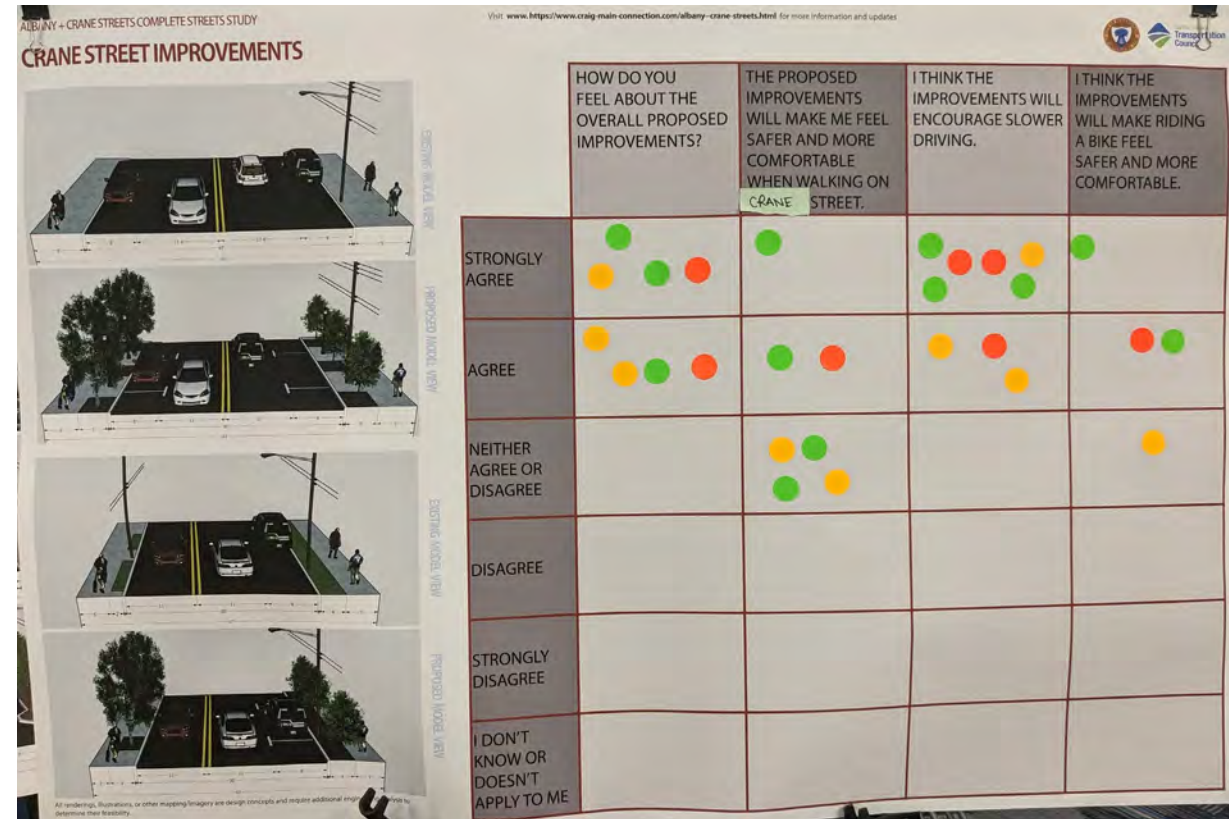
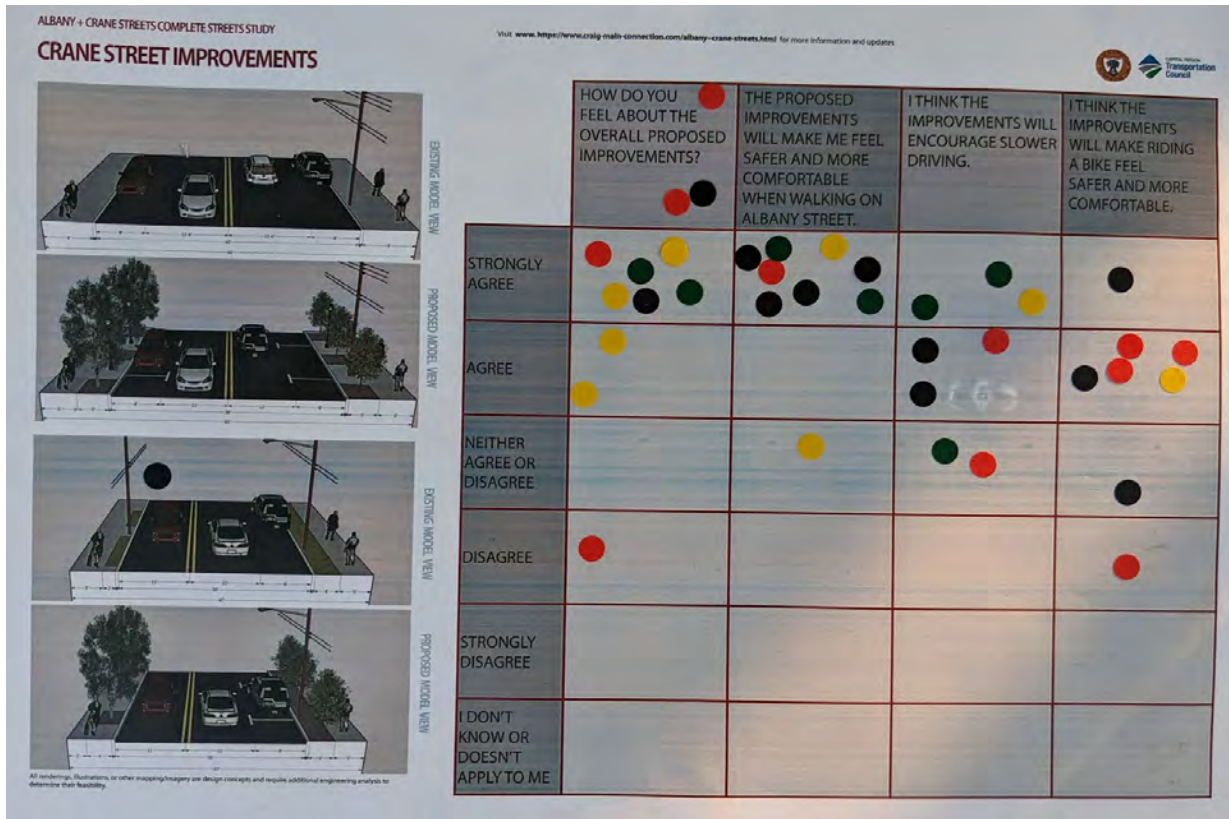
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INSIGHTS | CRANE ST

