

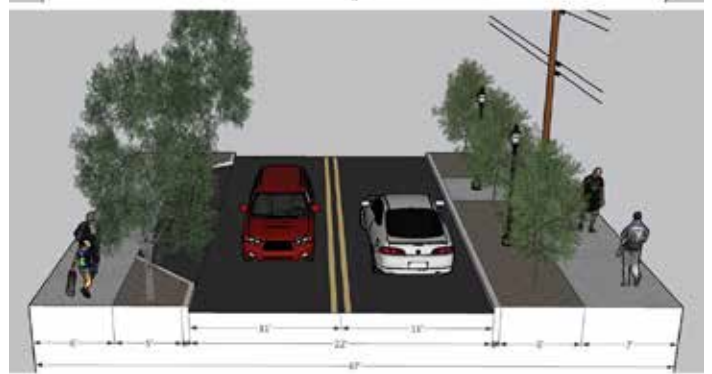
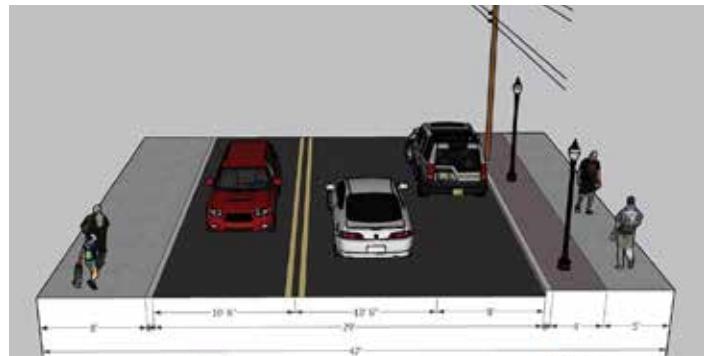


# ALBANY & CRANE STREETS COMPLETE STREETS STUDY

April 2024

City of Schenectady

Final Report





**CAPITAL REGION**  
**Transportation**  
**Council**

**ACKNOWLEDGEMENTS**

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**ALBANY & CRANE COMPLETE STREETS STUDY**

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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.



The long-term success of these potentially implemented projects is improved through community involvement. Organizations, trades people, or certified contractors interested in involvement, or persons who are interested in training opportunities can contact the City of Schenectady Department of Planning and Development or refer to the project website.





CHAPTER 1  
**EXECUTIVE SUMMARY**

## CHAPTER 1: EXECUTIVE SUMMARY BY THE COMMUNITY | FOR THE COMMUNITY

### Building a Better Future in Hamilton Hill and Mont Pleasant with Complete Streets

The Hamilton Hill and Mont Pleasant Neighborhoods are primarily residential with the major commercial corridors located on Albany Street in Hamilton Hill and along Crane Street in Mt. Pleasant. These two neighborhoods are among the most diverse in the City of Schenectady. As per the 2019 Craig Main Connection Complete Streets Study, these neighborhoods also have some of the highest concentrations of poverty within the City of Schenectady, and the statistics have most likely worsened post-pandemic. In these neighborhoods where as few as 40% of residents have access to a vehicle, healthy and vibrant transportation options are crucial. While both neighborhoods are culturally rich and have much to offer, unfortunately the road and sidewalk infrastructure has reached the end of its lifespan, making basic transportation a year-round challenge for residents.

The Albany and Crane Street Corridors are important transportation arteries for many residents who rely on them to walk, bike, or take public transit to work and/or school. In addition, as important neighborhood commercial centers, both Albany Street and Crane Street are home to local businesses that play a critical role in providing community access to goods and services. And in a city where the sidewalks are typically the responsibility of the residents, fixing them is too cost prohibitive for most of the residents who are already struggling to make ends meet.

### A Bad Combination of Density, Heat, and Speed

As is the case with many Environmental Justice communities, both Hamilton Hill and Mont Pleasant are dense neighborhoods with limited right-of-ways, minimal tree cover, poor walking and biking conditions, a history of problematic intersections with high numbers of accidents, and a large percentage of residents who depend on those sidewalks as an only means of transportation.

The Albany and Crane Complete Streets concepts are designed to balance the needs of all travelers with the space available within the City right-of-way and to mitigate existing transportation challenges as best as possible within the constraints of the available right-of-way.

### Change is Happening

The City of Schenectady recognizes the hardship that the transportation challenges add to both Hamilton Hill and Mont Pleasant and has been actively working with the community to improve mobility for all travelers, including pedestrians, bicycle users, bus riders and drivers. The following actions have taken place since 2016:

- Schenectady Bike Master Plan (2017)
- Craig-Main Connection Complete Streets Study (Connects Albany and Crane Street) (2019)
- Hulett Street Bridge Restoration (2021)
- Hulett and Francis Ave / Forest Road Intersection Redesign and Construction (2022)
- Main Avenue and Forest Road Intersection Improvements (2023)
- \$700,000 Funding for Main / Crane / Chrysler Intersection (Design began in Fall 2023 and construction is anticipated for 2025-2026)



Over 700 accidents were reported on Crane Street and Albany Street between 2017 and 2022 with many happening at intersections.

- \$7 million Funding for Craig Street Streetscape and Bridge Improvements (Design began in Fall 2023 and construction is anticipated for 2025-2026)

Applying Complete Streets design to Albany and Crane Streets is the next step in improving residents access to everyday needs in their community.

### Residents Want Change

The common thread between all of the recent studies and community engagement activities in Hamilton Hill and Mont Pleasant, including the Albany and Crane Complete Streets Study, is that residents want safer and more beautiful streets.

**Albany and Crane Street** - Residents agreed that speeding, parking on curbs and sidewalks, poor sidewalk conditions, accidents at intersections, a lack of shade, and an abundance of trash are all challenges to mobility along both the Albany and Crane Street corridors. There was strong support for improving intersections, striping roadways, restoring curbs to the correct height, adding new sidewalks, and planting street trees.

**Chrisler Avenue** - Residents unanimously agreed that the block of Chrisler Avenue between Ostrander Place and Main Avenue is too narrow for the 2-way traffic that it currently serves and strongly supported a one-way concept that includes preserving existing on-street parking, adding striping as a traffic calming measure, new sidewalks, and green infrastructure.

**Main Avenue** - While residents agreed that Main Avenue feels too narrow to accommodate the 2-way traffic and parking that it currently allows, there were differing opinions on the best solution. As the study progressed and more information came to light, as well as the determination that Chrisler would be greatly improved by converting the block between Ostrander Place and Main Avenue to one-way, participants and stakeholders agreed that preserving two-way traffic and providing safe and inviting sidewalks was important. This unfortunately means that several parking spaces will be lost; however, the new Mosaic Apartments planned for across the Main / Crane / Chrysler intersection is intended to include some public parking and the City Department of Development has agreed to look for opportunities where other public parking could be accommodated nearby.



Residents were excited to see plans for Complete Streets with better sidewalks and street trees. They also provided invaluable ideas and insight for selecting concepts they believe will best serve their community.

### Goals

- **Increase Connectivity** by improving mobility for all travelers, including pedestrians, bike users, bus riders, and drivers.
- **Enhance Quality of Life** for residents by making corridors more attractive and more pleasant with quality street trees, well-built sidewalks and roads, bus shelters, and opportunities for community-driven art.
- **Celebrate and Empower Community** by incorporating opportunities for community art and participation in upcoming changes.
- **Improve Public Health** by increasing tree cover and improving mobility options.
- **Create a More Equitable Future** by providing residents with safe, accessible means of transportation and increasing neighborhood tree canopy.
- **Increase Climate Resilience** by mitigating the urban heat island effect and promoting sustainable transportation and transportation access.

## Complete Streets Recommendations

Like most of the country, the Hamilton Hill and Mont Pleasant Neighborhoods have experienced increased levels of speeding and accidents, particularly around intersections. Ensuring that streets are safe for all users requires a combination of approaches and the physical design of the street is one of these, but enforcement and education are equally important for a successful outcome and should be incorporated as improvements are made to Albany and Crane Street.

### The Balance

The width of the right-of-way varies throughout the corridors and is limited in the majority of instances. For the majority of the four streets examined in this study (Albany, Crane, Chrisler, and Main), there is not enough width to include all of the desirable elements of complete streets design (wide sidewalks, street trees, bike lanes, parking lanes, etc.), and so concepts were designed to weigh the need for each all desirable elements and provide a balanced solution that preferences the greatest needs.

### Green Infrastructure

Natural systems are a critical component of complete streets and are one of the most effective means of mitigating the effects of climate change. Street trees are one of the most effective and inexpensive tools for minimizing the urban heat island effect, managing stormwater, and improving health conditions; and as such, should be incorporated wherever possible. The many potential benefits of including healthy trees in complete streets design include traffic calming, lowering building energy demands, protecting water supplies, reducing ozone and particulate pollution, improving mental health, providing shade and lowering temperatures, extending the life of nearby pavement, and neighborhood beautification.

Figure 8. Map of Schenectady's public tree distribution by neighborhood



Table 3. Public tree distribution by neighborhood

Neighborhood	Trees Count	% Live
Union Street	3,770	33%
Northside	1,373	12%
Woodlawn	1,299	11%
Mount Pleasant	920	8%
Central State	923	8%
Downtown	889	8%
Bellevue	793	7%
Eastern Avenue	597	5%
Hamilton Hill & Vale	508	4%
Stockade	401	4%
<b>TOTAL</b>	<b>11,545</b>	<b>100%</b>

Recent tree inventories revealed that Hamilton Hill is severely lacking in urban canopy. Mont Pleasant also lags behind in recommended tree cover.  
 Image Credit: City of Schenectady Community Forest Management Plan

### Public Art and Wayfinding

Public art is an exciting and effective way to include the community and their vision as a key component in Complete Streets transformations. From inviting the community to engage in the content, to employing local artists, hiring community members to assist, and working with volunteers on the installation, there are many ways that community-driven art can help build equity while also playing a leading role in creating a sense of community ownership.

### Bus Shelters and Mobility Hubs for Commercial Centers

Covered bus shelters are recommended for both the Albany and Crane Street commercial centers. There are a number of important destinations in these two areas, including local businesses and community services. Providing covered shelters in these locations makes public transit more accessible and more appealing. Including bike share stations and other mobility options at these shelter locations would also likely help promote multi-modal opportunities while supporting local businesses.



