



# ALBANY & CRANE STREETS COMPLETE STREETS STUDY

February 2024

City of Schenectady

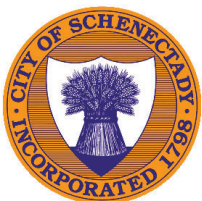
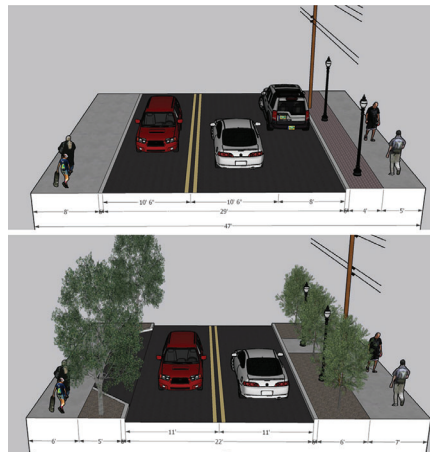
DRAFT Final Report

## APPENDICES

### SURVEY RESULTS

### MEETING MINUTES + PRESENTATIONS

### COST ESTIMATES





## APPENDIX A SURVEY RESULTS

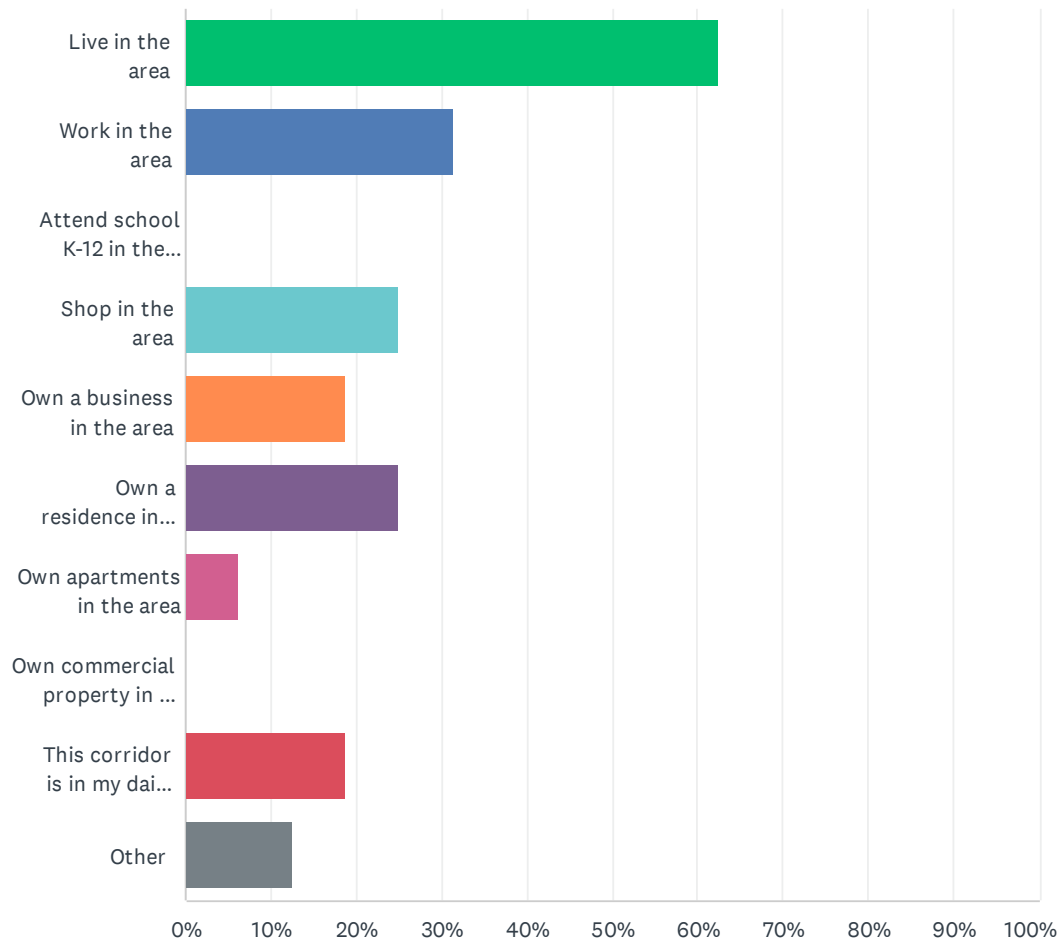
Albany Street Survey	A-1
Crane Street Area Survey	A-66



# **ALBANY STREET SURVEY RESULTS**

# Q1 What is your relationship to the study area?

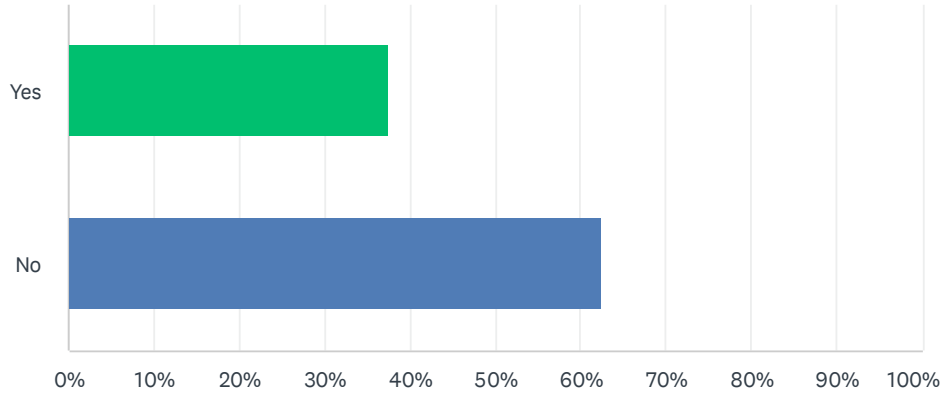
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES	
Live in the area	62.50%	10
Work in the area	31.25%	5
Attend school K-12 in the area	0.00%	0
Shop in the area	25.00%	4
Own a business in the area	18.75%	3
Own a residence in the area	25.00%	4
Own apartments in the area	6.25%	1
Own commercial property in the area	0.00%	0
This corridor is in my daily commute to work or other activity	18.75%	3
Other	12.50%	2
Total Respondents: 16		

## Q2 Do you live or work on Albany Street between Veeder Avenue and Brandywine Avenue?

Answered: 16 Skipped: 0

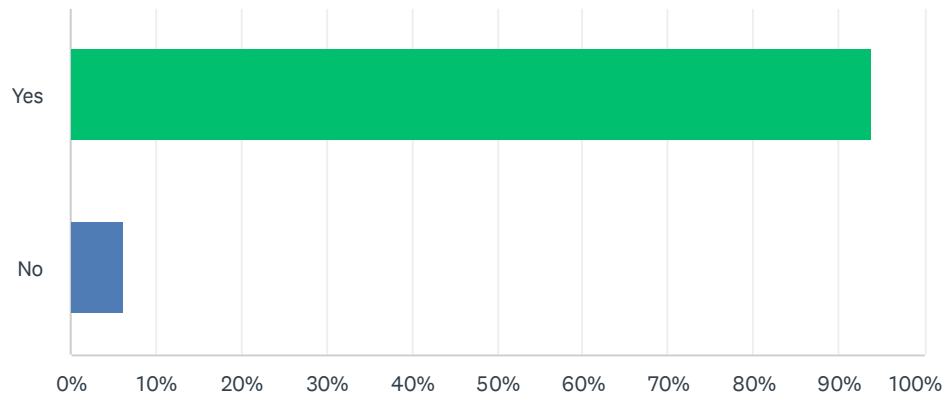


ANSWER CHOICES	RESPONSES	
Yes	37.50%	6
No	62.50%	10
TOTAL		16



### Q3 Do you own or have access to a car?

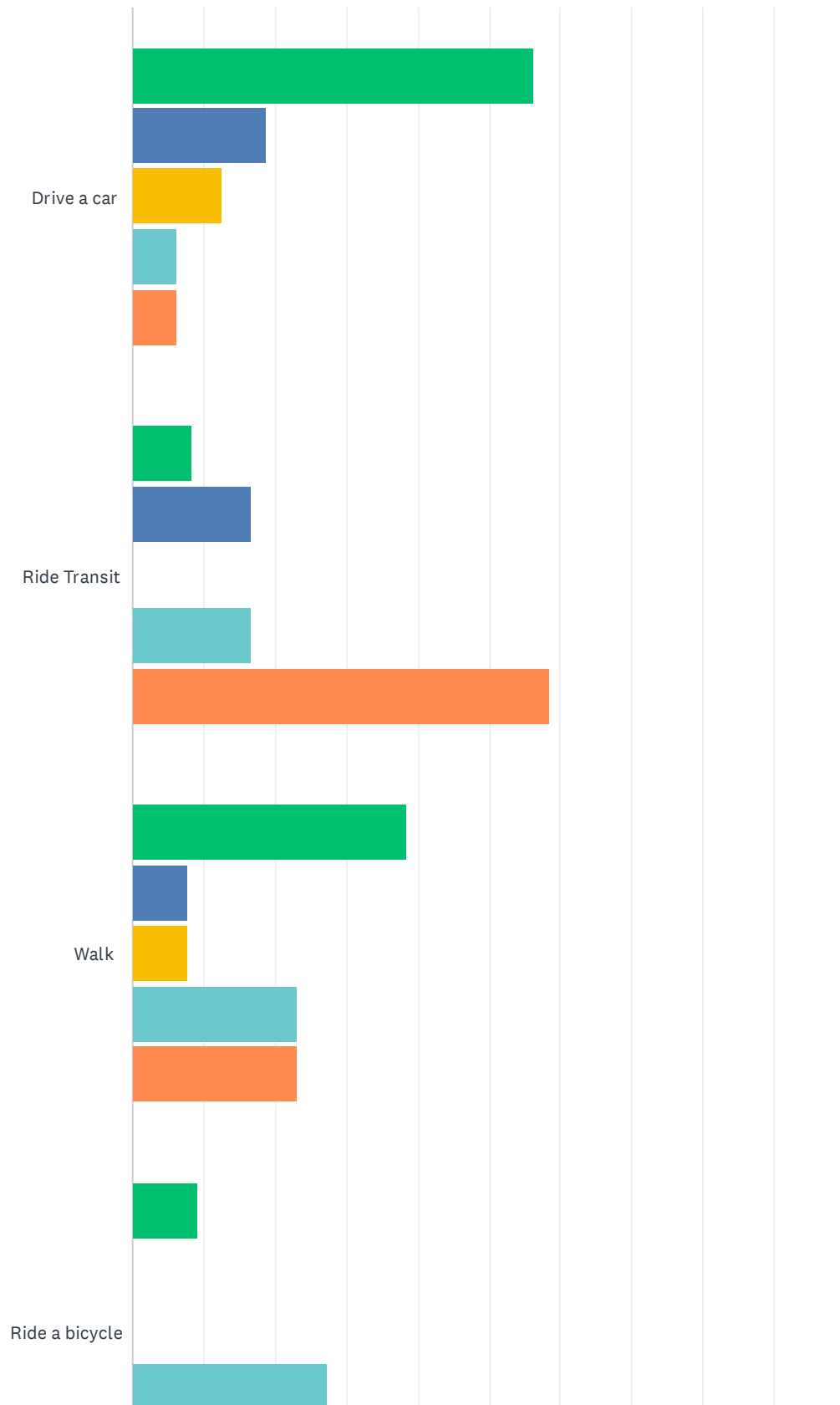
Answered: 16 Skipped: 0

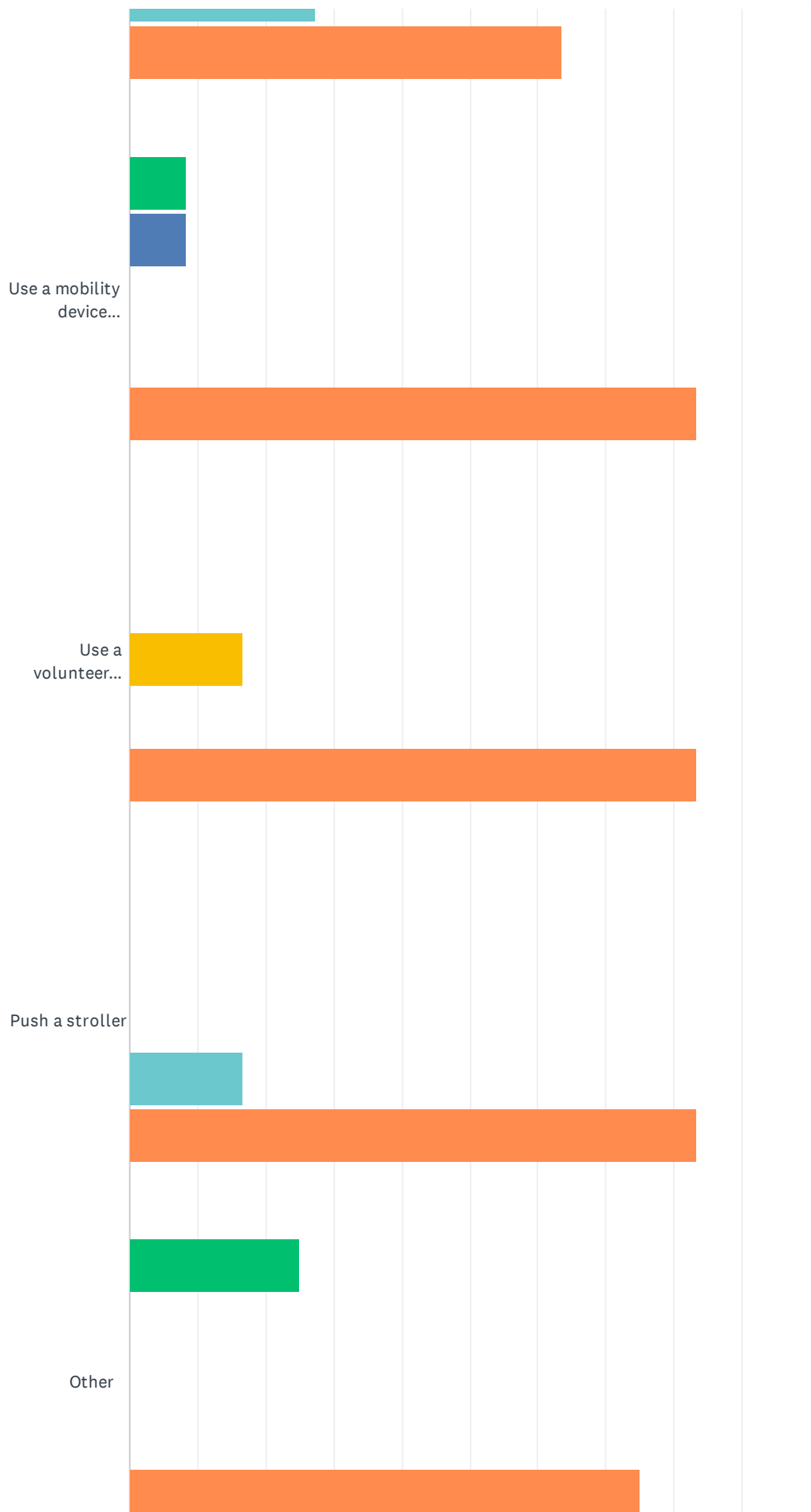


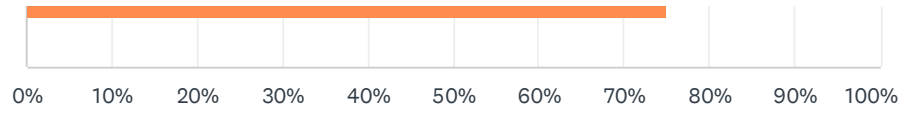
ANSWER CHOICES	RESPONSES	
Yes	93.75%	15
No	6.25%	1
TOTAL		16

# Q4 How often do you use the following ways to travel on Albany Street?

Answered: 16 Skipped: 0



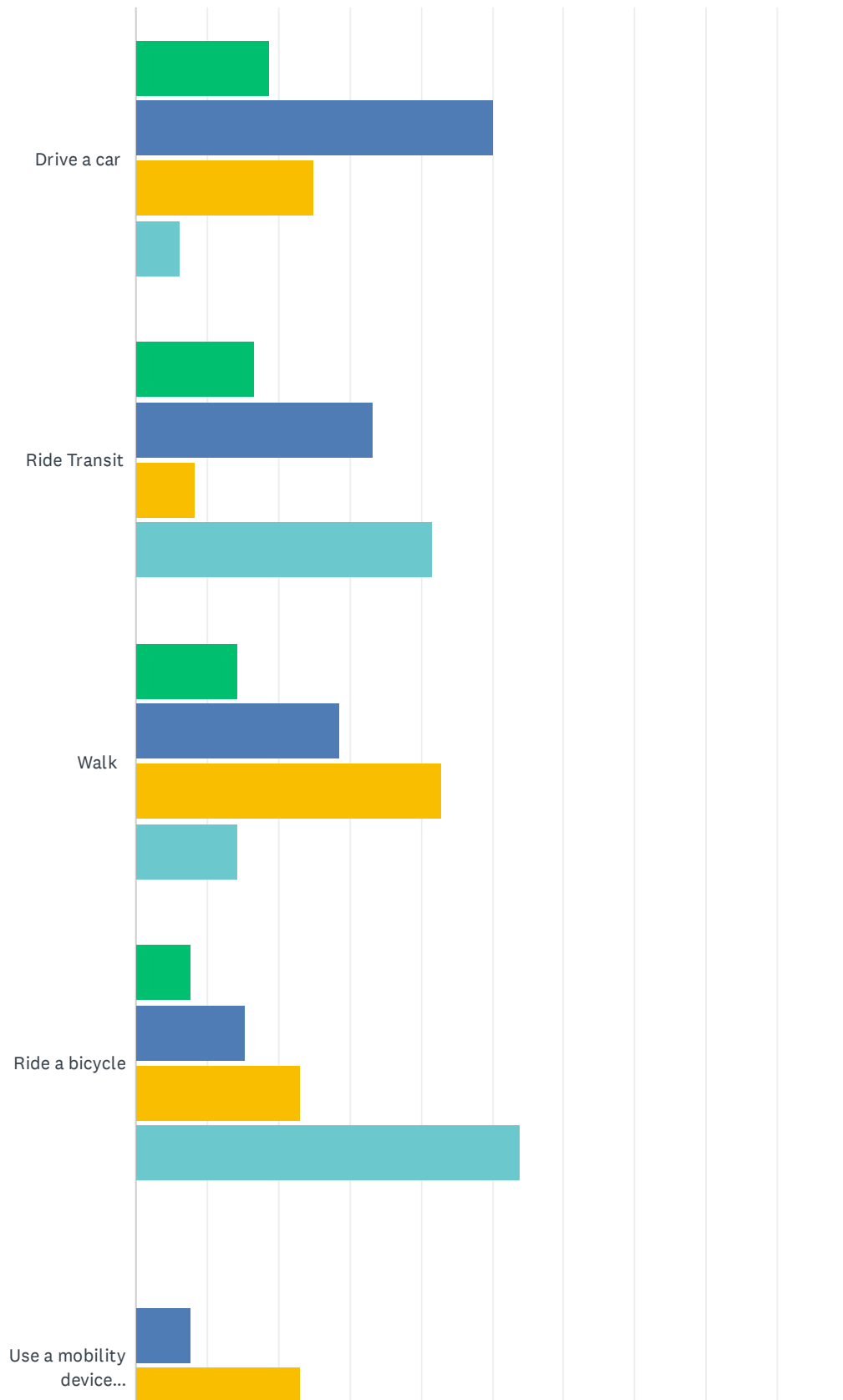


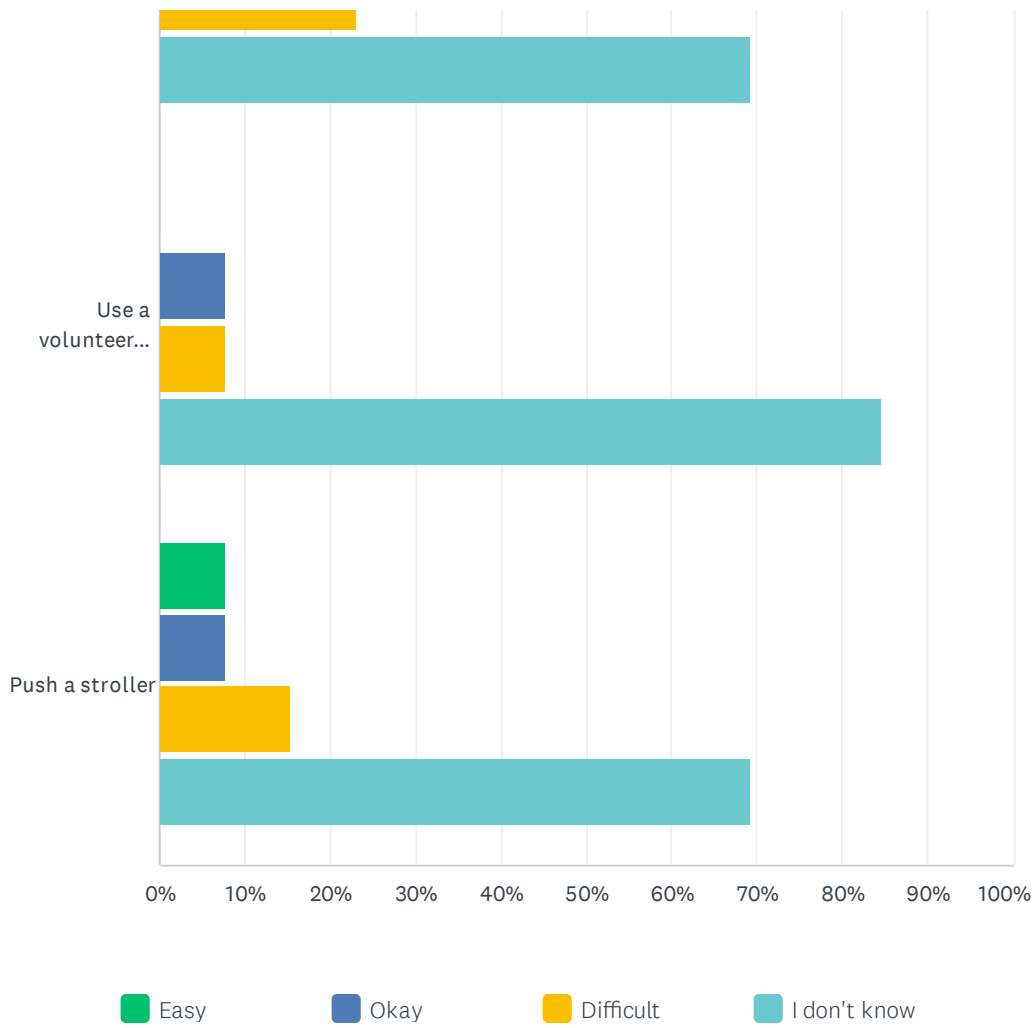


	DAILY	WEEKLY	MONTHLY	OCCASIONALLY (LESS THAN MONTHLY)	NEVER	TOTAL
Drive a car	56.25% 9	18.75% 3	12.50% 2	6.25% 1	6.25% 1	16
Ride Transit	8.33% 1	16.67% 2	0.00% 0	16.67% 2	58.33% 7	12
Walk	38.46% 5	7.69% 1	7.69% 1	23.08% 3	23.08% 3	13
Ride a bicycle	9.09% 1	0.00% 0	0.00% 0	27.27% 3	63.64% 7	11
Use a mobility 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

### Q5 How easy is it to do the following on Albany Street?

Answered: 16 Skipped: 0

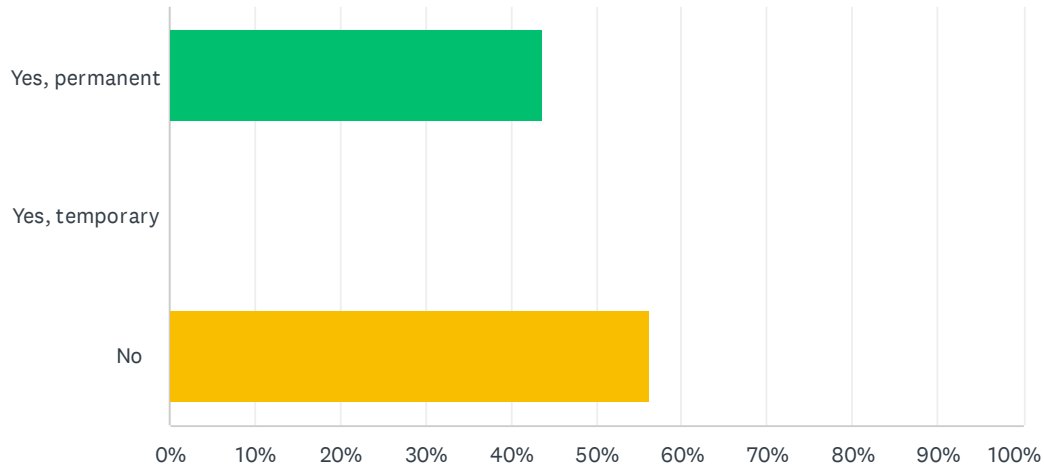




	EASY	OKAY	DIFFICULT	I DON'T KNOW	TOTAL
Drive a car	18.75% 3	50.00% 8	25.00% 4	6.25% 1	16
Ride Transit	16.67% 2	33.33% 4	8.33% 1	41.67% 5	12
Walk	14.29% 2	28.57% 4	42.86% 6	14.29% 2	14
Ride a bicycle	7.69% 1	15.38% 2	23.08% 3	53.85% 7	13
Use a mobility device (wheelchair, scooter, etc.)	0.00% 0	7.69% 1	23.08% 3	69.23% 9	13
Use a volunteer driver or assisted transportation	0.00% 0	7.69% 1	7.69% 1	84.62% 11	13
Push a stroller	7.69% 1	7.69% 1	15.38% 2	69.23% 9	13

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

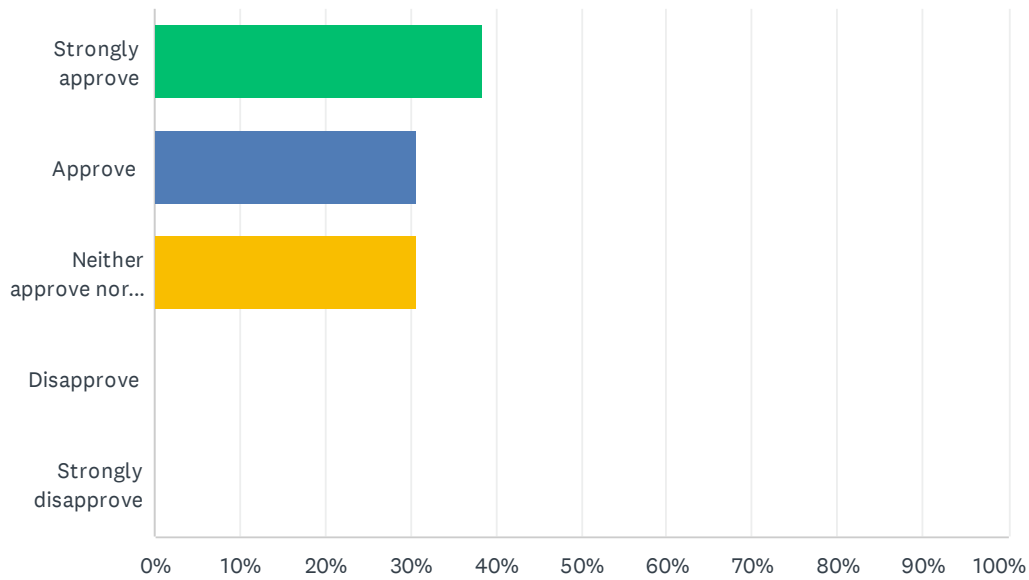
Answered: 16 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes, permanent	43.75% 7
Yes, temporary	0.00% 0
No	56.25% 9
<b>TOTAL</b>	<b>16</b>

## Q7 How do you feel about the intersection improvements?

Answered: 13 Skipped: 3

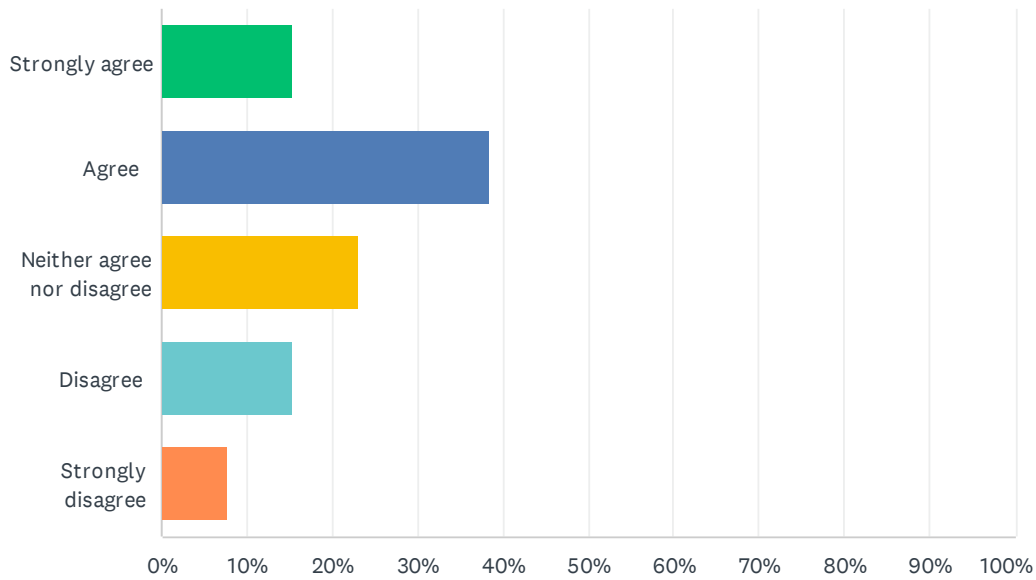


ANSWER CHOICES	RESPONSES	
Strongly approve	38.46%	5
Approve	30.77%	4
Neither approve nor disapprove	30.77%	4
Disapprove	0.00%	0
Strongly disapprove	0.00%	0
<b>TOTAL</b>		<b>13</b>



### Q8 I think the improvements will encourage slower driving.

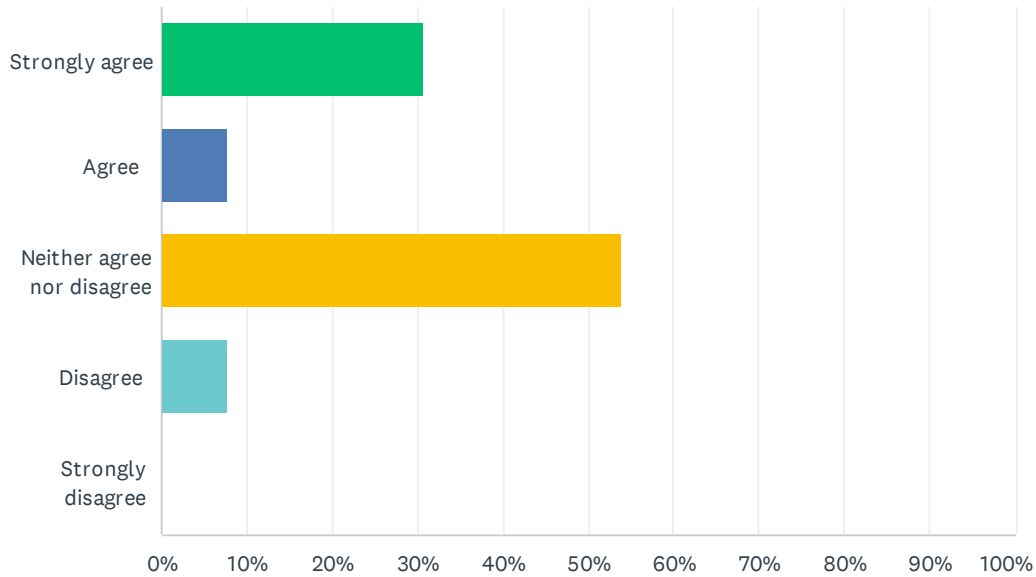
Answered: 13 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	15.38%	2
Agree	38.46%	5
Neither agree nor disagree	23.08%	3
Disagree	15.38%	2
Strongly disagree	7.69%	1
<b>TOTAL</b>		<b>13</b>

### Q9 The proposed improvements will make me feel safer and more comfortable when walking on Albany Street.

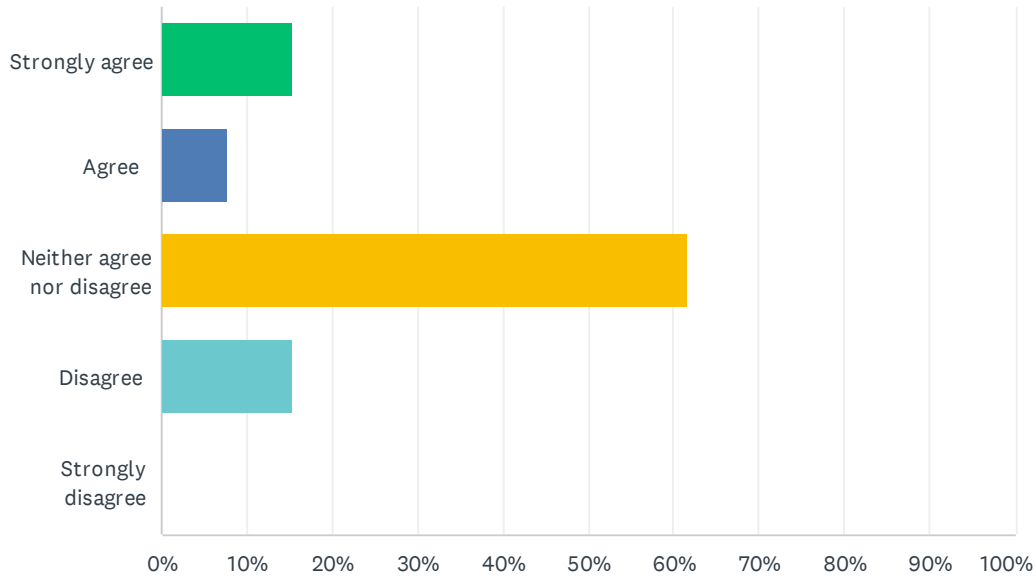
Answered: 13 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	30.77%	4
Agree	7.69%	1
Neither agree nor disagree	53.85%	7
Disagree	7.69%	1
Strongly disagree	0.00%	0
<b>TOTAL</b>		<b>13</b>

### Q10 I think the improvements will make riding a bicycle feel safer and more comfortable.

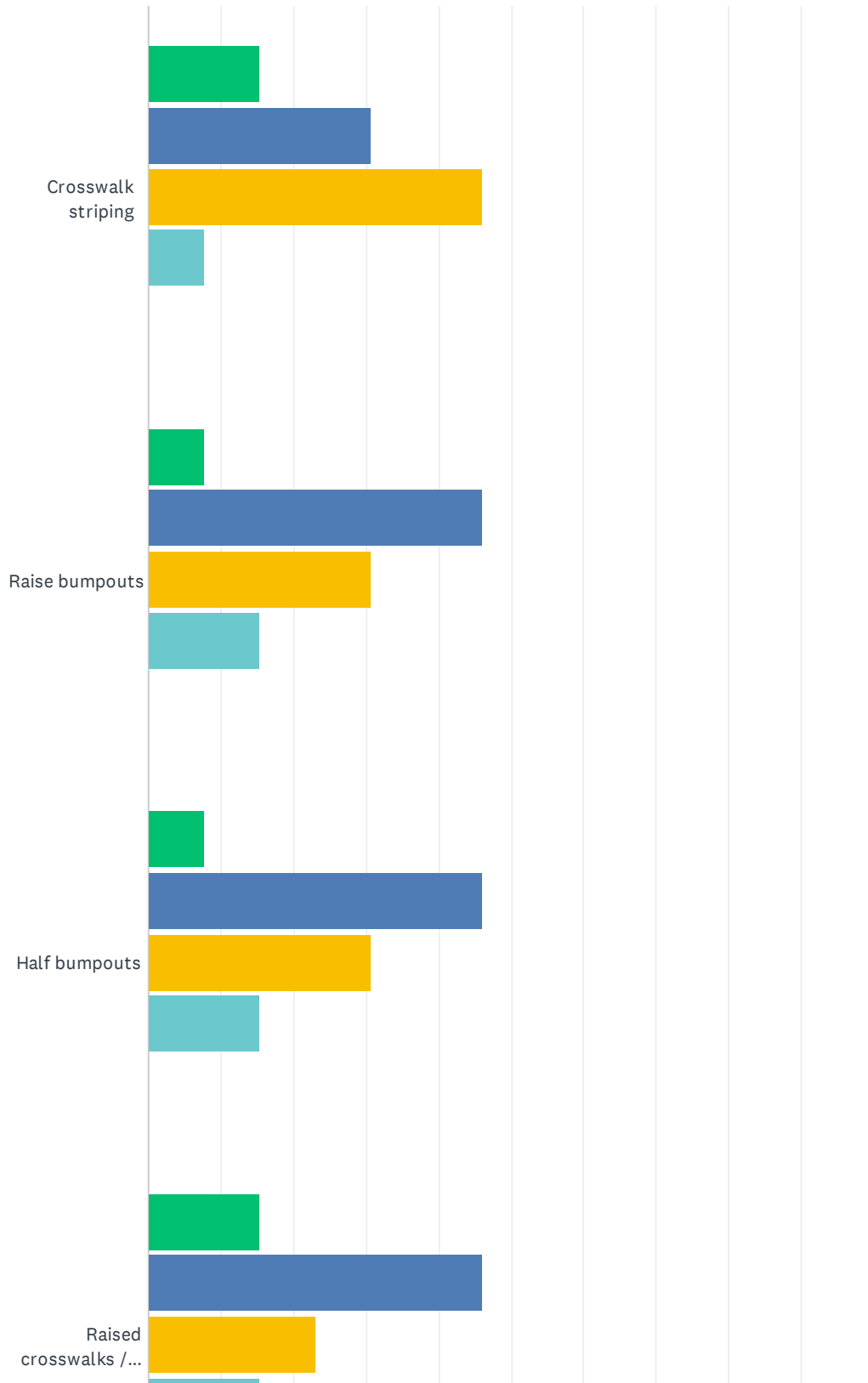
Answered: 13 Skipped: 3

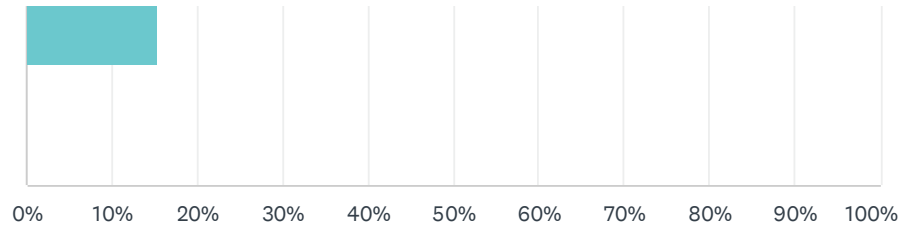


ANSWER CHOICES	RESPONSES	
Strongly agree	15.38%	2
Agree	7.69%	1
Neither agree nor disagree	61.54%	8
Disagree	15.38%	2
Strongly disagree	0.00%	0
<b>TOTAL</b>		<b>13</b>

# Q11 I think the following intersection improvements will make intersections on Albany Street safer.

Answered: 13 Skipped: 3



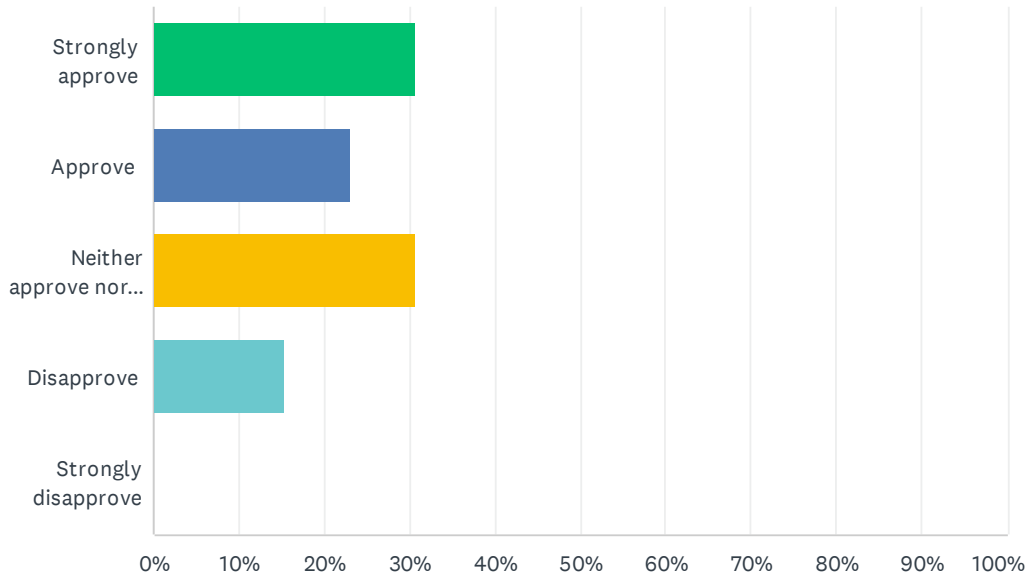


■ Strongly Ag... 
 ■ Agree 
 ■ Undecided 
 ■ Disagree 
 ■ Strongly Di...