OPEN HOUSE RESPONSES

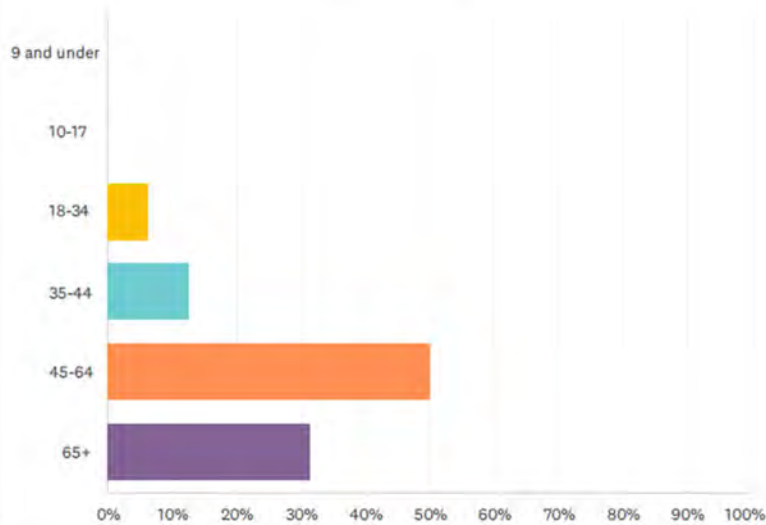


INSIGHTS | CRANE ST

SURVEY PARTICIPANTS

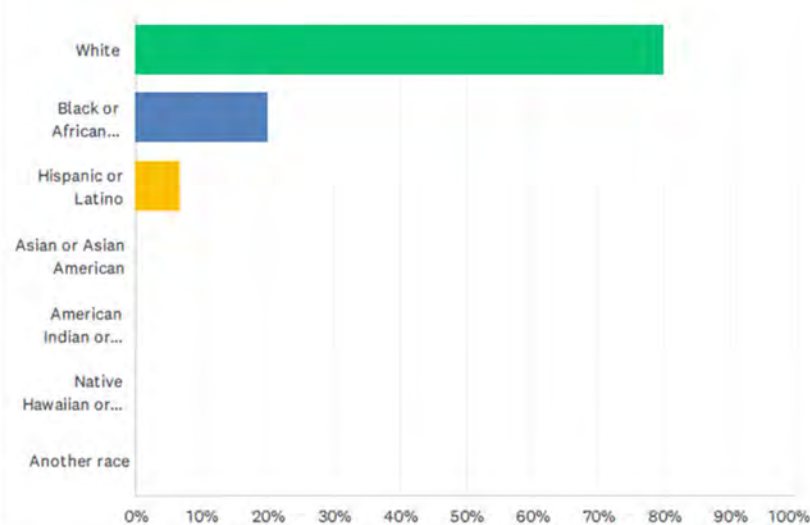
Q27 Age?

Answered: 16 Skipped: 5



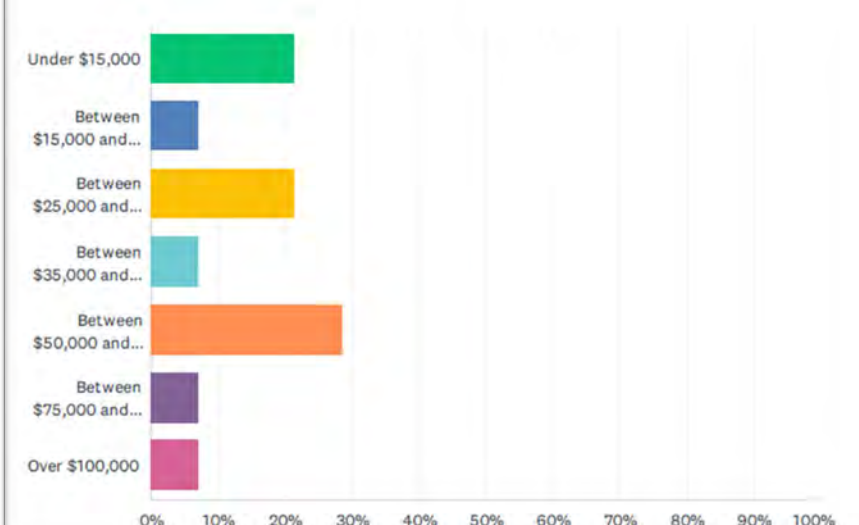
Q29 Race?

Answered: 15 Skipped: 6



Q30 What is your approximate "household" income?