The "Best Kept Secret" gateway mural on the Hillside Crossings building on Albany Street was painted in 2021 by local artists Rae Frasier and Eugene O'Neill.

### On-Street and Off-Street Parking

There are several areas along both corridors where there is a high demand for residential parking with limited off-street parking accommodations. It is recommended that the City explore opportunities for providing additional parking in these locations, particularly if there are areas where parking will be affected by the proposed road improvements.

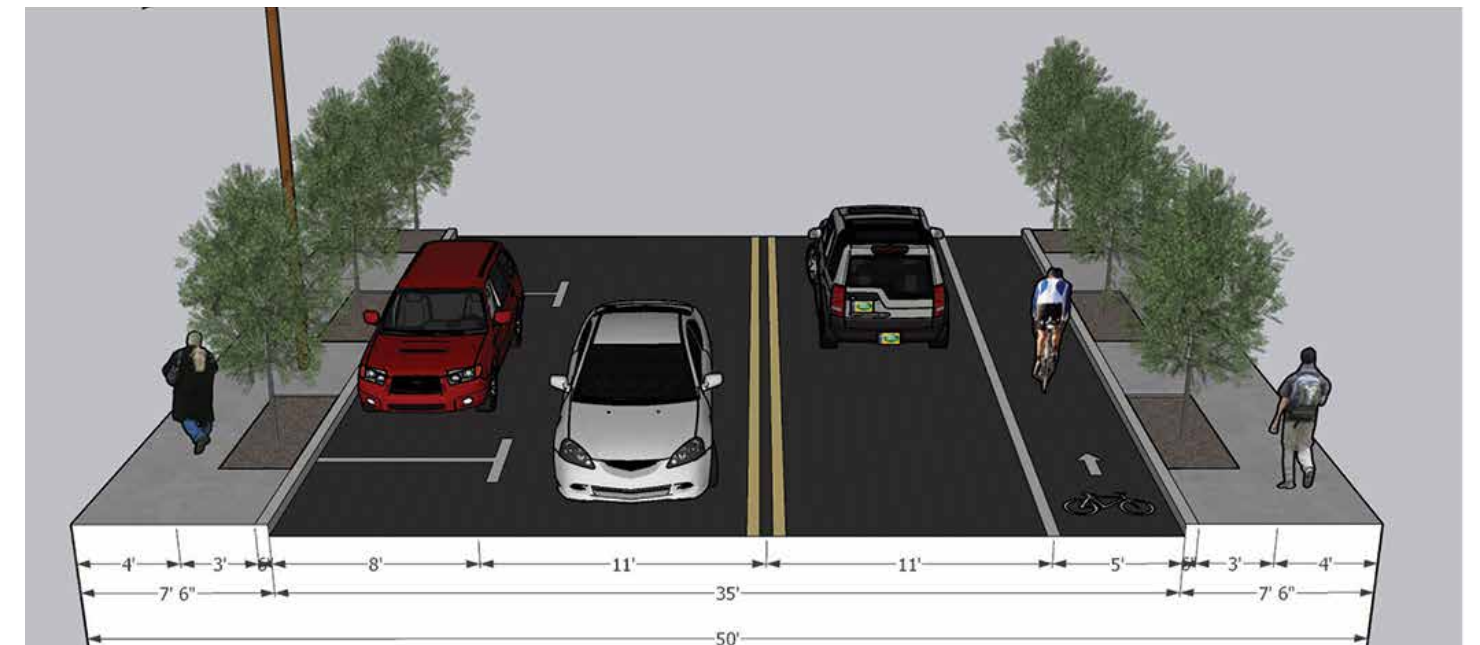
### Addressing Vacant and Underutilized Parcels

As the areas surrounding both Albany Street and Crane Street continue to be developed, the City should explore opportunities for infill that would help address some of the many needs identified by recent neighborhood studies while at the same time addressing the ways that those properties contribute to the overall streetscape. This is already being done at the former Honda Dealership site between State Street and Albany Street where the City of Schenectady and the Schenectady Metroplex Development Authority are working together to bring a much needed grocery store to the site.

As revealed in the Existing Conditions section of this report, many of the properties on the north side of Albany Street were designed to face State Street with little thought given to Albany Street, except for using it as a point of access. The City should work with its partners and new and existing property owners to make sure that properties meet the zoning requirements that are intended to enhance and protect the streetscape, particularly as they relate to fence setbacks, landscape buffers between parking and sidewalk areas, and street trees along property frontage.

## Albany Street

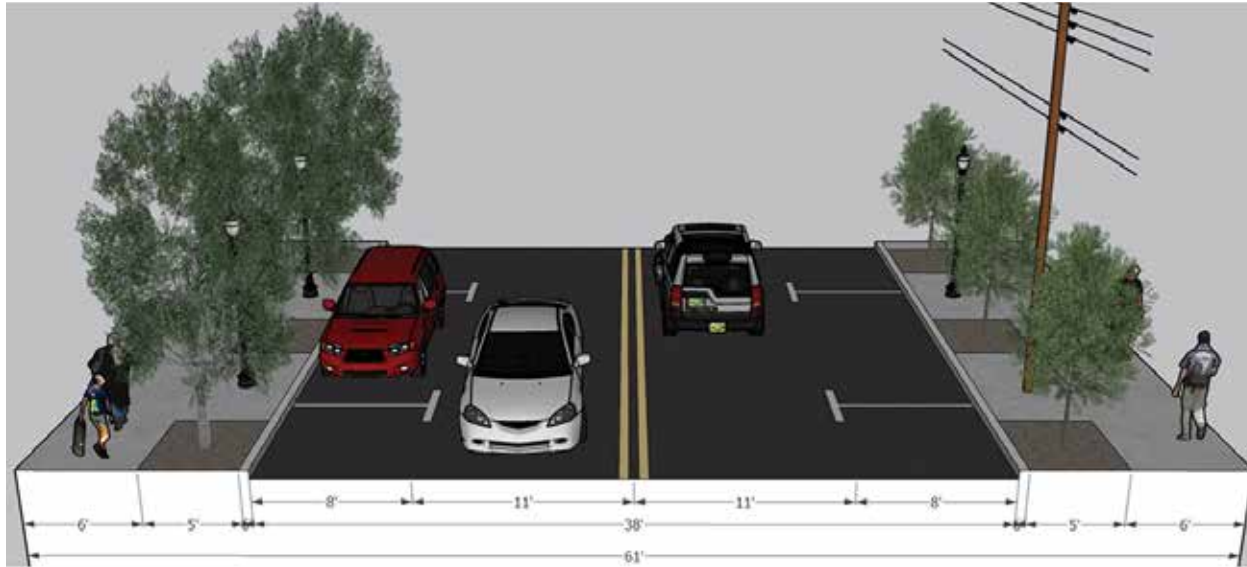
The overall width of Albany Street varies substantially between Veeder Avenue and Brandwine Avenue. Recommendations therefore vary from section to section, depending on the right-of-way dimensions and the roadway priorities for the immediate area. There is unfortunately not enough right-of-way to accommodate bike lanes along the Albany Street corridor without eliminating on-street parking in areas where it is greatly needed. Despite this, Albany Street is still a preferable bike route over State Street. Incorporation of sharrows, route signage, and bike parking is recommended and a climbing lane is recommended for the section of Albany Street that connects Veeder Avenue to Craig Street as this will help strengthen the bicycle connection between Downtown (and other bike networks connected to Downtown) and the Hamilton Hill and Mont Pleasant Neighborhoods. While block-by-block specifics are available in the Design Recommendations section of the report, all recommendations include striping, installing new curb and sidewalks, and including street trees wherever possible.



Striping, defined on-street parking with bumpouts, new sidewalks and a climbing lane are recommended for the section of Albany Street between Veeder Avenue and Schenectady Street.  
 All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

## Crane Street

The overall width of Crane Street also varies substantially between Broadway and Ostrander Place. Recommendations therefore vary from section to section, depending on the right-of-way dimensions and the roadway priorities for the immediate area. There is unfortunately not enough right-of-way to accommodate bike lanes along the Crane Street corridor without eliminating on-street parking in areas where it is greatly needed. While block-by-block specifics are available in the Design Recommendations section of the report, all recommendations include striping, installing new curb and sidewalks, and including street trees wherever possible.



Striping, new sidewalks, and street trees are recommended for the section between 3rd Avenue and Main Avenue where many local businesses are located and pedestrian demand is highest. All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

## Chrisler Avenue

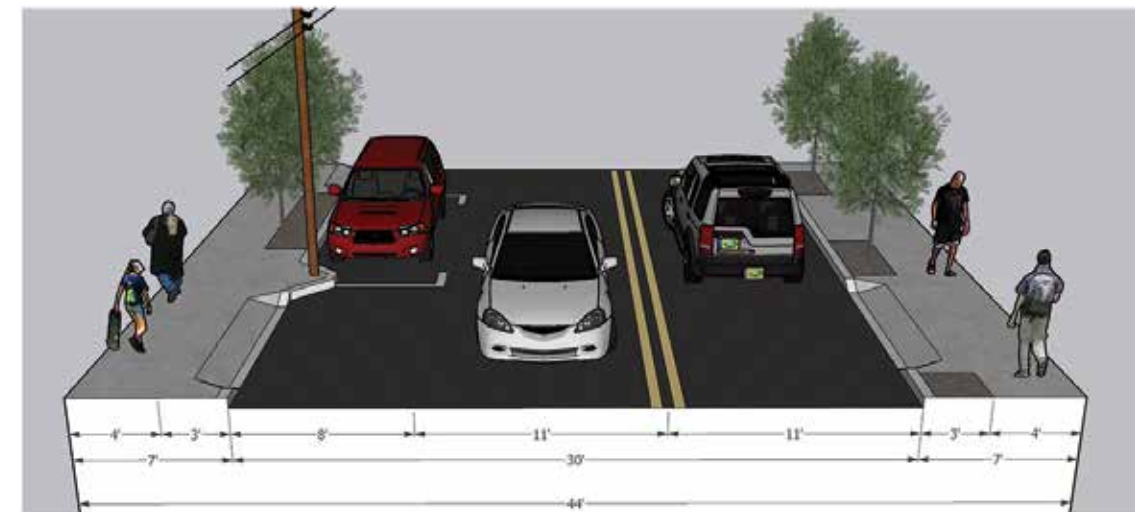
The block of Chrisler Avenue between Main Avenue and Ostrander Place is too narrow to safely accommodate two-way traffic and parking. The preferred concept recommends converting this block to a one-way, southeastbound street, which would allow parking to remain on the west side where it currently exists and where more parking can be accommodated due to the absence of intersecting streets.