	STRONGLY AGREE	AGREE	UNDECIDED	DISAGREE	STRONGLY DISAGREE	TOTAL
Crosswalk striping	15.38% 2	30.77% 4	46.15% 6	7.69% 1	0.00% 0	13
Raise bumpouts	7.69% 1	46.15% 6	30.77% 4	15.38% 2	0.00% 0	13
Half bumpouts	7.69% 1	46.15% 6	30.77% 4	15.38% 2	0.00% 0	13
Raised crosswalks / drivable speedbumps	15.38% 2	46.15% 6	23.08% 3	15.38% 2	0.00% 0	13

## Q12 How do you feel about the overall proposed improvements on Albany Street?

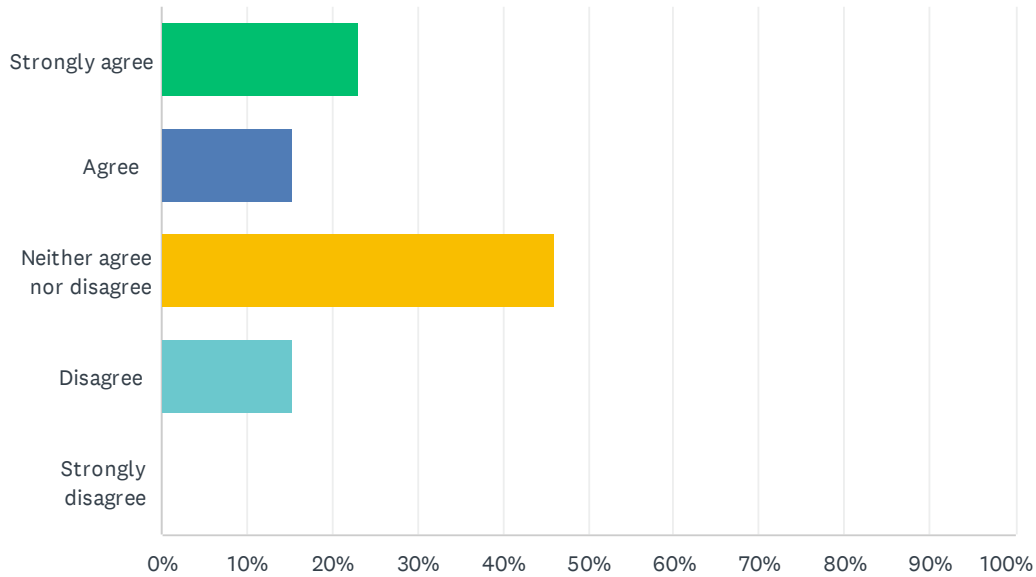
Answered: 13 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly approve	30.77%	4
Approve	23.08%	3
Neither approve nor disapprove	30.77%	4
Disapprove	15.38%	2
Strongly disapprove	0.00%	0
<b>TOTAL</b>		<b>13</b>

### Q13 The proposed improvements will make me feel safer and more comfortable when walking on Albany Street.

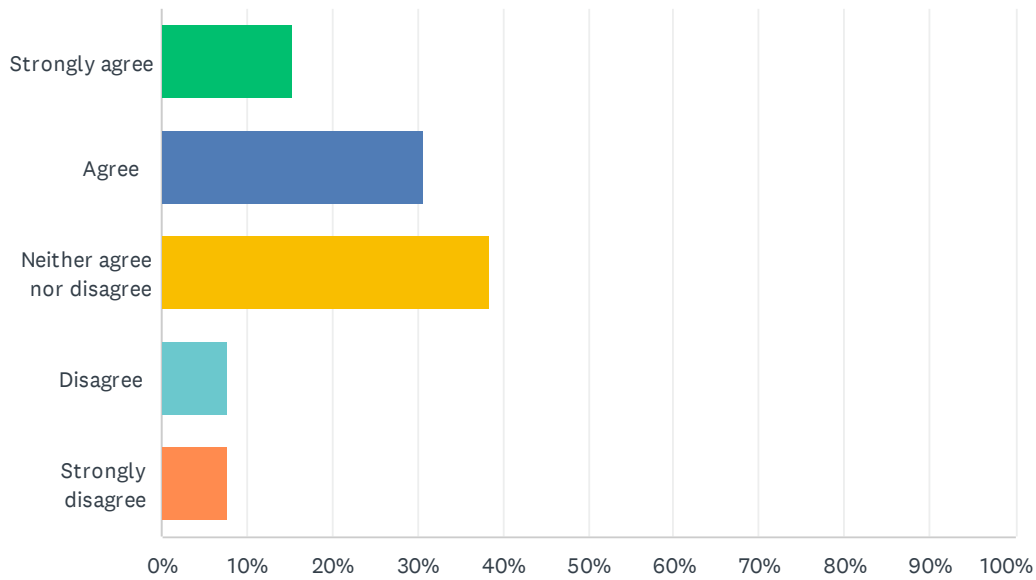
Answered: 13 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	23.08%	3
Agree	15.38%	2
Neither agree nor disagree	46.15%	6
Disagree	15.38%	2
Strongly disagree	0.00%	0
<b>TOTAL</b>		<b>13</b>

### Q14 I think the improvements will encourage slower driving.

Answered: 13 Skipped: 3

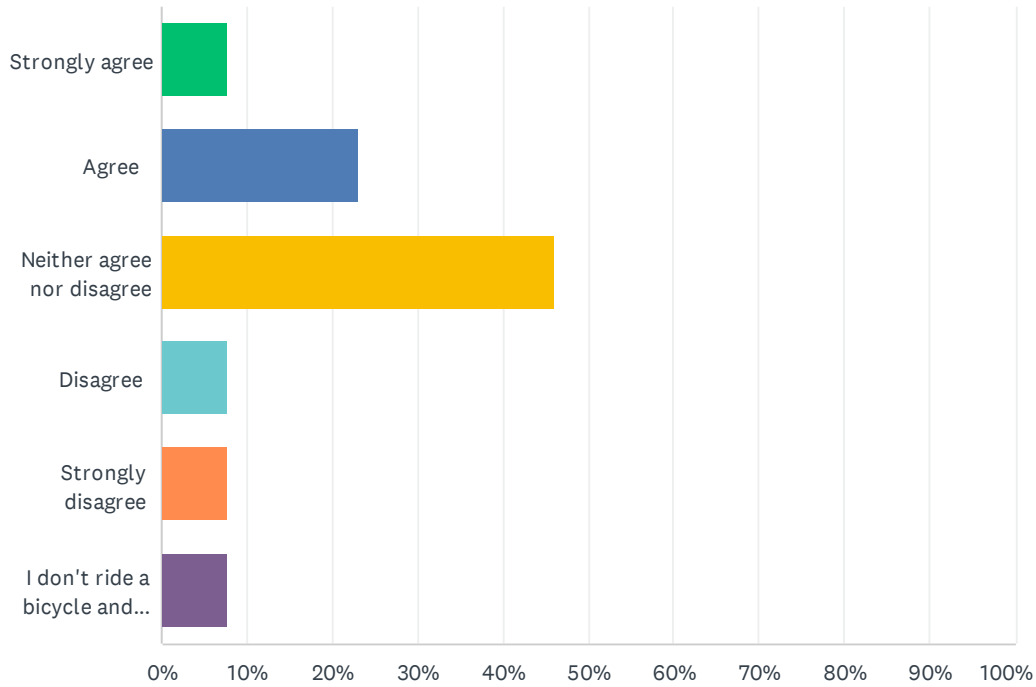


ANSWER CHOICES	RESPONSES	
Strongly agree	15.38%	2
Agree	30.77%	4
Neither agree nor disagree	38.46%	5
Disagree	7.69%	1
Strongly disagree	7.69%	1
<b>TOTAL</b>		<b>13</b>



### Q15 I think the improvements will make riding a bicycle feel safer and more comfortable.

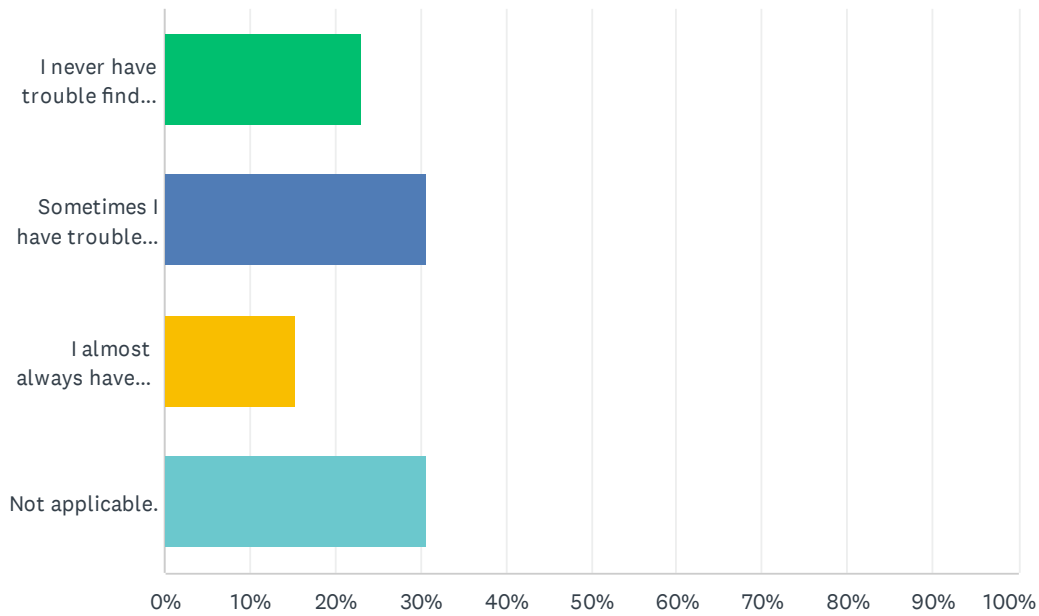
Answered: 13 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	7.69%	1
Agree	23.08%	3
Neither agree nor disagree	46.15%	6
Disagree	7.69%	1
Strongly disagree	7.69%	1
I don't ride a bicycle and would not know.	7.69%	1
<b>TOTAL</b>		<b>13</b>

### Q16 Please tell us about your experience parking in the study area.

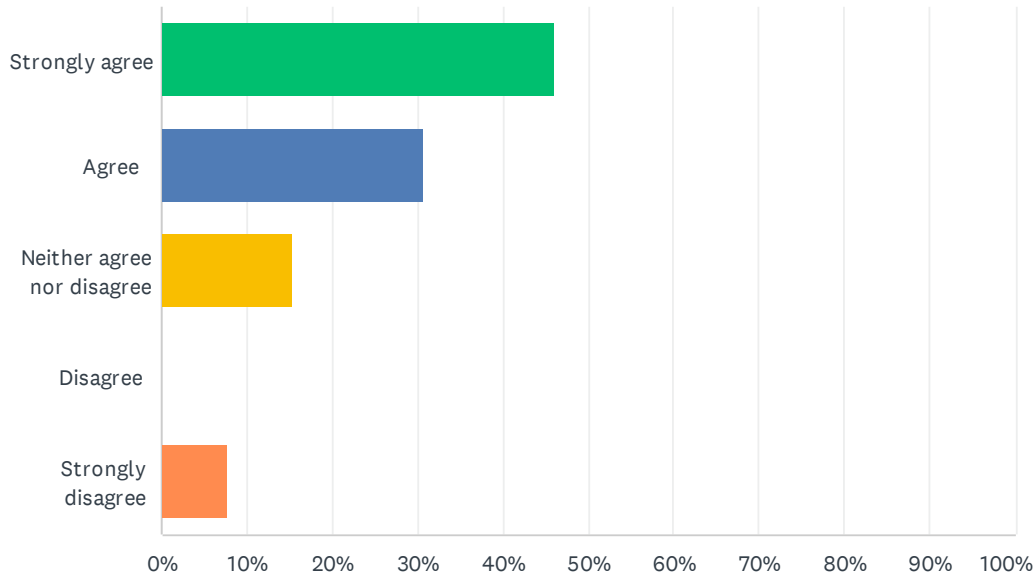
Answered: 13 Skipped: 3



ANSWER CHOICES	RESPONSES	
I never have trouble finding a parking space.	23.08%	3
Sometimes I have trouble finding a parking space within a couple blocks of my destination.	30.77%	4
I almost always have trouble finding a parking space a couple blocks my destination.	15.38%	2
Not applicable.	30.77%	4
<b>TOTAL</b>		<b>13</b>

### Q17 I would like the City to explore options for providing nearby, shared public parking lots in particularly strained areas.

Answered: 13 Skipped: 3



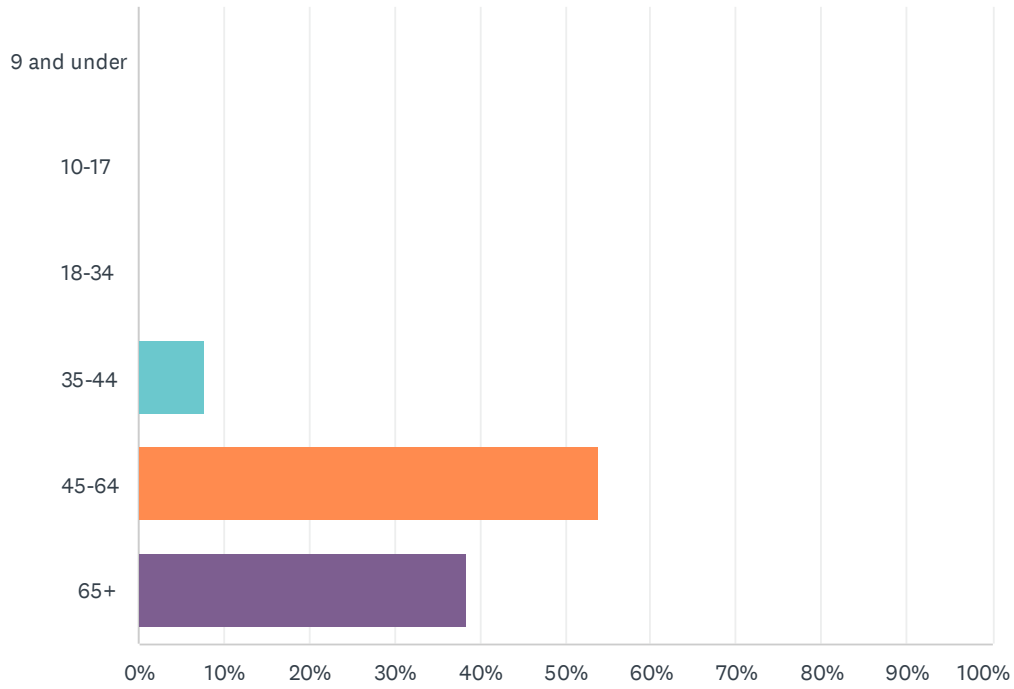
ANSWER CHOICES	RESPONSES	
Strongly agree	46.15%	6
Agree	30.77%	4
Neither agree nor disagree	15.38%	2
Disagree	0.00%	0
Strongly disagree	7.69%	1
<b>TOTAL</b>		<b>13</b>

**Q18 Please use the space below to provide any additional comments or feedback on these ideas, especially if you have any specific questions or concerns about any of the images or areas shown.**

Answered: 6 Skipped: 10

## Q19 Age?

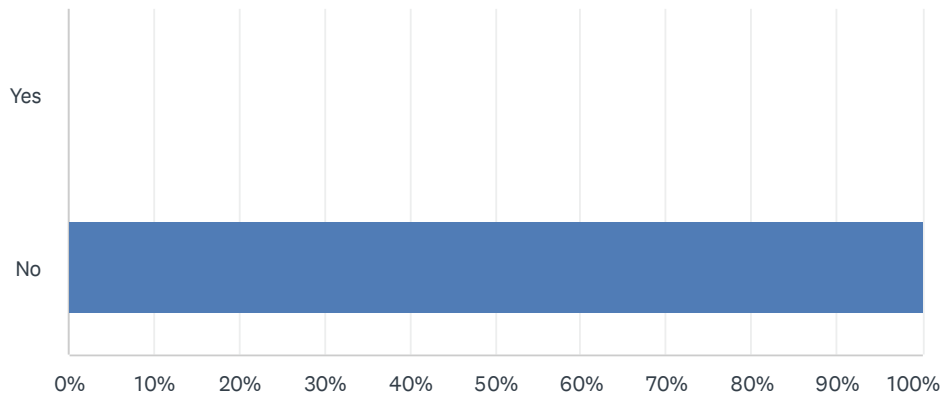
Answered: 13 Skipped: 3



ANSWER CHOICES	RESPONSES	
9 and under	0.00%	0
10-17	0.00%	0
18-34	0.00%	0
35-44	7.69%	1
45-64	53.85%	7
65+	38.46%	5
<b>TOTAL</b>		<b>13</b>

## Q20 Hispanic or Latino?

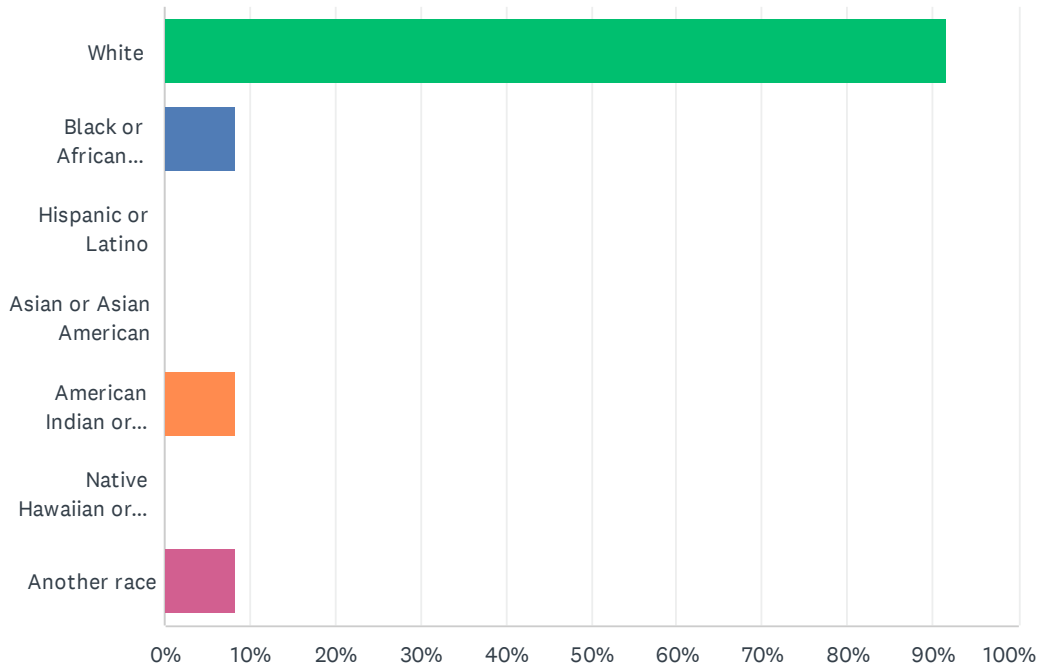
Answered: 12 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	12
TOTAL		12

## Q21 Race?

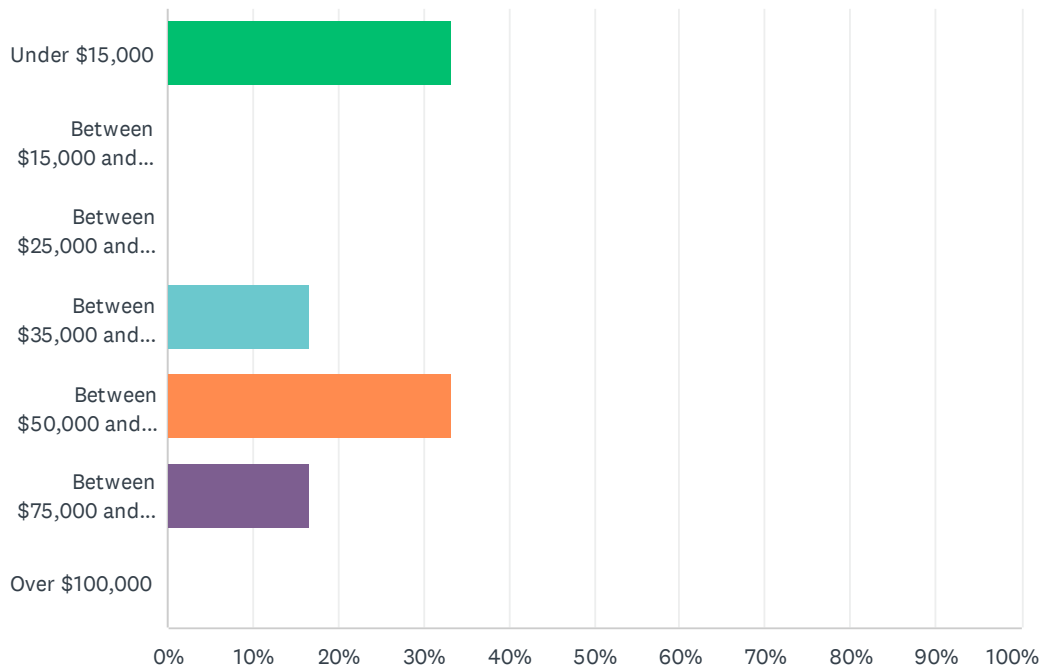
Answered: 12 Skipped: 4



ANSWER CHOICES	RESPONSES	
White	91.67%	11
Black or African American	8.33%	1
Hispanic or Latino	0.00%	0
Asian or Asian American	0.00%	0
American Indian or Alaska Native	8.33%	1
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	8.33%	1
Total Respondents: 12		

## Q22 What is your approximate "household" income?

Answered: 12 Skipped: 4

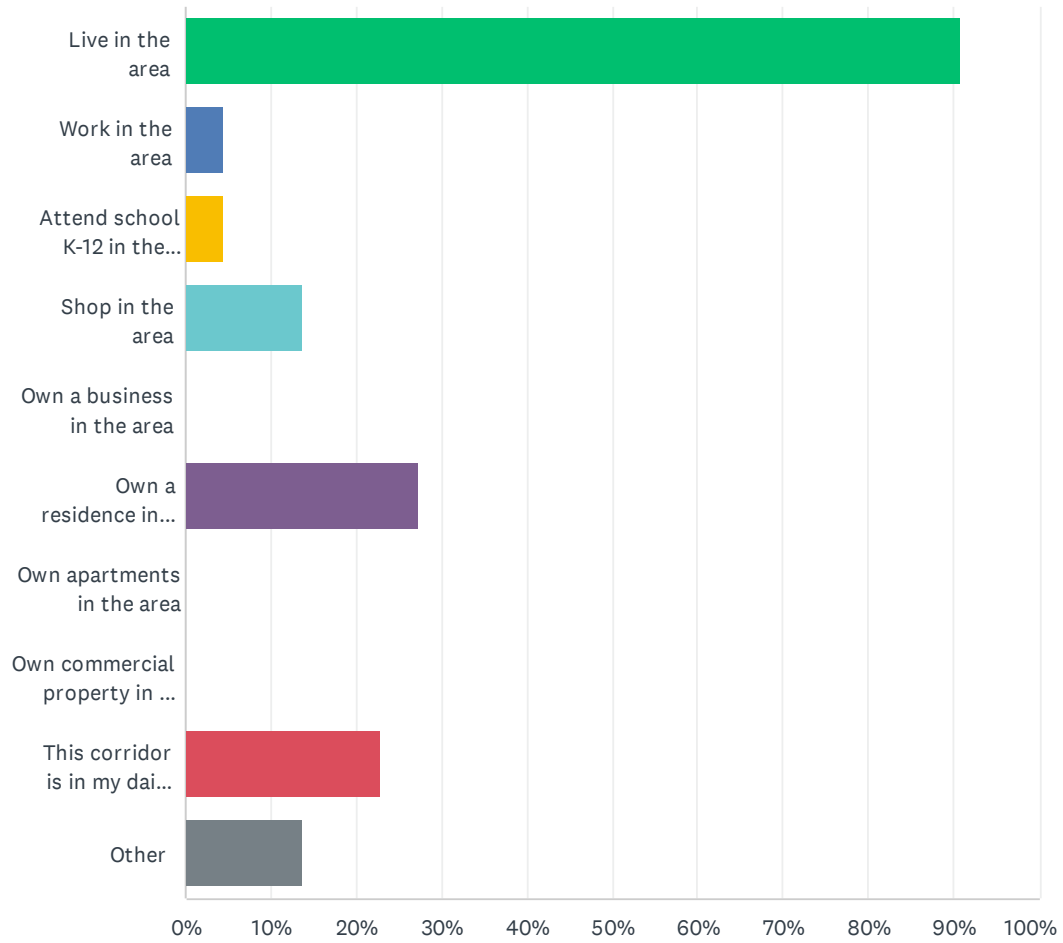


ANSWER CHOICES	RESPONSES	
Under \$15,000	33.33%	4
Between \$15,000 and \$24,999	0.00%	0
Between \$25,000 and \$39,999	0.00%	0
Between \$35,000 and \$49,999	16.67%	2
Between \$50,000 and \$74,999	33.33%	4
Between \$75,000 and \$99,999	16.67%	2
Over \$100,000	0.00%	0
<b>TOTAL</b>		<b>12</b>



# Q1 What is your relationship to the study area?

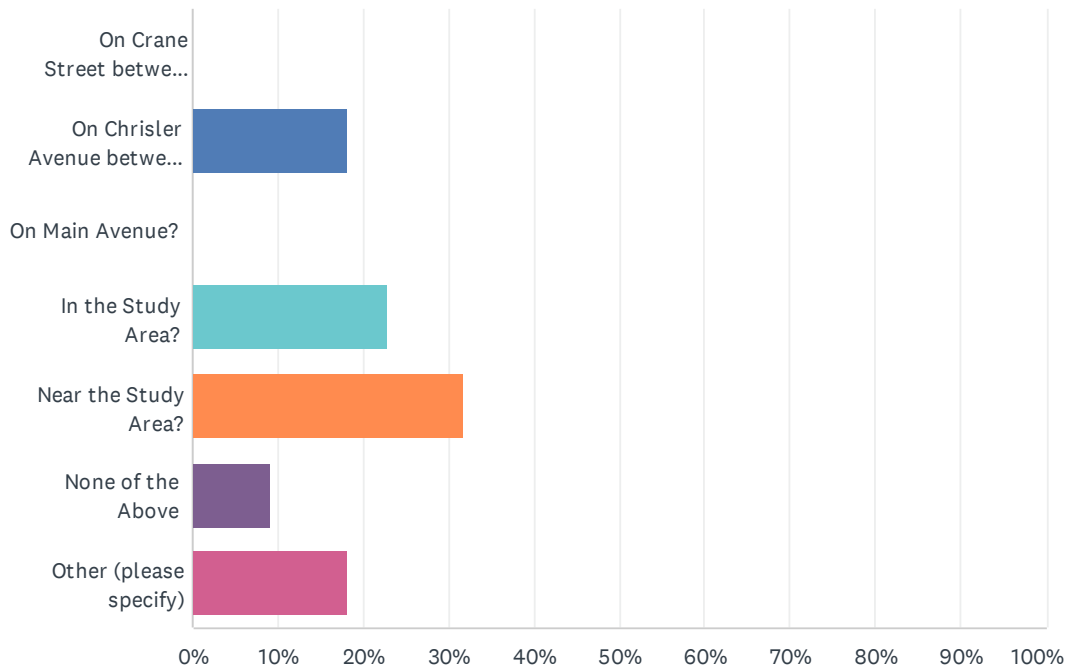
Answered: 22 Skipped: 0



ANSWER CHOICES	RESPONSES	
Live in the area	90.91%	20
Work in the area	4.55%	1
Attend school K-12 in the area	4.55%	1
Shop in the area	13.64%	3
Own a business in the area	0.00%	0
Own a residence in the area	27.27%	6
Own apartments in the area	0.00%	0
Own commercial property in the area	0.00%	0
This corridor is in my daily commute to work or other activity	22.73%	5
Other	13.64%	3
Total Respondents: 22		

## Q2 Do you live or work:

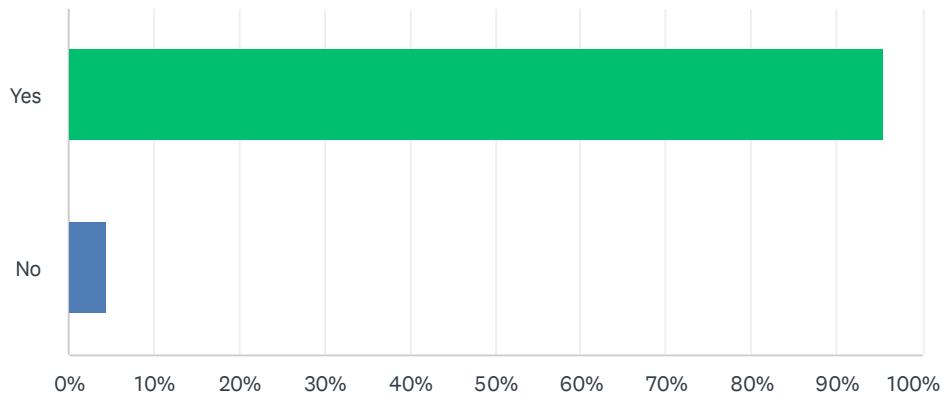
Answered: 22 Skipped: 0



ANSWER CHOICES	RESPONSES	
On Crane Street between Broadway and Ostrander Place?	0.00%	0
On Chrisler Avenue between Ostrander Place and Main Avenue?	18.18%	4
On Main Avenue?	0.00%	0
In the Study Area?	22.73%	5
Near the Study Area?	31.82%	7
None of the Above	9.09%	2
Other (please specify)	18.18%	4
<b>TOTAL</b>		<b>22</b>

### Q3 Do you own or have access to a car?

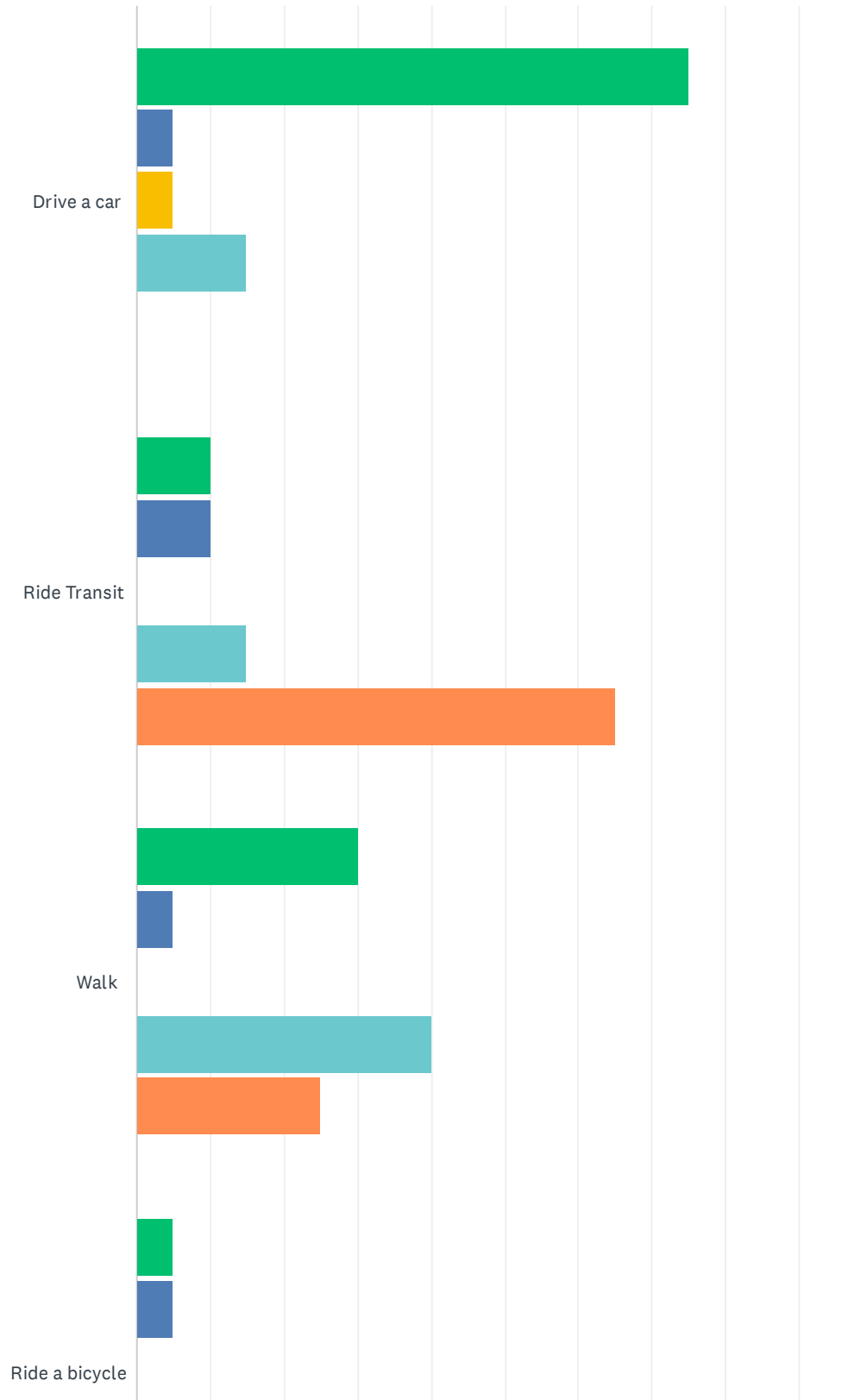
Answered: 22 Skipped: 0

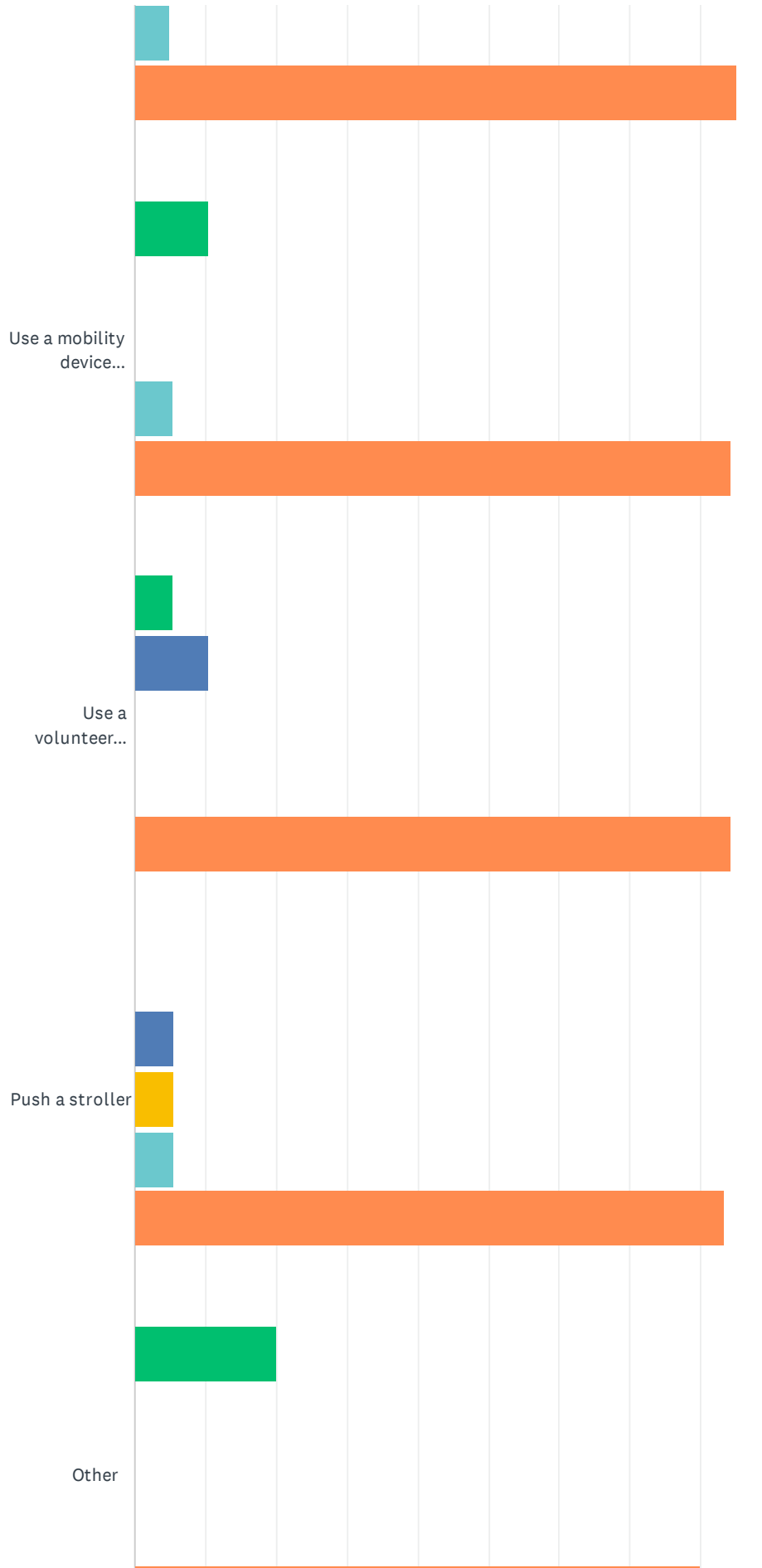


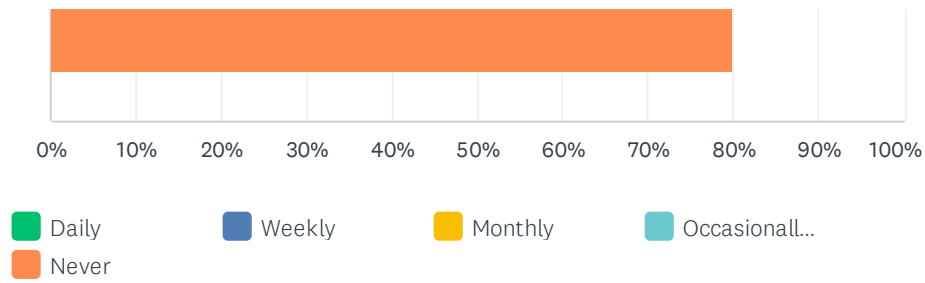
ANSWER CHOICES	RESPONSES	
Yes	95.45%	21
No	4.55%	1
TOTAL		22