Answered: 14 Skipped: 7



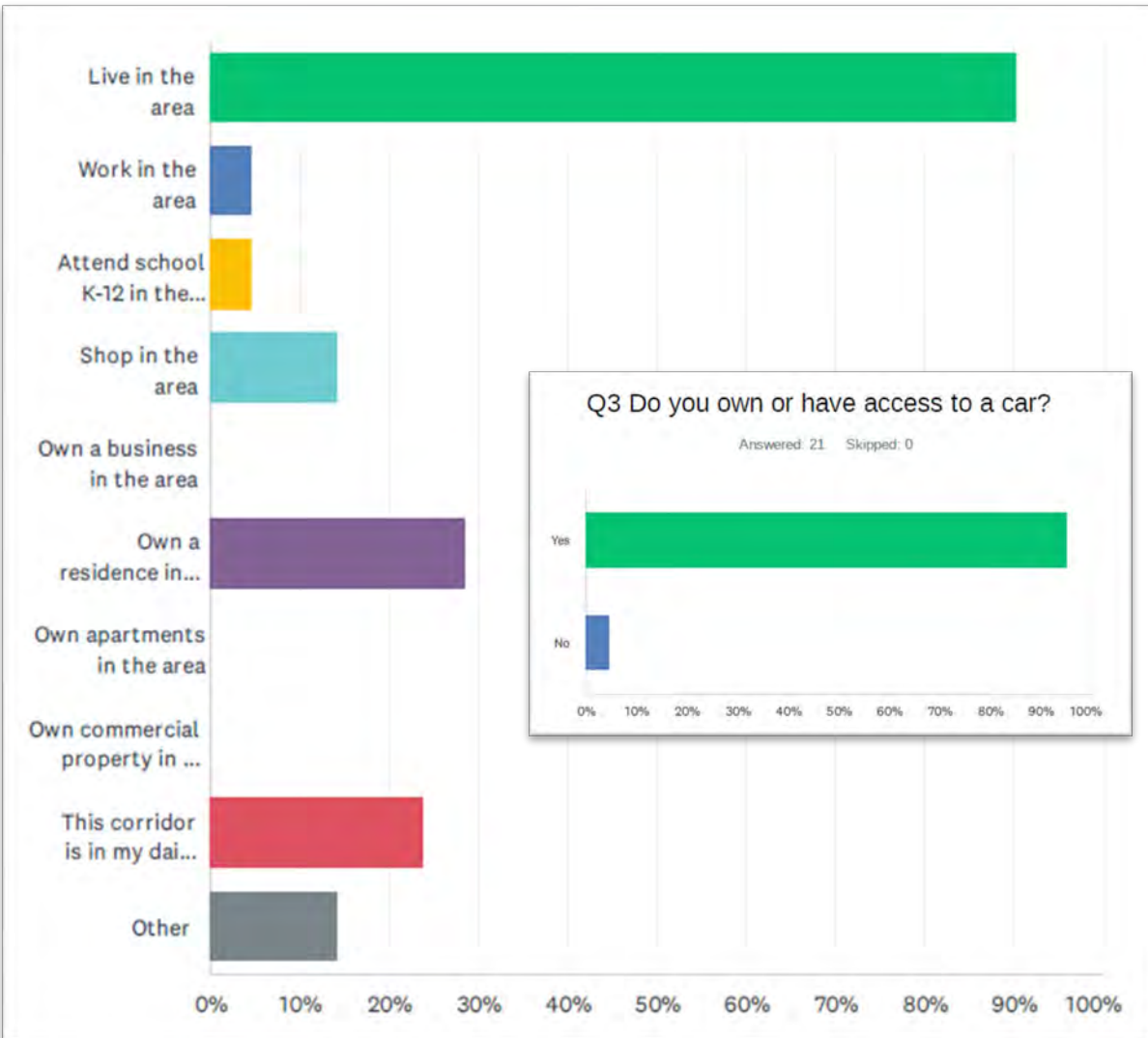
Q6 Disability? Do you have a disability that makes walking or getting around more challenging?

Answered: 19 Skipped: 2

ANSWER CHOICES	RESPONSES	
Yes, permanent	10.53%	2
Yes, temporary	15.79%	3
No	73.68%	14
TOTAL		19

INSIGHTS | CRANE ST

SURVEY PARTICIPANTS



How often do you use the following ways to travel on Crane Street, Chrysler Street or Main Avenue?

Answered: 21 Skipped: 0

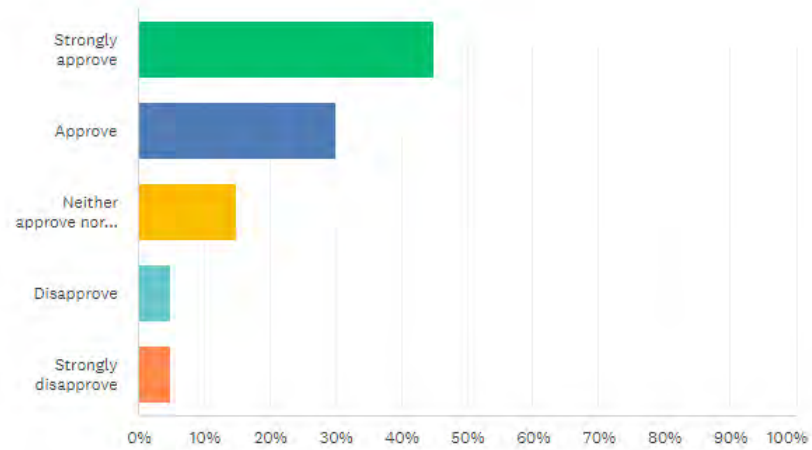
	DAILY	WEEKLY	MONTHLY	OCCASIONALLY (LESS THAN MONTHLY)	NEVER	TOTAL
Drive a car	75.00% 15	5.00% 1	5.00% 1	15.00% 3	0.00% 0	20
Ride Transit	10.00% 2	10.00% 2	0.00% 0	15.00% 3	65.00% 13	20
Walk	30.00% 6	5.00% 1	0.00% 0	40.00% 8	25.00% 5	20
Ride a bicycle	5.00% 1	5.00% 1	0.00% 0	5.00% 1	85.00% 17	20
Use a mobility device (wheelchair, scooter, etc.)	10.53% 2	0.00% 0	0.00% 0	5.26% 1	84.21% 16	19
Use a volunteer driver or assisted transportation	5.26% 1	10.53% 2	0.00% 0	0.00% 0	84.21% 16	19
Push a stroller	0.00% 0	5.56% 1	5.56% 1	5.56% 1	83.33% 15	18
Other	20.00% 2	0.00% 0	0.00% 0	0.00% 0	80.00% 8	10

INSIGHTS | CRANE ST

SURVEY RESPONSES Intersection Concepts

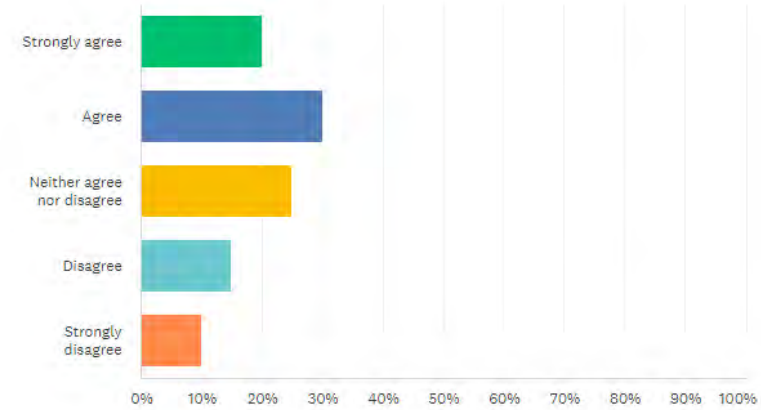
How do you feel about the intersection improvements?