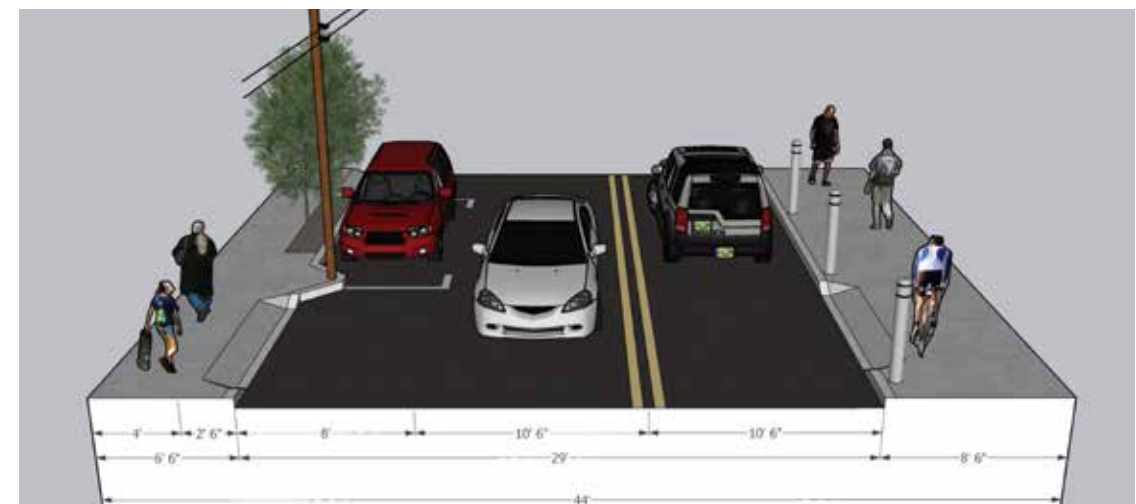
This study recommends making the block of Chrisler Avenue between Main Avenue and Ostrander Place one way and adding striping, new sidewalks, and street trees. All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

## Main Avenue

Main Avenue is too narrow to safely accommodate two-way traffic and parking. Based on conversations with residents, emergency services departments, and transit services, it is recommended that two-way traffic be preserved and parking kept where the width is adequate between Willett Street and Forest Road. After carefully weighing the merits of the two concepts that would allow for Main Avenue to continue as a one-way street, and because both concepts provide distinct advantages and challenges, Concept 3 was identified as the preferred concept due to the heavy reliance on pedestrian means of transportation in the area. Concept 2 trailed closely behind since it would allow for a continuous protected bicycle connection between Albany Street and Crane Street. And since the width of the Right-Of-Way is limited and there are tremendous merits to both concepts, the project team agreed that final determination should be made during the design and implementation phase when a topographic survey can be completed and negotiations with key property owners whose businesses are currently occupying the City Right-Of-Way can begin.



Concept 3 provides safer and more desirable pedestrian connections that serve large number of students and families / caregivers who rely on pedestrian access to nearby schools and institutions. It also creates more opportunities for street trees along the full length of Main Avenue, which in turn provides safer pedestrian refuge and minimizes potential for heat stress, increases traffic calming, minimizes the urban heat island effect, and minimizes opportunities for parking on sidewalks. The section shown here is the wider section located between Albany Street and Crane Street. All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.



Concept 2 includes a sidewalk on one side and a multi-use path on the other side. This would allow for a continuous protected path for bike users to get from Albany Street to Crane Street, but it minimizes and prohibits the use of street trees, which in turn minimizes opportunities for traffic calming, exacerbates the urban heat island effect, and allows for few to no vertical buffers between cars and pedestrians. All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.



## CHAPTER 2 RELATED PLANS + STUDIES

The City of Schenectady and the State of New York have completed several studies and reports that laid the groundwork for this study and are useful in evaluating the study areas and considering design alternatives. The following plans and studies are described in this chapter.

- 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



## CHAPTER 2: RELATED PLANS + POLICIES SUMMARY OF RELATED PLANS + POLICIES

PLANS + STUDIES	RELEVANCE
<b>City and Local Plans and Initiatives</b>	
<b>Craig-Main Connection Complete Streets Study (2019)</b>	<ul style="list-style-type: none"> <li>Provides a community vision for transforming the Craig Street and Main Avenue Corridor into a safe, inviting and inspiring Complete Streets connection between residents and community points of interest</li> <li>Provides conceptual options and direction for the Craig Street and Albany Street intersection and the Main Avenue and Crane Street intersection</li> </ul>
<b>City of Schenectady Bike Infrastructure Master Plan (2017)</b>	<ul style="list-style-type: none"> <li>Provides information on City-wide existing conditions, and prioritized bike infrastructure needs throughout the City</li> </ul>
<b>Community Forest Management Plan (2022)</b>	<ul style="list-style-type: none"> <li>Provides a guide to maintain, protect and enhance Schenectady's community forest as well as long-term goals and strategies for sustainability and equity</li> <li>Provides recommendations to be included in construction for a healthier and more sustainable urban forest</li> </ul>
<b>City of Schenectady Comprehensive Plan 2020 (2008)</b>	<ul style="list-style-type: none"> <li>Provides information on demographics and neighborhood goals</li> </ul>
<b>Neighborhood Revitalization Strategic Area</b>	<ul style="list-style-type: none"> <li>Provides information on existing employers, community assets, demographic data, information gathered from public engagement, and recent investments and completed projects in the neighborhoods</li> </ul>
<b>City of Schenectady 2017 Smart City Report (2017)</b>	<ul style="list-style-type: none"> <li>Outlines City-wide goals to be implemented in construction such as smart lighting and Wi-Fi systems</li> </ul>
<b>National Grid Implementation Plan for the Smart City (2018)</b>	<ul style="list-style-type: none"> <li>The City is converting existing lights to LED under the Company's Lighting Tariff</li> <li>The City qualifies to receive the outdoor lighting LED energy efficiency incentives approved as part of the Joint Proposal adopted in the Company's rate case</li> </ul>
<b>Thriving Neighborhoods Challenge</b>	<ul style="list-style-type: none"> <li>Inspires and funds citizen-led projects designed to improve residents' quality of life</li> <li>Has funded and implemented projects in Hamilton Hill and Mont Pleasant to improve parks and streetscapes, including public art installations, thematic waste receptacles, Common Unity banners on the Craig Street bridge, and branding for Engine Hill in Mont Pleasant</li> </ul>
<b>State and Regional Plans</b>	
<b>NYS Pedestrian Safety Action Plan (2016)</b>	<ul style="list-style-type: none"> <li>Provides guidelines used in the design of safe pedestrian crossings</li> </ul>
<b>New Visions 2050 Metropolitan Transportation Plan (2020) (Capital Region Transportation Council)</b>	<ul style="list-style-type: none"> <li>Outlines priorities, strategies, and funding opportunities for regional transportation systems</li> <li>Outlines goals and strategies for make improvements in the areas of safety, resiliency, accessibility, technology, and equity</li> </ul>
<b>Smart Mobility Toolbox (Capital Region Transportation Council)</b>	<ul style="list-style-type: none"> <li>Provides recommendations and tools for supporting and promoting non-vehicular mobility, traffic management, energy and infrastructure, parking management, smart transit, and connected / autonomous / electric vehicles</li> </ul>
<b>2006-2008 Strategic Plan for Schenectady County Long Term Care Consortium (2006)</b>	<ul style="list-style-type: none"> <li>Identifies one of the major issues facing seniors as transportation and access to services</li> </ul>

## CITY AND LOCAL PLANS AND INITIATIVES

### Craig-Main Connection Complete Streets Study (2019)

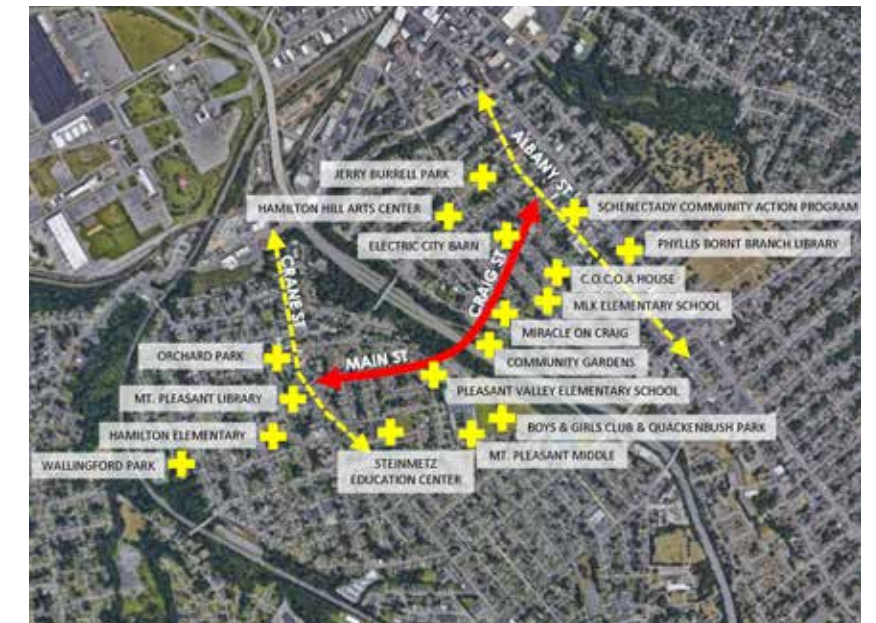
The Craig-Main Connection is a neighborhood-based Complete Streets project that reflects the ideas and inspirations of the community to transform the Craig Street and Main Avenue Corridor into a safe, inviting and inspiring connection between residents and community points of interest. The community-led 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.