### Q4 How often do you use the following ways to travel on Crane Street, Chrysler Street or Main Avenue?

Answered: 21 Skipped: 1



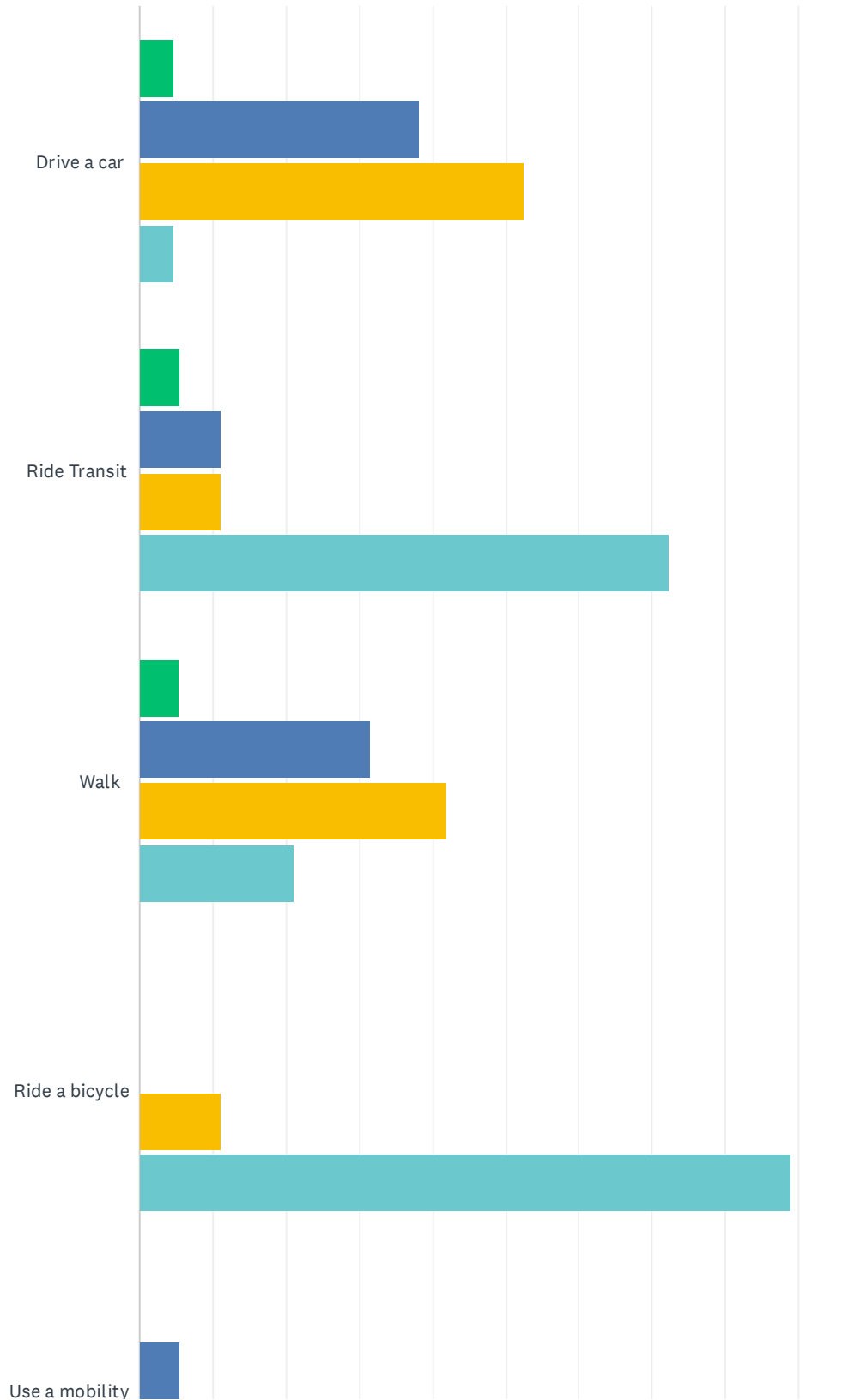




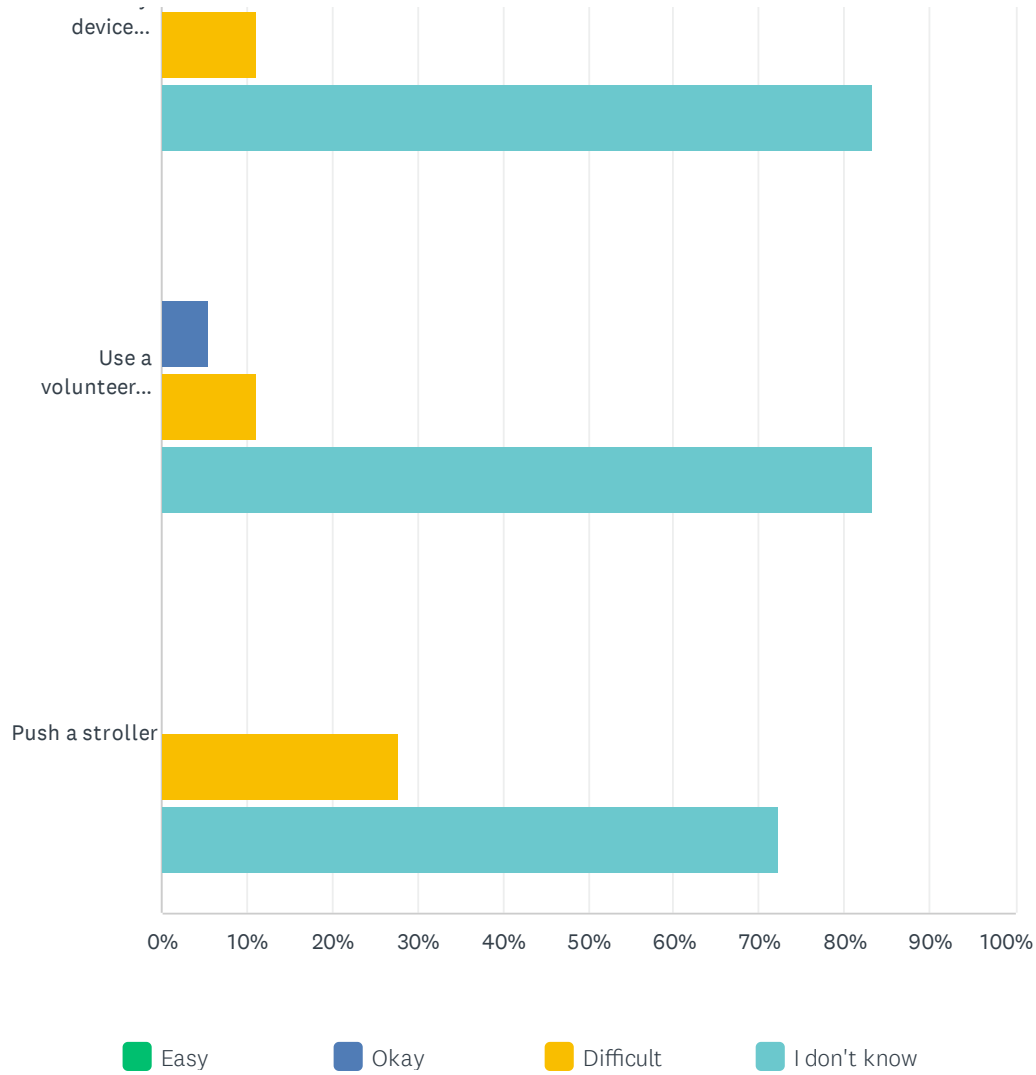
	DAILY	WEEKLY	MONTHLY	OCCASIONALLY (LESS THAN MONTHLY)	NEVER	TOTAL
Drive a car	75.00% 15	5.00% 1	5.00% 1	15.00% 3	0.00% 0	20
Ride Transit	10.00% 2	10.00% 2	0.00% 0	15.00% 3	65.00% 13	20
Walk	30.00% 6	5.00% 1	0.00% 0	40.00% 8	25.00% 5	20
Ride a bicycle	5.00% 1	5.00% 1	0.00% 0	5.00% 1	85.00% 17	20
Use a 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

# Q5 How easy is it to do the following on Crane Street, Chrysler Avenue, or Main Avenue?

Answered: 21 Skipped: 1



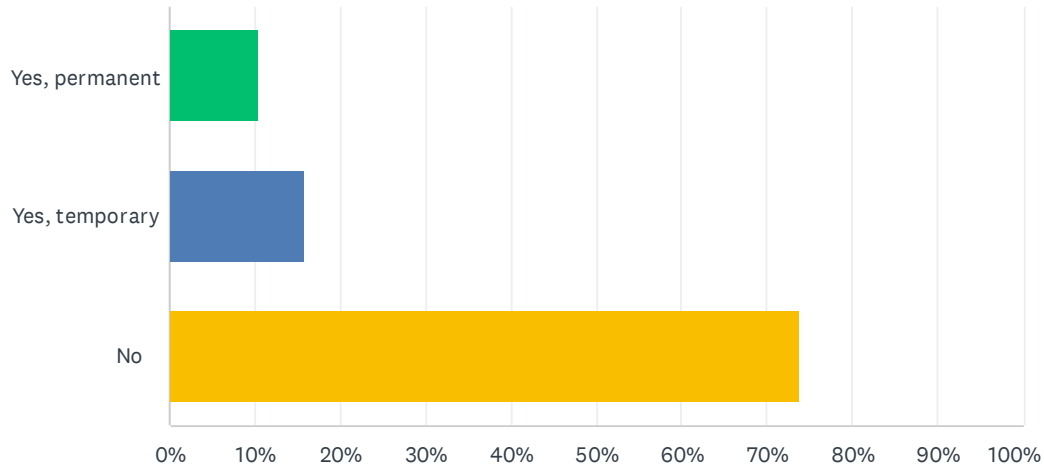




	EASY	OKAY	DIFFICULT	I DON'T KNOW	TOTAL
Drive a car	4.76% 1	38.10% 8	52.38% 11	4.76% 1	21
Ride Transit	5.56% 1	11.11% 2	11.11% 2	72.22% 13	18
Walk	5.26% 1	31.58% 6	42.11% 8	21.05% 4	19
Ride a bicycle	0.00% 0	0.00% 0	11.11% 2	88.89% 16	18
Use a mobility device (wheelchair, scooter, etc.)	0.00% 0	5.56% 1	11.11% 2	83.33% 15	18
Use a volunteer driver or assisted transportation	0.00% 0	5.56% 1	11.11% 2	83.33% 15	18
Push a stroller	0.00% 0	0.00% 0	27.78% 5	72.22% 13	18

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

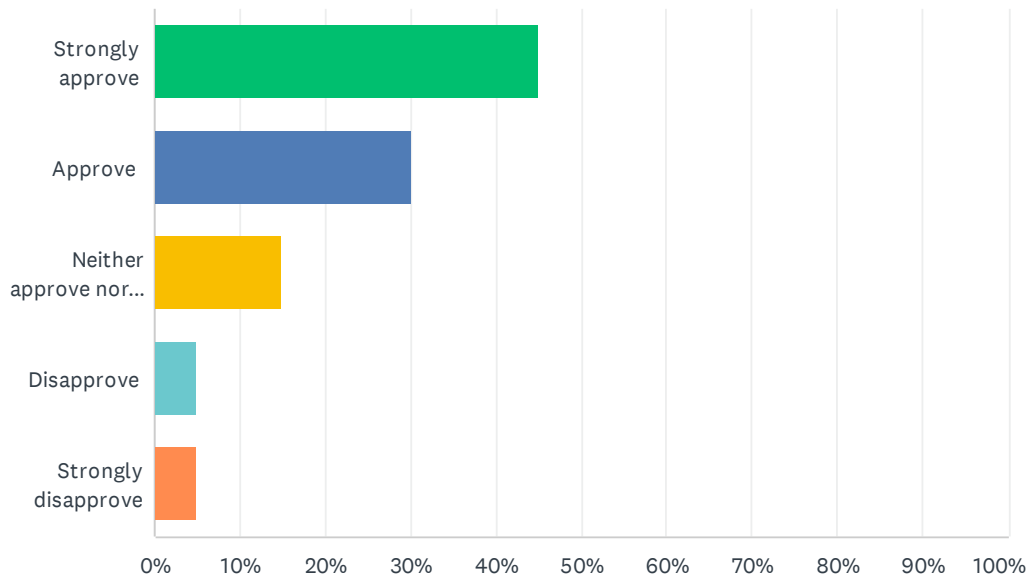
Answered: 19 Skipped: 3



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

## Q7 How do you feel about the intersection improvements?

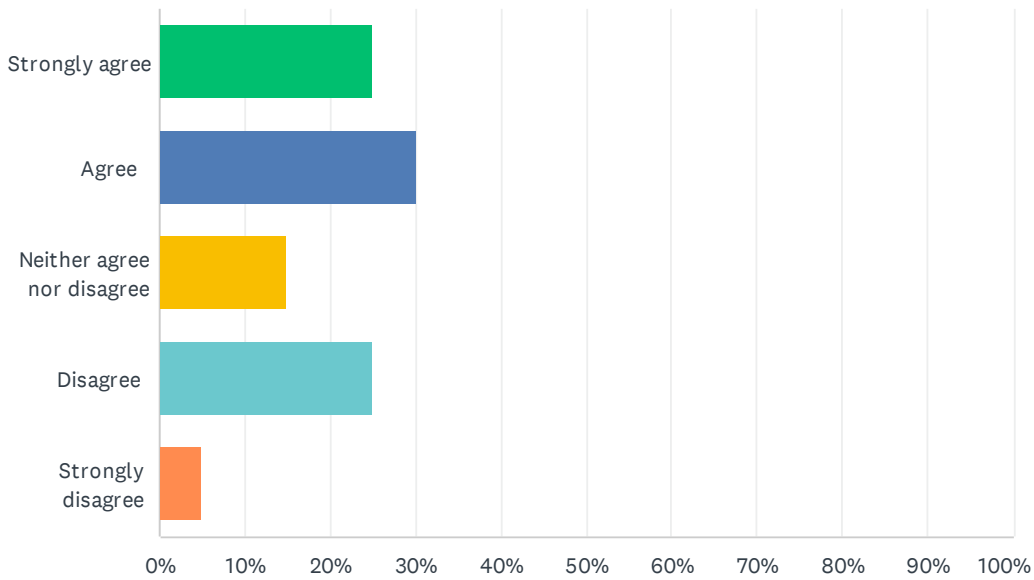
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly approve	45.00%	9
Approve	30.00%	6
Neither approve nor disapprove	15.00%	3
Disapprove	5.00%	1
Strongly disapprove	5.00%	1
<b>TOTAL</b>		<b>20</b>

### Q8 I think the improvements will encourage slower driving.

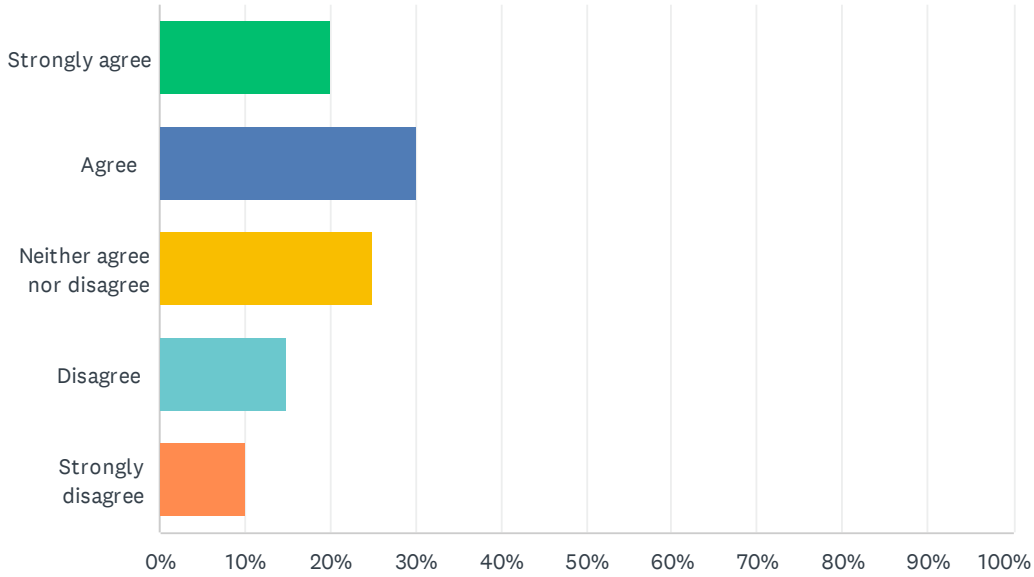
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	25.00%	5
Agree	30.00%	6
Neither agree nor disagree	15.00%	3
Disagree	25.00%	5
Strongly disagree	5.00%	1
<b>TOTAL</b>		<b>20</b>

### Q9 The proposed improvements will make me feel safer and more comfortable when walking on Crane Street, Chrysler Avenue, or Main Avenue.

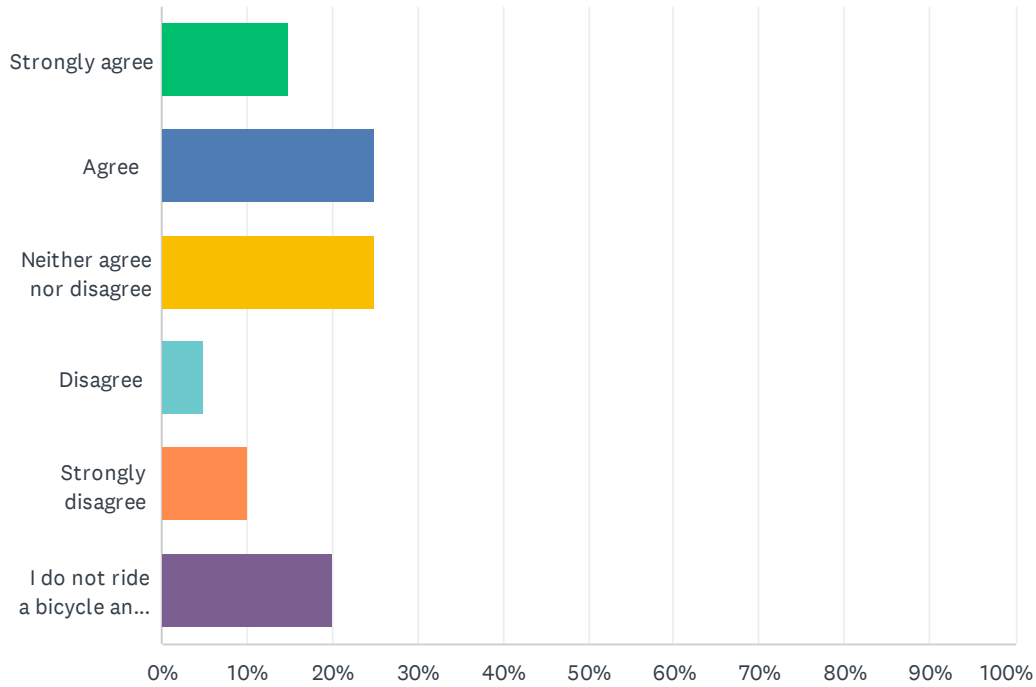
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES
Strongly agree	20.00% 4
Agree	30.00% 6
Neither agree nor disagree	25.00% 5
Disagree	15.00% 3
Strongly disagree	10.00% 2
<b>TOTAL</b>	<b>20</b>

### Q10 I think the improvements will make riding a bicycle feel safer and more comfortable.

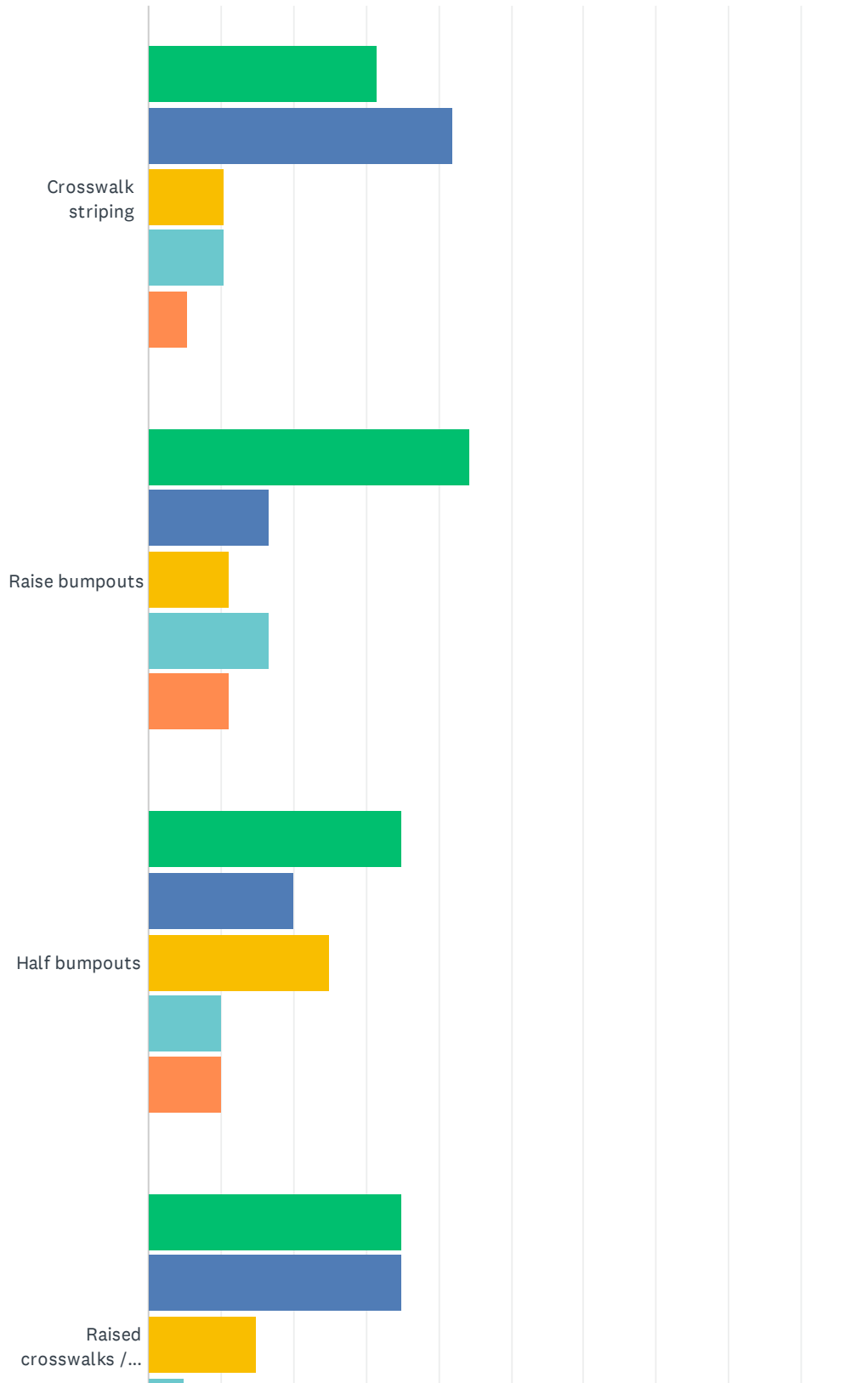
Answered: 20 Skipped: 2

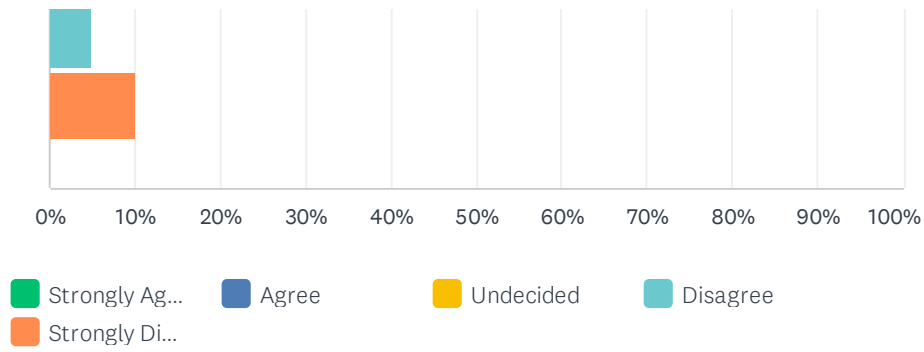


ANSWER CHOICES	RESPONSES	
Strongly agree	15.00%	3
Agree	25.00%	5
Neither agree nor disagree	25.00%	5
Disagree	5.00%	1
Strongly disagree	10.00%	2
I do not ride a bicycle and would not know.	20.00%	4
<b>TOTAL</b>		<b>20</b>

### Q11 I think the following intersection improvements will make intersections in the Crane Street area safer.

Answered: 20 Skipped: 2



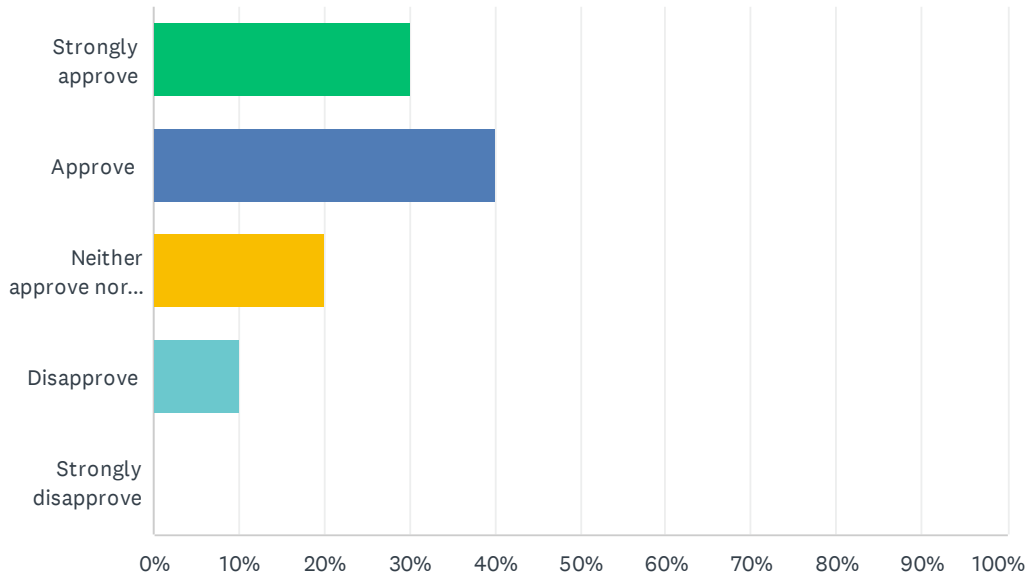


	STRONGLY AGREE	AGREE	UNDECIDED	DISAGREE	STRONGLY DISAGREE	TOTAL
Crosswalk striping	31.58% 6	42.11% 8	10.53% 2	10.53% 2	5.26% 1	19
Raise bumpouts	44.44% 8	16.67% 3	11.11% 2	16.67% 3	11.11% 2	18
Half bumpouts	35.00% 7	20.00% 4	25.00% 5	10.00% 2	10.00% 2	20
Raised crosswalks / drivable speedbumps	35.00% 7	35.00% 7	15.00% 3	5.00% 1	10.00% 2	20



## Q12 How do you feel about the overall proposed improvements to Crane Street?

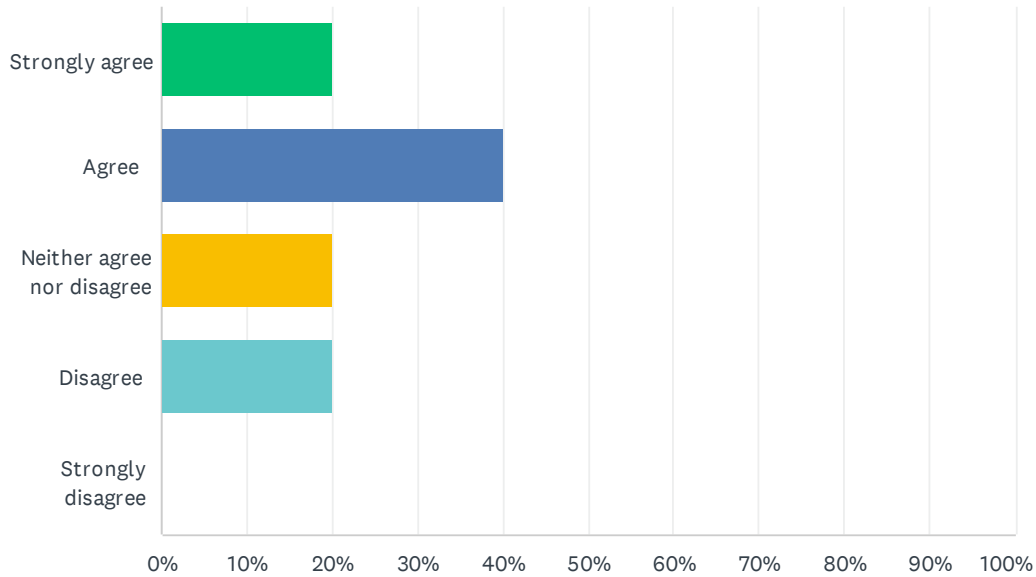
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly approve	30.00%	6
Approve	40.00%	8
Neither approve nor disapprove	20.00%	4
Disapprove	10.00%	2
Strongly disapprove	0.00%	0
<b>TOTAL</b>		<b>20</b>

### Q13 The proposed improvements will make me feel safer and more comfortable when walking on Crane Street.

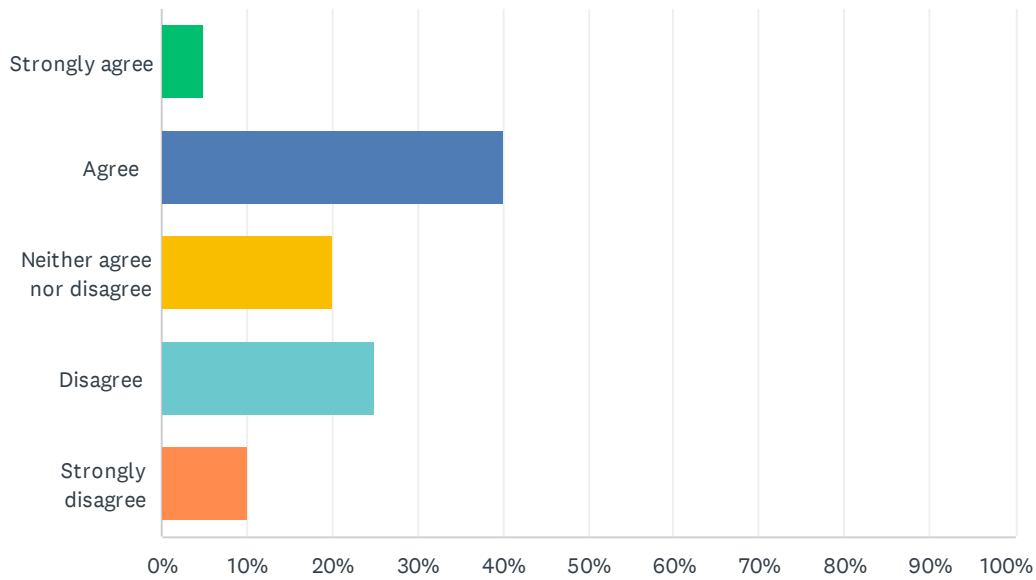
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	20.00%	4
Agree	40.00%	8
Neither agree nor disagree	20.00%	4
Disagree	20.00%	4
Strongly disagree	0.00%	0
<b>TOTAL</b>		<b>20</b>

### Q14 I think the improvements will encourage slower driving.

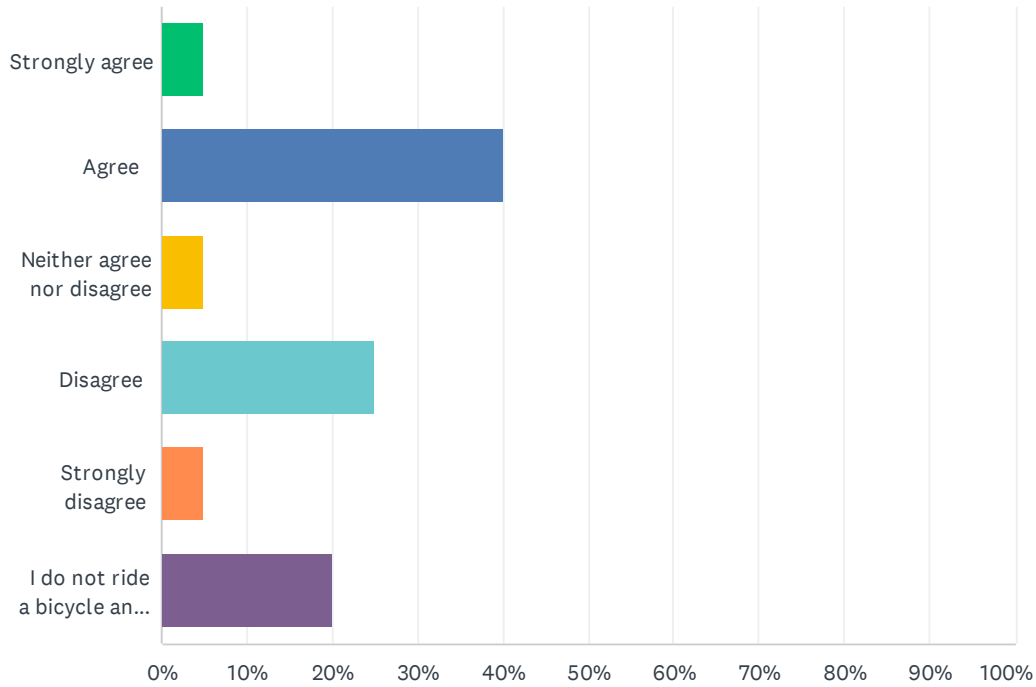
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	5.00%	1
Agree	40.00%	8
Neither agree nor disagree	20.00%	4
Disagree	25.00%	5
Strongly disagree	10.00%	2
<b>TOTAL</b>		<b>20</b>

### Q15 I think the improvements will make riding a bicycle feel safer and more comfortable.

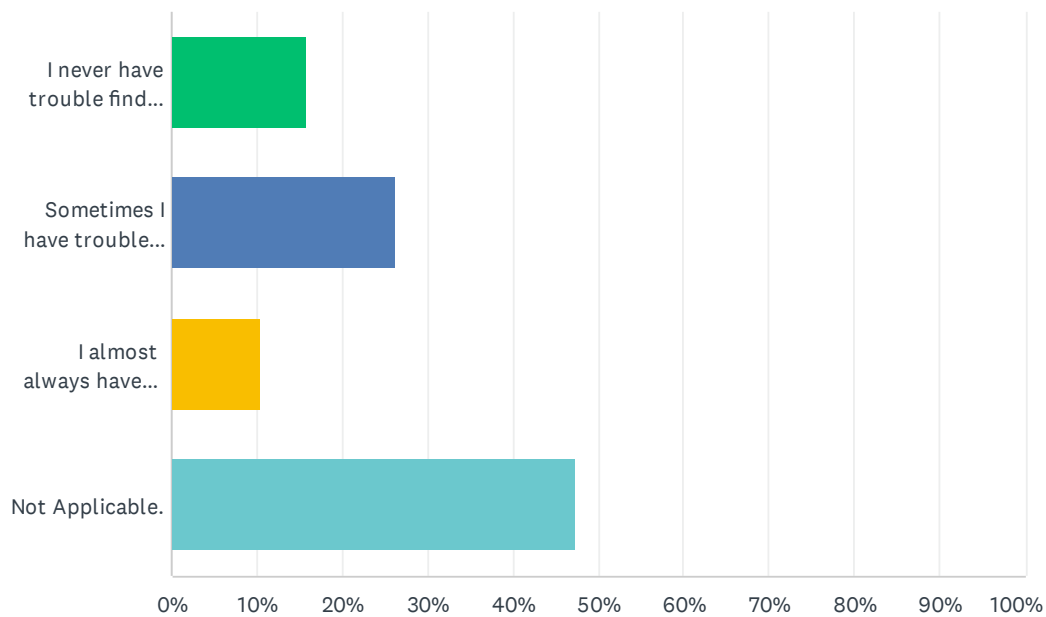
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	5.00%	1
Agree	40.00%	8
Neither agree nor disagree	5.00%	1
Disagree	25.00%	5
Strongly disagree	5.00%	1
I do not ride a bicycle and would not know.	20.00%	4
<b>TOTAL</b>		<b>20</b>

### Q16 Please tell us about your experience parking in the study area.

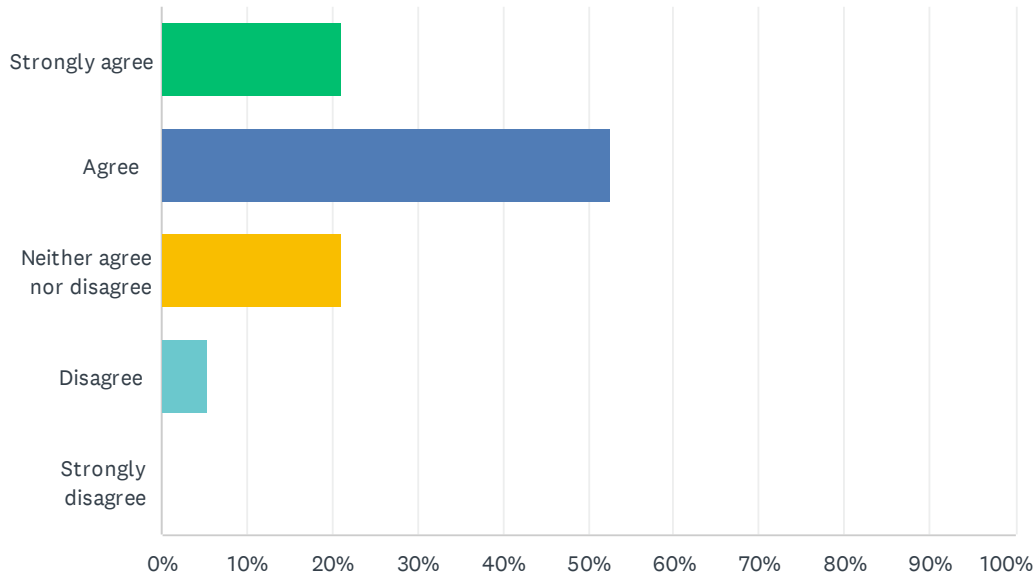
Answered: 19 Skipped: 3



ANSWER CHOICES	RESPONSES	
I never have trouble finding a parking space.	15.79%	3
Sometimes I have trouble finding a parking space within a couple blocks of my destination.	26.32%	5
I almost always have trouble finding a parking space within a couple blocks of my destination.	10.53%	2
Not Applicable.	47.37%	9
<b>TOTAL</b>		<b>19</b>

### Q17 I would like the City to explore options for providing nearby, shared public parking lots in particularly strained areas.