Answered: 20 Skipped: 1



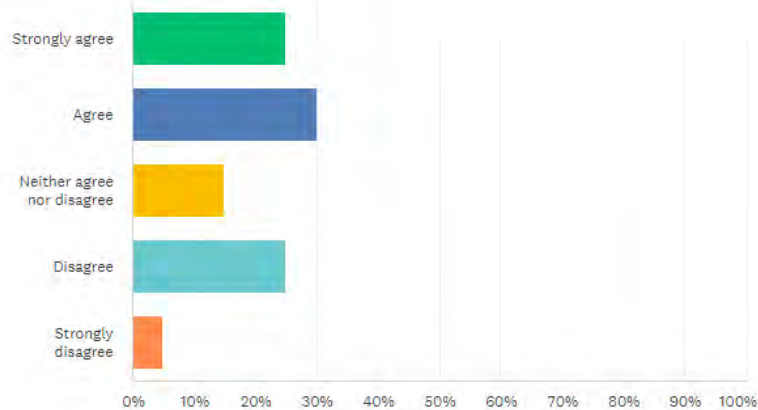
The proposed improvements will make me feel safer and more comfortable when walking on Crane Street, Chrisler Avenue, or Main Avenue.

Answered: 20 Skipped: 1



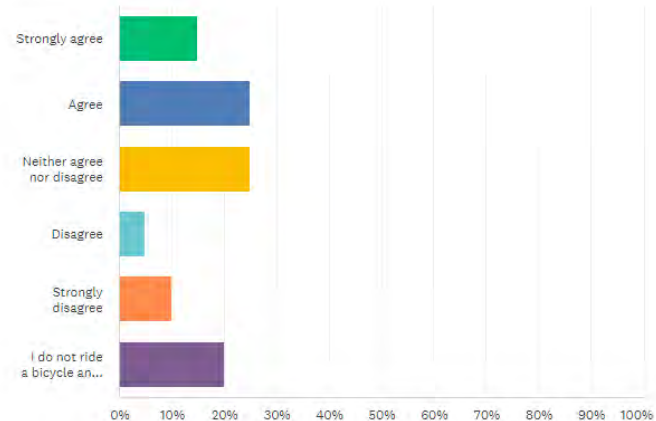
I think the improvements will encourage slower driving.

Answered: 20 Skipped: 1



I think the improvements will make riding a bicycle feel safer and more comfortable.

Answered: 20 Skipped: 1

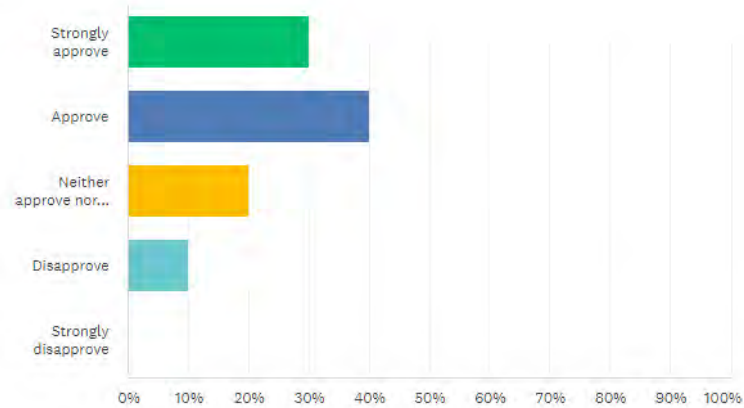


INSIGHTS | CRANE ST

SURVEY RESPONSES Overall Streetscape Concepts

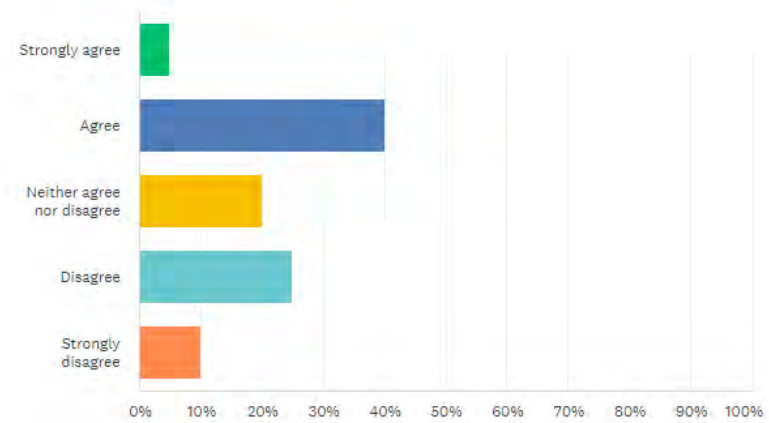
How do you feel about the overall proposed improvements to Crane Street?

Answered: 20 Skipped: 1



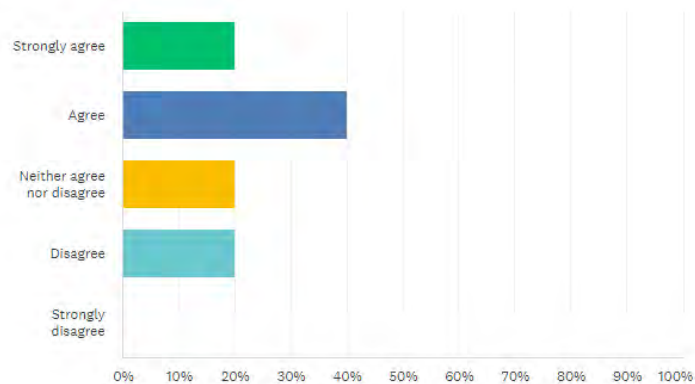
I think the improvements will encourage slower driving.

Answered: 20 Skipped: 1



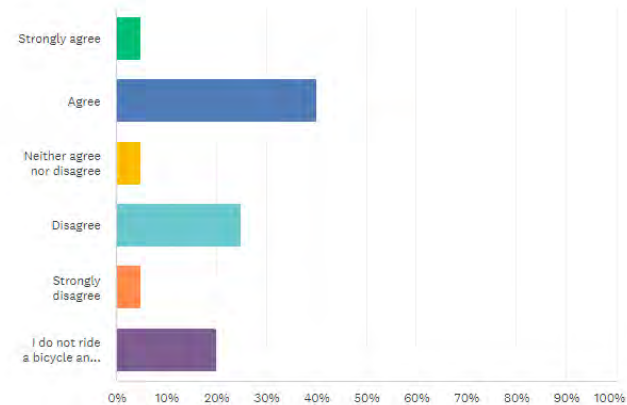
The proposed improvements will make me feel safer and more comfortable when walking on Crane Street.