In addition to better physically connecting the Hamilton Hill and Mont Pleasant Neighborhoods, the project seeks to socially and culturally connect individuals and organizations with one another as part of a comprehensive effort to strengthen both neighborhoods and build momentum for positive change. The project was grounded in an extensive series of public outreach efforts and events that included a neighborhood liaison; an interactive project website; digital and paper surveys; stakeholder meetings; curbside conversations; a week-long design workshop that included a launch party, an open house, and a final presentation and discussion; open houses and attending neighborhood group meetings, and a public presentation and comment period for reviewing the final design and report.



Local students helped conduct neighborhood surveys.

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



Maps of the Craig-Main Connection Study Area showing potential connections and opportunities; *Images Credit: Craig-Main Connection Complete Streets Plan*



The Craig-Main Connection Launch Party attracted over a hundred residents and played a critical role in shaping the final design.

### Craig-Main Connection Youth-based Research + Communication

Working with local youth organizations and empowering the younger generation to take a lead role in the project generated a lot of participation and local support for the project. The project included many different types of events that were hosted during different times and in different locations to meet the community where they were and grow input and support for the project.



### Common Themes of the Craig-Main Connection

Four themes of improvements were routinely championed by residents during the Craig-Main Connection Complete Streets Study:



PUBLIC ART BY LOCAL ARTISTS



BUS SHELTERS



STREET TREES

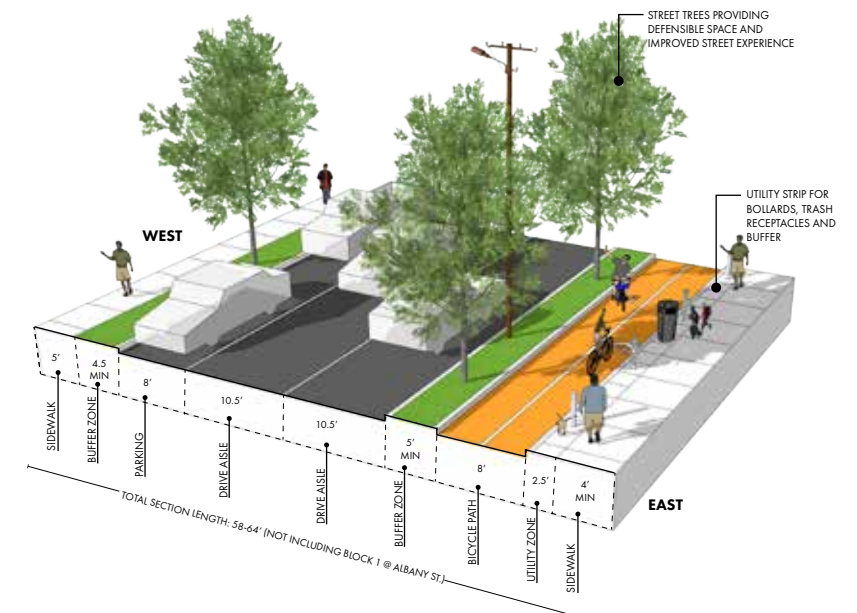


PLACES AND PROGRAMMING FOR OLDER YOUTH

### Craig-Main Connection Complete Streets Study (2019), Cont'd

#### Recommendations for Craig Street and the Albany Street Intersection

The Craig-Main Connection Complete Streets Study recommends a separated two-way cycle track for Craig Street between Emmet Street and Forest Road. The block between Emmett Street and Albany Street was not wide enough and the study recommends that further study and public engagement take place to determine the best way to tie into Albany Street.

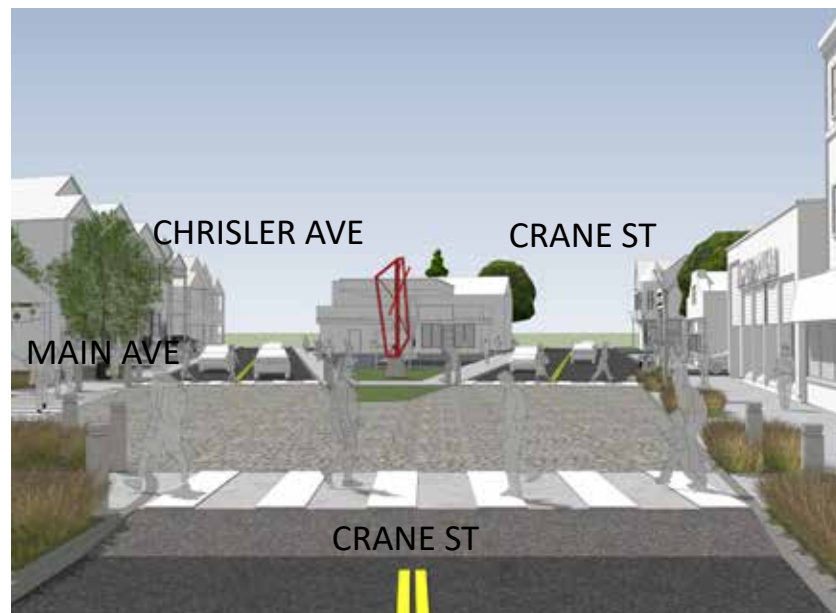


A separated two-way cycle track is recommended for Craig Street between Albany Street and Forest Road, with the exception of the block closest to Albany Street. *Images Credit: Craig-Main Connection Complete Streets Plan*

## Craig-Main Connection Complete Streets Study (2019), Cont'd

### Recommendations for the Crane Street, Chrysler Avenue, and Main Avenue Intersection

The Craig-Main Connection Complete Streets Study recommends urban infill, reducing curb cuts, adding curb extensions, and constructing a raised intersection for the area where Crane Street, Chrysler Avenue, and Main Avenue intersect.

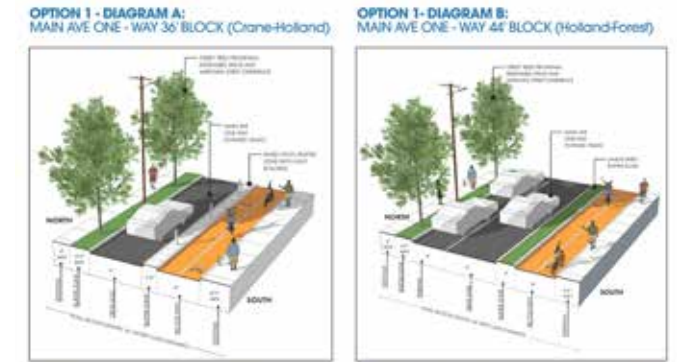


Urban infill, curb extensions, urban infill and a new bus shelter were proposed in the area where Crane Street, Chrysler Avenue, and Main Avenue meet.  
Images Credit: Craig-Main Connection Complete Streets Plan

### Further Study and Input for Main Avenue

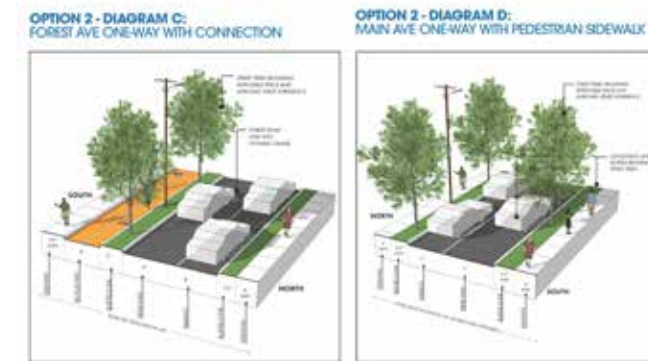
As part of the Craig-Main Connection Complete Streets study, three alternatives were developed for Main Avenue. Preferences for the different options for Main Avenue were largely divided with strong convictions for why one or another would be better. While some gravitated toward the walking, biking and traffic calming benefits that could come from converting Main Avenue to a one way street, others were concerned about losing the ability to drive in both directions, the ability to park on Main Avenue, and the possibility of added traffic congestion, particularly during school drop-off and pickup times. The study therefore recommended that a traffic study and additional public outreach be conducted to evaluate the three concepts and determine the most beneficial course of action.

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



- Pro's**
- Connects Albany Street neighborhood commercial district to Crane Street neighborhood district
  - Intersection improvements on Forest/Main
  - Direct continued bike/ped connection along corridor
  - Most houses along Main Ave have on-street parking (limited driveway transitions)
- Trade Offs**
- Main Ave becomes one-way
  - Main Ave loses on-street parking from Crane Ave to Holland Rd
  - Possible increase in traffic to adjacent roads

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



- Pro's**
- Connects Albany Street neighborhood commercial district to Crane Street neighborhood district
  - Forest Road with allows more flexibility
  - Intersection improvements on Francis/Forest and Forest/Main
  - Main Ave to maintain on-street parking
- Trade Offs**
- Forest Road and Main Ave become one-way
  - Forest Road limited to one side of on-street parking
  - Bike/ped connection not along direct corridor
  - More houses front along Forest Road (More driveway transitions)
  - Possible increase in traffic to adjacent roads

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



- Pro's**
- Two-way traffic to remain
  - Implement street trees where possible
  - Improved sidewalks
  - Main Ave to maintain on-street parking
  - Intersection Improvements
- Trade Offs**
- No direct bicycle connection
  - Few opportunities for street trees
  - On-street parking lane very narrow

### Schenectady County Public Library

The Mont Pleasant Branch Public Library on Crane Street and the Phyllis Bornt Branch Public Library and Family Literacy Center on State Street were both completed shortly before the Craig-Main Connection Study. The Libraries serve as community anchors and played a key role in connecting with the community.



MONT PLEASANT PUBLIC LIBRARY



PHYLLIS BORNT PUBLIC LIBRARY AND FAMILY LITERACY CENTER

## City of Schenectady Bike Infrastructure Master Plan (2017)

In 2017, The City of Schenectady initiated the Bicycle Infrastructure Master Plan to provide the framework for creating a bike friendly City. The Master Plan sought to update past bike plans through an extensive public process and resulted in an extensive set of bicycle infrastructure projects, policies and programs that the City can undertake to become bike friendly.