Answered: 19 Skipped: 3



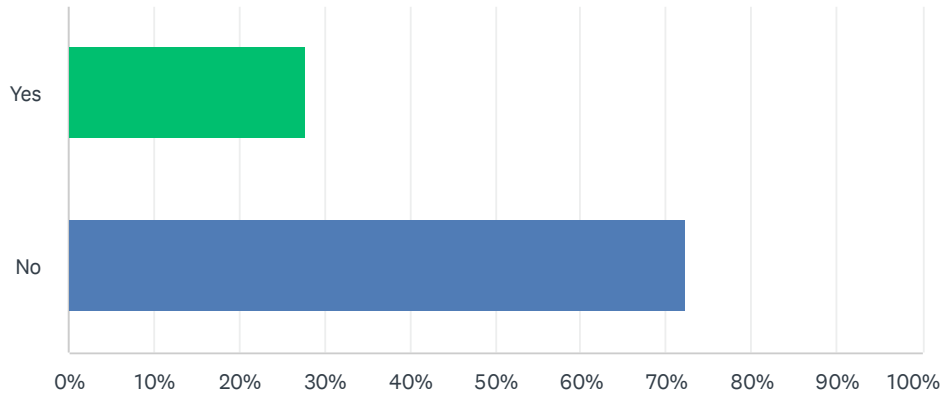
ANSWER CHOICES	RESPONSES	
Strongly agree	21.05%	4
Agree	52.63%	10
Neither agree nor disagree	21.05%	4
Disagree	5.26%	1
Strongly disagree	0.00%	0
<b>TOTAL</b>		<b>19</b>

**Q18** Please use the space below to provide any additional comments or feedback on these ideas, especially if you have any specific questions or concerns about any of the images or areas shown.

Answered: 10 Skipped: 12

## Q19 Do you live on Chrisler Street between Ostrander Place and Main Avenue?

Answered: 18 Skipped: 4

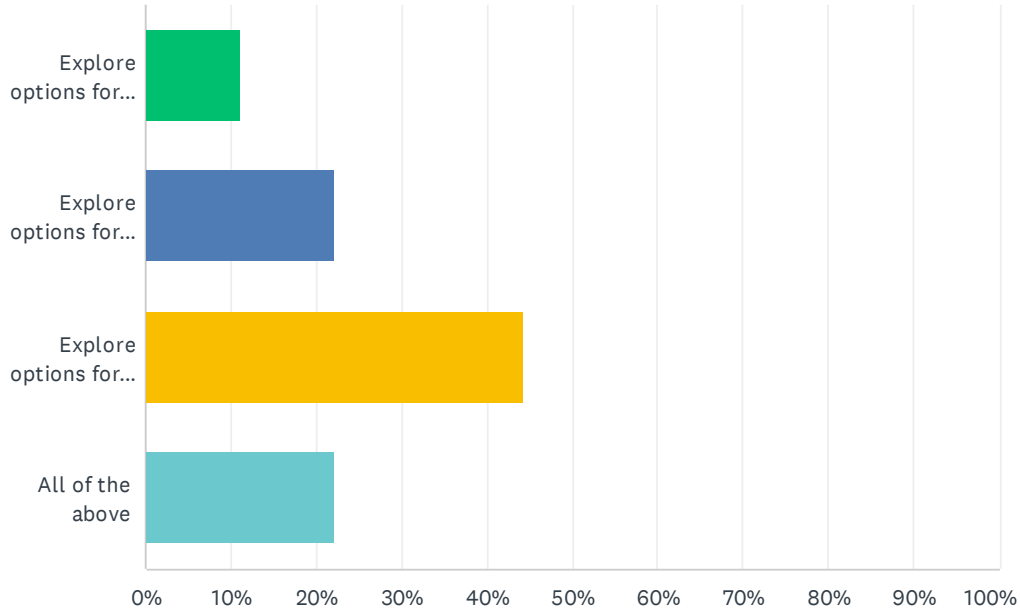


ANSWER CHOICES	RESPONSES	
Yes	27.78%	5
No	72.22%	13
TOTAL		18



## Q20 Because Chrisler Avenue is so narrow between Ostrander Place and Main Avenue, I would like for the City to:

Answered: 18 Skipped: 4



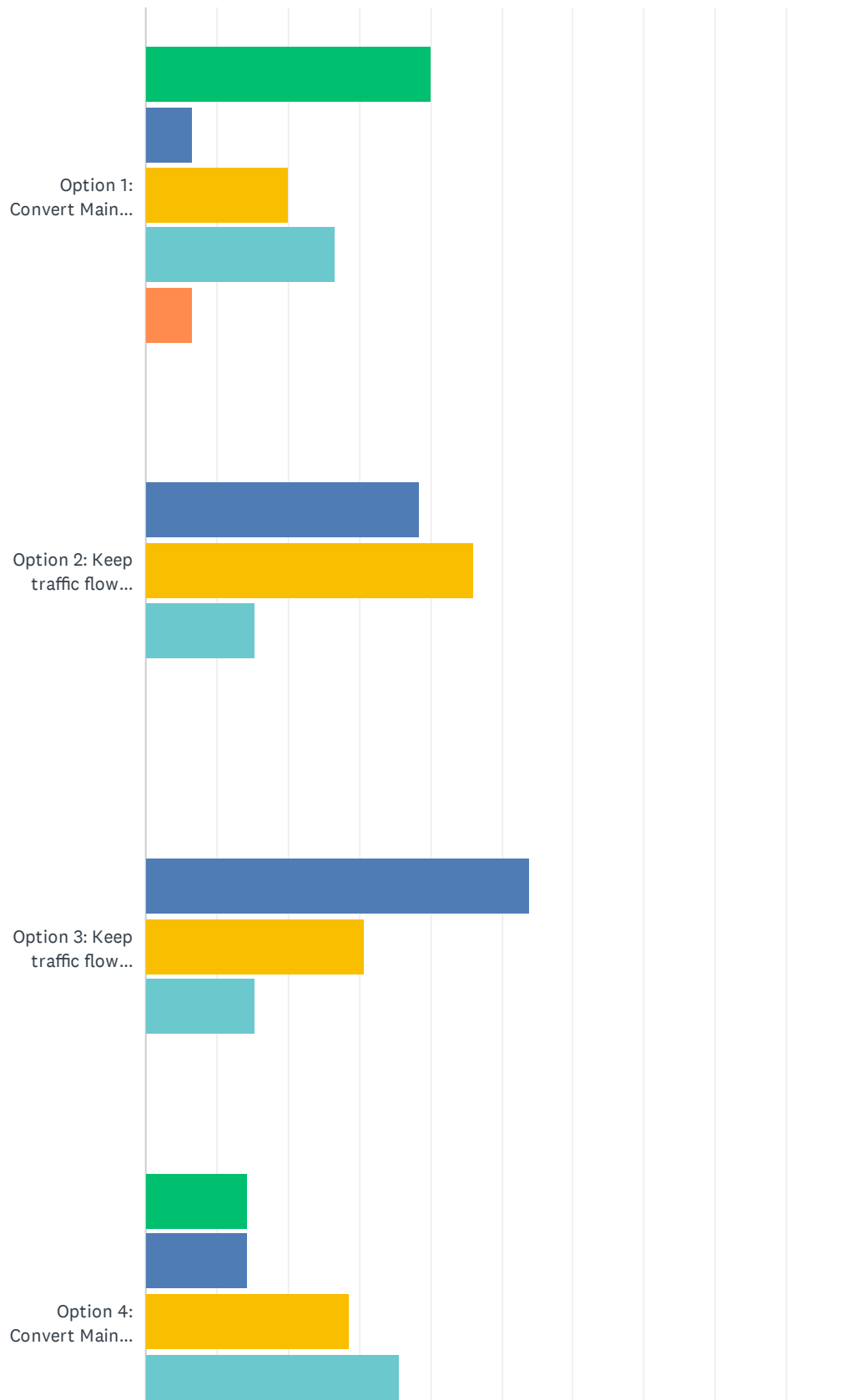
ANSWER CHOICES	RESPONSES	
Explore options for converting Chrisler Avenue into a one-way street with traffic moving toward Main Avenue as shown in Option 1.	11.11%	2
Explore options for converting Chrisler Avenue into a one-way street with traffic heading in either direction from the center as shown in 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
<b>TOTAL</b>		<b>18</b>

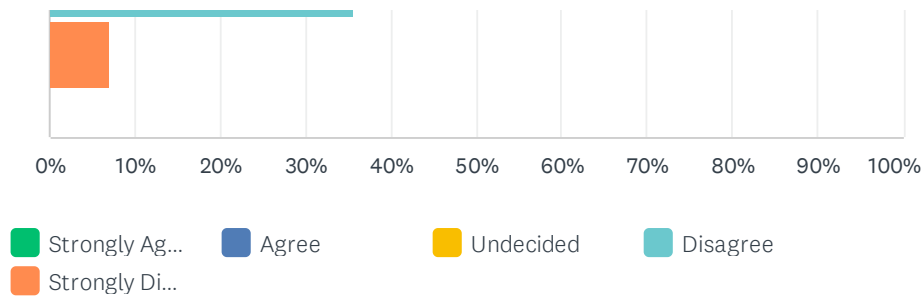
**Q21 Please use the space below to provide any additional comments.**

Answered: 5 Skipped: 17

### Q22 I think these options will improve driving safety on Main Avenue.

Answered: 16 Skipped: 6

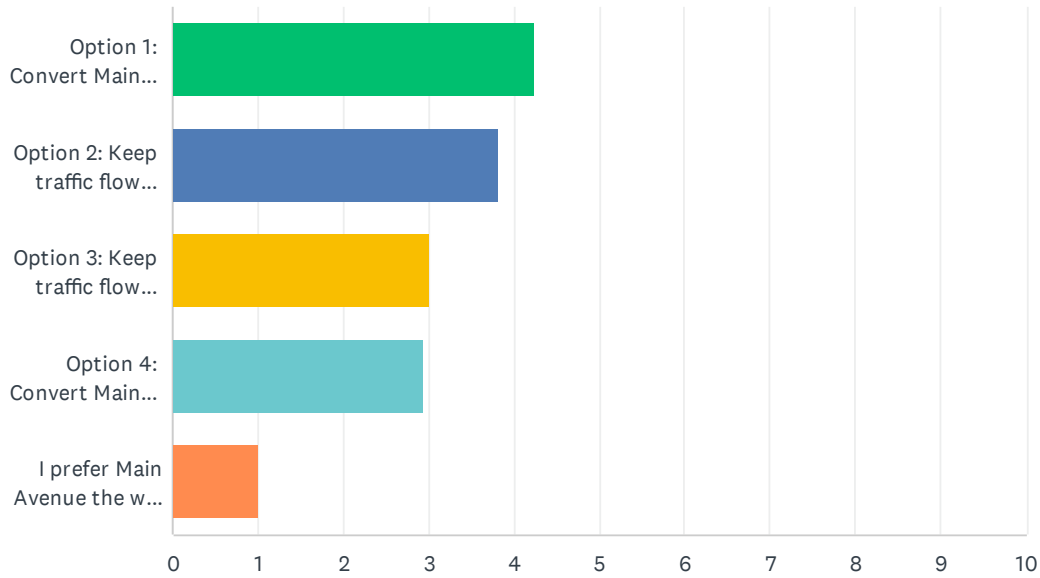




	STRONGLY AGREE	AGREE	UNDECIDED	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Option 1: Convert Main Avenue to a one-way street with traffic moving away from Crane Street. This idea also adds a protected bike lane that will connect to the one that was championed during the Craig Main Connection project 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

## Q23 Which concept for improving Main Avenue do you prefer?

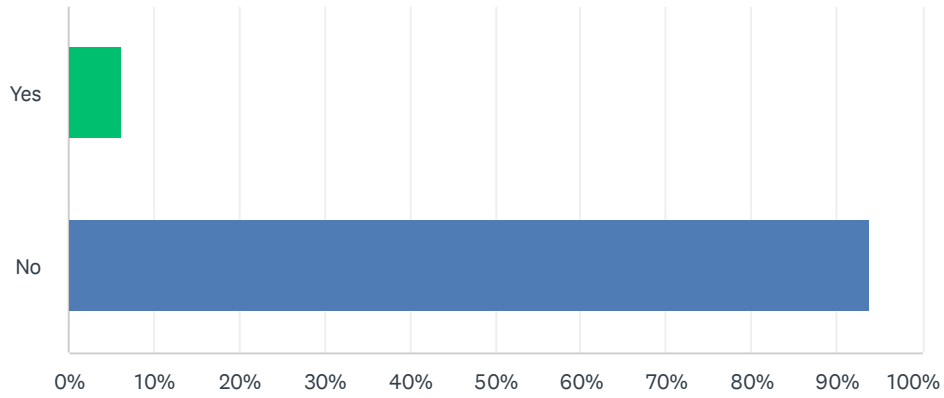
Answered: 16 Skipped: 6



	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

## Q24 Do you live on Main Avenue?

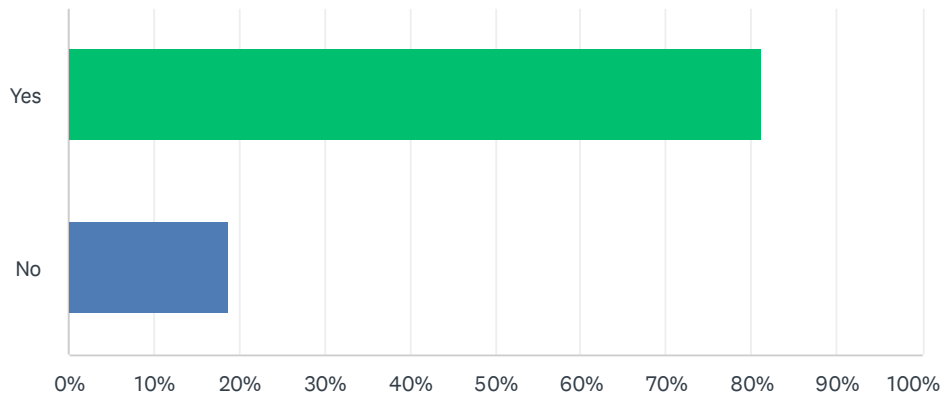
Answered: 16 Skipped: 6



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

### Q25 Do you live within 2-3 blocks of Main Avenue?

Answered: 16 Skipped: 6



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

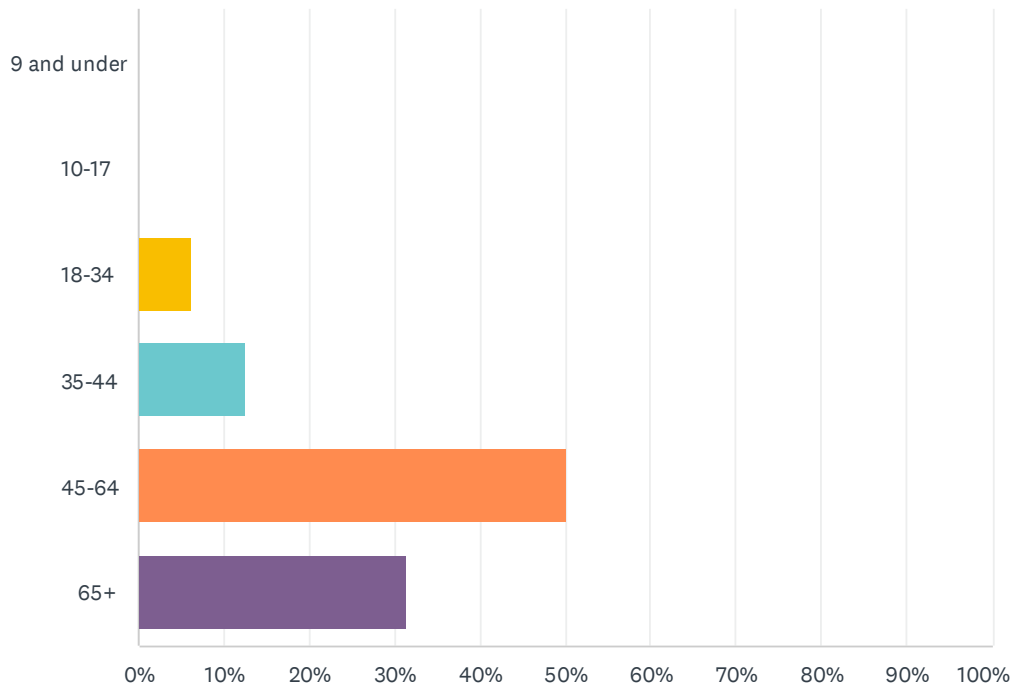
**Q26 Please use the space below to provide any additional comments.**

Answered: 5 Skipped: 17



## Q27 Age?

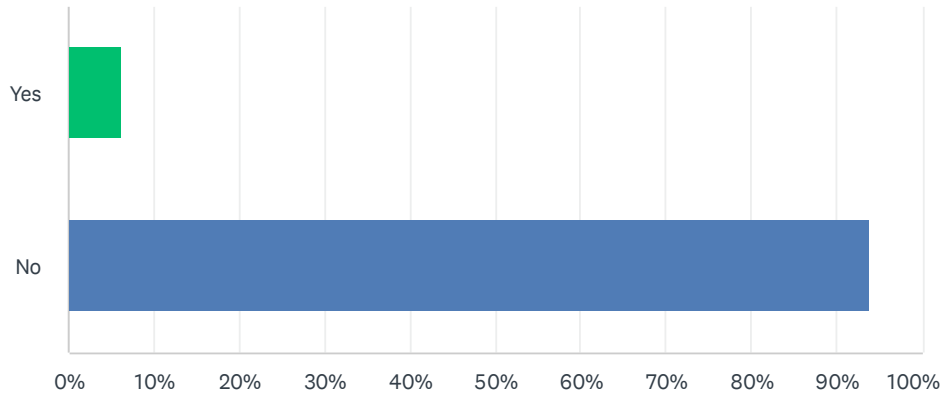
Answered: 16 Skipped: 6



ANSWER CHOICES	RESPONSES	
9 and under	0.00%	0
10-17	0.00%	0
18-34	6.25%	1
35-44	12.50%	2
45-64	50.00%	8
65+	31.25%	5
<b>TOTAL</b>		<b>16</b>

### Q28 Hispanic or Latino?

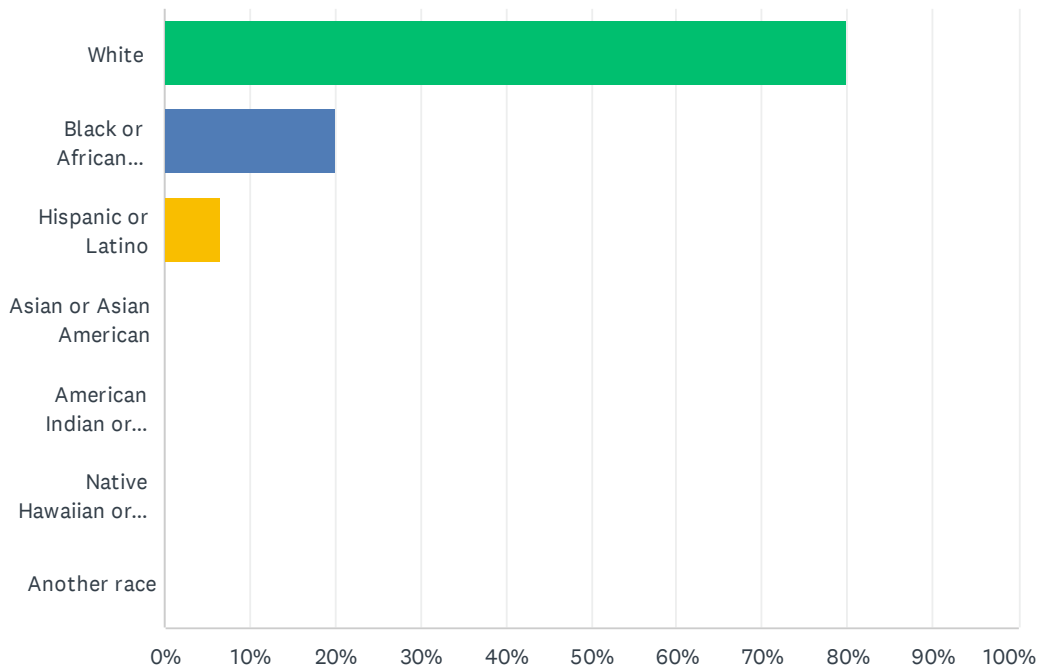
Answered: 16 Skipped: 6



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

## Q29 Race?

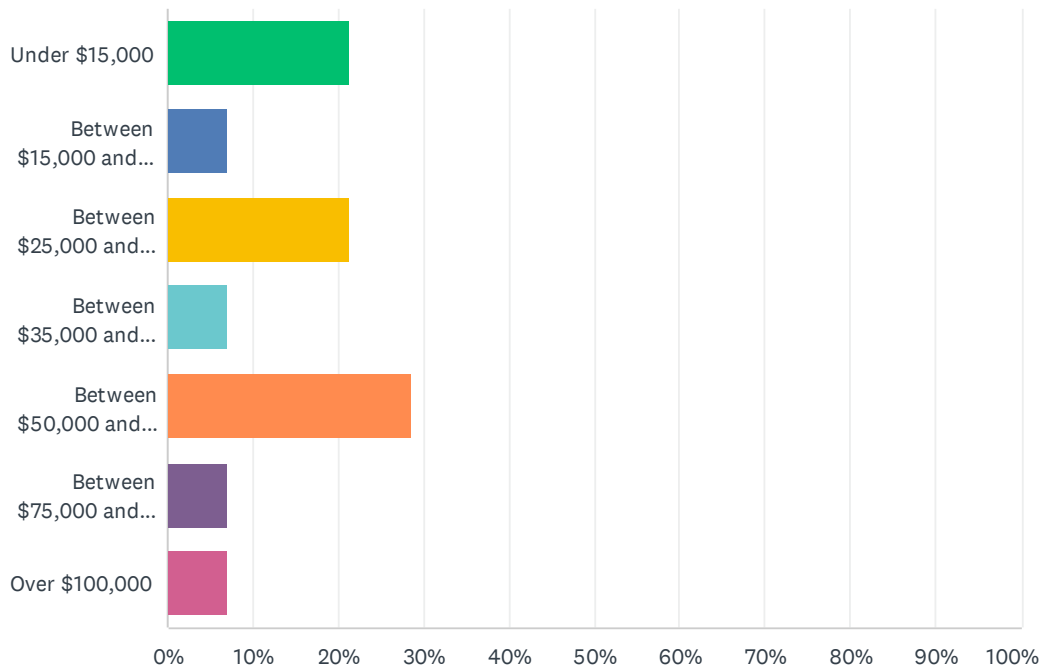
Answered: 15 Skipped: 7



ANSWER CHOICES	RESPONSES	
White	80.00%	12
Black or African American	20.00%	3
Hispanic or Latino	6.67%	1
Asian or Asian American	0.00%	0
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	0.00%	0
Total Respondents: 15		

### Q30 What is your approximate "household" income?

Answered: 14 Skipped: 8

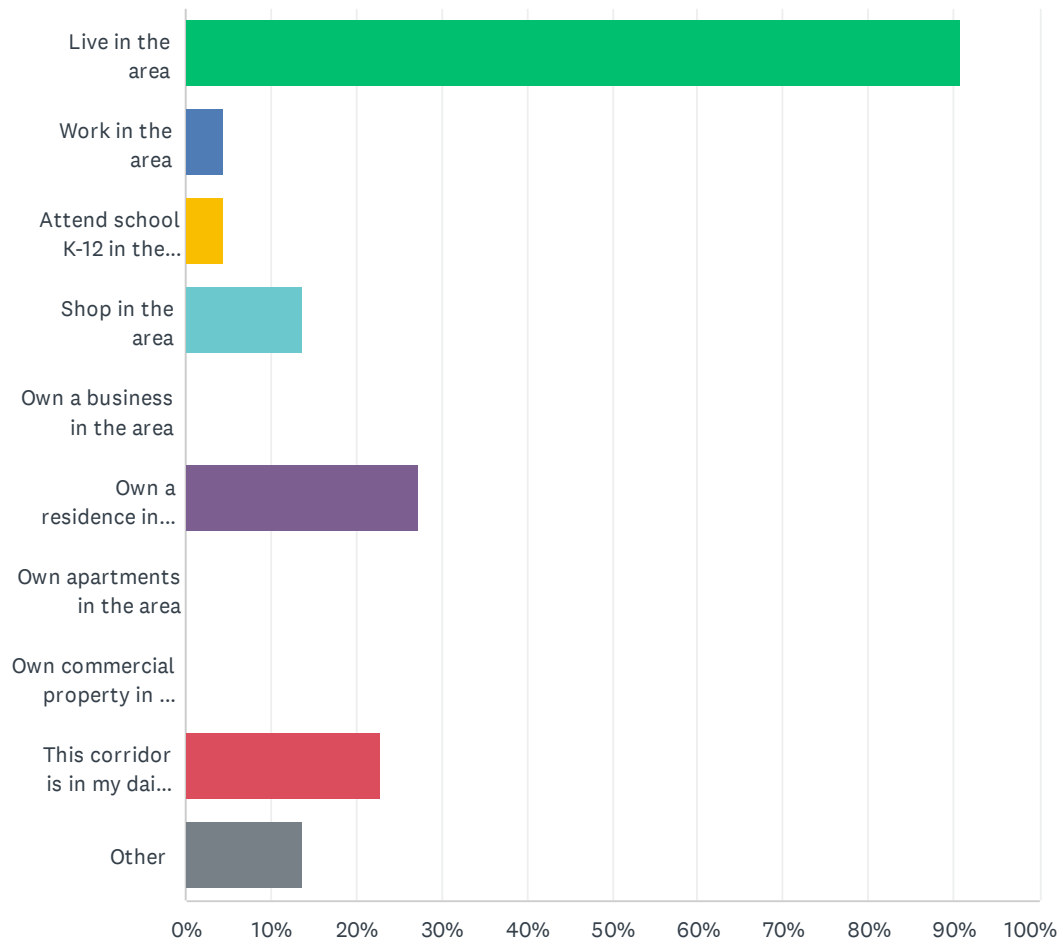


ANSWER CHOICES	RESPONSES	
Under \$15,000	21.43%	3
Between \$15,000 and \$24,999	7.14%	1
Between \$25,000 and \$34,999	21.43%	3
Between \$35,000 and \$49,999	7.14%	1
Between \$50,000 and \$74,999	28.57%	4
Between \$75,000 and \$99,999	7.14%	1
Over \$100,000	7.14%	1
<b>TOTAL</b>		<b>14</b>

# **CRANE STREET AREA SURVEY RESULTS**

# Q1 What is your relationship to the study area?

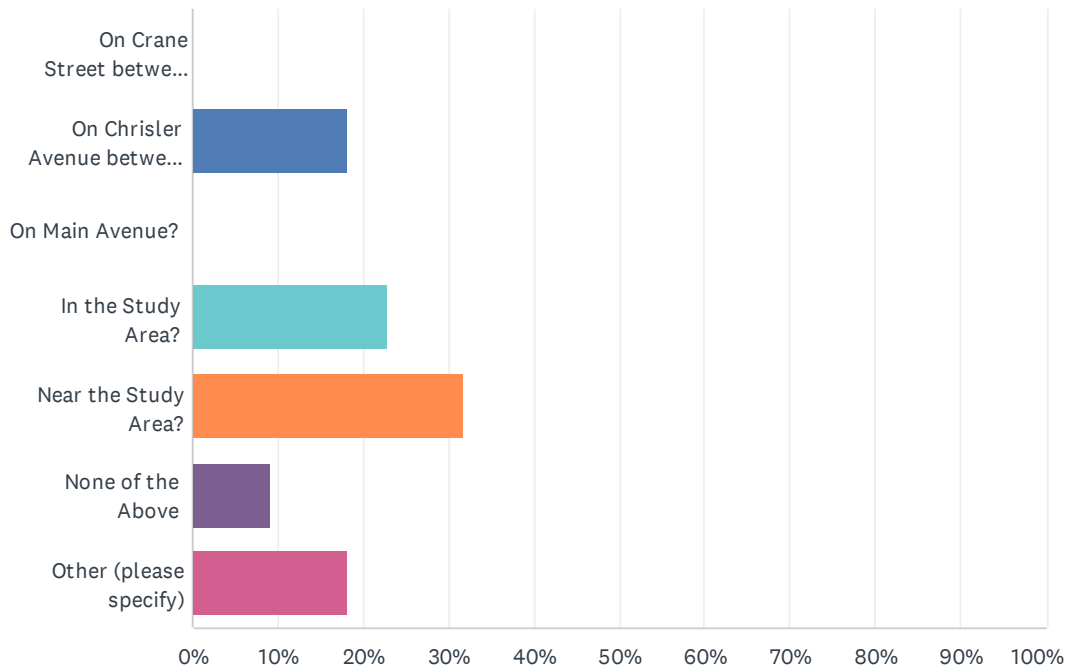
Answered: 22 Skipped: 0



ANSWER CHOICES	RESPONSES	
Live in the area	90.91%	20
Work in the area	4.55%	1
Attend school K-12 in the area	4.55%	1
Shop in the area	13.64%	3
Own a business in the area	0.00%	0
Own a residence in the area	27.27%	6
Own apartments in the area	0.00%	0
Own commercial property in the area	0.00%	0
This corridor is in my daily commute to work or other activity	22.73%	5
Other	13.64%	3
Total Respondents: 22		

## Q2 Do you live or work:

Answered: 22 Skipped: 0

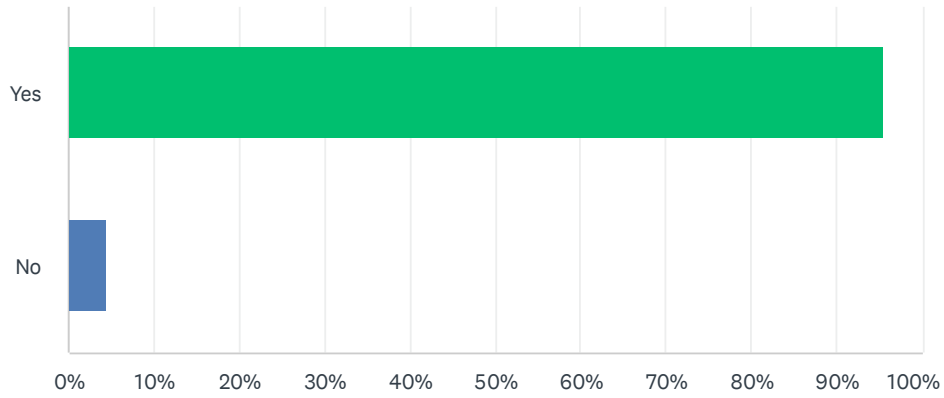


ANSWER CHOICES	RESPONSES	
On Crane Street between Broadway and Ostrander Place?	0.00%	0
On Chrisler Avenue between Ostrander Place and Main Avenue?	18.18%	4
On Main Avenue?	0.00%	0
In the Study Area?	22.73%	5
Near the Study Area?	31.82%	7
None of the Above	9.09%	2
Other (please specify)	18.18%	4
<b>TOTAL</b>		<b>22</b>