Answered: 20 Skipped: 1



I think the improvements will make riding a bicycle feel safer and more comfortable.

Answered: 20 Skipped: 1

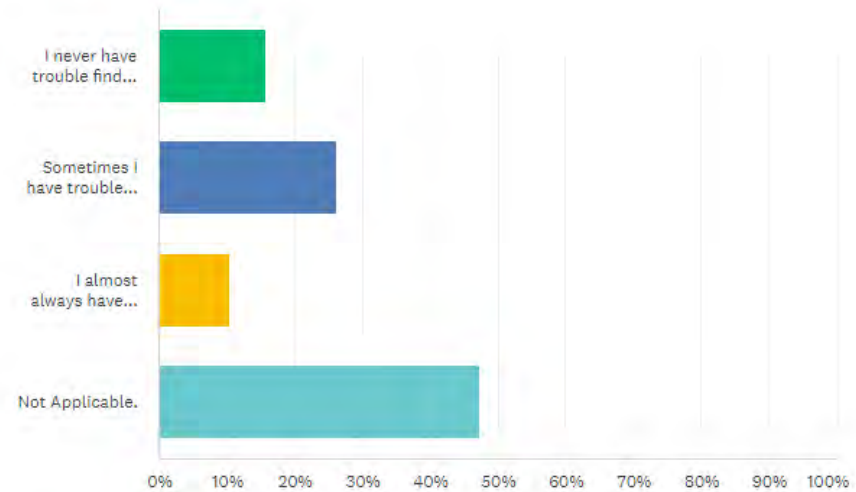


INSIGHTS | CRANE ST

SURVEY RESPONSES Parking

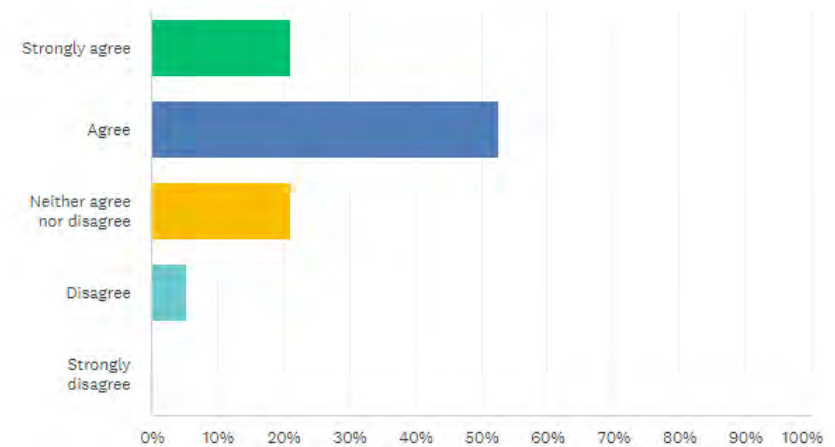
Please tell us about your experience parking in the study area.

Answered: 19 Skipped: 2



I would like the City to explore options for providing nearby, shared public parking lots in particularly strained areas.

Answered: 19 Skipped: 2



INSIGHTS | MAIN AVE

OPEN HOUSE RESPONSES

ALBANY + CRANE STREETS COMPLETE STREETS STUDY

MAIN AVENUE OPTIONS

MAIN AVENUE OPTION 1: CRANE ST TO WILLET ST

MAIN AVENUE OPTION 2: WILLET ST TO FOREST RD

WHICH CONCEPT DO YOU PREFER?

MAIN AVENUE CRANE ST TO WILLET ST

MAIN AVENUE WILLET ST TO FOREST RD

PICK ONE

OPTION 1: One-Way to Crane with Separated Bike Lane

OPTION 2: One-Way to Crane with Shared Use Path

OPTION 3: Keep Traffic Flowing in Both Directions with Some Safety Improvements

OPTION 4: One-Way toward Crane St

OPTION 5: Stay the Same

I LIVE ON MAIN AVENUE

I TRAVEL ON MAIN AVENUE

I LIVE WITHIN 2-3 BLOCKS OF MAIN AVENUE

OR

All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

MAIN AVENUE OPTIONS

MAIN AVENUE OPTION 1: CRANE ST TO WILLET ST

MAIN AVENUE OPTION 2: WILLET ST TO FOREST RD

WHICH CONCEPT DO YOU PREFER?

MAIN AVENUE CRANE ST TO WILLET ST

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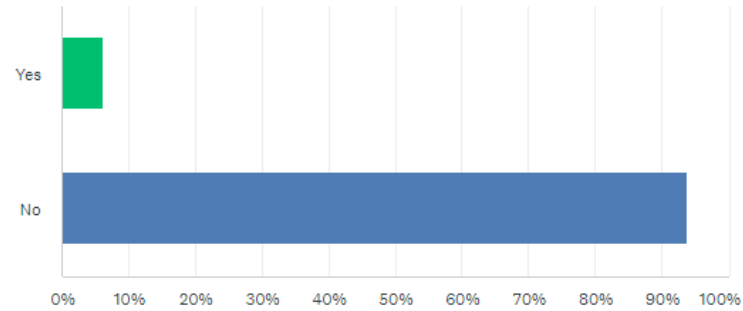
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

INSIGHTS | MAIN AVE

SURVEY RESPONSES

Do you live on Main Avenue?

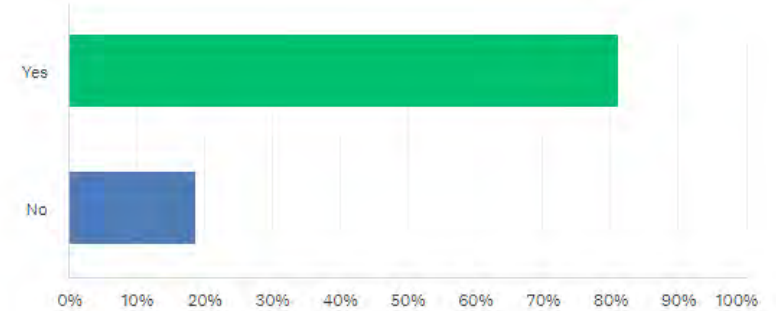
Answered: 16 Skipped: 5



ANSWER CHOICES	RESPONSES
Yes	6.25% 1
No	93.75% 15
TOTAL	16

Do you live within 2-3 blocks of Main Avenue?