Goals included:

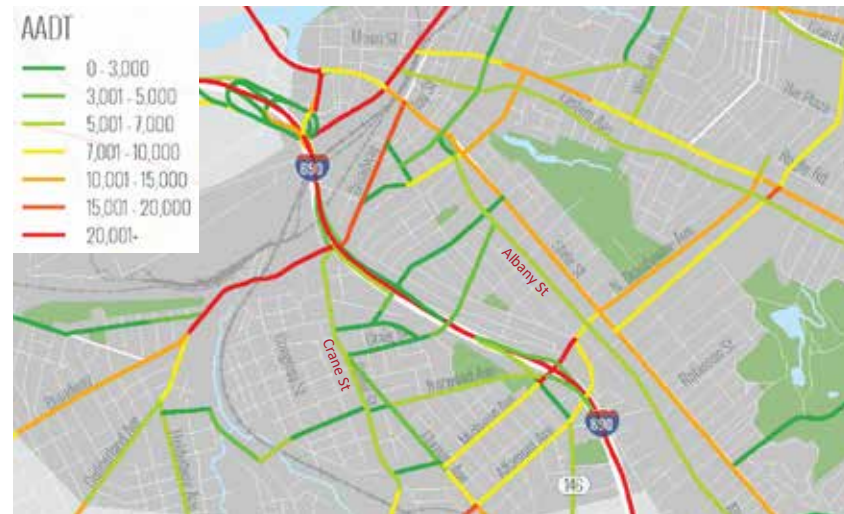
- Update the Bicycle Priority Network identified in the 2001 Urban Bike Route Master Plan
- Undertake an extensive public input process to guide the development of the plan
- Develop recommendations for implementing a range of bicycle facilities that overcome barriers to travel and create a comfortable biking environment
- Develop bicycle wayfinding recommendations for bike routes throughout the City
- Identify policies and programs that would further support biking
- Identify key locations for the roll out of bike share stations

Information provided by the plan includes:

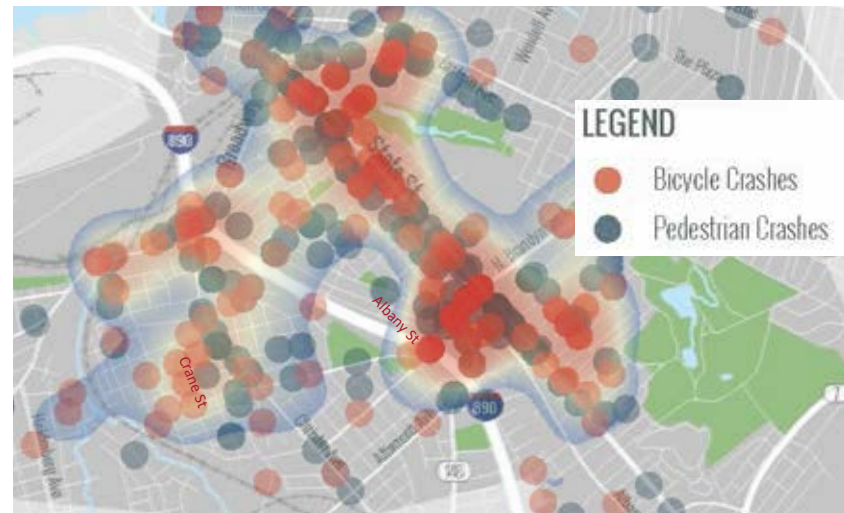
- City-Wide Existing Conditions
  - Existing Bicycle Network
  - Barriers & Challenges
  - Bicycle Parking
  - Traffic Conditions
- Summaries of Past Planning
- Types of Bicyclists & Bicycling Data
- Bicycle Infrastructure Types
- City-Wide Bicycle Network Recommendations



2016 City of Schenectady Bike Fest  
Image Credit: City of Schenectady Bike Infrastructure Master Plan



Close-Up of City of Schenectady Average Annual Daily Traffic 2013 (AADT)  
Image Credit: City of Schenectady Bike Infrastructure Master Plan



Close-Up of City of Schenectady Bicycle Collision Density (2010-2015)  
Image Credit: City of Schenectady Bike Infrastructure Master Plan



Phasing Map of Proposed Bicycle Infrastructure Improvements for the Study Area  
Image Credit: City of Schenectady Bike Infrastructure Master Plan

The Bicycle Infrastructure Master Plan recommends a series of bicycle and pedestrian infrastructure improvements designed to improve connections to and from neighborhood centers and also to and from the Downtown. The Craig-Main Connection emerged as a Phase 1 champion and extending improvements to Crane Street and Albany Street will greatly strengthen the connection and access between Mont Pleasant, Hamilton Hill, and the Downtown, further strengthening residents access to many important local destinations, including schools, commercial centers, parks, and community centers. Some of the key factors noted in the Master Plan that should be taken into account as part of this study include:

### Barriers and Opportunities

Opportunities noted in the study area include the Crane Street commercial area and the Albany Street commercial area. Both streets are recognized as constrained corridors.

### Crash Data

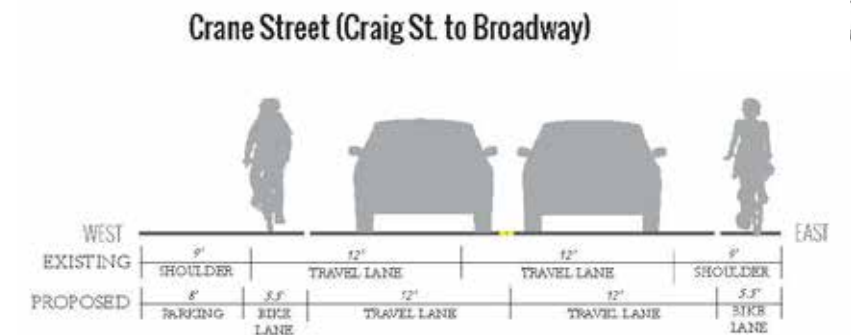
Both the Crane Street and Albany Street corridors fall within the areas of the city that are categorized as having notable levels of accidents, particularly involving pedestrians and bicyclists.

### Wayfinding

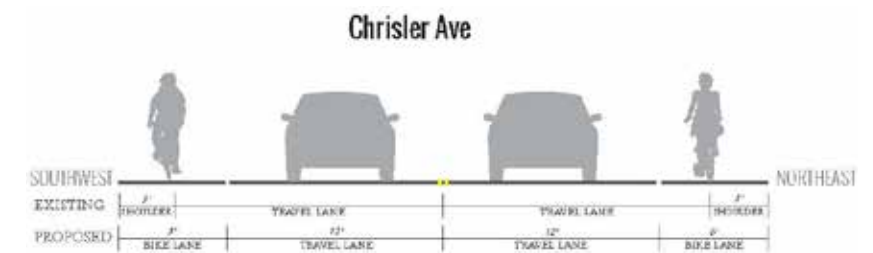
The plan recommends signage identifying bike routes with bike lanes, cycle tracks and shared lanes.

### Bicycle Parking

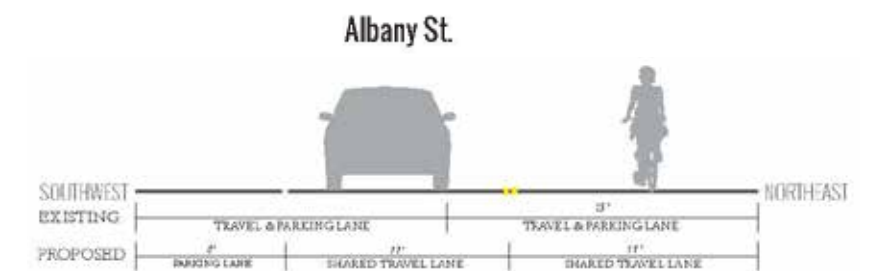
According to the Master Plan, there is currently no formal bike parking infrastructure within the study area.



Existing and Proposed Conditions for Crane St.  
Image Credit: City of Schenectady Bike Infrastructure Master Plan



Existing and Proposed Conditions for Chrysler Avenue  
Image Credit: City of Schenectady Bike Infrastructure Master Plan



Existing and Proposed Conditions for Albany Street  
Image Credit: City of Schenectady Bike Infrastructure Master Plan

## Community Forest Management Plan (2022)

The Community Forest Management Plan for Schenectady was completed in 2022 and is a “guide to maintain, protect, and enhance Schenectady’s already extensive community forest. The Community Forest Management Plan extends beyond maintenance and operational guidance to include a variety of long-term goals, strategies, and priorities to achieve optimal levels of community forest management, sustainability, and equity.” The vision outlined in the plan is to “create a healthy and sustainable community forest that is properly managed and cared for, benefiting all the citizens of Schenectady. The community forest will be thriving and resilient for future generations to ensure continued economic, environmental, and social benefits.”

Benefits provided by the Community Forest and highlighted in the Plan:

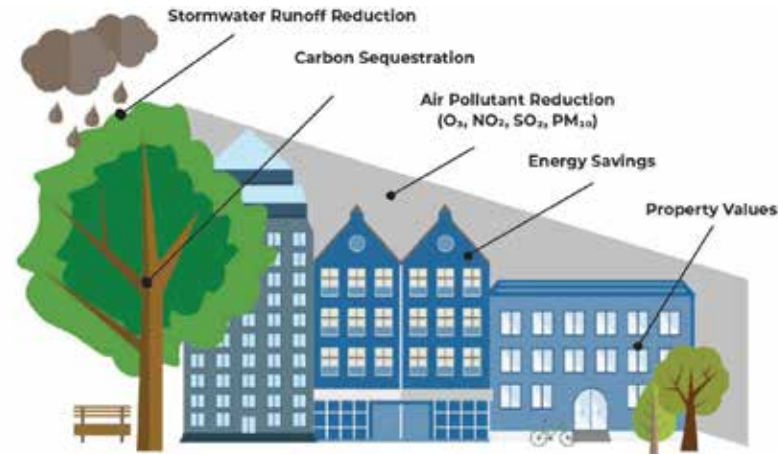
- Reduce stormwater, conserve water and soil
- Reduce stress and improve quality of life
- Build safe communities and decrease crime
- Positively influence climate to ensure sustainability
- Clean air and breathe easier
- Save energy and lower energy costs for buildings
- Reduce the need for street maintenance
- Raise property values
- Cool pavement and diminish urban heat islands
- Protect wildlife and restore ecosystems
- Calm traffic and make neighborhoods safer and quieter

Resources included:

- Where to plant
- Tree planting parameters
- What to plant
- Tree species diversity
- Tree species selection
- How to plant
- Equitable distribution
- Key considerations for tree planting
- Tree planting recommendations

### Hamilton Hill and Mont Pleasant

The Plan establishes Hamilton Hill as severely lacking in trees and recommends increasing the urban canopy in Mont Pleasant as well.