### Q3 Do you own or have access to a car?

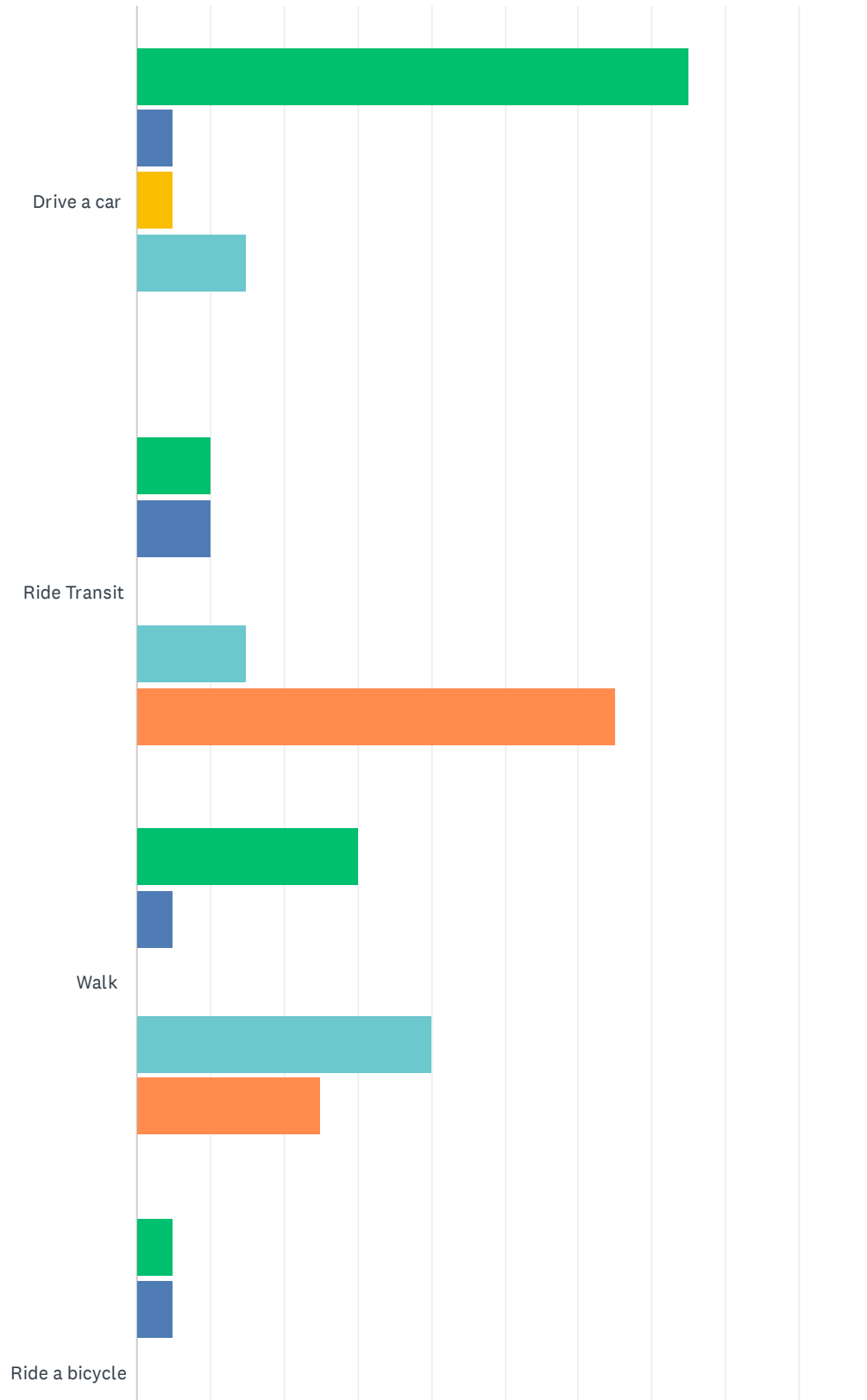
Answered: 22 Skipped: 0

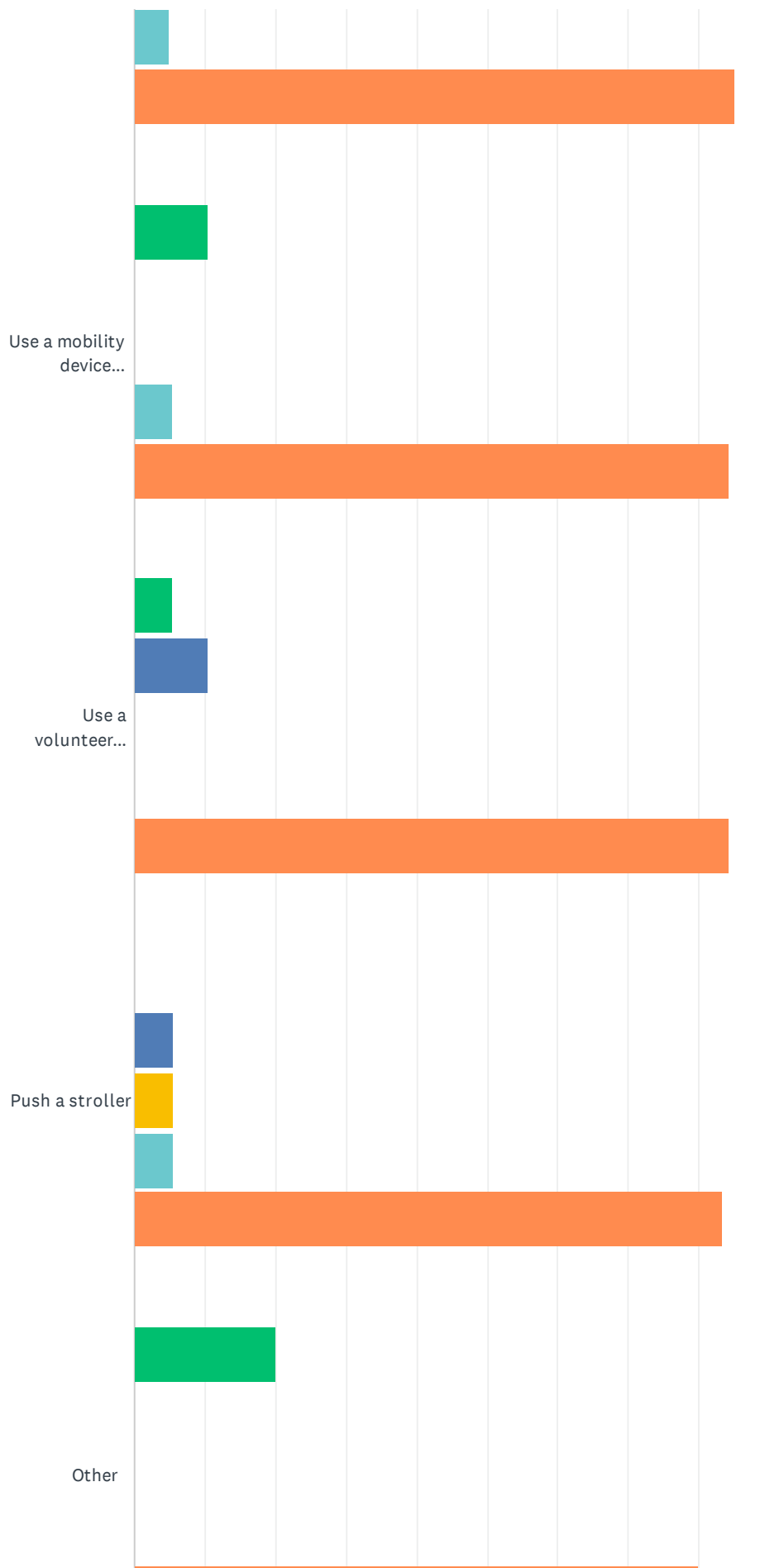


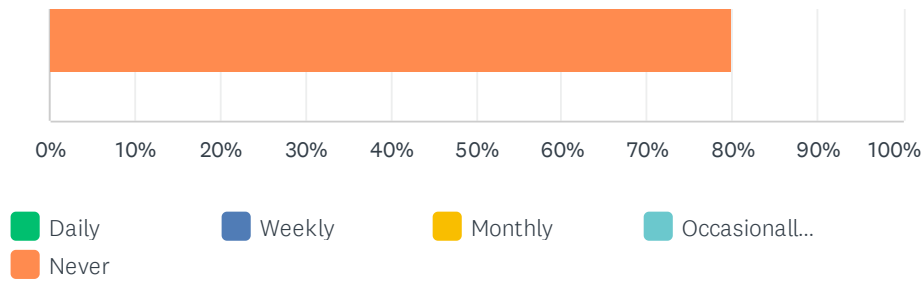
ANSWER CHOICES	RESPONSES	
Yes	95.45%	21
No	4.55%	1
TOTAL		22

### Q4 How often do you use the following ways to travel on Crane Street, Chrysler Street or Main Avenue?

Answered: 21 Skipped: 1



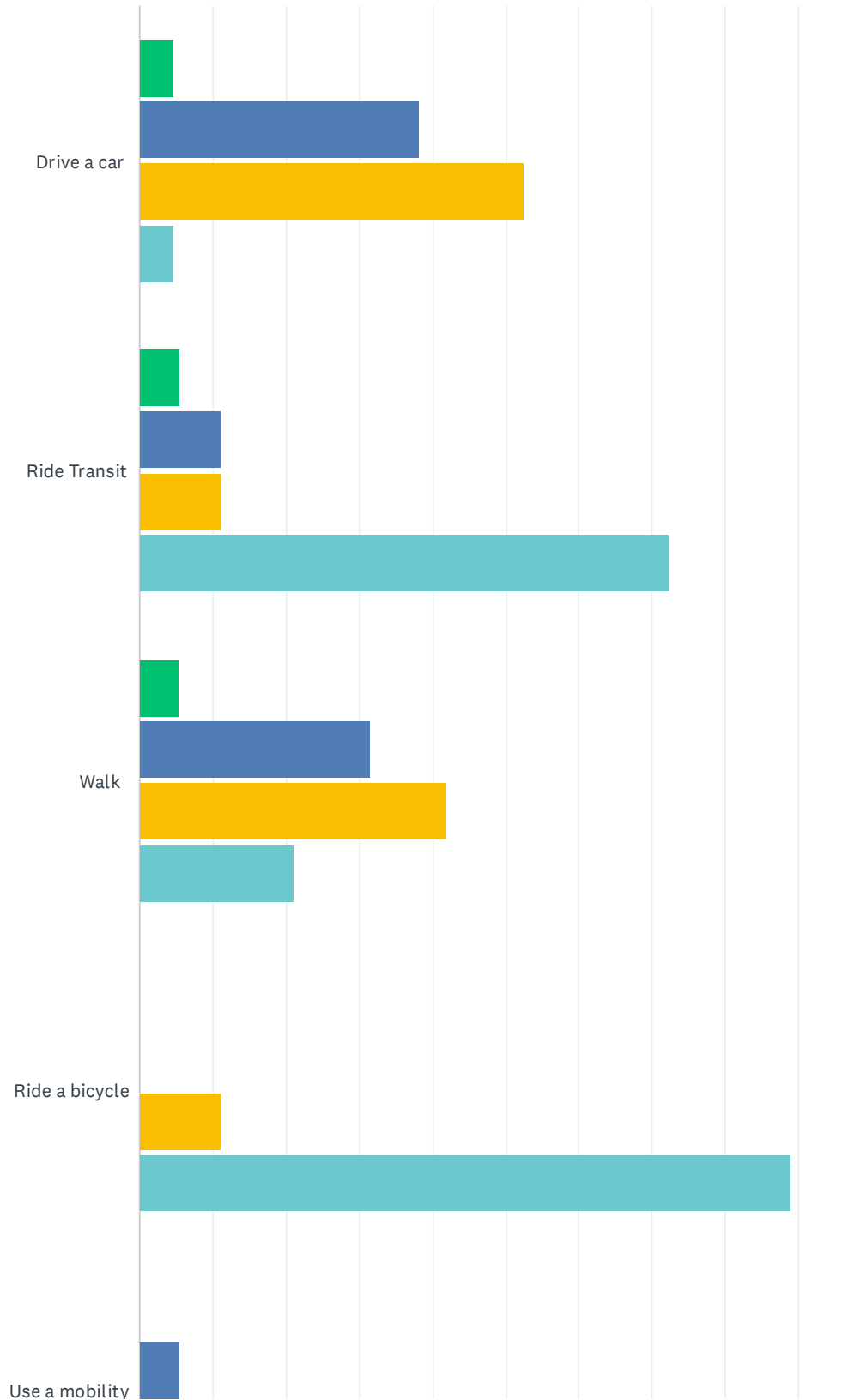


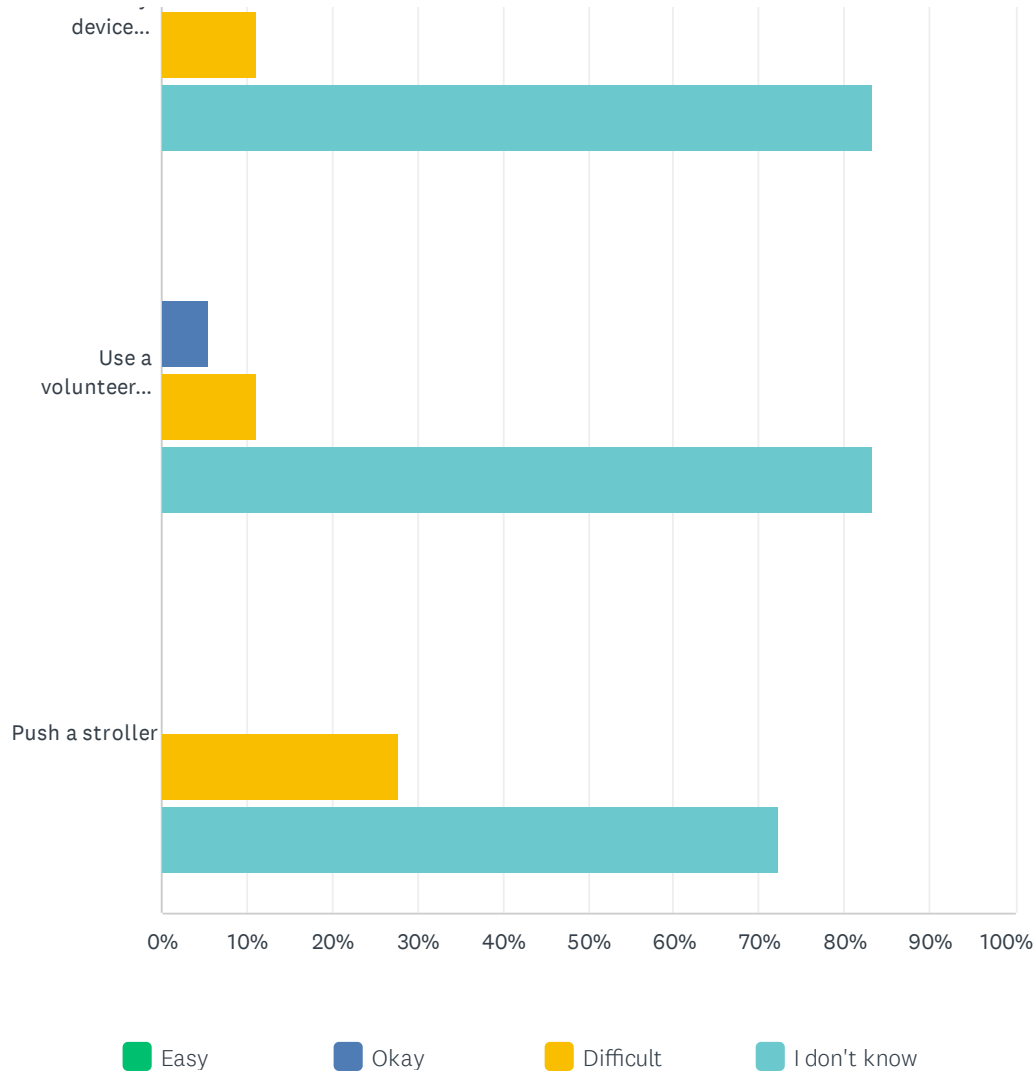


	DAILY	WEEKLY	MONTHLY	OCCASIONALLY (LESS THAN MONTHLY)	NEVER	TOTAL
Drive a car	75.00% 15	5.00% 1	5.00% 1	15.00% 3	0.00% 0	20
Ride Transit	10.00% 2	10.00% 2	0.00% 0	15.00% 3	65.00% 13	20
Walk	30.00% 6	5.00% 1	0.00% 0	40.00% 8	25.00% 5	20
Ride a bicycle	5.00% 1	5.00% 1	0.00% 0	5.00% 1	85.00% 17	20
Use a 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

### Q5 How easy is it to do the following on Crane Street, Chrysler Avenue, or Main Avenue?

Answered: 21 Skipped: 1

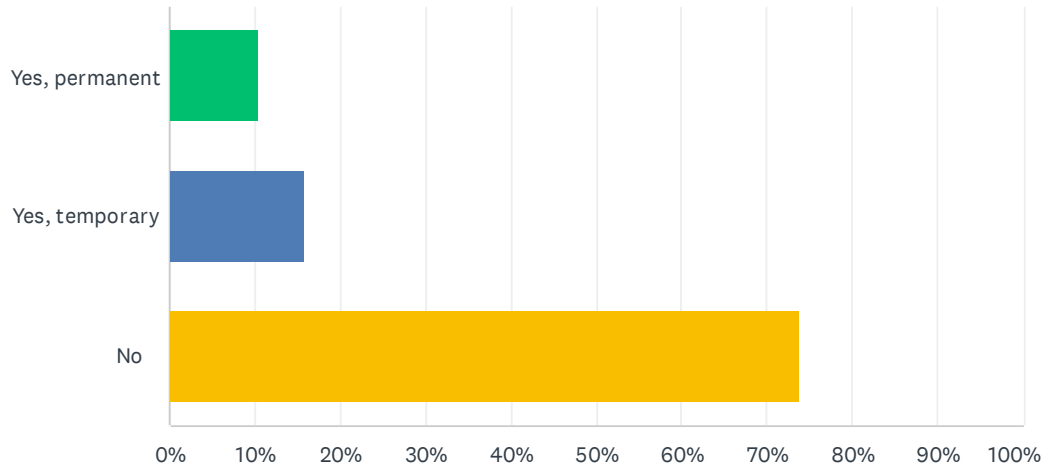




	EASY	OKAY	DIFFICULT	I DON'T KNOW	TOTAL
Drive a car	4.76% 1	38.10% 8	52.38% 11	4.76% 1	21
Ride Transit	5.56% 1	11.11% 2	11.11% 2	72.22% 13	18
Walk	5.26% 1	31.58% 6	42.11% 8	21.05% 4	19
Ride a bicycle	0.00% 0	0.00% 0	11.11% 2	88.89% 16	18
Use a mobility device (wheelchair, scooter, etc.)	0.00% 0	5.56% 1	11.11% 2	83.33% 15	18
Use a volunteer driver or assisted transportation	0.00% 0	5.56% 1	11.11% 2	83.33% 15	18
Push a stroller	0.00% 0	0.00% 0	27.78% 5	72.22% 13	18

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

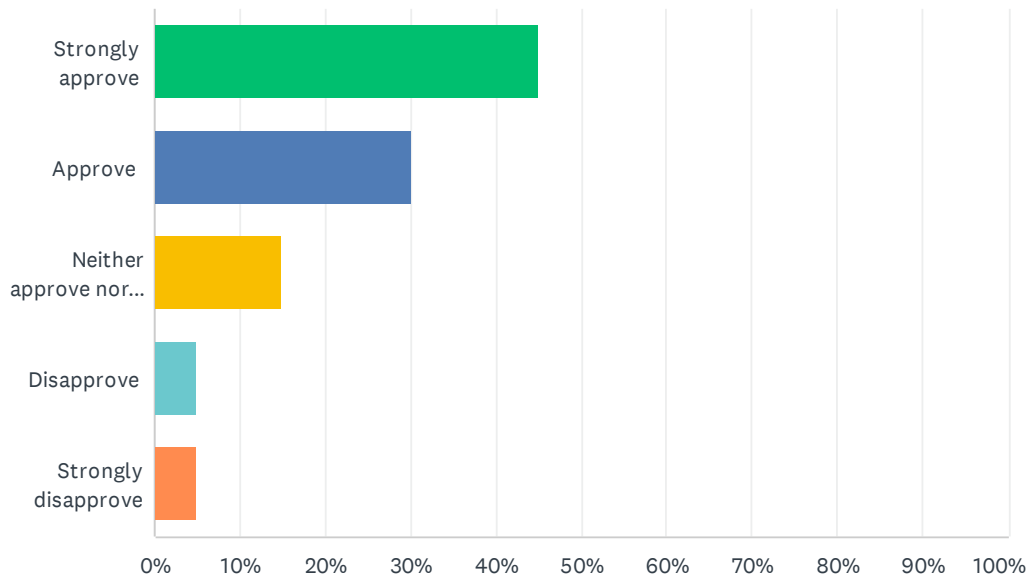
Answered: 19 Skipped: 3



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

## Q7 How do you feel about the intersection improvements?

Answered: 20 Skipped: 2

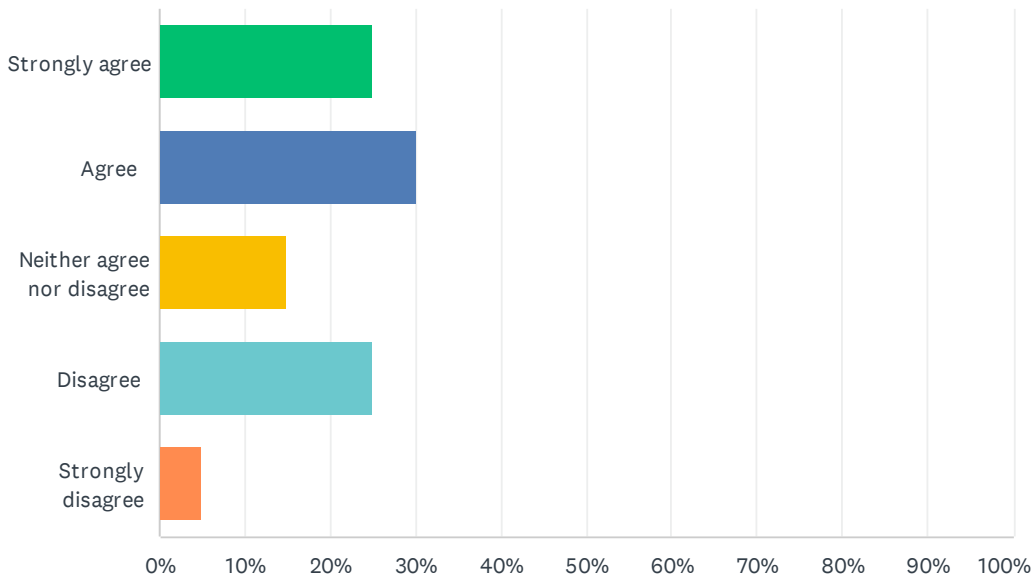


ANSWER CHOICES	RESPONSES	
Strongly approve	45.00%	9
Approve	30.00%	6
Neither approve nor disapprove	15.00%	3
Disapprove	5.00%	1
Strongly disapprove	5.00%	1
<b>TOTAL</b>		<b>20</b>



## Q8 I think the improvements will encourage slower driving.

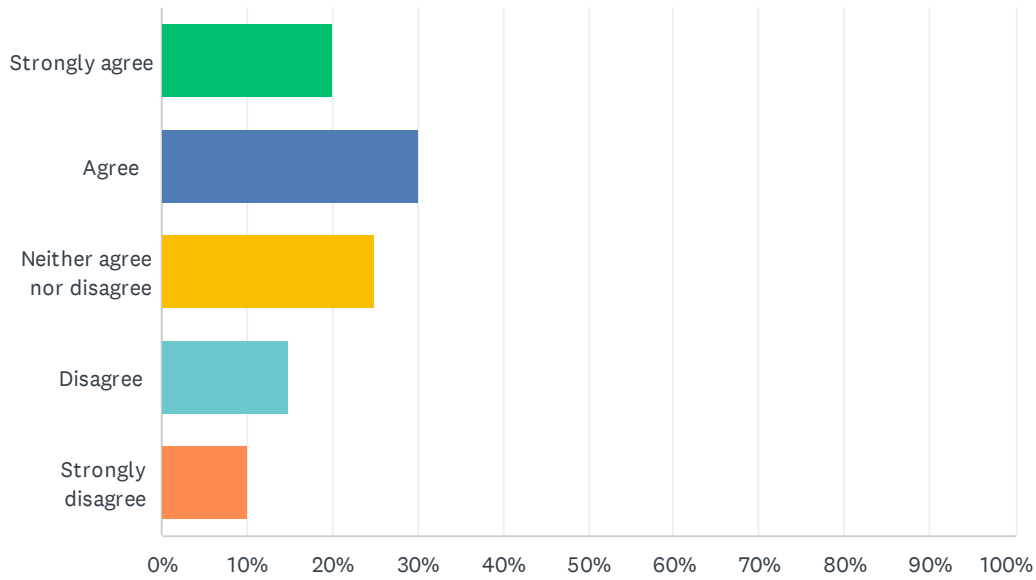
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	25.00%	5
Agree	30.00%	6
Neither agree nor disagree	15.00%	3
Disagree	25.00%	5
Strongly disagree	5.00%	1
<b>TOTAL</b>		<b>20</b>

### Q9 The proposed improvements will make me feel safer and more comfortable when walking on Crane Street, Chrysler Avenue, or Main Avenue.

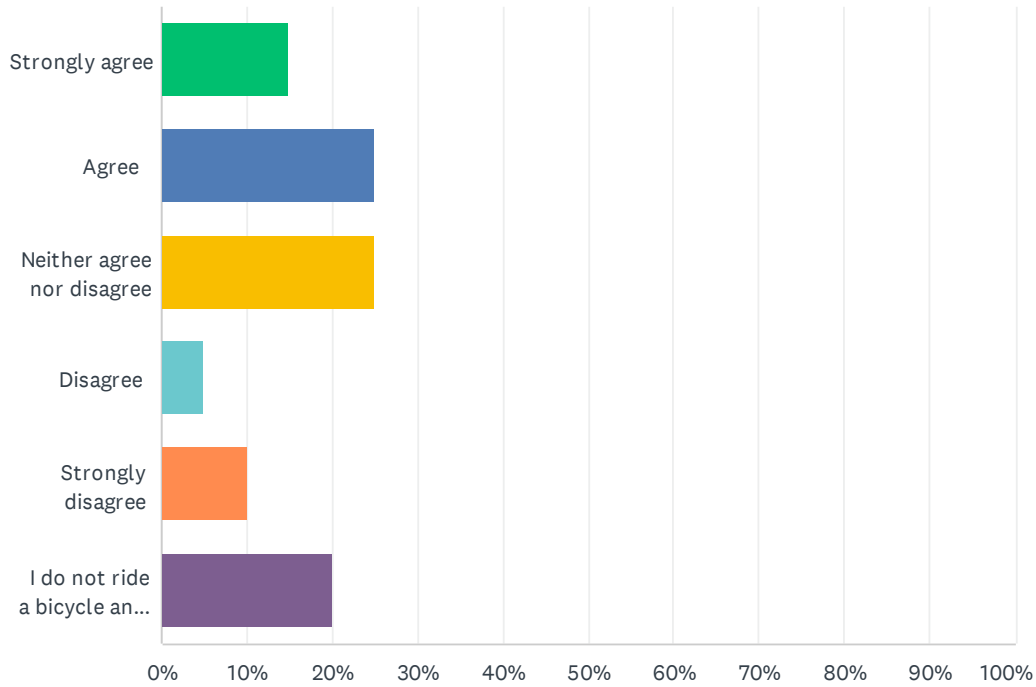
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	20.00%	4
Agree	30.00%	6
Neither agree nor disagree	25.00%	5
Disagree	15.00%	3
Strongly disagree	10.00%	2
<b>TOTAL</b>		<b>20</b>

### Q10 I think the improvements will make riding a bicycle feel safer and more comfortable.

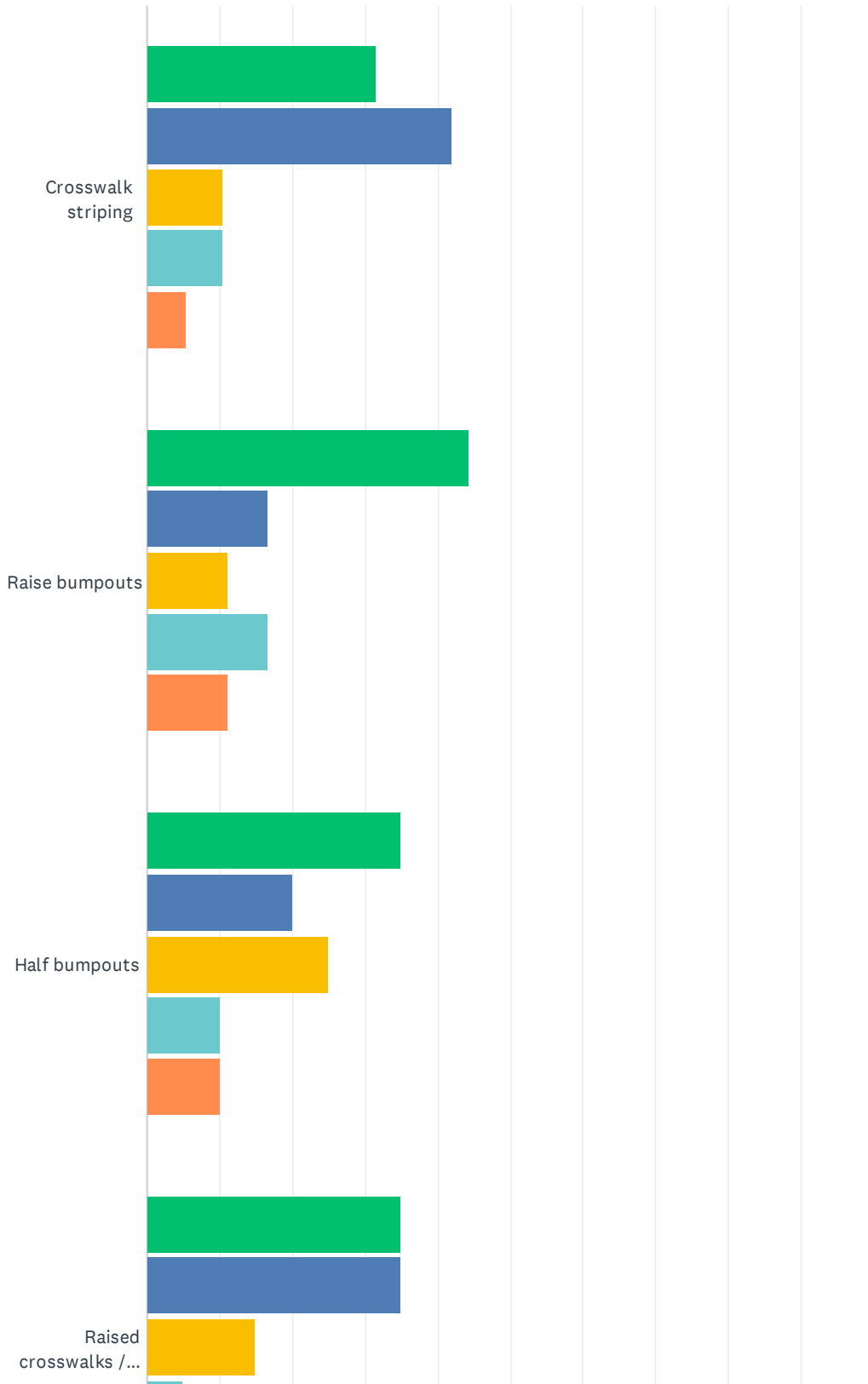
Answered: 20 Skipped: 2

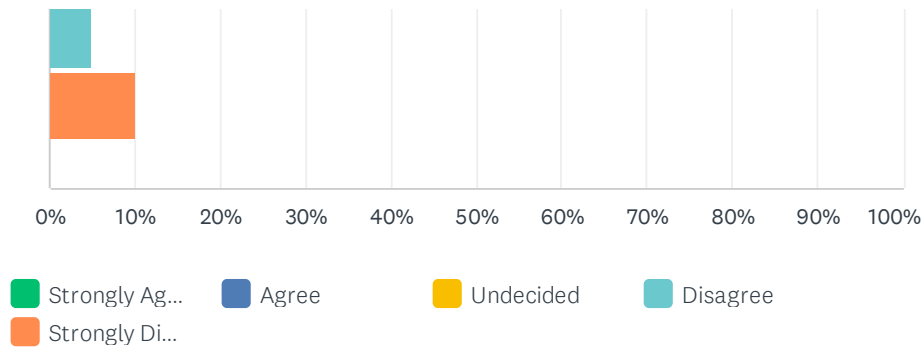


ANSWER CHOICES	RESPONSES	
Strongly agree	15.00%	3
Agree	25.00%	5
Neither agree nor disagree	25.00%	5
Disagree	5.00%	1
Strongly disagree	10.00%	2
I do not ride a bicycle and would not know.	20.00%	4
<b>TOTAL</b>		<b>20</b>

# Q11 I think the following intersection improvements will make intersections in the Crane Street area safer.

Answered: 20 Skipped: 2

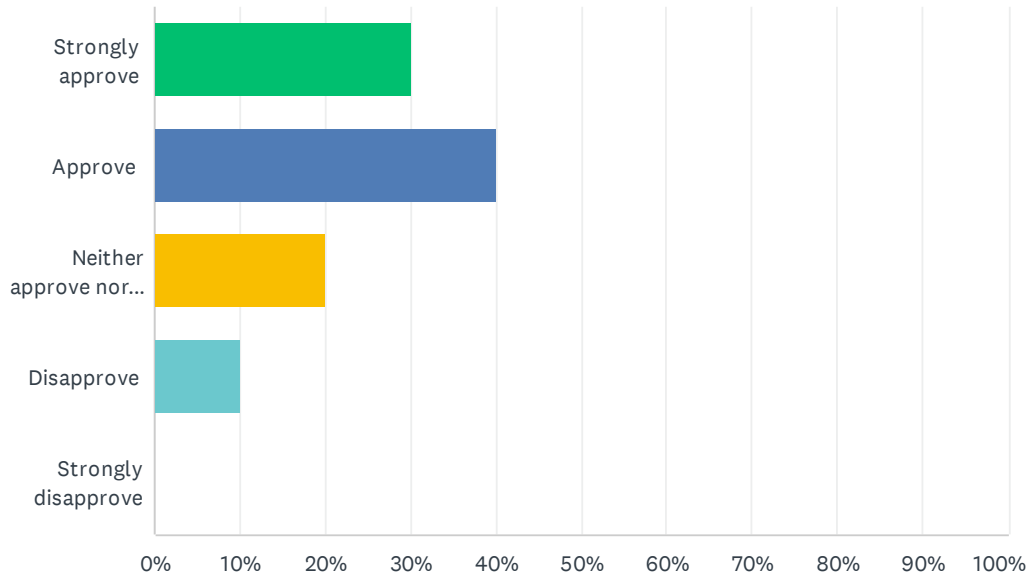




	STRONGLY AGREE	AGREE	UNDECIDED	DISAGREE	STRONGLY DISAGREE	TOTAL
Crosswalk striping	31.58% 6	42.11% 8	10.53% 2	10.53% 2	5.26% 1	19
Raise bumpouts	44.44% 8	16.67% 3	11.11% 2	16.67% 3	11.11% 2	18
Half bumpouts	35.00% 7	20.00% 4	25.00% 5	10.00% 2	10.00% 2	20
Raised crosswalks / drivable speedbumps	35.00% 7	35.00% 7	15.00% 3	5.00% 1	10.00% 2	20

## Q12 How do you feel about the overall proposed improvements to Crane Street?

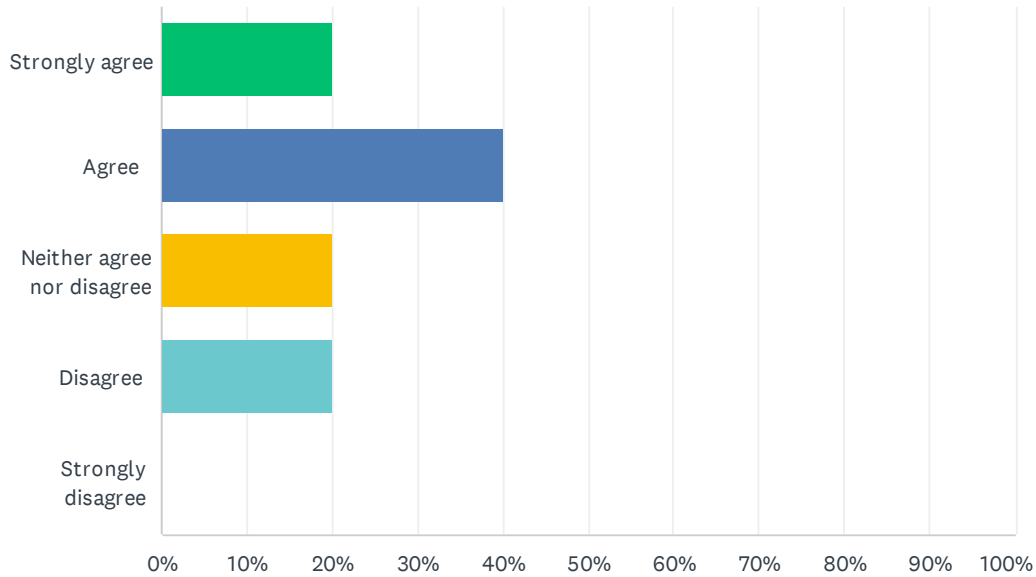
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly approve	30.00%	6
Approve	40.00%	8
Neither approve nor disapprove	20.00%	4
Disapprove	10.00%	2
Strongly disapprove	0.00%	0
<b>TOTAL</b>		<b>20</b>

### Q13 The proposed improvements will make me feel safer and more comfortable when walking on Crane Street.

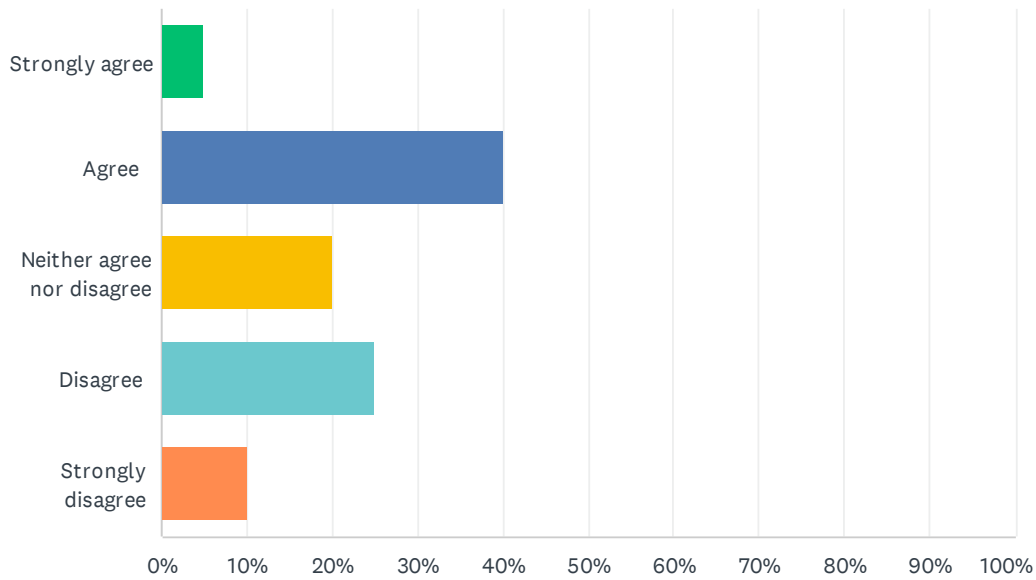
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	20.00%	4
Agree	40.00%	8
Neither agree nor disagree	20.00%	4
Disagree	20.00%	4
Strongly disagree	0.00%	0
<b>TOTAL</b>		<b>20</b>

### Q14 I think the improvements will encourage slower driving.

Answered: 20 Skipped: 2

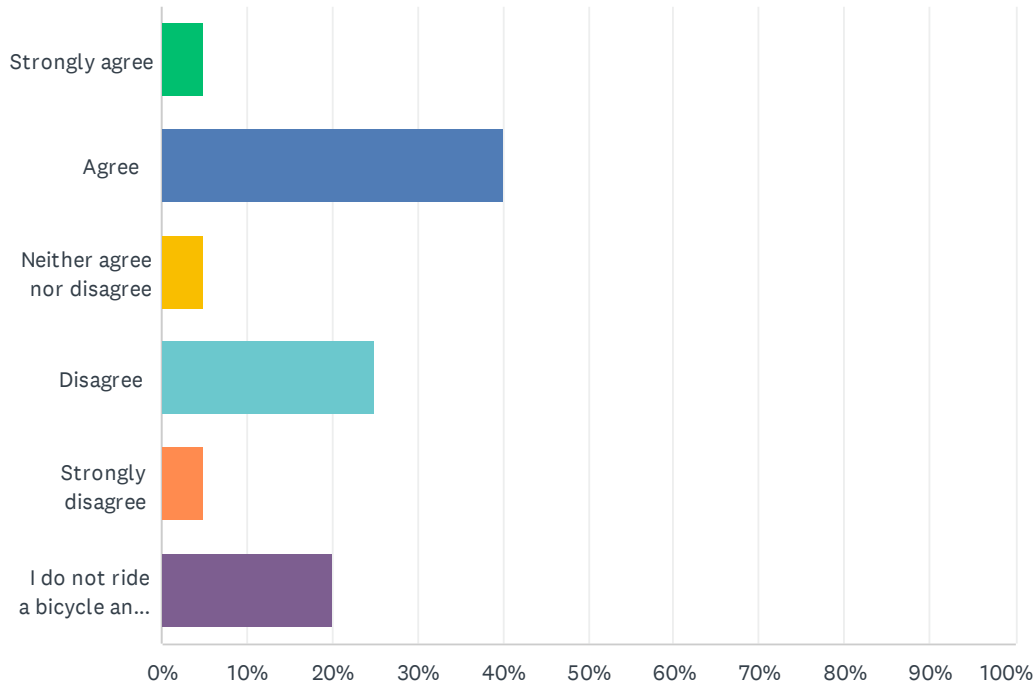


ANSWER CHOICES	RESPONSES	
Strongly agree	5.00%	1
Agree	40.00%	8
Neither agree nor disagree	20.00%	4
Disagree	25.00%	5
Strongly disagree	10.00%	2
<b>TOTAL</b>		<b>20</b>



# Q15 I think the improvements will make riding a bicycle feel safer and more comfortable.

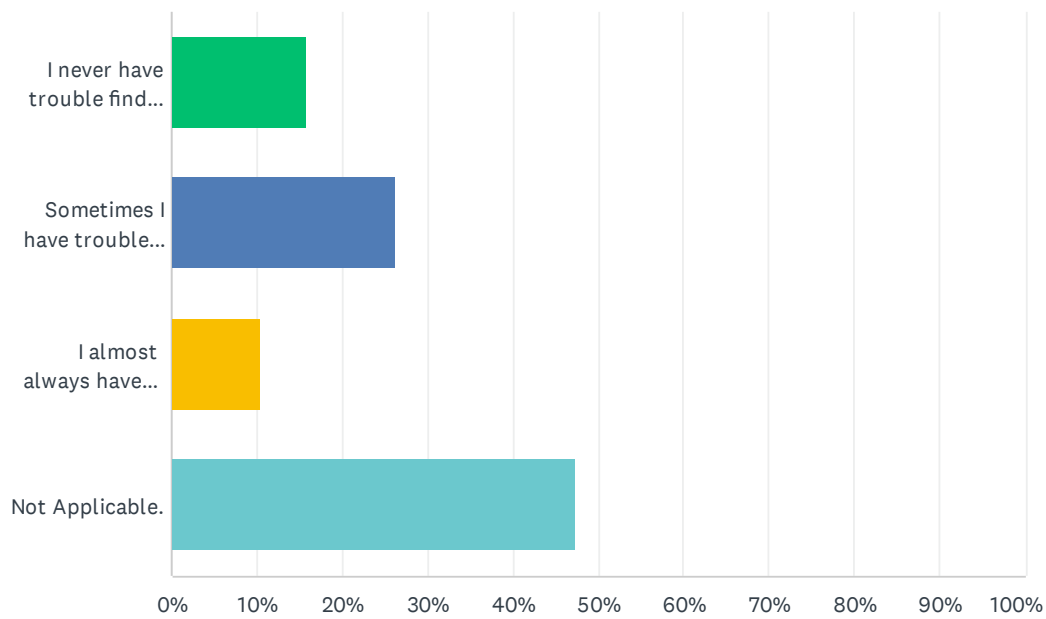
Answered: 20 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	5.00%	1
Agree	40.00%	8
Neither agree nor disagree	5.00%	1
Disagree	25.00%	5
Strongly disagree	5.00%	1
I do not ride a bicycle and would not know.	20.00%	4
<b>TOTAL</b>		<b>20</b>

### Q16 Please tell us about your experience parking in the study area.

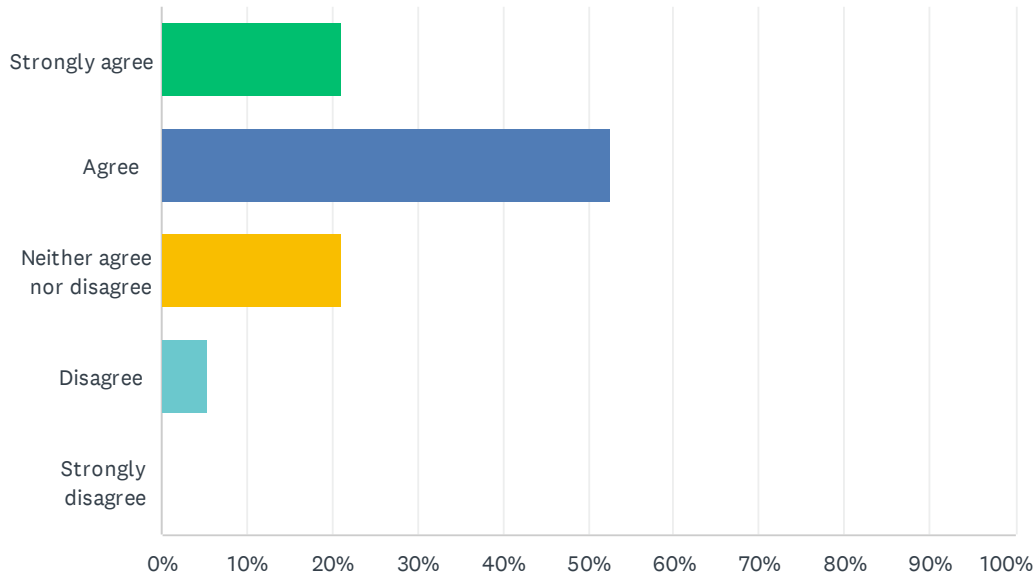
Answered: 19 Skipped: 3



ANSWER CHOICES	RESPONSES	
I never have trouble finding a parking space.	15.79%	3
Sometimes I have trouble finding a parking space within a couple blocks of my destination.	26.32%	5
I almost always have trouble finding a parking space within a couple blocks of my destination.	10.53%	2
Not Applicable.	47.37%	9
<b>TOTAL</b>		<b>19</b>

### Q17 I would like the City to explore options for providing nearby, shared public parking lots in particularly strained areas.