Answered: 16 Skipped: 5



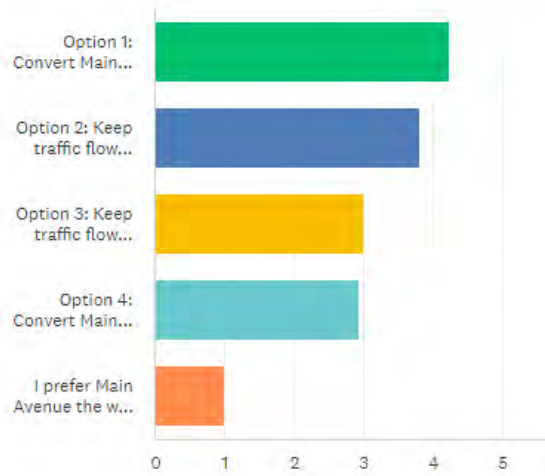
ANSWER CHOICES	RESPONSES
Yes	81.25% 13
No	18.75% 3
TOTAL	16

INSIGHTS | MAIN AVE

SURVEY RESPONSES

Which concept for improving Main Avenue do you prefer?

Answered: 16 Skipped: 5



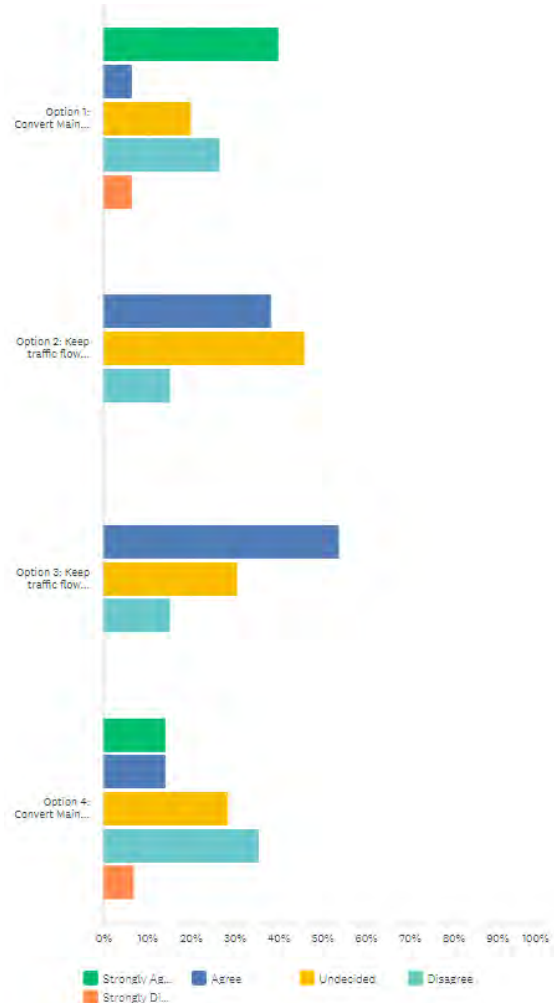
	1	2	3	4	5	TOTAL	SCORE
▼ Option 1: Convert Main Avenue to a one-way street with traffic moving away from Crane Street. This idea also adds a protected bike lane that will connect to the one that was championed during the Craig Main Connection project and is scheduled to be built on Craig Street within the next year or two.	56.25% 9	25.00% 4	6.25% 1	12.50% 2	0.00% 0	16	4.25
▼ Option 2: Keep traffic flowing in both directions and add a shared walking and bicycle path on the south side.	31.25% 5	37.50% 6	12.50% 2	18.75% 3	0.00% 0	16	3.81
▼ Option 3: Keep traffic flowing in both directions and make some safety improvements and slightly reduce speed.	6.25% 1	6.25% 1	68.75% 11	18.75% 3	0.00% 0	16	3.00
▼ Option 4: Convert Main Avenue to a one-way street with traffic headed away from Crane Street and retain all existing parking spaces. This concept would include some safety improvements.	6.25% 1	31.25% 5	12.50% 2	50.00% 8	0.00% 0	16	2.94
▼ I prefer Main Avenue the way it is.	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 16	16	1.00

INSIGHTS | MAIN AVE

SURVEY RESPONSES

I think these options will improve driving safety on Main Avenue.

Answered: 16 Skipped: 5



	STRONGLY AGREE	AGREE	UNDECIDED	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Option 1: Convert Main Avenue to a one-way street with traffic moving away from Crane Street. This idea also adds a protected bike lane that will connect to the one that was championed during the Craig Main Connection project and is scheduled to be built on Craig Street within the next year or two.	40.00% 6	6.67% 1	20.00% 3	26.67% 4	6.67% 1	15	2.53
Option 2: Keep traffic flowing in both directions and add a shared walking and bicycle path on the south side.	0.00% 0	38.46% 5	46.15% 6	15.38% 2	0.00% 0	13	2.77
Option 3: Keep traffic flowing in both directions and make some safety improvements and slightly reduce speed.	0.00% 0	53.85% 7	30.77% 4	15.38% 2	0.00% 0	13	2.62
Option 4: Convert Main Avenue to a one-way street with traffic headed away from Crane Street and retain all existing parking spaces. This concept would include some safety improvements.	14.29% 2	14.29% 2	28.57% 4	35.71% 5	7.14% 1	14	3.07


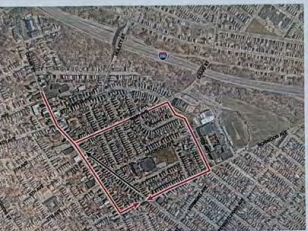

INSIGHTS | CHRISLER AVE

OPEN HOUSE RESPONSES

ALBANY + CRANE STREETS COMPLETE STREETS STUDY

CHRISLER STREET OPTIONS

Visit www.craig-main-connection.com/albany-crane-streets.html for more information and updates

OPTION 1: ONE WAY TOWARD MAIN AVENUE

OPTION 2: ONE WAY IN SPLIT DIRECTIONS

All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

I LIVE ON CHRISLER AVE BETWEEN OSTRANDER PLACE AND MAIN AVENUE




I TRAVEL ON CHRISLER AVE BETWEEN OSTRANDER PLACE AND MAIN AVENUE

OR

PICK ONE, BECAUSE CHRISLER AVENUE IS TOO NARROW BETWEEN OSTRANDER PLACE AND MAIN AVENUE, I WOULD LIKE FOR THE CITY TO:

Explore options for converting Chrisler Avenue into a one-way street with traffic moving toward Main Avenue as shown in Option 1.	Explore options for converting Chrisler Avenue into a one-way street with traffic heading in either direction from the center as shown in Option 2.	Explore options for converting Chrisler Avenue into a one-way street with traffic moving toward Ostrander Place (not shown here).	All of the above
OR	OR	OR	

CHRISLER STREET OPTIONS

OPTION 1: ONE WAY TOWARD MAIN AVENUE

OPTION 2: ONE WAY IN SPLIT DIRECTIONS

All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

I LIVE ON CHRISLER AVE BETWEEN OSTRANDER PLACE AND MAIN AVENUE

I TRAVEL ON CHRISLER AVE BETWEEN OSTRANDER PLACE AND MAIN AVENUE

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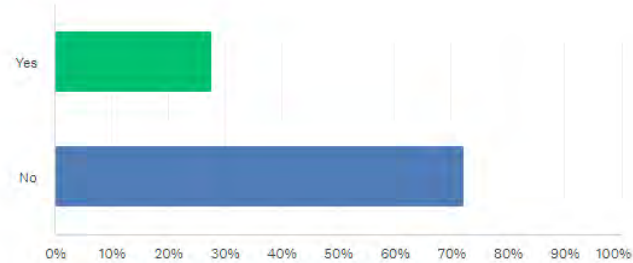
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OR	OR	OR	

INSIGHTS | CHRISLER AVE

SURVEY RESPONSES

Do you live on Chrisler Avenue between Ostrander Place and Main Avenue?

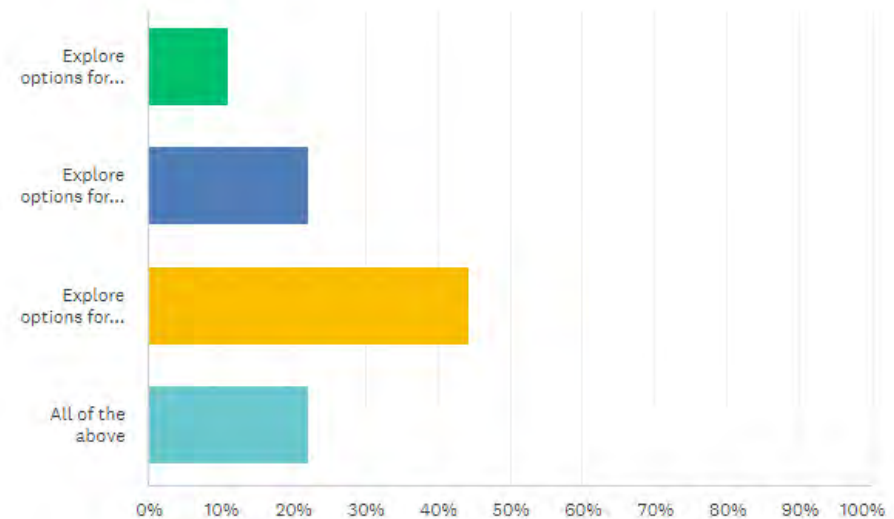
Answered: 18 Skipped: 3



ANSWER CHOICES	RESPONSES
Yes	27.78% 5
No	72.22% 13
TOTAL	18

Because Chrisler Avenue is so narrow between Ostrander Place and Main Avenue, I would like for the City to:

Answered: 18 Skipped: 3



ANSWER CHOICES	RESPONSES
Explore options for converting Chrisler Avenue into a one-way street with traffic moving toward Main Avenue as shown in Option 1.	11.11% 2
Explore options for converting Chrisler Avenue into a one-way street with traffic heading in either direction from the center as shown in Option 2.	22.22% 4
Explore options for converting Chrisler Avenue into a one-way street with traffic moving toward Ostrander Place (not shown here).	44.44% 8
All of the above	22.22% 4
TOTAL	18

INSIGHTS | ALBANY ST

INDIVIDUAL COMMENTS

- This project is long overdue, and it has been hard to visualize, but they are glad to see it moving forward.
- There are three schools within the project area and there is a concern with buses and how there is generally no parking or smooth transit when the buses are getting the kids approximately 2:30 – 2:45 pm.
- There are issues on Main and Forest with parking consistently.
- One resident who lives on Main Ave was a fan of the two-way traffic with pedestrian and bike combo, was not in fan of the one way for Main, Crane, and Willet.
- There should be a speed camera at Francis St. intersection.
- A formal crosswalk on 4th would be helpful.
- Lack of parking lots is problematic in the project area.
- Speed humps could be needed on Bridge St. and 2nd Ave.
- Bridge St. is high density and with only one cross street, it becomes a speedway.
- Children have been running across Crane St. to get to Orchard Park.
- Concerns about slowing people down at the Crane St./890 intersection, visibility is a major issue there.
- There was a question about the discrepancy in budget between Craig to Forest section and the Forest intersection.
- Forest/Main will get more yard but have no sidewalk.
- Chrisler one way could be safer, especially with advent of electric bikes.
- There was a comment that the paved grey area visible in the plans at the Chrisler intersection will be very helpful to pedestrians and participants were supportive of this.
- Crane Street towards Norwood – people do not want to drive in this neighborhood due to speeding and lack of enforcement. -Speed cameras would be welcomed.
- One was in favor of strategically placed bump outs throughout the city.
- When will Crane and Main happen? -Hopefully 2024, projects of this caliber take approximately five years to completion.