Benefits of Community Forests  
Image Credit: City of Schenectady Community Forest Management Plan

Figure 8. Map of Schenectady's public tree distribution by neighborhood



Table 3. Public tree distribution by neighborhood

Neighborhood	Trees Count	% Live
Union Street	3,776	33%
Northside	1,373	12%
Woodlawn	1,299	11%
Mount Pleasant	926	8%
Central State	923	8%
Downtown	889	8%
Bellvue	793	7%
Eastern Avenue	597	5%
Hamilton Hill & Vale	508	4%
Stockade	461	4%
<b>TOTAL</b>	<b>11,545</b>	<b>100%</b>

Tree inventories revealed that Hamilton Hill is severely lacking in urban canopy. Mont Pleasant also lags behind in recommended tree cover.

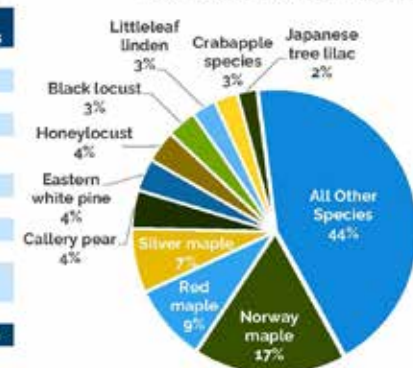
Image Credit: City of Schenectady Community Forest Management Plan

The following provides a summary of the top ten species identified during the 2021 tree inventory data analysis.

Table 5. Species diversity of citywide trees

Common Name	Count	% Trees
Norway maple	2,008	17%
Red maple	1,010	9%
Silver maple	843	7%
Callery pear	497	4%
Eastern white pine	422	4%
Honeylocust	420	4%
Black locust	384	3%
Littleleaf linden	318	3%
Crabapple spp	309	3%
Japanese tree-lilac	255	2%
All other species	5,081	44%
<b>TOTAL</b>	<b>11,545</b>	<b>100%</b>

Figure 10. Species diversity of citywide trees



The Community Forest Management Plan establishes increasing species diversity as a top priority moving forward. Image Credit: City of Schenectady Community Forest Management Plan

### Increasing Species Diversity

The Plan demonstrates that maples are the dominant tree species in Schenectady and that new species must be considered for new plantings to increase the city’s species diversity and overall sustainability.

### City of Schenectady Comprehensive Plan 2020 (2008)

The neighborhood comprehensive plans for the Mont Pleasant and Hamilton Hill neighborhoods highlight existing facilities and amenities in the area as well as existing land use and neighborhood specific demographic statistics. The two neighborhoods share common goals that this proposed complete streets study of Albany and Crane Street will directly or adjacently influence.

City’s Vision for the Future:

“Schenectady is a city rich in history and heritage, and the very birthplace of American technical innovation. Today, Schenectady remains a culturally diverse, yet contemporary community of proud people who believe a brighter future lies within the strengths of their city’s many assets, including beautiful parks, dynamic and architecturally unique neighborhoods, and the Mohawk River that flows along its shores. Now, through 2020, Schenectady will actively build upon this foundation of strength to become a highly preferred destination for Capital Region families of all cultures and faiths, who seek quality homes and better schools in safe neighborhoods. They will be joined by businesses both large and small, both cultural and technical, seeking to expand with the benefit of an outstanding and educated workforce, and to thrive within a city poised to continue its proud history of American achievement.”

Four vision elements of the Action Plan:

- Quality City services efficiently delivered
- Great homes in safe and stable neighborhoods
- Beautiful, clean and green community
- Quality workforce and growing businesses

### Hamilton Hill and Vale Neighborhood Plan

Relevant goals and recommended actions highlights:

- Improve traffic flow and pedestrian safety / walkability
- Improve intersections
- Improve access to bus routes
- Evaluate need for additional and/or improved parking
- Preserve and improve unique buildings
- Improve connection to downtown
- Identify opportunities where vacant lots could be improved to enhance community
- Develop a streetscape beautification program
- Support business districts and business properties and encourage new small businesses



Albany Street between Steuben Street and Veeder Avenue functions as a Neighborhood Commercial Corridor

	City 2000	Hill & Vale 1990	Hill & Vale 2000
<b>Population Change 1990-2000</b>	-5.7%	-	-20.7%
<b>Minority Population</b>	25.5%	39.8%	60.7%
<b>Median Age</b>	34.8 years	27.9 years	28.9 years
<b>Average Household Size</b>	2.23	2.39	2.43
<b>High School Diploma</b>	77.8%	56.5%	58.8%
<b>Bachelor's Degree or Higher</b>	19.0%	5.3%	6.7%
<b>Median Household Income</b>	\$29,378	\$13,640	\$16,645
<b>Low/Mod Income Households</b>	66.9%	84.0%	86.3%
<b>Very Low Income Households</b>	45.8%	63.9%	69.9%
<b>Housing Unit Change 1990-2000</b>	0.1%	-	-9.6%
<b>Owner Occupied Units</b>	44.7%	23.1%	24.0%
<b>Renter Occupied Units</b>	55.3%	76.9%	76.0%
<b>For-Sale Vacancy Rate</b>	4.6%	4.2%	16.3%
<b>Rental Vacancy Rate</b>	9.3%	9.6%	13.5%
<b>Units built before 1940</b>	56.5%	71.7%	62.4%
<b>Single-Family Detached Units</b>	34.8%	8.7%	11.4%
<b>Two-Family Units</b>	33.7%	46.7%	47.5%
<b>Three and Four-Family Units</b>	12.6%	17.7%	17.9%
<b>Median Gross Rent</b>	\$548	\$390	\$447
<b>Rent Burdened Households</b>	42.2%	56.1%	44.1%
<b>Median House Value</b>	\$71,200	\$46,666	\$42,857
<b>Owner Cost Burdened Households</b>	25.0%	33.7%	26.8%
<b>Assessed Value Per Acre</b>	\$365,997	-	\$358,438

Hamilton Hill Demographics

Image Credit: City of Schenectady Comprehensive Plan 2020

Hamilton Hill facilities identified in the Comprehensive Plan:

- Dr. Martin Luther King Jr. Elementary School
- Washington Irving Adult Education Center
- Jerry Burrell Park
- Vale Park
- Hometown Health Services
- The Head Start Program
- Carver Community Center (now Miracle on Craig)
- Phyllis Bornt Branch Library and Literacy Center
- Hamilton Hill Arts Center



Crane Street business corridor  
Image Credit: Google Earth

### Mont Pleasant Neighborhood Plan

Relevant goals and recommended actions highlights:

- Inspect community sidewalks for condition and prioritize areas of need
- Replace existing lighting with better and brighter lighting
- Examine and improve storm sewer system
- Review pedestrian and vehicular circulation patterns and make improvements to calm traffic and increase livability and walkability
- Evaluate making Chrysler Avenue one-way
- Improve intersections
- Evaluate the need for additional and/or improved parking
- Develop new housing
- Support business districts and business properties and encourage new small businesses

Mont Pleasant facilities identified in the Comprehensive Plan:

- Hamilton Elementary School
- Mont Pleasant Middle School
- Pleasant Valley Elementary School
- The Career Center at Steinmetz
- Mont Pleasant Branch Library
- Fire Station #3
- Stelmack Park, 10th & Webster Park
- Orchard Park, Wallingford Park
- Michigan Avenue Park
- Quackenbush Park
- Grout Park
- Mont Pleasant Athletic Field

	City 2000	Mont Pleasant 1990	Mont Pleasant 2000
<b>Population Change 1990-2000</b>		-5.7%	-3.9%
<b>Minority Population</b>	25.5%	5.1%	20.7%
<b>Median Age</b>	34.8 years	32.9 years	40.4 years
<b>Average Household Size</b>	2.23	2.31	2.32
<b>High School Diploma</b>	77.8%	68.9%	72.5%
<b>Bachelor's Degree or Higher</b>	19.0%	12.0%	11.2%
<b>Median Household Income</b>	\$29,378	\$23,766	\$27,824
<b>Low/Mod Income Households</b>	66.9%	66.8%	72.8%
<b>Very Low Income Households</b>	45.8%	40.3%	48.7%
<b>Housing Unit Change 1990-2000</b>	0.1%	-	5.4%
<b>Owner Occupied Units</b>	44.7%	51.5%	48.1%
<b>Renter Occupied Units</b>	55.3%	48.5%	51.9%
<b>For-Sale Vacancy Rate</b>	4.6%	1.4%	6.6%
<b>Rental Vacancy Rate</b>	9.3%	5.3%	10.7%
<b>Units built before 1940</b>	56.5%	77.2%	65.5%
<b>Single-Family Detached Units</b>	34.8%	30.6%	32.3%
<b>Two-Family Units</b>	33.7%	50.3%	44.0%
<b>Three and Four-Family Units</b>	12.6%	10.1%	10.2%
<b>Median Gross Rent</b>	\$548	\$435	\$553
<b>Rent Burdened Households</b>	42.2%	40.8%	40.2%
<b>Median House Value</b>	\$71,200	\$82,916	\$58,525
<b>Owner Cost Burdened Households</b>	25.0%	19.7%	38.8%
<b>Assessed Value Per Acre</b>	\$365,997	-	\$399,332

Mont Pleasant 2008 Demographics  
Image Credit: City of Schenectady Comprehensive Plan 2020

## City of Schenectady 2020-2024 Consolidated 5-Year Strategic Plan (2020)

The City of Schenectady, as a participating jurisdiction, receives an annual allocation of funding through the Federal Community Development Block Grant Program (CDBG), the Federal HOME Investment Partnership Program (HOME), and the Emergency Solutions Grants Program (ESG).