Answered: 19 Skipped: 3



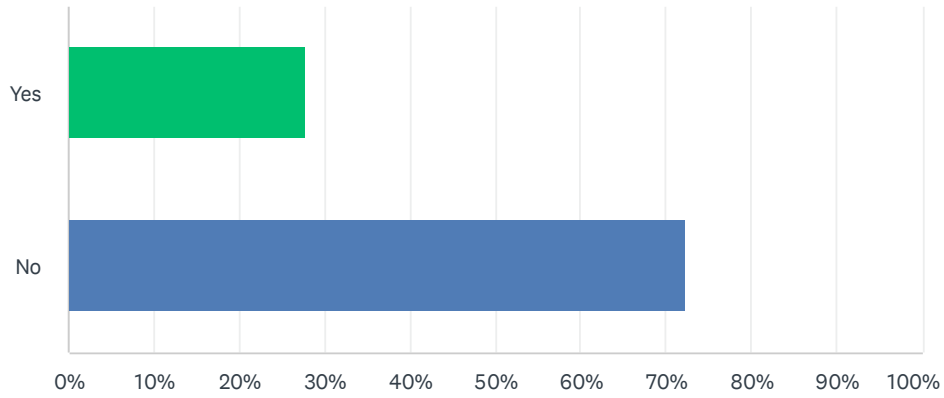
ANSWER CHOICES	RESPONSES	
Strongly agree	21.05%	4
Agree	52.63%	10
Neither agree nor disagree	21.05%	4
Disagree	5.26%	1
Strongly disagree	0.00%	0
<b>TOTAL</b>		<b>19</b>

**Q18 Please use the space below to provide any additional comments or feedback on these ideas, especially if you have any specific questions or concerns about any of the images or areas shown.**

Answered: 10 Skipped: 12

## Q19 Do you live on Chrisler Street between Ostrander Place and Main Avenue?

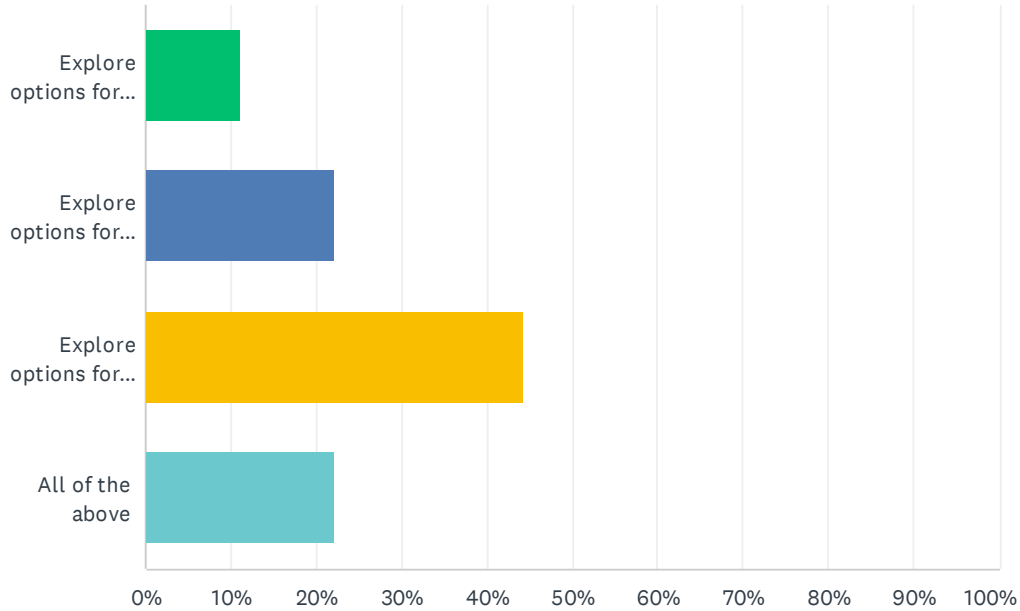
Answered: 18 Skipped: 4



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

## Q20 Because Chrysler Avenue is so narrow between Ostrander Place and Main Avenue, I would like for the City to:

Answered: 18 Skipped: 4



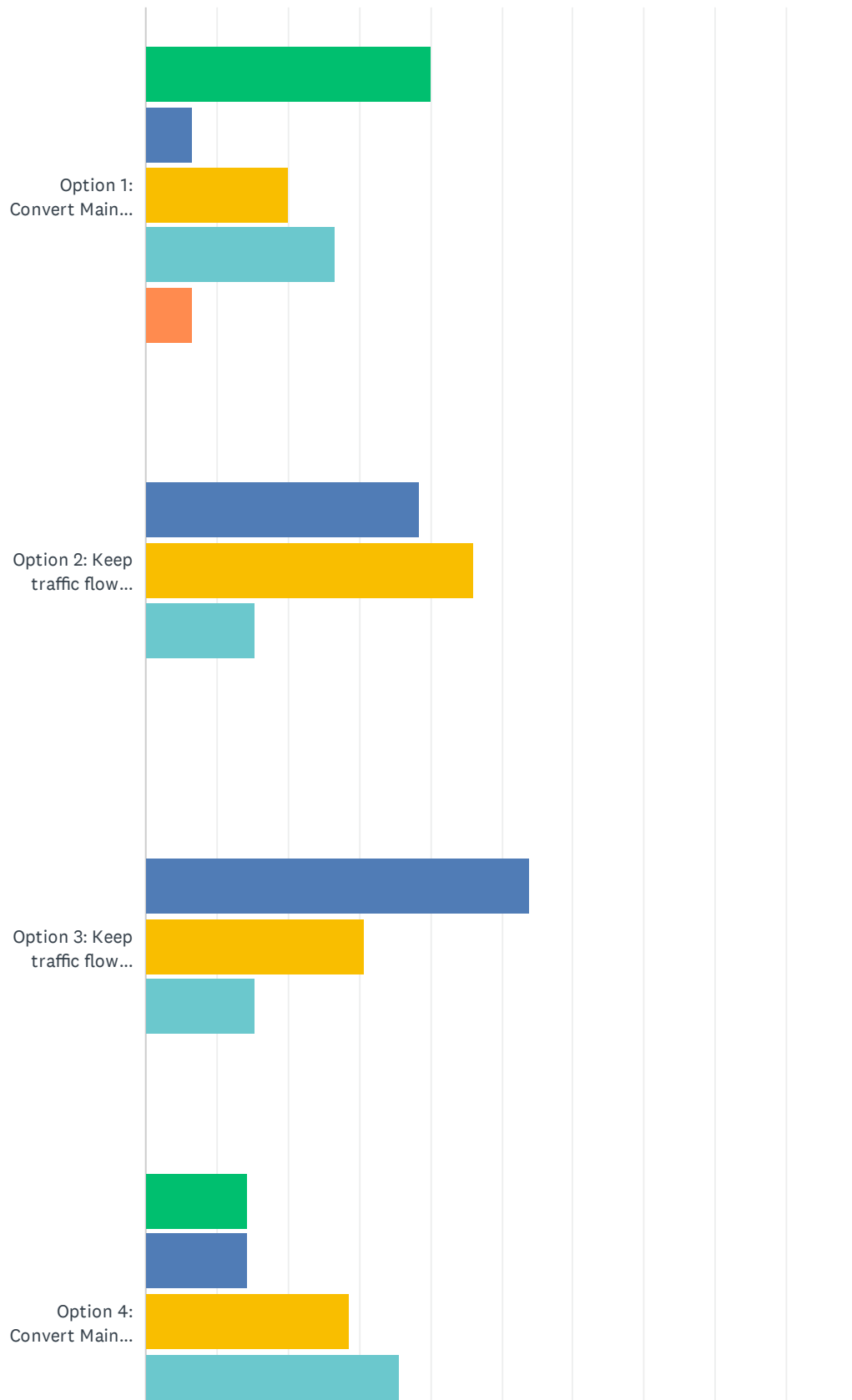
ANSWER CHOICES	RESPONSES	
Explore options for converting Chrysler Avenue into a one-way street with traffic moving toward Main Avenue as shown in Option 1.	11.11%	2
Explore options for converting Chrysler Avenue into a one-way street with traffic heading in either direction from the center as shown in Option 2.	22.22%	4
Explore options for converting Chrysler 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
<b>TOTAL</b>		<b>18</b>

**Q21 Please use the space below to provide any additional comments.**

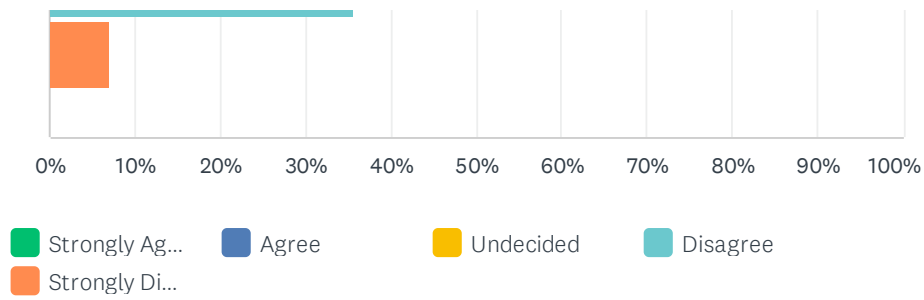
Answered: 5 Skipped: 17

### Q22 I think these options will improve driving safety on Main Avenue.

Answered: 16 Skipped: 6



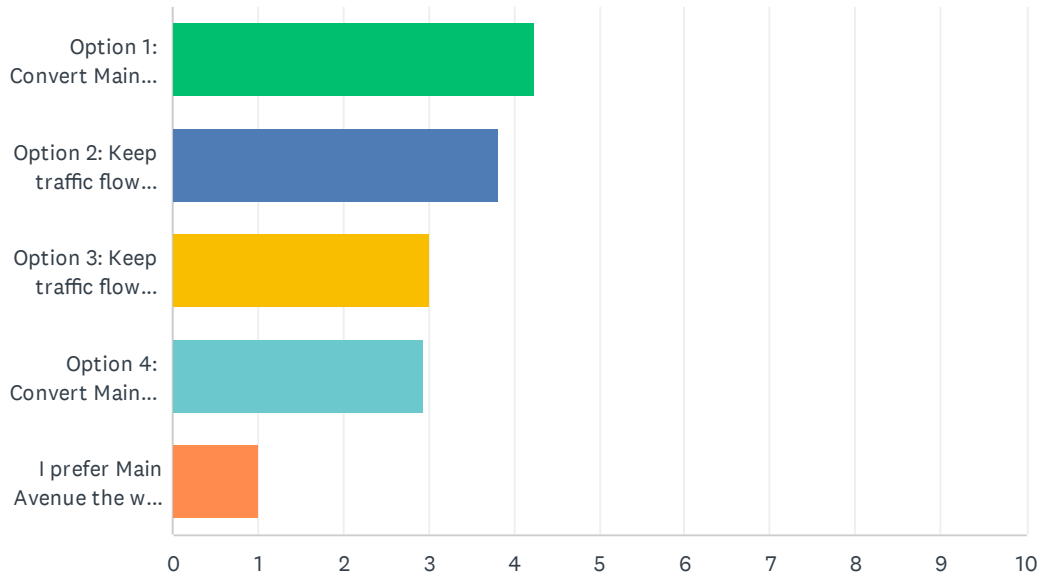




	STRONGLY AGREE	AGREE	UNDECIDED	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Option 1: Convert Main Avenue to a one-way street with traffic moving away from Crane Street. This idea also adds a protected bike lane that will connect to the one that was championed during the Craig Main Connection project 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

## Q23 Which concept for improving Main Avenue do you prefer?

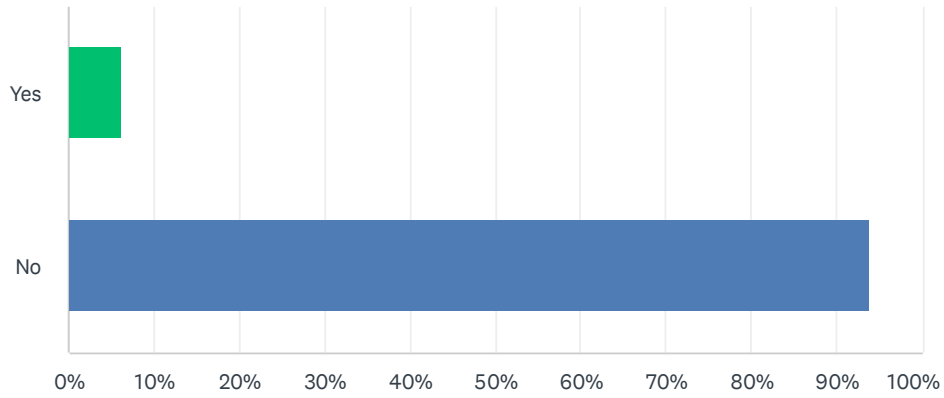
Answered: 16 Skipped: 6



	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

## Q24 Do you live on Main Avenue?

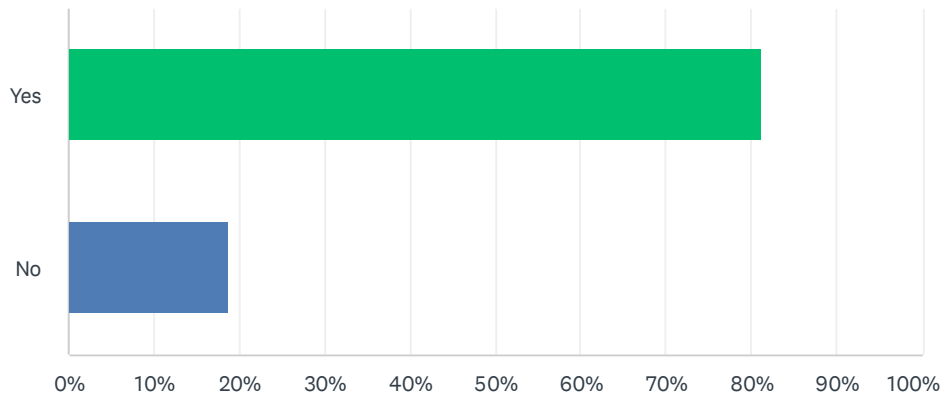
Answered: 16 Skipped: 6



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

## Q25 Do you live within 2-3 blocks of Main Avenue?

Answered: 16 Skipped: 6



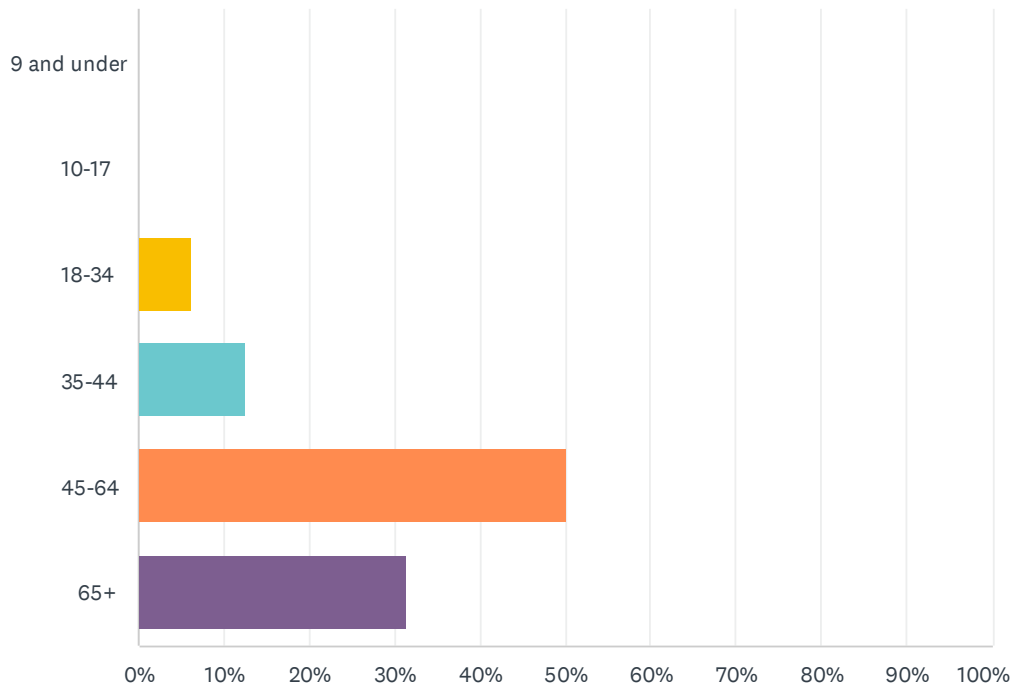
ANSWER CHOICES	RESPONSES	
Yes	81.25%	13
No	18.75%	3
TOTAL		16

**Q26 Please use the space below to provide any additional comments.**

Answered: 5 Skipped: 17

## Q27 Age?

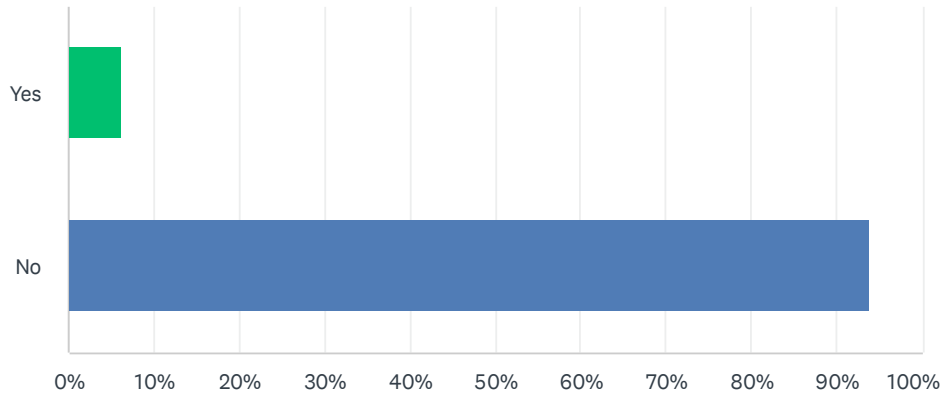
Answered: 16 Skipped: 6



ANSWER CHOICES	RESPONSES
9 and under	0.00% 0
10-17	0.00% 0
18-34	6.25% 1
35-44	12.50% 2
45-64	50.00% 8
65+	31.25% 5
<b>TOTAL</b>	<b>16</b>

### Q28 Hispanic or Latino?

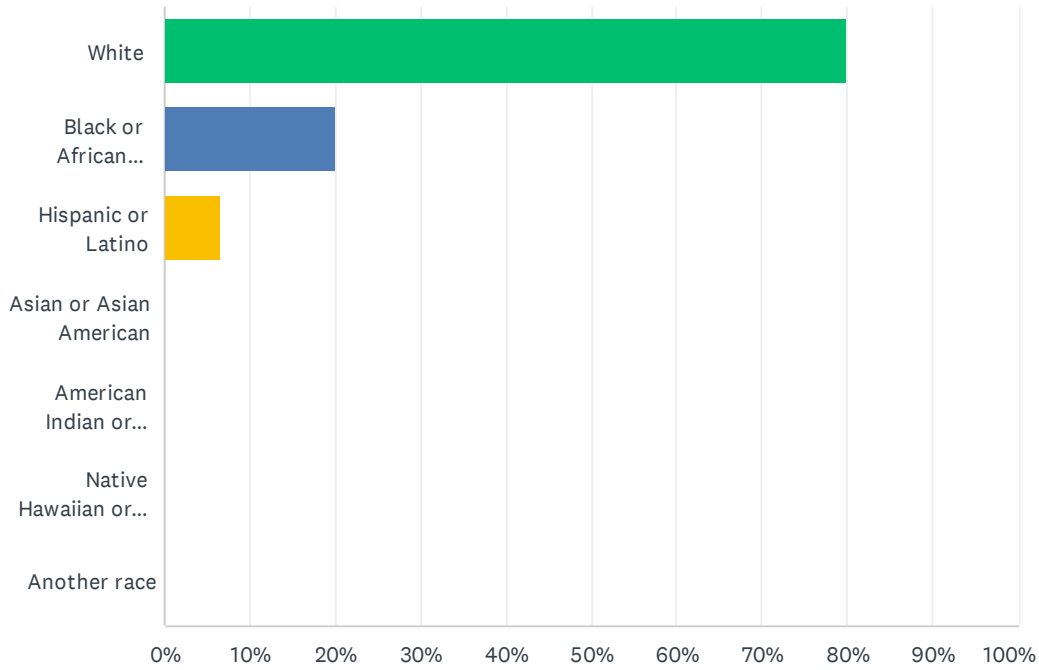
Answered: 16 Skipped: 6



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

## Q29 Race?

Answered: 15 Skipped: 7

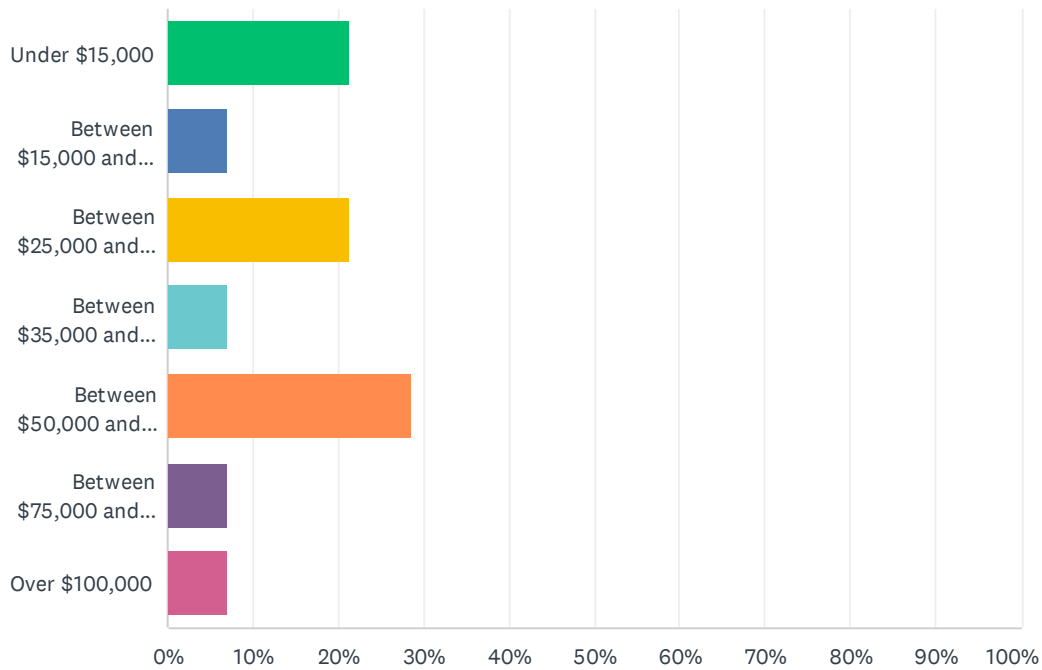


ANSWER CHOICES	RESPONSES	
White	80.00%	12
Black or African American	20.00%	3
Hispanic or Latino	6.67%	1
Asian or Asian American	0.00%	0
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	0.00%	0
Total Respondents: 15		



### Q30 What is your approximate "household" income?

Answered: 14 Skipped: 8



ANSWER CHOICES	RESPONSES	
Under \$15,000	21.43%	3
Between \$15,000 and \$24,999	7.14%	1
Between \$25,000 and \$34,999	21.43%	3
Between \$35,000 and \$49,999	7.14%	1
Between \$50,000 and \$74,999	28.57%	4
Between \$75,000 and \$99,999	7.14%	1
Over \$100,000	7.14%	1
<b>TOTAL</b>		<b>14</b>



## APPENDIX B

# MEETING NOTES + PRESENTATIONS

- Study Advisory Committee Meeting #1 01/31/2023 B-1
- Study Advisory Committee Meeting #2 04/03/23 B-12
- Study Advisory Committee Meeting #3 05/22/23 B-19
- Albany Street Concepts Public Meeting Presentation 06/22/23 B-25
- Crane Street Area Concepts Public Meeting Presentation 06/29/23 B-30
- Study Advisory Committee Meeting #4 07/31/23 B-36
- Chrisler and Main Focus Group Discussions Presentation B-40
- Emergency Services Meeting 08/31/23 B-43
- Capital District Transportation Authority Meeting 09/14/23 B-45
- School District Transportation Meeting 10/26/23 B-48
- Study Advisory Committee Meeting #5 TBD B-xx





# Albany & Crane Streets Complete Streets Study

Study Advisory Committee Meeting #1  
January 31, 2023

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



1



## AGENDA

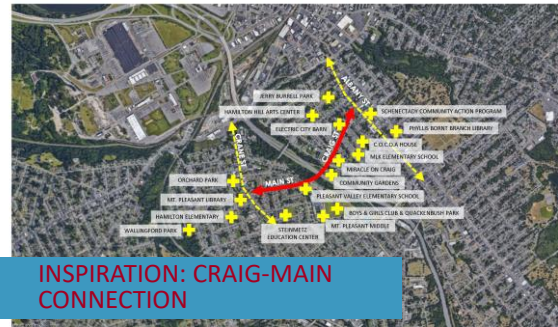
1. **Introductions**
2. **Project Overview and Context – Kristin Dlotte**
  1. Craig-Main Connection Complete Streets Study
  2. Project Team
3. **Albany & Crane Streets Complete Streets Study**
  1. Study Area
  2. Project Approach + Schedule
  3. Community Canvasing + Events
    1. Website, flyers, 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**

2

## Attendance

- Kenneth Brooks (Community Fathers, Groundup Everything Landscaping)
- Amanda Boyle (Boys and Girls Club)
- Audrey Burneson (NYS DOT)
- Jennifer Ceponis (CDTC)
- Michelle Davis (COS)
- Kristin Dlotte (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)

3

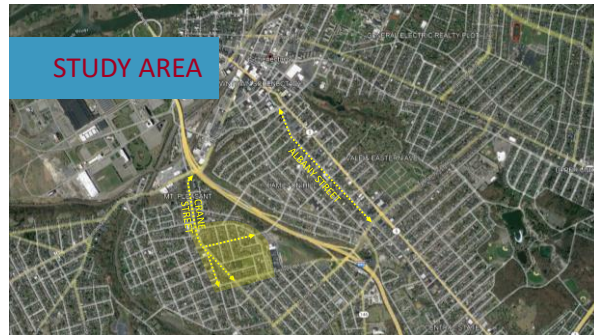


4

### PROJECT TEAM

<p><b>PROJECT SPONSOR</b></p> <p>CDTC</p> <ul style="list-style-type: none"> <li>• Jennifer Ceponis</li> <li>• Stephen Maples</li> </ul> <p><b>CITY OF SCHENECTADY</b></p> <ul style="list-style-type: none"> <li>• Kristin Dlotte</li> <li>• Christine Primiano</li> <li>• Sylvia Jimison</li> <li>• Chris Wallin</li> </ul>	<p><b>DESIGN TEAM</b></p> <p>FUSS &amp; O'NEILL</p> <ul style="list-style-type: none"> <li>• Ian Law, Associate + Sr. Project Mgr., RLA</li> </ul> <p>LANDART STUDIO</p> <ul style="list-style-type: none"> <li>• Mary Moore Wallinger, Principal, RLA</li> </ul> <p>MUTUAL DESIGN</p> <ul style="list-style-type: none"> <li>• Johan Matthews, Principal</li> </ul> <p>CREIGHTON MANNING ENGINEERING</p> <ul style="list-style-type: none"> <li>• Jesse Vogl, Planner</li> <li>• Michael Amabile, Project Manager</li> <li>• Ken Wersted, Senior Engineer</li> </ul>	<p><b>STUDY ADVISORY COMMITTEE</b></p> <ul style="list-style-type: none"> <li>• Residents</li> <li>• Business Owners</li> <li>• Community leaders</li> <li>• Institutional Stakeholders (CDTA, SCSD, CDRPC, Schenectady County, Not-for-Profits, etc.)</li> </ul>
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6



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### 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.



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### 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



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### PROJECT APPROACH + SCHEDULE

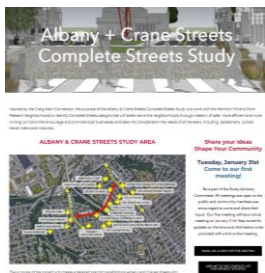
- Study Kick-Off Meeting **November**
- **SAC Meetings**
  - #1 Project Introduction **Late January**
  - #2 Existing Conditions **First week of March**
  - #3 Complete Streets Concepts **First week of April**
  - #4 Community Engagement **First week of May**
  - #5 Final Report Presentation **July**
- 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**



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### Community Canvassing + Events

- Study Advisory Committee – Opportunity to Grow throughout process **5 meetings held monthly**
- Focus Group Discussions **mid-February**
  - 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 / Chrysler Open House **February or March**
  - Final Open House **May**
- Final Report & Presentation to City Council **May / June**



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### 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



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### 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

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## BRIDGING THE GAPS: BUILDING BOTH A PHYSICAL AND SOCIAL CORRIDOR



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

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## CRAIG STREET + ALBANY STREET



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## MAIN AVENUE



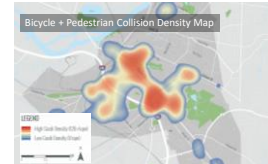
16

## MAIN AVENUE, CRANE STREET + CHRISLER AVENUE



17

## Infrastructure Recommendations by Phase



## Schenectady Bike Master Plan

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### 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 / Chrysler Avenue/Main Avenue	78	83
Main Avenue / Forest Road	154	116
Crane Street / Francis Avenue	28	62
Willett Street /Francis Avenue /Forest Road/Willett Street	23	8
<b>Total</b>	<b>263</b>	<b>269</b>

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### 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 / Chrysler Avenue/Main Avenue	1	2
Main Avenue / Forest Road	0	0
Crane Street / Francis Avenue	0	6
Willett Street /Francis Avenue /Forest Road/Willett Street	1	4
<b>Total</b>	<b>2</b>	<b>12</b>

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### 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	<ul style="list-style-type: none"> <li>• Lowest stress</li> <li>• Comfortable for most ages and abilities</li> </ul>
2	Interested, but Concerned	<ul style="list-style-type: none"> <li>• Suitable for most adults</li> <li>• Presenting little traffic stress</li> <li>• Moderate traffic volume</li> </ul>
3	Enthusiast and Confident	<ul style="list-style-type: none"> <li>• Comfortable for those already biking in American cities</li> <li>• High traffic stress</li> </ul>
4	Strong and Fearless	<ul style="list-style-type: none"> <li>• Multilane, fast moving traffic</li> </ul>

Road	Segment	Existing LTS
Crane Street	Broadway to Van Velsen St	LTS 3
Chrysler Avenue	Crane St to Norwood Ave	LTS 2
Main Avenue	Crane St/Chrysler 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

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### Public Transit

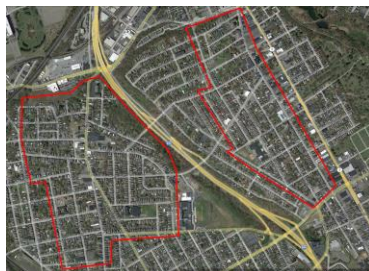


- Currently served by CDTA Route # 353
- Buses generally run every 20 minutes on weekdays
- First trip is at 6:00 a.m.
- Last trip is at 10:55 p.m.
- Weekend service has shorter span and longer headways
- Total run time is generally 32 to 36 minutes in each direction

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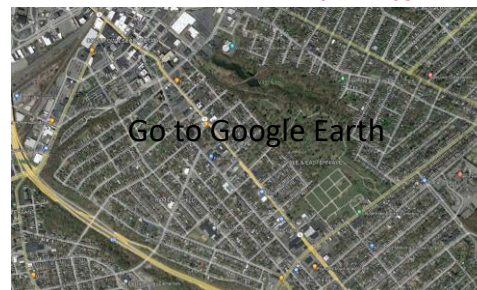
### Additional Existing Conditions Assessments

- 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



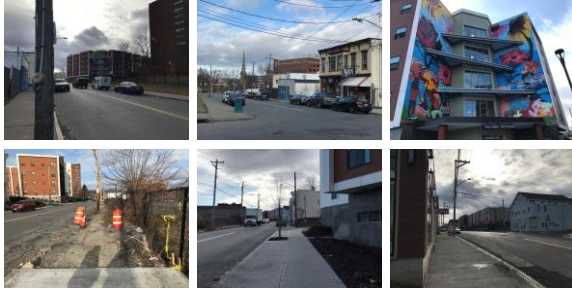
35

### ALBANY STREET CONTEXT



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ALBANY STREET – VEEDER TO CRAIG



37

ALBANY STREET – VEEDER TO CRAIG



38

ALBANY STREET – VEEDER TO CRAIG



39

ALBANY STREET – CRAIG TO STEUBEN



40

ALBANY STREET – CRAIG TO STEUBEN



41

ALBANY / CRAIG STREET CONNECTIONS TO STATE STREET



42

**ALBANY STREET – STEUBEN TO S BRANDYWINE AVE**



43

**ALBANY STREET – STEUBEN TO S BRANDYWINE AVE**



44

**ALBANY STREET – STEUBEN TO S BRANDYWINE AVE**



45

**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

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**WHAT ARE THE CHALLENGES? WHAT ARE SOME OPPORTUNITIES?**

- 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.