INSIGHTS | ALBANY ST

INDIVIDUAL COMMENTS

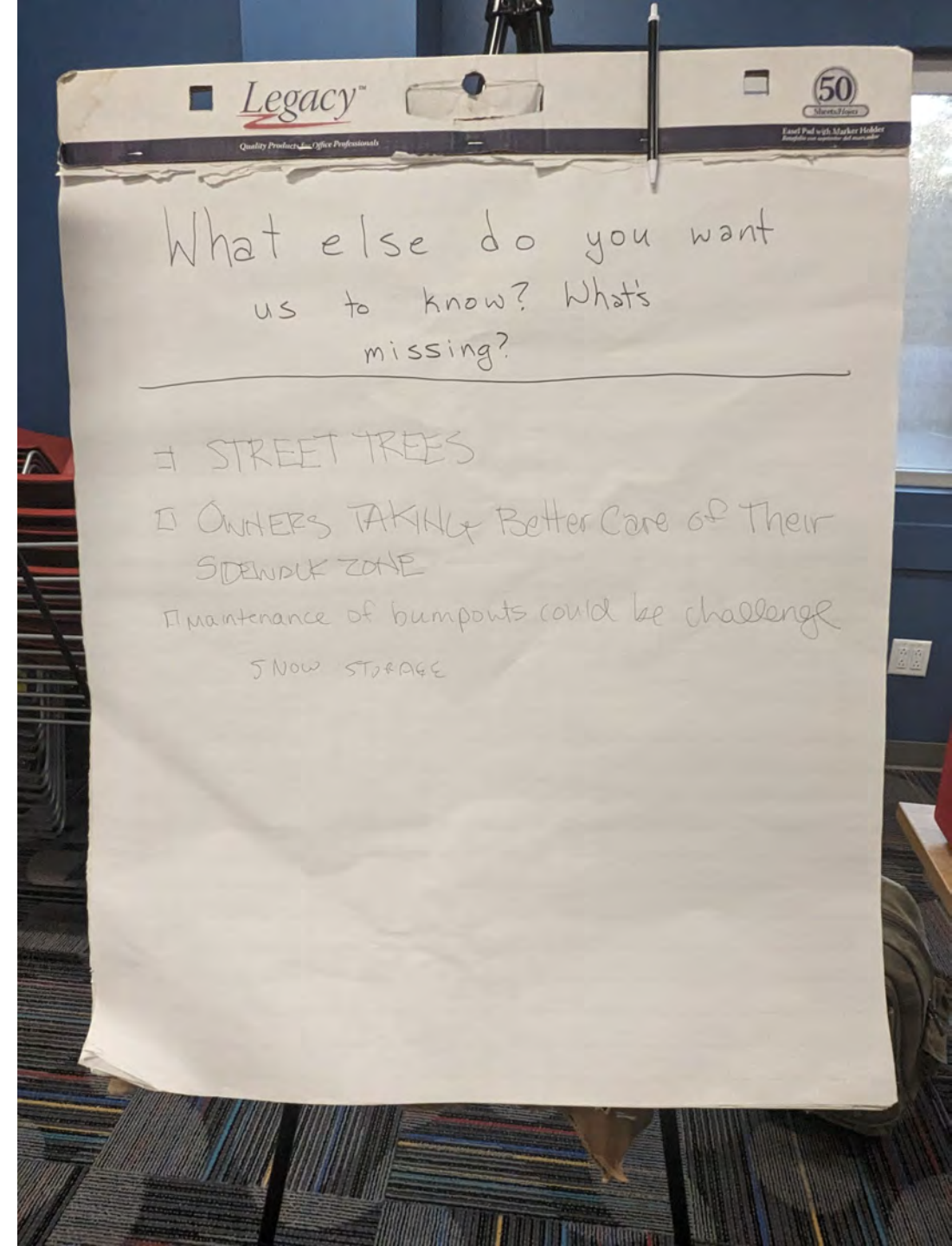
- It was reiterated to the public that the funding for these projects is coming from different sources for the various projects.
- An ask for Crane + Albany to have shared parking, thoughts on the city utilizing vacant lots for this purpose.
- There is a church at Crane/Ostrander – traffic is one-way on Ostrander on Sundays
- Chrisler / Oakwood intersection is problematic – school buses queue and there are no crosswalks for pedestrians
- Speeding on Crane Street – an attendee has observed cars speeding to catch green lights
- Crane at 3rd/4th/Francis – limited sight-distance when approaching this area of Crane from both ends; need warning that pedestrians crossing ahead; many pedestrians crossing to access parks and other shops on Crane.
- Need additional trash cans on Crane – property owners and local pastor clean up litter along Crane St between Bridge St and Francis Ave multiple times per day.

EMERGING QUESTIONS

Based on our interactions with key stakeholders, we uncovered a variety of emerging questions.

Emerging Questions?

- How do we ensure that local contractors + workers are involved in the construction of these proposed changes?
- Could we leverage vacant lots to support access to parking and how do we prioritise residents?
- How to ensure homeless populations have access to bathrooms without disrupting the shopping experience?
- How to ensure garbage pick up and snow removal?
- How do we respond to multi-use paths being utilized by electric bikes?
- What are the next steps in determining the appropriate reconfigurations for Main Ave and Chrysler Ave?



CRANE STREET AREA INSIGHTS → RECOMMENDATIONS

What is the take away?

Comments



CRANE STREET: MAIN AVE ST TO 6TH AVE



EXISTING PHOTO



EXISTING MODEL VIEW



PROPOSED MODEL VIEW

CRANE STREET RECOMMENDATIONS

Recommendations will include:

- Recommendations shown in the location-specific cross-sections
- Intersection considerations including bumpouts at key intersections and mid-block crossings and crosswalks at all intersections
- Recommendations for providing shade at all bus stops and shelters at business center stops where possible
- General recommendation for the City to explore options for providing public off-street parking for business areas
- Recommendations for consideration of restricting business types within the commercial center to pedestrian focused businesses

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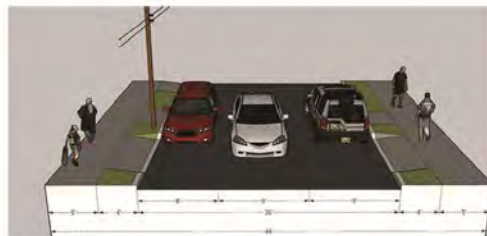
Are there additional considerations that should be included?

Comments

MAIN AVENUE
CRANEST TO WILLETT ST



MAIN AVENUE
WILLETT ST TO FOREST RD



MAIN AVE AND CHRISLER RECOMMENDATIONS

Recommendations will include:

- Recommendations for the City to further explore options for converting streets to one way with Emergency Services and CDTA
 - Main Avenue: While there was no clear preference for Main Avenue, there was consistent support for making at least some safety improvements to address the narrow conditions
 - Chrisler Avenue: While preferences for which direction traffic should flow varied, there was consistent support for converting the section of Chrisler Avenue between Ostrander Place and Main Avenue to a one-way street
- Recommendations for consideration as part of the Crane, Main + Chrisler intersection improvement project

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Are there additional considerations that should be included?

Comments



NEXT STEPS

Study Advisory Committee:

- Circulation of Draft Albany + Crane Streets Complete Streets Report
- SAC Mtg. #5 Review Draft Albany + Crane Streets Complete Streets Report: **September**
- Final Open House: **September**
- City Council Adoption: **October**