Allocations and the use of these funds are predicated on the following National Objectives:

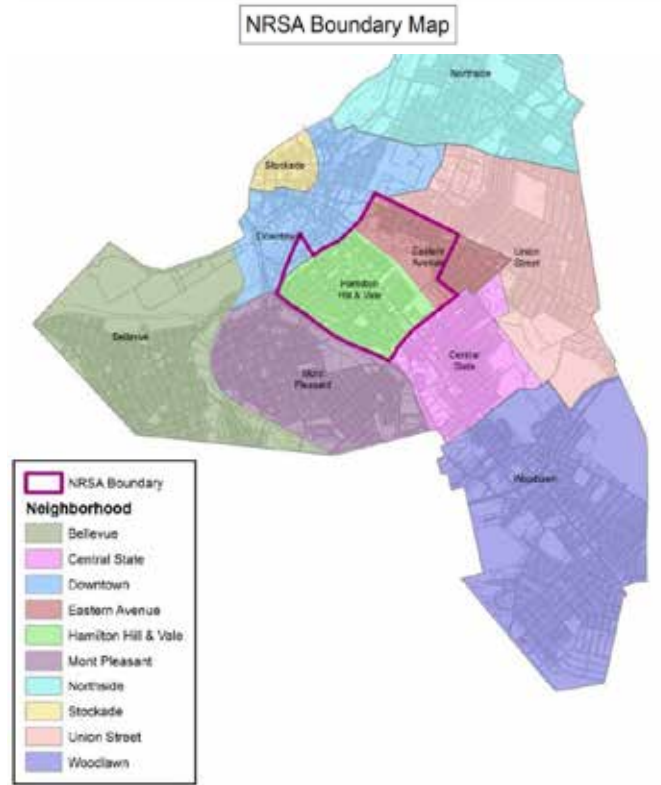
- To benefit low- and moderate-income persons
- To aid in the prevention or elimination of slums or blight
- To meet community development needs having a particular urgency

Three high priority needs are identified:

- **Housing Opportunities:** Support programs that provide quality, affordable housing options and initiatives for rehabilitation of the existing housing to help stabilize neighborhoods and meet the needs of all residents
- **Expand Economic & Workforce Development:** Assist small businesses and non-profit organizations located in the target areas to remove major barriers to the City's growth and prosperity by supporting and increasing access through infrastructure upgrades and programs that provide training, technical assistance and work opportunities
- **Strengthen Local Neighborhoods:** Enhance community assets and advance cultural and recreational initiatives to engage residents, improve health, safety and education, while creating jobs

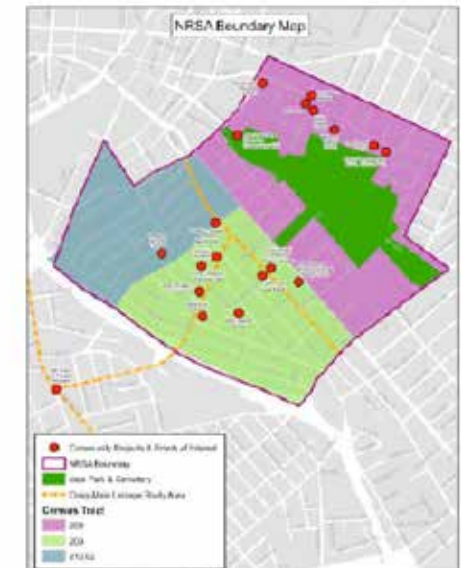
Relevant objectives include:

- Support housing rehabilitation
- Address dilapidated properties
- Upgrade infrastructure and streetscapes
- Support community hubs
- Increase nutritional and environmental education



NRSA Boundary Map; Image Credit: City of Schenectady 2020-2024 Consolidated 5-Year Strategic Plan Overview

### Mont Pleasant Renewal Area Boundaries



Mont Pleasant Renewal Area Boundaries; Image Credit: City of Schenectady 2020-2024 Consolidated 5-Year Strategic Plan Overview

## City of Schenectady 2017 Smart City Report

The goal of the Schenectady Smart City Report is to help build an environment of sustainability, efficiency, and improved quality of life by leveraging technology and innovation for the betterment of residents and businesses in Schenectady. This report revolves around a few overlying points; delivering efficient and accessible government service, leveraging predictive analytics to inform decision and policy creation to create a safer Schenectady that provides easy access to all essentials needed to live, and committing to green and sustainable design principles.

### Existing Smart City Projects:

- Mobile Citizen Request Tracker (report issues or request City services)
- Updated City Website
- Property Assessed Clean Energy Financing (PACE)
- Upgrade Light Posts with HID Efficiency with Cameras
- Electric Vehicles & Amenities
- Clean Energy Community Designation
- MicroGrid Project
- Schenectady Innovation Hub
- Routing and Fleet Management



Image: Smart City Initiative  
Image Credit: The Daily Gazette

## National Grid Implementation Plan for the Smart City

National Grid and the City of Schenectady have begun deploying advance street lighting technology that will transform the municipality into a “smart city”. One of the first examples of this initiative is on Union Street between North College Street and Washington Avenue and included retrofitting 18 streetlights with intelligent control nodes with a mixture of soft-white and daylight temperature LED bulbs.

The City of Schenectady has seen energy savings from advanced street lighting and controls, improved performance of existing streetlights, and the foundation for smart cities applications to improve municipality services for the residents of Schenectady.



Image: City of Schenectady Public Wifi  
Image Credit: City of Schenectady

## Thriving Neighborhoods Challenge Grant

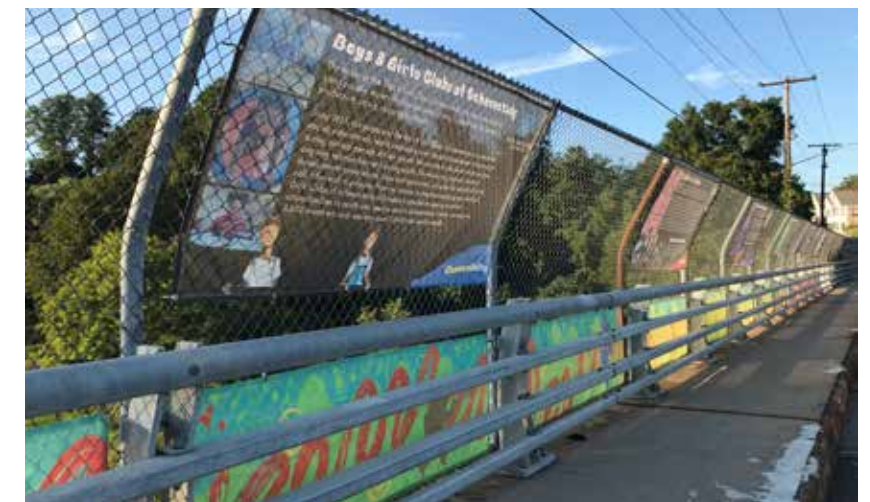
In 2018, the Schenectady Foundation came together with local foundations, philanthropists, the City of Schenectady, and other change-makers to fund the first round of the Challenge. One round led to a second, and in total, the Foundation has funded 17 citizen-led projects meant to improve residents’ quality of life. Projects ranged from splash pads to anti-littering campaigns; from park clean-ups and little libraries, to public art installations, a geocache challenge, and more. A third round is currently under way and Round 3 of the Challenge is “meant to foster increased community-building by spurring citizen involvement and problem-solving. The goal of the Challenge is to stimulate creativity and empower residents to come forward with their best ideas to make their neighborhoods better places to live – and to be able bring these ideas to life!”

### Round 1 Project Highlights:

- Canvas murals for vacant homes in Hamilton Hill
- Show Love Where You Live trash receptacles in Hamilton Hill & Vale Neighborhood
- Phoenix Walks sculpture park in Hamilton Hill

### Round 2 Project Highlights:

- Common Unity Banners on the Craig Street Bridge in Hamilton Hill and Mont Pleasant
- Beautification for branding Engine Hill in Mont Pleasant



Common Unity Banners: Inspired by students who cross the bridge daily, Common Unity Banners was designed to transform the bridge from a place of isolation to a place of inspiration. Celebrating the power of community vision by pairing local artists with local youth-focused community organizations, Common Unity Banners took the first bold step, through this grassroots effort, in the implementation of a Complete Streets project that will ultimately transform the Craig-Main corridor into a beautiful neighborhood connection. Unfortunately, due to vandalism, the upper banners have been removed, but there are plans to work with local organizations and institutions to display them in other neighborhood anchors.



Common Unity Banners: The Craig Street bridge was closed for a community block party to celebrate the opening of the project.



Beautification for Branding Engine Hill: This project included installing trash receptacles, banners, and crosswalks to brand the Crane Street neighborhood center as Engine Hill.  
Image Credit: The Schenectady Foundation Thriving Neighborhoods Challenge

## STATE AND REGIONAL PLANS

### New York State Pedestrian Safety Action Plan (2016)

The New York State Pedestrian Safety Plan provides statewide data identifying current safety conditions and recommends a distinct set of engineering, education, and enforcement countermeasures that can be accomplished to improve pedestrian safety.

Nearly 50% of all pedestrian crashes outside of New York City occur in 20 focus communities, the City of Schenectady being number 13 on that list. These communities are given extra attention in order to improve pedestrian safety through engineering, education and public awareness, and enforcement.

Key crash statistics include:

- Pedestrian crashes in the urban areas of NYS outside of NYC: 59% at intersections, 41% at non-Intersections;
- 60% of crashes occurred during daylight, but peaked at 5pm;
- 55% of fatal and injury pedestrian crashes in urban areas occurred when pedestrians were crossing the roadway; 11% of the fatal and injury crashes occurred when pedestrians were walking along the highway;
- Most pedestrians involved in crashes were between the ages of 10-29.