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CRANE STREET CONTEXT



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CRANE STREET – MAIN TO CHRISLER



50

CRANE STREET – MAIN TO CHRISLER



51

CRANE STREET – MAIN TO CHRISLER



52

CRANE STREET – MAIN TO CHRISLER



53

CRANE STREET – MAIN AVE TO 3<sup>RD</sup> ST



54

**CRANE STREET – MAIN AVE TO 3<sup>RD</sup> ST**



55

**CRANE STREET – TO 3<sup>RD</sup> ST TO BROADWAY**



56

**CRANE STREET – TO 3<sup>RD</sup> ST TO BROADWAY**



57

**CRANE STREET – TO 3<sup>RD</sup> ST TO BROADWAY**



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**MAIN AVENUE**



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**INITIAL IMPRESSIONS OF CRANE STREET**

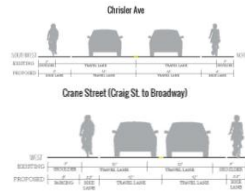
- Main / Crane / Chrysler intersection is confusing for everyone
- Curb is almost non-existent for much of the corridor
- Many sidewalks have been paved over with asphalt
- Gas at station at Main / Crane / Chrysler intersection encourages driving on public sidewalk and entering and exiting close to intersection
- 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

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**WHAT ARE THE CHALLENGES?  
WHAT ARE SOME OPPORTUNITIES?**

Trash is a real problem. Accidents happen frequently. Crane / Main / Chrisher 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.



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**MAIN AVENUE**

**Main Ave Connection Trade-Offs**  
Option 1: Public Park + Sidewalk + Utility Connections

**Main Ave Connection Trade-Offs**  
Option 2: Public Park + Sidewalk + Utility Connections

**Main Ave Connection Trade-Offs**  
Option 3: Sidewalk + Utility Connections

**Plan A**

**Trade-Offs**

**Plan B**

**Trade-Offs**

**Plan C**

**Trade-Offs**

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**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

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# Albany & Crane Streets Complete Streets Study

Study Advisory Committee Meeting #2  
April 3, 2023

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



1



## AGENDA

1. Project Update + Schedule
2. Summary of Existing Conditions + Traffic Analysis
3. Walkability + Roadway Mobility Challenges
4. Urban Gaps + Albany St. Backyard Effect
5. Environmental Justice Area Challenges and How Complete Streets Improvements Can Help to Mitigate Them
6. Main Avenue-What are the options?
7. Next Steps

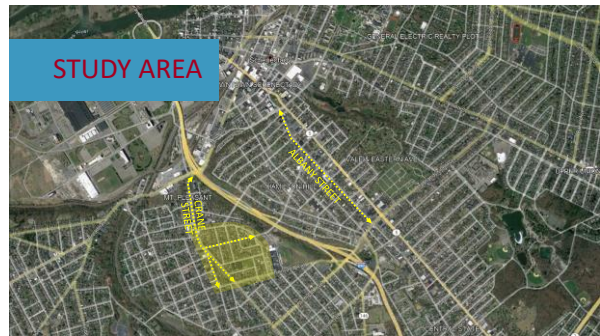
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## PROJECT UPDATE + SCHEDULE

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

3



4

## LOTS TO OFFER AND LOTS HAPPENING



5



## 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

6





### INITIAL IMPRESSIONS OF CRANE STREET

- Main / Crane / Chrysler 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 / Chrysler 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

7



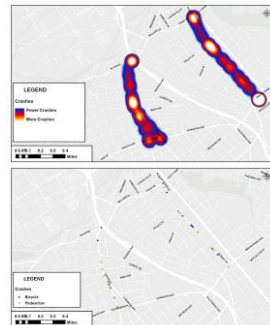
### INITIAL IMPRESSIONS OF Main Avenue

- Main / Crane / Chrysler intersection is confusing for everyone
- Parking lot at corner of Main and Crane with no curb reveal creates a lot of pedestrian / vehicular conflicts
- Curb is almost non-existent for much of the corridor
- Some sidewalks have been paved over with asphalt
- Parking on sidewalk and over curb throughout – also in front yard area
- Sidewalks are in poor condition for portions
- Some areas have narrow to non-existent tree lawn / utility areas
- "Everyone drives too fast" – common response
- Poor pedestrian connection to Crane Street at block closest to Crane Street

8

### Safety Assessment

- Crashes clustered at intersections
- High segment crash rates
- 20% of crashes result in injury
- Sideswipe collisions account for 25-30% of all crashes
- Right Angle/Rear End collisions at intersections
- Even number of pedestrian crashes on Crane Street and Albany Street
- Greater number of bicycle crashes on Albany Street (14)



9

### Vehicle Traffic Analysis

- Little to no change in intersection delay under one-way concepts
- All intersections and movements continue to operate at LOS A/B
- Increase in out of direction travel results in:
  - Longer travel times
  - Farther travel distances
  - Increased fuel usage

Measure of Effectiveness	AM Peak			PM Peak		
	Existing	Main Ave One-Way	One-Way Pair	Existing	Main Ave One-Way	One-Way Pair
Travel Time (hrs)	15	16	16	17	19	18
Distance Traveled (mi)	252	286	283	297	339	325
Fuel Used (gal)	20	22	21	24	26	25

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### Pedestrian & Bicycle Assessment

- Improving the streetscape will result in additional pedestrian comfort under all concepts.
- Adding a separated bicycle facility results in LTS 1 (High Comfort).
- Converting Main Avenue to one-way without adding a bicycle facility results in LTS 3.
- Under the one-way pair concept, bicyclists would have to travel an additional 0.25 miles if using the bicycle facility
  - Eastbound bicyclists could continue to travel in-lane on Main Ave.
  - Westbound cyclists could travel through the neighborhood to the south.

Road	Segment	Existing	Main Ave One-Way	One-Way Pair
Crane Street	Broadway to Van Velsen St	LTS 3	LTS 3	LTS 3
Chrysler Avenue	Crane St to Norwood Ave	LTS 2	LTS 2	LTS 2
Main Avenue	Crane St/Chrysler Ave to Forest Rd	LTS 2	LTS 1	LTS 2
Francis Avenue	Crane St to Forest Rd	LTS 2	LTS 2	LTS 3
Forest Road	Francis Ave to Main Ave	LTS 2	LTS 2	LTS 2
Albany Street	Veeder Ave to Brandywine Ave	LTS 3	LTS 3	LTS 3

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### Transit Assessment

- Route 353 currently takes 71 minutes round-trip during the peak period
- The route is given 80 minutes to allow for recovery (13%)
- Industry standard recovery is generally around 15%
- The one-way concepts will increase travel time and reduce recovery to 7-10%
- Increased vehicle/operator demand, or decreased service frequency (20 to 25 minutes)



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### The Vicious Circle of Poor Walking and Driving Conditions



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### 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

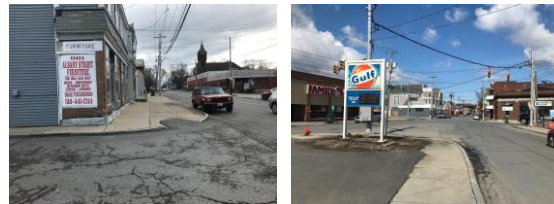
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### Lack of Street Trees/Curb Reveal



15

### Intersections



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### Let's Discuss This Condition



Notes:  
 Trees are important.  
 Trees in the past have been damaged.  
 Who will maintain?  
 Parking is important and needed by local businesses.  
 Lots of students travel to and from school in these areas.  
 SCID support – engaging families, parent liaison, engaging students, student leadership council  
 Walking School Bus  
 SchenecksCity Connects – employing summer youth  
 Summer Youth Enrichment Program at Mont Pleasant MS  
 Cultural Fusion night in June – may be able to do some engagement  
 Great to see progress on this continuing in the neighborhoods  
 Concept from East Harlem:  
<https://www.nyc.gov/assets/doh/downloads/pdf/dgha/block-by-block-east-harlem.pdf>  
 Healthy living by walking  
 City needs to reset curbs  
 Enforcement is needed for parking and speed  
 Trees and better parking are great for any urban environment  
 Condition of bus stops, bus shelters, how do we enhance experience for transit users? More dignity for those waiting for the bus or public transportation.  
 EV infrastructure? Are there options for those who may not be able to do this at home?

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### Urban Gaps and Backyard Effect



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## Let's Discuss: Urban Gaps and Backyard Effect



**Notes:**  
Gaps contribute to higher speeds and less desirable walkability  
How do we improve the experience where these situations occur?  
Craig-Main recommendations helped guide Land Bank to think about how to fill in the gaps  
Redevelopment of Mohawk Honda site presents a great opportunity to better address Albany Street  
Make sure that developers of vacant sites are aware of the design needs and complete streets goals

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## Environmental Justice

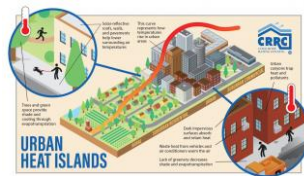
- Justice 40 identifies 8 categories to assess disadvantaged communities
  - Climate Change
  - Energy
  - Health
  - Housing
  - Legacy Pollution
  - Transportation
  - Water and Waste Water
  - Workforce Development



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## Environmental Justice: one example of how these challenges relate to the physical conditions of our study area?

- Excessive Impervious Surfaces, Lack of Street Trees, and Greenspace = **Urban Heat Island Effect**
  - Increased energy consumption and higher utility costs
  - Elevated emissions of air pollutants and greenhouse gases
  - Compromised human health and comfort
  - Impaired water quality
  - Limit's ability to walk
    - Detrimental to local businesses
    - Detrimental to physical and mental health



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- 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**

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## Let's Discuss

- Notes:
  - Climate is increasingly hotter and more extreme
  - Green infrastructure, STEM opportunities



- 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**

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## MAIN AVENUE



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### MAIN AVENUE TRAFFIC ANALYSIS

TABLE 13: CONCEPT ASSESSMENT SUMMARY

Concept	Existing	Main One-Way	One-Way Pair
Vehicle	Pros: No change in vehicle delay or travel time.	Negligible change in vehicle delay.	Negligible change in vehicle delay.
	Cons: No negative impacts to vehicles.	Increased trip length.	Increased trip length.
Bicycle & Pedestrian	Pros: Minimal improvement to pedestrian comfort from streetscape improvements.	Increased bicycle and pedestrian comfort on Main Avenue.	Increased bicycle and pedestrian comfort on Main Avenue and increased travel length for cyclists using the bicycle facility on Forest Road/Francis Avenue.
	Cons: No benefit to bicyclists.	None.	Decreased comfort on Main Avenue and increased travel length for cyclists using the bicycle facility on Forest Road/Francis Avenue.
Transit	Pros: No changes to Route 433 alignment, frequency, or cost.	None.	None.
	Cons: None.	Possible additional cost, reduced recovery, or reduction in frequency.	Possible additional cost, reduced recovery, or reduction in frequency.

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### POTENTIAL IMPACTS TO PUBLIC TRANSPORTATION

TABLE 12: ROUTE 555 TRANSIT RUN TIME ASSESSMENT

Concept	Run Time (min)			Total Cycle Length (min)	Recovery Time (min)	Recovery %
	Eastbound	Westbound	Overall			
Existing	35	36	71	80	9	13%
Main Ave One-Way	37	38	75	80	5	7%
One-Way Pair	35	38	73	80	7	10%

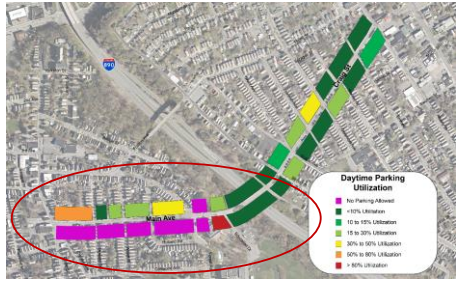
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Existing Parking Inventory



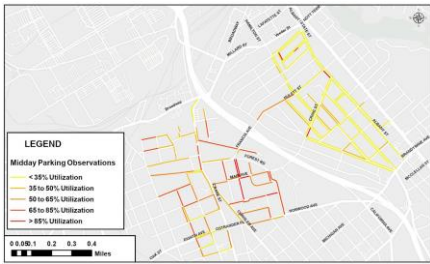
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Daytime Parking Utilization



32

Daytime Parking Utilization



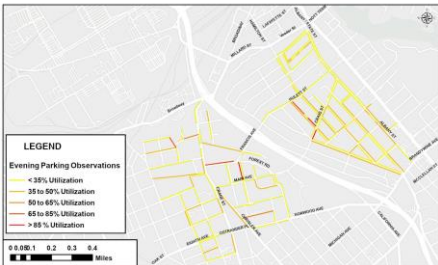
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Evening Parking Utilization



34

Evening Parking Utilization



35

LET'S DISCUSS MAIN AVENUE

**Main Ave Connection Trade-Offs**  
Option 1: Street-level Connectivity with Connected

**Main Ave Connection Trade-Offs**  
Option 2: Improved Main Ave Loading Conditions

**Notes:**  
Pickup and Drop-off conditions can complicate traffic flow and create pedestrian conflicts, need to think about those scenarios and how design and monitoring could help  
Need to consider EMS challenges – people are blocking way on narrow streets when people block the way, one way on Chrisher could improve flow  
Take this moment of change to consider the changes that will have the most impact – safety, flow, crosswalks, etc.  
Need to account for impacts to other streets where it may increase traffic on those streets  
Traffic around MS in morning is very heavy

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## NEXT STEPS

### Study Advisory Committee:

- SAC Mtg. #3: Focus Group Findings + Complete Streets Concept Review
  - Early Main

### Community Engagement

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

### Technical:

- Conceptual Design Exploration



# Albany & Crane Streets Complete Streets Study

Study Advisory Committee Meeting #3  
May 22, 2023

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



1



2

## AGENDA

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



3

## 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*



4

## 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 + Chrysler Options Public Forum: *Thursday, June 20th 5:7PM at the Mont Pleasant Library*
  - Final Open House: *Time and Location to be Determined*

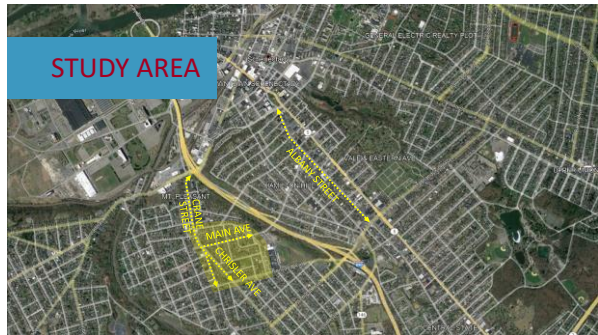


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## STAY INFORMED

<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



6

### WHAT IS A COMPLETE STREET?

- 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**

7

### The Vicious Circle of Poor Walking and Driving Conditions

8

### 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

9

### Intersection Treatments: Typical Intersection Treatments

- Bumpouts with vertical elements
- Designated crosswalks

10

### Intersection Treatments: Typical Intersection Treatments

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

11

### Intersection Treatments: Crane / Main / Chrysler

- Speed Table / Raised Intersection

12



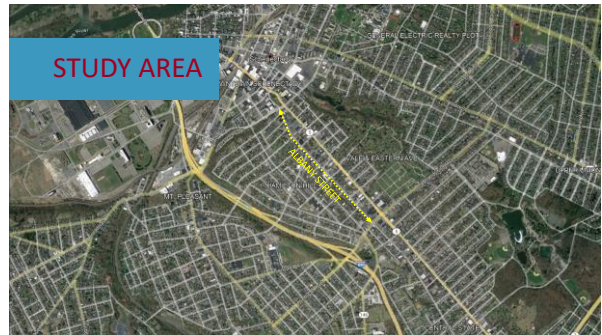
**Intersection Treatments**



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**LET'S DISCUSS**

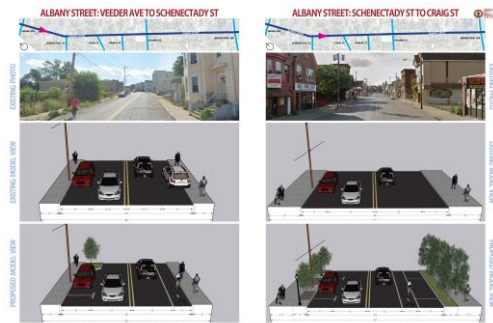
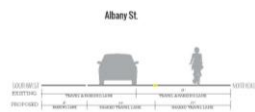
- Speed is a real problem on Crane Street
- Senior apartments are coming
- Like the idea of the "speed bumps"



14



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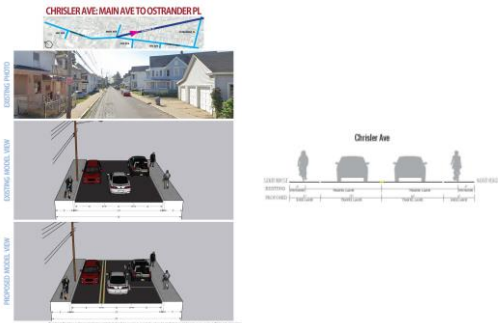
## Crane Street Concepts

## 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

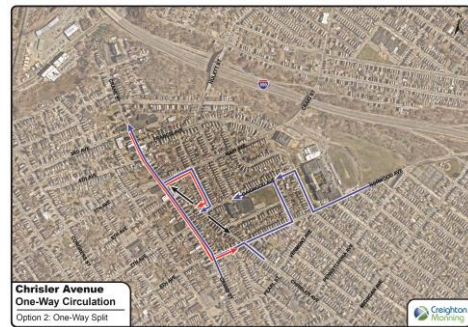
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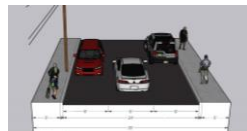


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## Chrysler Ave Concepts



## LET'S DISCUSS

- One way into Crane / Main keeps larger connection, but creates longer trips for residents on Chrysler
- 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

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- 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 1/2 hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain
- Speed: May increase due to reduced conflicts

31



- Negligible change in vehicle delay and no change in trip length
- Increased bicycle and pedestrian comfort
- Loss of 13 1/2 hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain
- Limits opportunities for street trees

32



- Negligible change in vehicle delay and no change in trip length
- Minimal change to bicycle and pedestrian comfort
- Loss of 13 1/2 hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain

33



- Negligible change in vehicle delay
- Increased vehicle trip length
- Possible additional cost, reduced recovery, or reduction in frequency for public transit
- Speed: May increase due to reduced conflicts
- Minimal change to bicycle and pedestrian comfort
- Limits opportunities for street trees

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### 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 Crane and by school
- Currently not a lot of bike traffic
- Would rather see one way away from Crane if it would keep parking

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### 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)
    - Albany Street and Craig Intersection Area with Rain Date as Backup
    - Cultural Fusion Night: **Friday, June 2<sup>nd</sup> 5:30 - 7:30PM at the Mont Pleasant Middle School**
  - Open Houses
    - Concept Review Combined Open House: **Thursday, June 8<sup>th</sup> 5:00PM - 8:00PM**
    - Main + Chrysler Options Public Forum: **Thursday, June 20<sup>th</sup> 5:00PM - 7:00PM at the Mont Pleasant Library**

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# Albany & Crane Streets Complete Streets Study

Albany Street Concepts Open House  
June 22, 2023

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



1



## PROJECT TEAM



### PROJECT SPONSOR

Capital Region  
Transportation Council  
• Jennifer Ceponis  
• Stephen Maples

### CITY OF SCHENECTADY

• Krislin Diette  
• Christine Primiano  
• Austin Erickson  
• 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.)



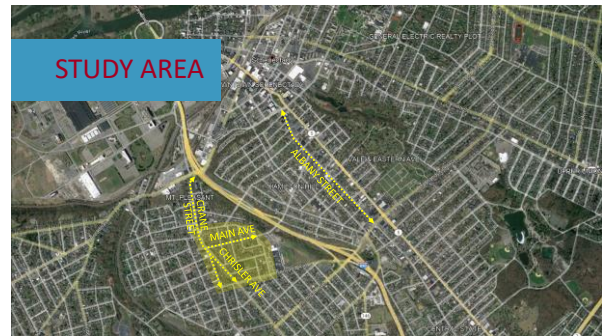
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## AGENDA

1. Project Overview
2. Existing Conditions
3. Albany Street Concepts
4. Next Steps
5. Stay Informed

3



4

**WHAT IS A COMPLETE STREET?**

- 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**

5

**BRIDGING THE GAPS: BUILDING BOTH A PHYSICAL AND SOCIAL CORRIDOR**

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**

6



### PROJECT UPDATE + SCHEDULE

- Study Kick-Off Meeting November
- **SAC Meetings**
  - #1 Project Introduction *Late January*
  - #2 Existing Conditions *April*
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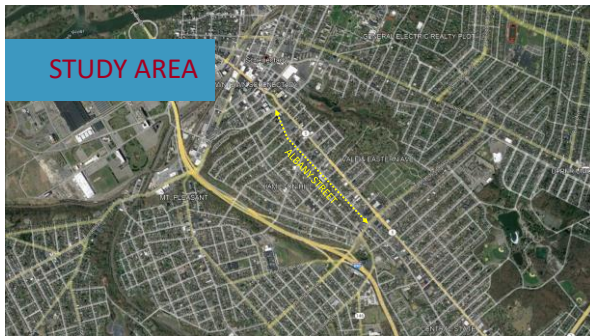
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### COMMUNITY ENGAGEMENT

- Neighborhood Mailers with Survey
- Community Canvassing Event and Survey Flier
- Curbside Conversations + Tabling
- Open Houses
  - Albany Street Concepts Open House: **Thursday, June 22<sup>nd</sup> 5-7PM**
  - Crane, Main + Christer Concepts Open House: **Thursday, June 29<sup>th</sup> 5-7PM at the Mont Pleasant Library**
- Final Open House: Time and Location to be Determined

8



9

### LOTS TO OFFER AND LOTS HAPPENING



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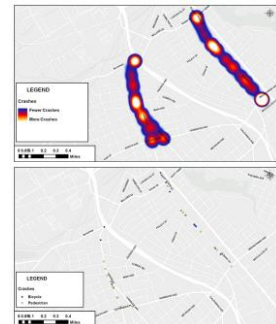
### CRAIG STREET + ALBANY STREET



11

### Safety Assessment

- Crashes clustered at intersections
- High segment crash rates
- 20% of crashes result in injury
- Sideswipe collisions account for 25-30% of all crashes
- Right Angle/Rear End collisions at intersections
- Even number of pedestrian crashes on Crane Street and Albany Street
- Greater number of bicycle crashes on Albany Street (14)



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13



Urban Gaps and Backyard Effect



14

The Vicious Circle of Poor Walking and Driving Conditions



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16

Intersection Treatments: Typical Intersection Treatments



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- Designated crosswalks

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Intersection Treatments: Typical Intersection Treatments



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- Designated crosswalks
- Rubber speed tables

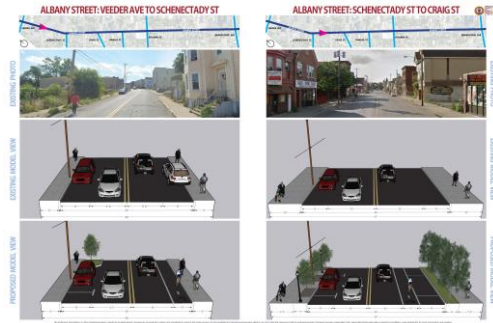
18

Intersection Treatments

LET'S DISCUSS



19



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22

Albany Street Concepts

LET'S DISCUSS



23



24

NEXT STEPS

- Study Advisory Committee:
  - SAC Mtg. #4: Community Engagement Findings and Concept Revisions: July
- Community Engagement
  - Continue with Survey June – Early July
  - Community Canvassing Event and Survey Flier May - June
  - Open Houses
    - Crane, Main + Chrysler Concepts Open House: Thursday, June 29<sup>th</sup> 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 Street Connection, the purpose of the Albany + Crane Streets Complete Streets Study is to work with the neighborhood and town. Please be prepared to share your ideas and design ideas with the neighborhood through a series of public meetings and focus groups. We will be gathering input from the neighborhood and the town to help us understand the needs of the neighborhood, including pedestrian safety, transit, and more.

### ALBANY + CRANE STREETS STUDY AREA



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

### Share your ideas!

#### Shape Your Community

Next Meeting  
May 22, 2023

By the way, the Albany + Crane Streets Complete Streets Study is a public and community-driven process. We are looking for your input and ideas!

Join the meeting on May 22, 2023 at 7:00 PM and our meeting will be on Zoom. For more information, please click on the link in the meeting invite.

Meeting Link: [https://www.craig-main-connection.com/albany-crane-streets.html](#)

Meeting Link: [https://www.craig-main-connection.com/albany-crane-streets.html](#)

## 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



# Albany & Crane Streets Complete Streets Study

Crane Street Area Concepts Open House  
June 22, 2023

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



1



## PROJECT TEAM



### PROJECT SPONSOR

Capital Region  
Transportation Council  
• Jennifer Ceponis  
• Stephen Maples

### CITY OF SCHENECTADY

• Krislin Diette  
• Christine Primiano  
• Austin Erickson  
• 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.)



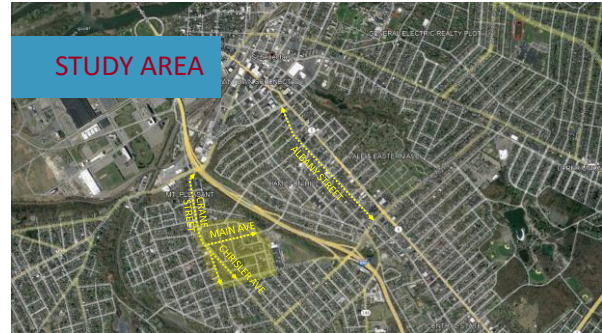
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## AGENDA

1. Project Overview
2. Existing Conditions
3. Crane Street Concepts
4. Chrysler Ave Concepts
5. Main Ave Concepts
6. Next Steps
7. Stay Informed

3



4

**WHAT IS A COMPLETE STREET?**

- 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**

5

**BRIDGING THE GAPS: BUILDING BOTH A PHYSICAL AND SOCIAL CORRIDOR**

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**

6



### PROJECT UPDATE + SCHEDULE

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

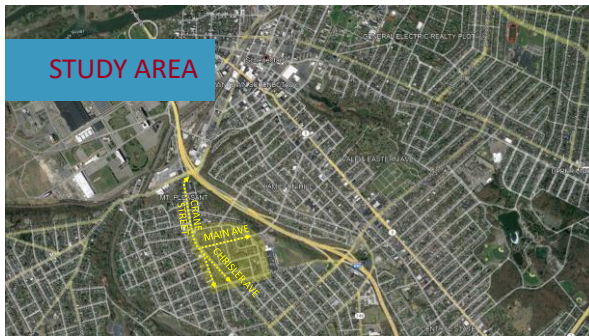
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### COMMUNITY ENGAGEMENT

- Neighborhood Mailers with Survey
- Community Canvassing Event and Survey Flier
- Curbside Conversations + Tabling
- Open Houses
  - Albany Street Concepts Open House: **Thursday, June 22<sup>nd</sup> 5-7PM**
  - Crane, Main + Chrider Concepts Open House: **Thursday, June 29<sup>th</sup> 5-7PM at the Mont Pleasant Library**
- Final Open House: Time and Location to be Determined

8



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### LOTS TO OFFER AND LOTS HAPPENING



10

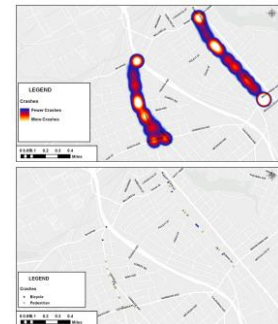
### CRAIG STREET + MAIN AVENUE PLAN



11

### Safety Assessment

- Crashes clustered at intersections
- High segment crash rates
- 20% of crashes result in injury
- Sideswipe collisions account for 25-30% of all crashes
- Right Angle/Rear End collisions at intersections
- Even number of pedestrian crashes on Crane Street and Albany Street
- Greater number of bicycle crashes on Albany Street (14)



12



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The Vicious Circle of Poor Walking and Driving Conditions



14

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

15

Intersection Treatments: Typical Intersection Treatments



- Bumpouts with vertical elements
- Designated crosswalks



16

Intersection Treatments: Typical Intersection Treatments



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



17

Intersection Treatments

LET'S DISCUSS



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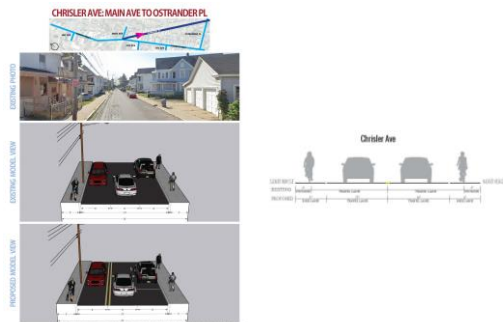
### Crane Street Concepts

### 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

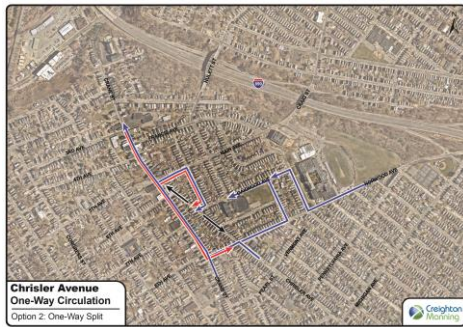
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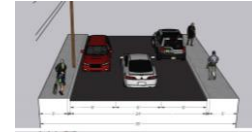


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**Chrisler Ave Concepts**



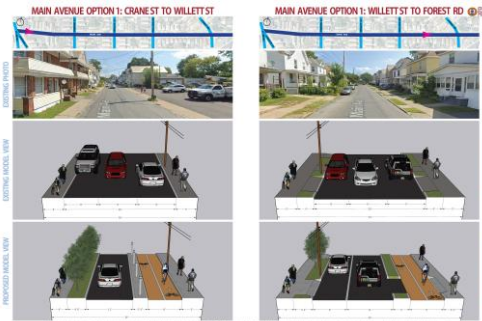
**LET'S DISCUSS**

- 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

26



27



- Negligible change in vehicle delay
- Increased vehicle trip length
- Protected bicycle and pedestrian corridor connecting to neighborhood businesses and downtown
- Possible additional cost, reduced recovery, or reduction in frequency for public transit
- Parking: Loss of 13 1/3 hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain
- Speed: May increase due to reduced conflicts

28



- Negligible change in vehicle delay and no change in trip length
- Increased bicycle and pedestrian comfort
- Loss of 13 1/3 hour parking spaces, loss of 5 unrestricted parking spaces, 18 parking spaces would remain
- Limits opportunities for street trees

29



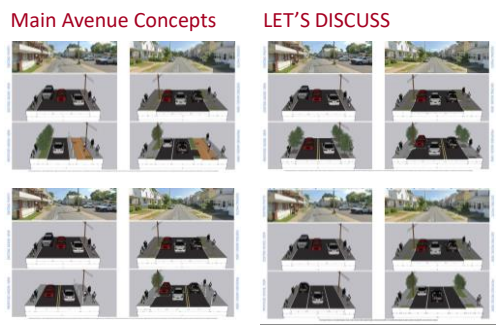
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30



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- \*This 4<sup>th</sup> concept was added after the SAC meeting in response to a participant's suggestion.

31



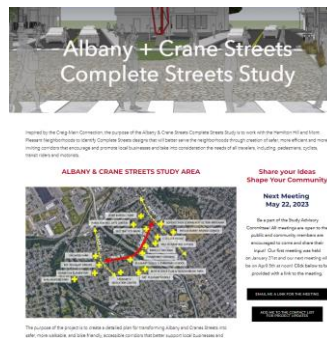
32



### NEXT STEPS

- Study Advisory Committee:
- SAC Mtg. #4: Community Engagement Findings and Concept
- Revisions: July
- Community Engagement
- Continue with Survey June – Early July
  - Community Canvassing Event and Survey Flier May - June
  - Open Houses
    - Final Open House: Time and Location to be Determined

33



### 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

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# Albany & Crane Streets Complete Streets Study

Study Advisory Committee Meeting #4  
July 31, 2023

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



1



2

## AGENDA

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



3

## 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



4

## 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*



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## 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 21 | 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

6



## 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



7

## INVITE

Additionally, we collaborated with local youth programs to help get the word out.

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.



8

## 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



9

## 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



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## INSIGHTS | ALBANY ST

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

### Albany St Findings

We received feedback in 3 main ways:

- **Online Survey**
  - 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



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## INSIGHTS | ALBANY ST



12

## INSIGHTS | ALBANY ST



13

## 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**
  - 1 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
- **Depth Interviews**
  - 3 Extended + raised crosswalks at intersection
  - 1 Deteriorating memorials need better care
  - 2 Need visitor parking on Crane, Main + Forest especially around school pick up times



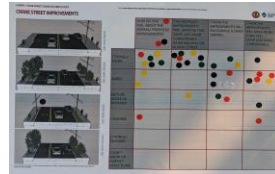
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## INSIGHTS | CRANE ST



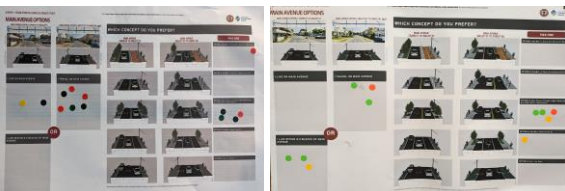
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## INSIGHTS | CRANE ST



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## INSIGHTS | MAIN AVE



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## INSIGHTS | CHRYSLER AVE



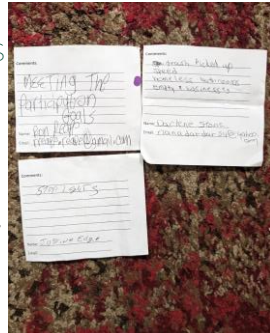
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## EMERGING QUESTIONS

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 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?
- How do we respond to multi-use paths being utilized by electric bikes?



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If you'd like to get in touch, feel free to reach out:

Mutualdesign  
.CO

1536 Van Cortland St  
Schenectady, NY  
12303

Mutual.Design

CREATING SHARED FUTURES

20



## 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**

21



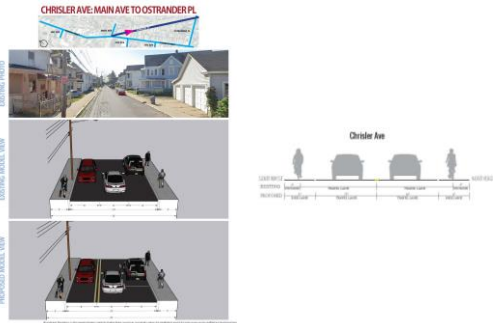
# Albany & Crane Streets Complete Streets Study

Draft Concepts for Discussing Changes to Chrysler Avenue and Main Avenue with Focus Groups (Emergency Services, Capital District Transportation Authority, Schenectady City School District Transportation Administration)  
Fall 2023

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



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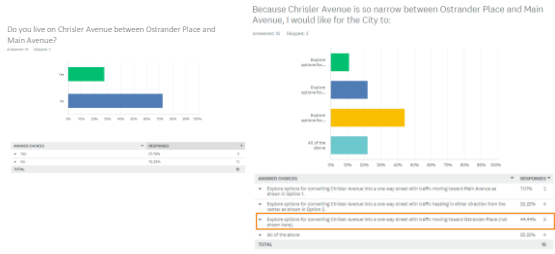
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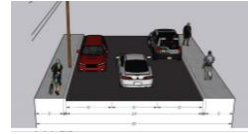
# INSIGHTS | CHRYSLER AVE

## SURVEY RESPONSES



7

# Chrysler Ave Concepts



## LET'S DISCUSS

- One way into Crane / Main keeps larger connection, but creates longer trips for residents on Chrysler
- 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

8



9



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- Limits opportunities for street trees

11



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- \*This 4<sup>th</sup> concept was added after the SAC meeting in response to a participant's suggestion.

13

## INSIGHTS | MAIN AVE

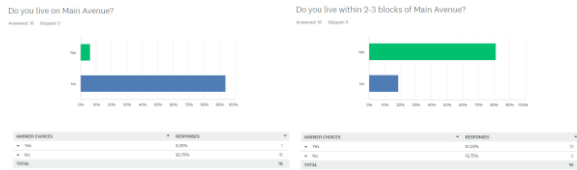
### OPEN HOUSE RESPONSES



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## INSIGHTS | MAIN AVE

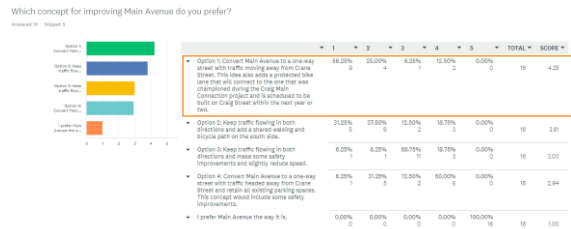
### SURVEY RESPONSES



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## INSIGHTS | MAIN AVE

### SURVEY RESPONSES

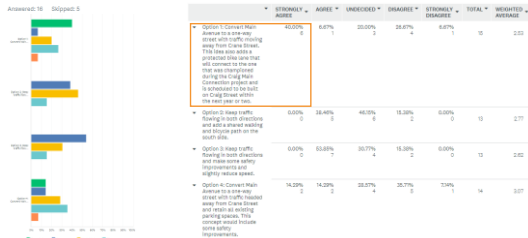


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## INSIGHTS | MAIN AVE

### SURVEY RESPONSES

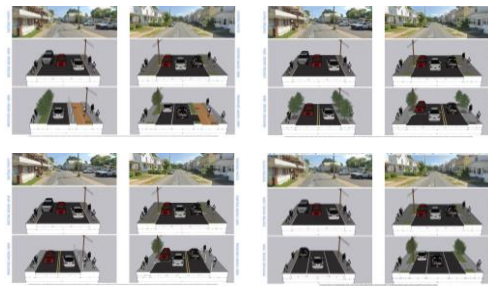
I think these options will improve driving safety on Main Avenue.



17

## Main Avenue Concepts

## LET'S DISCUSS



18



# Emergency Services Meeting

**PROJECT :: ALBANY & CRANE STREETS COMPLETE STREETS STUDY SCHENECTADY, NEW YORK**

**MEETING DATE & TIME :: August 31, 2023, 9:00 AM**

**PRESENT ::** Christine Primiano (COS), Austin Erickson (COS), Chris Wallin (COS), Lt. Adam Nowicki (COS Traffic Commander), Officer Ryan Gunness (COS Parking Enforcement), Fire Chief Donald Mareno (COS Fire), Stephen Maples (CDTC), Ian Law (FAO), Mary Moore Wallinger (LAS), Jesse Vogl (CM)

## Meeting Notes

### Items:

**1. Welcome and Introductions**

**2. Project Overview**

**1. Review of Craig and Main Connection recommendations and overview of Albany and Crane Streets Feasibility Study purpose**

- i. Based on existing conditions findings and public outreach, it is apparent that the block of Chrisler between Ostrander Place and Main Avenue is too narrow for the conditions it accommodates, and that Main Avenue is also too narrow for the conditions it accommodates.
- ii. Bicycle accommodations, including a separated 2=way cycle track on Craig Street, are planned to connect the Downtown to the Craig/Main and Forest/Francis intersection. The goal is to provide a safe connection all the way to Crane Street.
- iii. Parking on sidewalks and tree lawns/utility strips appears to be common practice on Albany, Crane, Main, and Chrisler. It was agreed that replacing the curbs with full 6" reveals will help. It was noted that the blocks of Albany Street closest to Brandywine are especially problematic.
  - 1. There was a lot of support for looking for opportunities to provide additional parking (perhaps like the pulloffs on State Street Downtown) along Albany Street and where vacant or underutilized lots would permit to provide additional parking for residents and businesses where the demand is high and space is limited.
- iv. Coordinating education and enforcement at the time of the improvements would be very helpful.

## **2. Chrisler Avenue**

- i. Three options for changing the direction of Chrisler (included in the attached presentation) were presented.
- ii. All agreed that the narrowness of Chrisler is problematic, particularly in Winter when snow is present.
- iii. The consensus was that changing Chrisler to a one-way in the direction moving from Main Avenue toward Ostrander Place (southeast bound) is preferable.
  1. This seemed to be the least disruptive and would allow for parking to stay on the same side as is currently allowed on, which is preferable as more spaces can be accommodated on that side.
  2. It was suggested that parking be limited near the intersection with Ostrander Place / Norwood Ave to accommodate the turning radii of emergency vehicles.
  3. It was noted that the site-wide curb cuts of the gas station at the Crane / Main / Chrisler intersection are dangerous, and that access should not be allowed close to the intersection. In addition, there were concerns about vehicles cutting through this site.

## **3. Main Avenue**

- i. Four options for improving Main Avenue (included in the attached presentation) were presented.
- ii. All agreed that maintaining 2-way traffic on Main Avenue is preferable, particularly given the demand that will be created when the Chrisler block is converted to one-way as discussed above.
- iii. It was noted that the road becomes almost impassable in the winter months and is too narrow to accommodate what is currently allowed.
  1. There was a consensus that the parking closest to Crane Street be eliminated in order to safely accommodate 2-way traffic.
    - a. It was noted that this area is used only minimally during the day and that most users pulled onto the sidewalk to park.
    - b. It was also noted that residents do park on Main Avenue at night, but the spaces closest to Crane Street are used less.
    - c. Concern was expressed about the narrowness of Main as it nears Forest / Francis. The Albany + Crane recommendations include widening Main slightly to allow for 11' travel lanes and 8' parking lanes, which will help address this condition.

## **4. Next Steps**

- i. Meet with CDTA and Schenectady City School District.





# Transit Impacts Meeting

**PROJECT :: ALBANY & CRANE STREETS COMPLETE STREETS STUDY SCHENECTADY, NEW YORK**

**MEETING DATE & TIME ::** September 14, 2023, 12:00 PM

**PRESENT ::** Christine Primiano (COS), Chris Wallin (COS), Megan Quirk (CDTA), Michael Williams (CDTA), Jennifer Ceponis (Transportation Council), Stephen Maples (Transportation Council), Ian Law (FAO), Mary Moore Wallinger (LAS), Jesse Vogl (CM)

## Meeting Notes

### Items:

**1. Welcome and Introductions**

**2. Project Overview**

**1. Review of Craig and Main Connection recommendations and overview of Albany and Crane Streets Feasibility Study purpose**

- i. Based on existing conditions findings and public outreach, it is apparent that the block of Chrisler between Ostrander Place and Main Avenue is too narrow for the conditions it accommodates, and that Main Avenue is also too narrow for the conditions it accommodates.
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**2. Chrisler Avenue**

- i. Three options for changing the direction of Chrisler (included in the attached presentation) were presented.
- ii. All agreed that the narrowness of Chrisler is problematic, particularly in Winter when snow is present.
- iii. The consensus after the meeting with Emergency Services was that changing Chrisler to a one-way in the direction moving from Main Avenue toward Ostrander Place (southeast bound) is preferable.
  - 1. This seemed to be the least disruptive and would allow for parking to stay on the same side as is currently allowed on, which is preferable as more spaces can be accommodated on that side.
  - 2. It was noted that the site-wide curb cuts of the gas station at the Crane / Main / Chrisler intersection are dangerous, and that access should not be allowed close

to the intersection. In addition, there were concerns about vehicles cutting through this site.

3. CDTA does not use Chrisler as part of its regular routes and commented that they did not see this change as having any significant impacts on their transit service,
4. CDTA also noted that this section is used as part of their School Tripper program, whereby they assist the School District by providing transit services. There are no stops on this block of Chrisler and CDTA believed the route (810) could be shifted to Crane. They noted that SCSD buses may use Chrisler as well. The City will be meeting with SCSD next to discuss impacts to school transit.
5. CDTA also provides a shopping bus twice a month that uses this block of Chrisler. They also believed this could easily be shifted to Crane for this section of the route.

### **3. Main Avenue**

- i. Four options for improving Main Avenue (included in the attached presentation) were presented.
- ii. It was noted that the road becomes almost impassable in the winter months and is too narrow to accommodate what is currently allowed.
- iii. The team shared what came out of the meeting with Emergency Services:
  1. All agreed that maintaining 2-way traffic on Main Avenue is preferable, particularly given the demand that will be created when the Chrisler block is converted to one-way as discussed above.
  2. There was a consensus that the parking closest to Crane Street be eliminated in order to safely accommodate 2-way traffic.
  3. It was noted that this area is used only minimally during the day and that most users pulled onto the sidewalk to park.
  4. It was also noted that residents do park on Main Avenue at night, but the spaces closest to Crane Street are used less. *The team also shared recent communication from Traffic Enforcement that there is a heavier demand for parking in the evenings when residents return home from jobs and that the spaces on Main tend to be more heavily used then.*
  5. Concern was expressed about the narrowness of Main as it nears Forest / Francis. The Albany + Crane recommendations include widening Main slightly to allow for 11' travel lanes and 8' parking lanes, which will help address this condition.
- iv. The team shared the information gained from analysis done that converting Main to one-way would likely lead to additional cost, reduced recovery, or a reduction in frequency for the affected transit service.
- v. CDTA was open to exploring the possibility of using Forest / Francis if the one-way concept was deemed a preferable choice, but it was also noted that Francis has a similar condition to Main with the road getting narrower closer to Crane and the road

being too narrow to accommodate two 11-foot travel lanes and an 8-foot parking lane. In addition, the demand for parking on Forest and Francis is much higher as there are many more houses fronting on the street and a large number of them are 2-family structures (As a followup, the Craig-Main Connection showed Forest and Francis as also being converted to a one-way in order to make Main Avenue a one-way, which was later discussed as infeasible due to the outlet of the Hewlett Street bridge onto Forest and Francis).

- vi. Given the concerns about Forest and Francis and the impacts to travel created by converting a section of Chrysler to one-way, it was determined that keeping Main Avenue as a two-way street was preferable for transit purposes.

**4. Next Steps**


- i. Meet with Schenectady City School District.



## APPENDIX C COST ESTIMATES

Summary Cost Estimate	C-1
Detailed Cost Estimate	C-3

**\*Please note that the following cost estimates are a draft and call for a full depth road replacement (following the City of Schenectady detail which calls for 12” of subbase and 5” of asphalt) due to the asphalt reaching and even exceeding the curb height in many locations. It has recently come to our attention that the road base on Crane Street is cobble and that a deeper mill is likely the most feasible solution. We are hoping to gain more information on the existing conditions of Albany Street, Main Avenue, and Chrisler Avenue, and will be discussing the feasibility of different approaches at the final Study Advisory Committee meeting prior to preparing the final cost estimates.**

 <b>FUSS &amp; O'NEILL</b> <b>OPINION OF COST</b> FOR CONSTRUCTION OF: <b>Albany &amp; Crane Complete Streets Project</b> Schenectady, New York	TOWN OF	Schenectady, NY
	PROJECT NO.	20221156.A1N
	ESTIMATE BY	SRL
	DATE	8/4/2023
	REVISED	2/8/2024
	CHECKED BY	IL

<b>CRANE STREET</b>	
<b>SECTION</b>	<b>CONSTRUCTION ESTIMATE</b>
BROADWAY TO YORKSTON ST	\$504,813
YORKSTON ST TO 3RD AVE	\$1,314,883
3RD AVE TO MAIN AVE	\$1,204,151
MAIN AVE TO 6TH AVE	\$278,361
6TH AVE TO 7TH AVE	\$370,049
7TH AVE TO OSTRANDER PL	\$451,410
Contingency (20%)	\$824,733
<b>ESTIMATED TOTALS</b>	<b>\$4,948,400</b>

<b>CHRISLER AVENUE (ONE-WAY OPTION)</b>	
<b>SECTION</b>	<b>CONSTRUCTION ESTIMATE</b>
MAIN AVE TO OSTRANDER PL	\$857,987.80
Contingency (20%)	\$171,597.56
<b>ESTIMATED TOTALS</b>	<b>\$1,029,585</b>

<b>MAIN AVENUE OPTION 3</b>	
<b>SECTION</b>	<b>CONSTRUCTION ESTIMATE</b>
CRANE ST TO WILLET ST	\$532,774.29
WILLET ST TO FOREST RD	\$737,948.02
Contingency (20%)	\$254,144.46
<b>ESTIMATED TOTALS</b>	<b>\$1,524,867</b>

<b>ALBANY STREET</b>	
<b>SECTION</b>	<b>CONSTRUCTION ESTIMATE</b>
VEEDER AVE TO SCHENECTADY ST* (EXCEPT THE BLOCK FROM GEORGETTA DIX PLZ TO GERMAINIA AVE)	\$475,607.68
GEORGETTA DIX PLZ TO GERMAINIA AVE	\$384,203.40
SCHENECTADY ST TO CRAIG ST	\$1,155,717.81
CRAIG ST TO HAMLIN ST	\$1,565,885.96
HAMLIN ST TO STEUBEN ST	\$881,897.87
STEUBEN ST TO BRANDYWINE AVE	\$2,862,365.54
Contingency (20%)	\$1,465,135.65
<b>ESTIMATED TOTALS</b>	<b>\$8,790,814</b>







**OPINION OF COST**

FOR CONSTRUCTION OF:

**Albany & Crane Complete Streets Project**  
Schenectady, New York

TOWN OF	Schenectady, NY
PROJECT NO.	20221156.A1N
ESTIMATE BY	SRL
DATE	8/4/2023
REVISED	2/8/2024
CHECKED BY	IL

CRANE STREET							
SECTION	ITEM	UNIT	UNIT COST	QUANTITY	AMOUNT		
BROADWAY TO YORKSTON ST	REMOVALS	UNCLASSIFIED EXCAVATION	CY	\$22.00	1,316	\$28,954.44	
		ROAD			1,054		
		SIDEWALK			396		
		TREE PITS			920		
		HAULING	CY	\$10.00	1,316	\$13,161.11	
		TRAFFIC SIGNAGE	EA	\$600.00	2	\$1,200.00	
	HARDSCAPE	BITUMINOUS PAVING	TONS	\$150.00	639	\$95,833.33	
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	920	\$55,200.00	
		CONCRETE SIDEWALK	SF	\$12.00	9,315	\$111,780.00	
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	277	\$14,978.52	
		6" GRANITE CURB	LF	\$55.00	1,380	\$75,900.00	
		DRIVEWAY CURB TRANSITION	EA	\$900.00	8	\$7,200.00	
		HANDICAP CURB TRANSITION	EA	\$660.00	4	\$2,640.00	
		PAVEMENT STRIPING	LF	\$2.00	2,070	\$4,140.00	
	LANDSCAPE	STREET TREES (STANDARD)	EA	\$800.00	19	\$15,200.00	
		STRUCTURAL SOIL	CY	\$78.00	869	\$67,773.33	
		TOP SOIL	CY	\$45.00	51	\$2,300.00	
		SEEDING	SF	\$0.20	2,760	\$552.00	
	STORMWATER	CATCHBASIN INLET PROTECTION	EA	\$200.00	5	\$1,000.00	
		CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	14	\$7,000.00	
Subtotal					\$504,812.74		
YORKSTON ST TO 3RD AVE	REMOVALS	UNCLASSIFIED EXCAVATION	CY	\$22.00	2,542	\$55,916.67	
		ROAD			1,742		
		SIDEWALK			400		
		GRASS BELT			400		
		HAULING	CY	\$10.00	2,542	\$25,416.67	
		TRAFFIC SIGNAGE	EA	\$600.00	4	\$2,400.00	
	HARDSCAPE	BITUMINOUS PAVING	TONS	\$150.00	1,056	\$158,333.33	
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	1,520	\$91,200.00	
		CONCRETE SIDEWALK	SF	\$12.00	9,000	\$108,000.00	
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	268	\$14,472.00	
		6" GRANITE CURB	LF	\$55.00	1,800	\$99,000.00	
		DRIVEWAY CURB TRANSITION	EA	\$900.00	20	\$18,000.00	
		HANDICAP CURB TRANSITION	EA	\$660.00	6	\$3,960.00	
		PAVEMENT STRIPING	LF	\$2.00	3,600	\$7,200.00	
	LANDSCAPE	STRUCTURAL SOIL	CY	\$78.00	377	\$29,387.22	
		TOP SOIL	CY	\$45.00	23	\$1,045.83	
		SEEDING	SF	\$0.20	1,255	\$251.00	
	STORMWATER	CATCHBASIN INLET PROTECTION	EA	\$200.00	4	\$800.00	
		CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	24	\$12,000.00	
	UTILITIES	POLE RELOCATION	EA	\$40,000.00	17	\$680,000.00	
HYDRANT RELOCATION		EA	\$2,500.00	3	\$7,500.00		
Subtotal					\$1,314,882.72		
	REMOVALS	UNCLASSIFIED EXCAVATION	CY	\$22.00	4,153	\$91,363.15	
		ROAD			1,606		
		SIDEWALK			738		

3RD AVE TO MAIN AVE		TREE PITS			1,809	
		HAULING	CY	\$10.00	4,153	\$41,528.70
		TRAFFIC SIGNAGE	EA	\$600.00	4	\$2,400.00
	<b>HARDSCAPE</b>	BITUMINOUS PAVING	TONS	\$150.00	973	\$146,018.52
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	1,402	\$84,106.67
		CONCRETE SIDEWALK	SF	\$12.00	12,710	\$152,520.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	378	\$20,437.68
		6" GRANITE CURB	LF	\$55.00	1,660	\$91,300.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	14	\$12,600.00
		HANDICAP CURB TRANSITION	EA	\$660.00	10	\$6,600.00
		PAVEMENT STRIPING	LF	\$2.00	3,320	\$6,640.00
	<b>SITE FURNITURE</b>	PEDESTRIAN LIGHTING	EA	\$8,000.00	15	\$120,000.00
	<b>LANDSCAPE</b>	STREET TREES (STANDARD)	EA	\$800.00	19	\$15,333.33
		STREET TREES (SMALL)	EA	\$650.00	18	\$11,591.67
		STRUCTURAL SOIL	CY	\$78.00	1,706	\$133,076.67
		TOP SOIL	CY	\$45.00	103	\$4,625.00
		SEEDING	SF	\$0.20	5,550	\$1,110.00
	<b>STORMWATER</b>	CATCHBASIN INLET PROTECTION	EA	\$200.00	7	\$1,400.00
		CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	23	\$11,500.00
	<b>UTILITIES</b>	FULL SIGNAL REPLACEMENT (AT CRANE ST AND FRANCIS AVE INTERSECTION)	EA	\$250,000.00	1	\$250,000.00
Subtotal						\$1,204,151.38
MAIN AVE TO 6TH AVE	<b>REMOVALS</b>	UNCLASSIFIED EXCAVATION	CY	\$22.00	1,178	\$25,916.20
		ROAD			297	
		SIDEWALK			255	
		TREE PITS			626	
		HAULING	CY	\$10.00	1,178	\$11,780.09
		TRAFFIC CONTROL SIGNAGE	EA	\$600.00	1	\$600.00
	<b>HARDSCAPE</b>	BITUMINOUS PAVING	TONS	\$150.00	180	\$26,990.74
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	259	\$15,546.67
		CONCRETE SIDEWALK	SF	\$12.00	4,420	\$53,040.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	132	\$7,107.36
		6" GRANITE CURB	LF	\$55.00	530	\$29,150.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	4	\$3,600.00
		HANDICAP CURB TRANSITION	EA	\$660.00	1	\$660.00
		PAVEMENT STRIPING	LF	\$2.00	1,060	\$2,120.00
	<b>SITE FURNITURE</b>	PEDESTRIAN LIGHTING	EA	\$8,000.00	5	\$40,000.00
	<b>LANDSCAPE</b>	STREET TREES (STANDARD)	EA	\$800.00	4	\$3,466.67
		STREET TREES (SMALL)	EA	\$650.00	7	\$4,658.33
		STRUCTURAL SOIL	CY	\$78.00	590	\$46,020.00
		TOP SOIL	CY	\$45.00	36	\$1,616.67
		GROUND COVER	SF	\$0.20	1,940	\$388.00
<b>STORMWATER</b>	CATCHBASIN INLET PROTECTION	EA	\$200.00	1	\$200.00	
	CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	11	\$5,500.00	
Subtotal						\$278,360.73
6TH AVE TO 7TH AVE	<b>REMOVALS</b>	UNCLASSIFIED EXCAVATION	CY	\$22.00	1,724	\$37,920.46
		ROAD			695	
		SIDEWALK			303	
		TREE PITS			725	
		HAULING	CY	\$10.00	1,724	\$17,236.57
		TRAFFIC SIGNAGE	EA	\$600.00	2	\$1,200.00
	<b>HARDSCAPE</b>	BITUMINOUS PAVING	TONS	\$150.00	421	\$63,194.44
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	607	\$36,400.00
		CONCRETE SIDEWALK	SF	\$12.00	5,744	\$68,928.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	171	\$9,236.35
		6" GRANITE CURB	LF	\$55.00	910	\$50,050.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	12	\$10,800.00
		HANDICAP CURB TRANSITION	EA	\$660.00	2	\$1,320.00
		PAVEMENT STRIPING	LF	\$2.00	1,365	\$2,730.00

<i>LANDSCAPE</i>	STREET TREES (STANDARD)	EA	\$800.00	9	\$7,200.00	
	STREET TREES (SMALL)	EA	\$650.00	11	\$7,150.00	
	STRUCTURAL SOIL	CY	\$78.00	697	\$54,345.78	
	TOP SOIL	CY	\$45.00	28	\$1,280.00	
	SEEDING	SF	\$0.20	1,536	\$307.20	
<i>STORMWATER</i>	CATCHBASIN INLET PROTECTION	EA	\$200.00	0	\$0.00	
	CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$250.00	3	\$750.00	
Subtotal					\$370,048.81	
<i>7TH AVE TO OSTRANDER PL</i>	<i>REMOVALS</i>	UNCLASSIFIED EXCAVATION	CY	\$22.00	1,991	\$43,810.56
		ROAD			840	
		SIDEWALK			244	
		TREE PITS			907	
		HAULING	CY	\$10.00	1,991	\$19,913.89
		TRAFFIC SIGNAGE	EA	\$600.00	4	\$2,400.00
	<i>HARDSCAPE</i>	BITUMINOUS PAVING	TONS	\$150.00	509	\$76,388.89
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	733	\$44,000.00
		CONCRETE SIDEWALK	SF	\$12.00	6,505	\$78,060.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	205	\$11,095.20
		6" GRANITE CURB	LF	\$55.00	1,100	\$60,500.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	17	\$15,300.00
		HANDICAP CURB TRANSITION	EA	\$660.00	4	\$2,640.00
		PAVEMENT STRIPING	LF	\$2.00	1,650	\$3,300.00
	<i>LANDSCAPE</i>	STREET TREES (STANDARD)	EA	\$800.00	14	\$10,933.33
		STREET TREES (SMALL)	EA	\$650.00	12	\$7,691.67
		STRUCTURAL SOIL	CY	\$78.00	864	\$67,405.00
		TOP SOIL	CY	\$45.00	43	\$1,912.50
		SEEDING	SF	\$0.20	2,295	\$459.00
	<i>STORMWATER</i>	CATCHBASIN INLET PROTECTION	EA	\$200.00	3	\$600.00
		CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	10	\$5,000.00
	Subtotal					\$451,410.03
	<b>Contingency (20%)</b>					<b>\$824,733</b>
<b>Estimated Construction Cost</b>					<b>\$4,948,400</b>	

<b>CHRISLER AVENUE (ONE-WAY OPTION)</b>						
<b>SECTION</b>	<b>ITEM</b>	<b>UNIT</b>	<b>UNIT COST</b>	<b>QUANTITY</b>	<b>AMOUNT</b>	
<i>MAIN AVE TO OSTRANDER PL</i>	<i>REMOVALS</i>	UNCLASSIFIED EXCAVATION	CY	\$22.00	3,317	\$72,982.96
		ROAD			1,446	
		SIDEWALK			631	
		TREE PITS			1,240	
		HAULING	CY	\$10.00	3,317	\$33,174.07
		TRAFFIC SIGNAGE	EA	\$600.00	8	\$4,800.00
	<i>HARDSCAPE</i>	BITUMINOUS PAVING	TONS	\$150.00	877	\$131,481.48
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	1,262	\$75,733.33
		CONCRETE SIDEWALK	SF	\$12.00	16,160	\$193,920.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	481	\$25,985.28
		6" GRANITE CURB	LF	\$55.00	2,840	\$156,200.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	20	\$18,000.00
		HANDICAP CURB TRANSITION	EA	\$660.00	8	\$5,280.00
		PAVEMENT STRIPING	LF	\$2.00	1,420	\$2,840.00
	<i>LANDSCAPE</i>	STREET TREES (STANDARD)	EA	\$800.00	31	\$24,800.00
		STRUCTURAL SOIL	CY	\$78.00	1,171	\$91,346.67
		TOP SOIL	CY	\$45.00	69	\$3,100.00
		SEEDING	SF	\$0.20	3,720	\$744.00
	<i>STORMWATER</i>	CATCHBASIN INLET PROTECTION	EA	\$200.00	8	\$1,600.00
		CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	32	\$16,000.00
	Subtotal					\$857,987.80
	<b>Contingency (20%)</b>					<b>\$171,597.56</b>
	<b>Estimated Construction Cost</b>					<b>\$1,029,585</b>

**MAIN AVENUE OPTION 3**

SECTION	ITEM	UNIT	UNIT COST	QUANTITY	AMOUNT	
CRANE ST TO WILLET ST	REMOVALS	UNCLASSIFIED EXCAVATION	CY	\$22.00	2,359	\$51,906.76
		ROAD			868	
		SIDEWALK			459	
		TREE PITS			1,032	
		HAULING	CY	\$10.00	2,359	\$23,593.98
		TRAFFIC SIGNAGE	EA	\$600.00	7	\$4,200.00
	HARDSCAPE	BITUMINOUS PAVING	TONS	\$150.00	526	\$78,935.19
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	758	\$45,466.67
		CONCRETE SIDEWALK	SF	\$12.00	7,865	\$94,380.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	234	\$12,646.92
		6" GRANITE CURB	LF	\$55.00	1,550	\$85,250.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	11	\$9,900.00
		HANDICAP CURB TRANSITION	EA	\$660.00	8	\$5,280.00
		PAVEMENT STRIPING	LF	\$2.00	1,550	\$3,100.00
	LANDSCAPE	STREET TREES (SMALL)	EA	\$650.00	33	\$21,558.33
		STRUCTURAL SOIL	CY	\$78.00	1,032	\$80,484.44
		TOP SOIL	CY	\$45.00	111	\$4,975.00
		SEEDING	SF	\$0.20	2,985	\$597.00
STORMWATER	CATCHBASIN INLET PROTECTION	EA	\$200.00	5	\$1,000.00	
	CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	19	\$9,500.00	
Subtotal					\$532,774.29	
WILLET ST TO FOREST RD	REMOVALS	UNCLASSIFIED EXCAVATION	CY	\$22.00	2,832	\$62,300.74
		ROAD			1,222	
		SIDEWALK			474	
		TREE PITS			1,136	
		HAULING	CY	\$10.00	2,832	\$28,318.52
		TRAFFIC SIGNAGE	EA	\$600.00	4	\$2,400.00
	HARDSCAPE	BITUMINOUS PAVING	TONS	\$150.00	741	\$111,111.11
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	1,067	\$64,000.00
		CONCRETE SIDEWALK	SF	\$12.00	7,915	\$94,980.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	236	\$12,727.32
		6" GRANITE CURB	LF	\$55.00	1,600	\$88,000.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	19	\$17,100.00
		HANDICAP CURB TRANSITION	EA	\$660.00	8	\$5,280.00
		PAVEMENT STRIPING	LF	\$2.00	2,400	\$4,800.00
	LANDSCAPE	STREET TREES (SMALL)	EA	\$650.00	37	\$23,725.00
		STRUCTURAL SOIL	CY	\$78.00	1,136	\$88,573.33
		TOP SOIL	CY	\$45.00	122	\$5,475.00
		SEEDING	SF	\$0.20	3,285	\$657.00
	STORMWATER	CATCHBASIN INLET PROTECTION	EA	\$200.00	5	\$1,000.00
		CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	15	\$7,500.00
	UTILITIES	POLE RELOCATION	EA	\$40,000.00	3	\$120,000.00
		HYDRANT RELOCATION	EA	\$2,500.00	0	\$0.00
Subtotal					\$737,948.02	
<b>Contingency (20%)</b>					<b>\$254,144.46</b>	
<b>Estimated Construction Cost</b>					<b>\$1,524,867</b>	

**ALBANY STREET**

SECTION	ITEM	UNIT	UNIT COST	QUANTITY	AMOUNT	
	REMOVALS	UNCLASSIFIED EXCAVATION	CY	\$22.00	2,278	\$50,105.00
		ROAD			1,205	
		SIDEWALK			373	
		TREE PITS			700	
		HAULING	CY	\$10.00	2,278	\$22,775.00

VEEDER AVE TO SCHENECTADY ST* (EXCEPT THE BLOCK FROM GEORGETTA DIX PLZ TO GERMAINIA AVE)	HARDSCAPE	TRAFFIC SIGNAGE	EA	\$600.00	2	\$1,200.00
		BITUMINOUS PAVING	TONS	\$150.00	730	\$109,537.04
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	1,052	\$63,093.33
		CONCRETE SIDEWALK	SF	\$12.00	7,964	\$95,568.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	237	\$12,806.11
		6" GRANITE CURB	LF	\$55.00	180	\$9,900.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	6	\$5,400.00
		HANDICAP CURB TRANSITION	EA	\$660.00	5	\$3,300.00
		PAVEMENT STRIPING	LF	\$2.00	2,800	\$5,600.00
	LANDSCAPE	STREET TREES (SMALL)	EA	\$650.00	34	\$22,100.00
		STRUCTURAL SOIL	CY	\$78.00	700	\$54,600.00
		TOP SOIL	CY	\$45.00	30	\$1,360.00
		SEEDING	SF	\$0.20	816	\$163.20
	STORMWATER	CATCHBASIN INLET PROTECTION	EA	\$200.00	8	\$1,600.00
CATCHBASIN + UTILITY ACCESS ADJUSTMENTS		EA	\$500.00	33	\$16,500.00	
Subtotal						\$475,607.68
GEORGETTA DIX PLZ TO GERMAINIA AVE	REMOVALS	UNCLASSIFIED EXCAVATION	CY	\$22.00	909	\$20,006.25
		ROAD			624	
		SIDEWALK			137	
		TREE PITS			148	
		HAULING	CY	\$10.00	909	\$9,093.75
		TRAFFIC SIGNAGE	EA	\$600.00	0	\$0.00
	HARDSCAPE	BITUMINOUS PAVING	TONS	\$150.00	378	\$56,736.11
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	545	\$32,680.00
		CONCRETE SIDEWALK	SF	\$12.00	2,995	\$35,940.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	89	\$4,815.96
		6" GRANITE CURB	LF	\$55.00	570	\$31,350.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	4	\$3,600.00
		HANDICAP CURB TRANSITION	EA	\$660.00	3	\$1,980.00
		PAVEMENT STRIPING	LF	\$2.00	1,425	\$2,850.00
	LANDSCAPE	STREET TREES (SMALL)	EA	\$650.00	7	\$4,441.67
		STRUCTURAL SOIL	CY	\$78.00	148	\$11,548.33
		TOP SOIL	CY	\$45.00	5	\$233.33
		SEEDING	SF	\$0.20	140	\$28.00
	STORMWATER	CATCHBASIN INLET PROTECTION	EA	\$200.00	2	\$400.00
		CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	12	\$6,000.00
	UTILITIES	POLE RELOCATION	EA	\$40,000.00	4	\$160,000.00
		HYDRANT RELOCATION	EA	\$2,500.00	1	\$2,500.00
Subtotal						\$384,203.40
SCHENECTADY ST TO CRAIG ST (INCLUDES 2 BUMP OUTS AT CRAIG ST INTERSECTION)	REMOVALS	UNCLASSIFIED EXCAVATION	CY	\$22.00	3,242	\$71,316.67
		ROAD			1,437	
		SIDEWALK			444	
		TREE PITS			1,361	
		HAULING	CY	\$10.00	3,242	\$32,416.67
		TRAFFIC SIGNAGE	EA	\$600.00	4	\$2,400.00
	HARDSCAPE	BITUMINOUS PAVING	TONS	\$150.00	871	\$130,648.15
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	1,254	\$75,253.33
		CONCRETE SIDEWALK	SF	\$12.00	10,640	\$127,680.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	473	\$25,536.00
		6" GRANITE CURB	LF	\$55.00	1,360	\$74,800.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	7	\$6,300.00
		HANDICAP CURB TRANSITION	EA	\$660.00	8	\$5,280.00
		PAVEMENT STRIPING	LF	\$2.00	3,350	\$6,700.00
	SITE FURNITURE	PEDESTRIAN LIGHTING	EA	\$8,000.00	20	\$160,000.00
		SURFACE MOUNTED BOLLARD AT BUMP OUT	EA	\$1,440.00	16	\$23,040.00
	LANDSCAPE	STREET TREES (STANDARD)	EA	\$800.00	18	\$14,400.00
		STREET TREES (SMALL)	EA	\$650.00	21	\$13,650.00
		STRUCTURAL SOIL	CY	\$78.00	1,361	\$106,145.00
		TOP SOIL	CY	\$45.00	158	\$7,100.00
SEEDING		SF	\$0.20	4,260	\$852.00	

	<i>STORMWATER</i>	CATCHBASIN INLET PROTECTION	EA	\$200.00	11	\$2,200.00
		CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	40	\$20,000.00
	<i>UTILITIES</i>	FULL SIGNAL REPLACEMENT (AT ALBANY ST AND HULETT ST INTERSECTION)	EA	\$250,000.00	1	\$250,000.00
Subtotal						\$1,155,717.81
<i>CRAIG ST TO HAMLIN ST (INCLUDES 1 BUMP OUT AT CRAIG ST INTERSECTION)</i>	<i>REMOVALS</i>	UNCLASSIFIED EXCAVATION	CY	\$22.00	2,808	\$61,774.68
		ROAD			953	
		SIDEWALK			344	
		TREE PITS			1,511	
		HAULING	CY	\$10.00	2,808	\$28,079.40
		TRAFFIC SIGNAGE	EA	\$600.00	0	\$0.00
	<i>HARDSCAPE</i>	BITUMINOUS PAVING	TONS	\$150.00	577	\$86,597.22
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	831	\$49,880.00
		CONCRETE SIDEWALK	SF	\$12.00	8,295	\$99,540.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	369	\$19,908.00
		6" GRANITE CURB	LF	\$55.00	1,010	\$55,550.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	10	\$9,000.00
		HANDICAP CURB TRANSITION	EA	\$660.00	4	\$2,640.00
		PAVEMENT STRIPING	LF	\$2.00	2,000	\$4,000.00
	<i>SITE FURNITURE</i>	PEDESTRIAN LIGHTING	EA	\$8,000.00	12	\$96,000.00
		SURFACE MOUNTED BOLLARD AT BUMP OUT	EA	\$1,440.00	8	\$11,520.00
	<i>LANDSCAPE</i>	STREET TREES (SMALL)	EA	\$650.00	28	\$18,416.67
		STRUCTURAL SOIL	CY	\$78.00	1,511	\$117,866.67
		TOP SOIL	CY	\$45.00	63	\$2,833.33
		SEEDING	SF	\$0.20	3,400	\$680.00
<i>STORMWATER</i>	CATCHBASIN INLET PROTECTION	EA	\$200.00	3	\$600.00	
	CATCHBASIN + UTILITY ACCESS ADJUSTMENTS	EA	\$500.00	17	\$8,500.00	
<i>UTILITIES</i>	POLE RELOCATION	EA	\$40,000.00	16	\$640,000.00	
	HYDRANT RELOCATION	EA	\$2,500.00	1	\$2,500.00	
	FULL SIGNAL REPLACEMENT (AT ALBANY ST AND CRAIG ST INTERSECTION)	EA	\$250,000.00	1	\$250,000.00	
Subtotal						\$1,565,885.96
<i>HAMLIN ST TO STEUBEN ST</i>	<i>REMOVALS</i>	UNCLASSIFIED EXCAVATION	CY	\$22.00	2,323	\$51,109.26
		ROAD			968	
		SIDEWALK			222	
		TREE PITS			1,133	
		HAULING	CY	\$10.00	2,323	\$23,231.48
		TRAFFIC SIGNAGE	EA	\$600.00	3	\$1,800.00
	<i>HARDSCAPE</i>	BITUMINOUS PAVING	TONS	\$150.00	586	\$87,962.96
		BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	844	\$50,666.67
		CONCRETE SIDEWALK	SF	\$12.00	5,000	\$60,000.00
		CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	222	\$12,000.00
		6" GRANITE CURB	LF	\$55.00	1,000	\$55,000.00
		DRIVEWAY CURB TRANSITION	EA	\$900.00	9	\$8,100.00
		HANDICAP CURB TRANSITION	EA	\$660.00	5	\$3,300.00
		PAVEMENT STRIPING	LF	\$2.00	2,000	\$4,000.00
	<i>SITE FURNITURE</i>	PEDESTRIAN LIGHTING	EA	\$8,000.00	15	\$120,000.00
	<i>LANDSCAPE</i>	STREET TREES (SMALL)	EA	\$650.00	26	\$16,575.00
		STRUCTURAL SOIL	CY	\$78.00	1,133	\$88,400.00
		TOP SOIL	CY	\$45.00	71	\$3,187.50
		SEEDING	SF	\$0.20	3,825	\$765.00
	<i>STORMWATER</i>	CATCHBASIN INLET PROTECTION	EA	\$200.00	4	\$800.00
CATCHBASIN + UTILITY ACCESS ADJUSTMENTS		EA	\$500.00	25	\$12,500.00	
<i>UTILITIES</i>	POLE RELOCATION	EA	\$40,000.00	7	\$280,000.00	
	HYDRANT RELOCATION	EA	\$2,500.00	1	\$2,500.00	
Subtotal						\$881,897.87
	<i>REMOVALS</i>	UNCLASSIFIED EXCAVATION	CY	\$22.00	8,236	\$181,188.33
		ROAD			3,619	
		SIDEWALK			831	

STEUBEN ST TO BRANDYWINE AVE		TREE PITS			3,786		
		HAULING	CY	\$10.00	8,236	\$82,358.33	
		TRAFFIC SIGNAGE	EA	\$600.00	4	\$2,400.00	
	HARDSCAPE		BITUMINOUS PAVING	TONS	\$150.00	2,193	\$328,981.48
			BITUMINOUS SUBBASE (20% COMPACTION)	CY	\$60.00	3,158	\$189,493.33
			CONCRETE SIDEWALK	SF	\$12.00	18,700	\$224,400.00
			CONCRETE SUBBASE (20% COMPACTION)	CY	\$54.00	831	\$44,880.00
			6" GRANITE CURB	LF	\$55.00	3,740	\$205,700.00
			DRIVEWAY CURB TRANSITION	EA	\$900.00	55	\$49,500.00
			HANDICAP CURB TRANSITION	EA	\$660.00	13	\$8,580.00
			PAVEMENT STRIPING	LF	\$2.00	7,480	\$14,960.00
	LANDSCAPE		STREET TREES (STANDARD)	EA	\$800.00	46	\$36,933.33
			STREET TREES (SMALL)	EA	\$650.00	52	\$33,930.00
			STRUCTURAL SOIL	CY	\$78.00	3,786	\$295,302.22
			TOP SOIL	CY	\$45.00	224	\$10,087.50
			SEEDING	SF	\$0.20	12,105	\$2,421.00
	STORMWATER		CATCHBASIN INLET PROTECTION	EA	\$200.00	5	\$1,000.00
			CATCHBASIN + UTILITY STRUCTURE ADJUSTMENTS	EA	\$500.00	24	\$12,000.00
			UTILITY ACCESS ADJUSTMENTS	EA	\$250.00	23	\$5,750.00
	UTILITIES		POLE RELOCATION	EA	\$40,000.00	28	\$1,120,000.00
			HYDRANT RELOCATION	EA	\$2,500.00	5	\$12,500.00
						Subtotal	\$2,862,365.54
						<b>Contingency (20%)</b>	\$1,465,135.65
						<b>Estimated Construction Cost</b>	<b>\$8,790,814</b>