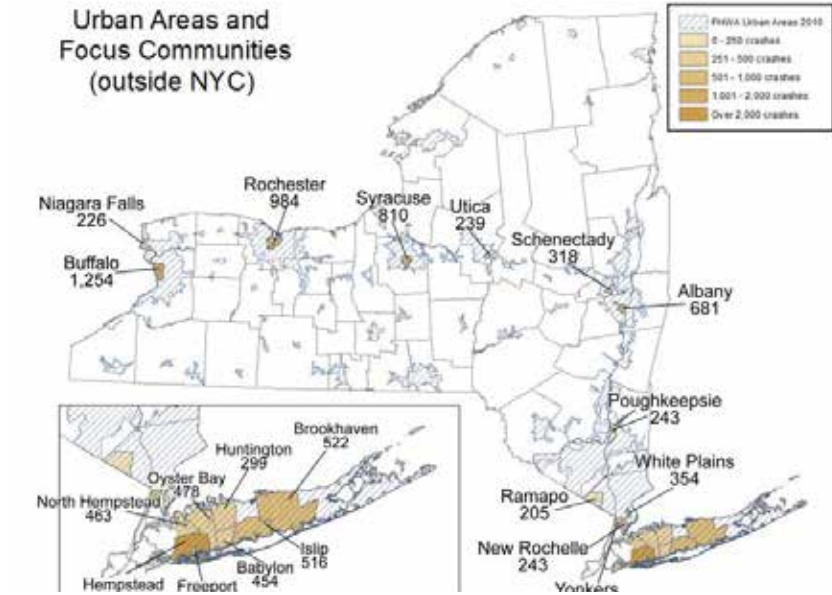
### New Visions 2050 Metropolitan Transportation Plan (2020) (Capital Region Transportation Council)

The New Visions 2050 Metropolitan Transportation Plan identifies goals and strategies and outlines funding priorities to help guide municipalities in transportation planning.

Notable relevant priorities include:

- Invest in Complete Streets
- Encourage bicycle and pedestrian travel;
- Invest in Transit and provide essential mobility for all
- Prioritize affordable and convenient travel options

#### WHERE: URBAN AREAS, COUNTIES AND FOCUS COMMUNITIES



Focus Community Crash Data from 2016 NYS Pedestrian Action Plan  
Image Credit: NYS Pedestrian Action Plan



Multi-Modal and Multi-programmed transportations means addressed in the New Visions 2050 Plan  
Image Credit: New Visions 2050 Metropolitan Transportation Plan Executive Summary

- Preserve the environment
- Leverage technology

The New Visions 2050 Metropolitan Transportation Plan includes significant funding opportunities for inter-modal systems and street reconstruction and reconfiguration.

### Smart Mobility Toolbox (2022) (Capital Region Transportation Council)

According to the Toolbox, “the implementation of smart city solutions seeks to improve the quality of life for residents and improve opportunities for sustainable economic growth within a community. The specific outcomes of “A Smart City is a designation given to a city that incorporates information and communication technologies to enhance the quality and performance of urban services such as energy, transportation and utilities in order to reduce resource consumption, wastage and overall costs. The overarching aim of a Smart City is to enhance the quality of living for its citizens through smart technology.”

Smart Community Focus Areas include:

- Non-vehicular mobility
- Traffic management
- Energy and infrastructure
- Parking management
- Smart transit
- Connected / autonomous / electric vehicles

### 2006-2008 Strategic Plan for Schenectady County Long Term Care Consortium

The plan identifies one of the major issues facing seniors as transportation and access to services.



Smart City Components  
Image Credit: Smart Mobility Toolbox

#### Smart Sensors

Smart sensors can be affixed or incorporated into fixed objects such as traffic or streetlight poles, embedded in pavement, or used with vehicles. Smart communities can utilize the data collected in different ways.

According to the Smart Mobility Toolbox, overhead sensors can facilitate:

- Parking management
- Vibration analysis
- Noise and acoustics
- Smartphone detection
- Electromagnetic fields
- Traffic congestion
- Waste management
- Forest fires/smoke detection
- Air pollution monitoring
- Snow level and snow melt
- Earthquake detection
- Stormwater monitoring
- Chemical-leak detection
- Flood-level detection
- Energy consumption monitoring
- Radiation levels
- Safety/security monitors

Underground sensors can facilitate:

- Parking availability
- Ground moisture
- Water pressure
- Ground temperature





## CHAPTER 3 EXISTING CONDITIONS

- Zoning, Land Use
- Recent Improvements and Planned Projects
- Demographics
- Environmental Justice Areas
- Limited English Proficient Populations
- Environmental Mitigation
- Transportation Infrastructure
- Vehicle Traffic Characteristics & Level of Service
- Bicycle & Pedestrian Characteristics
- Public Transit Characteristics
- Crash Analysis
- Parking Assessment

## CHAPTER 3: EXISTING CONDITIONS DOCUMENTATION + ANALYSIS

### Zoning, Land Use, and Demographics

#### Zoning

A comprehensive zoning code helps to positively shape the community by regulating building size (height and width), lot coverage (placement of buildings), density, and land use by type. The Albany Street corridor is primarily zoned mixed-use commercial with the portion northwest of Hulett Street zoned for downtown uses. The Crane Street corridor is primarily zoned mixed-use commercial between 2nd Avenue and 6th Avenue, and two-family residential to the north and south. The one-way focus area is primarily zoned two-family residential. The study area zoning is shown on Figure 3.1.

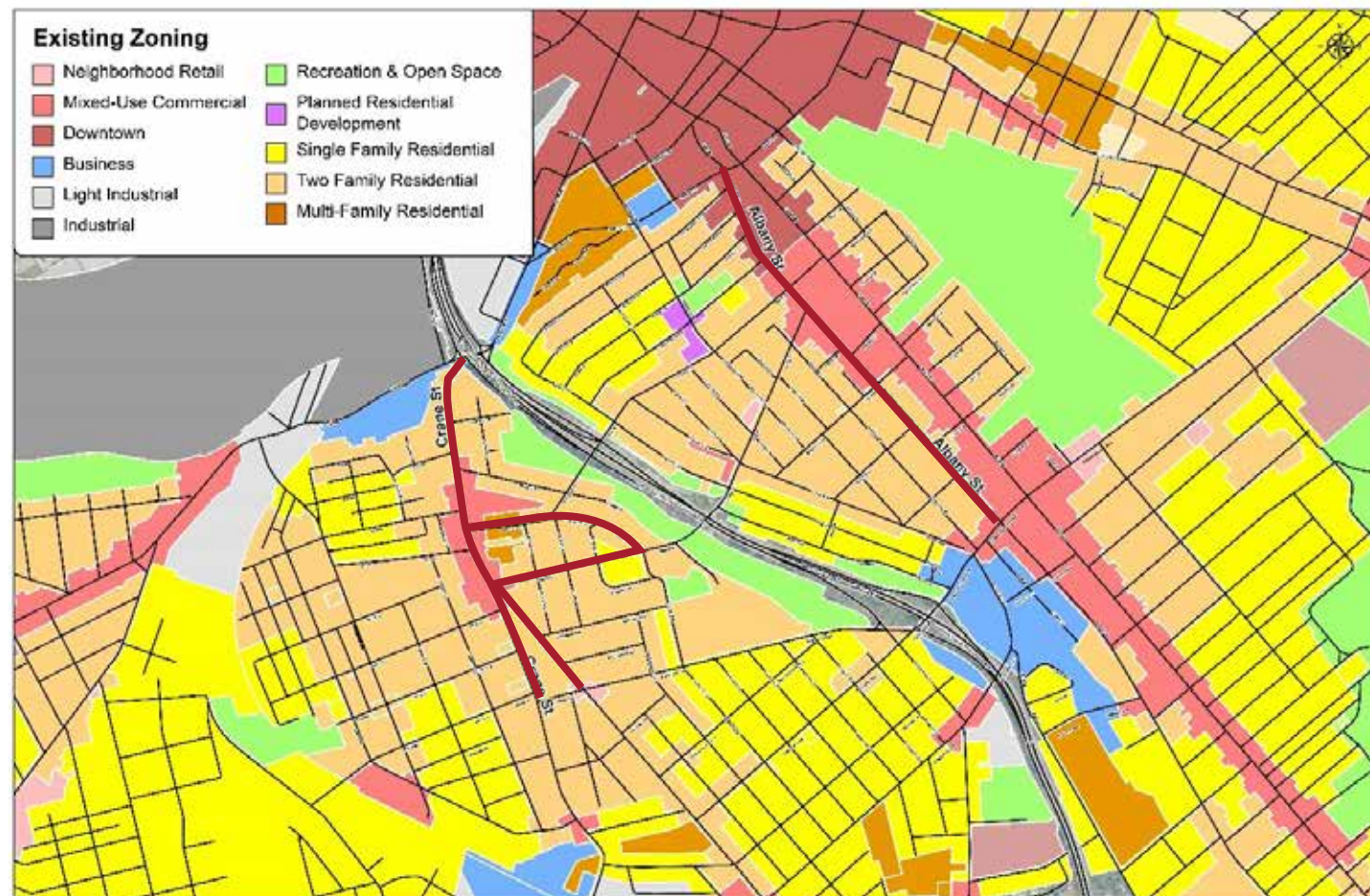


Figure 3.1: Existing Zoning

#### Land Use

Land uses in the study area are primarily commercial and 2-family residential along Albany Street and Crane Street. The land uses along Main Avenue and Forest / Francis are primarily 2-family residential with a small section of single-family residential. In addition to residential homes and commercial establishments, the following notable land uses are present in the study area, as shown in Figure 3.2:

#### Educational:

- Hamilton Elementary
- MLK Elementary
- Pleasant Valley Elementary
- Mt. Pleasant Middle School
- Steinmetz Education Center
- Washington Irving Education Center

#### Libraries:

- Phyllis Bornt Library & Family Literacy Center
- Mt. Pleasant Branch Library

#### Parks:

- Orchard Park
- Quackenbush Park
- Jerry Burrell Park
- Wallingford Park

#### Organizations, Institutions, & Community Services

- Miracle on Craig Street – Nonprofit organization that is focused on health and wellness.
- Boys and Girls Club – Nonprofit organization that promotes social, educational, health, leadership, and character development.
- Schenectady Community Action Program – Nonprofit organization located on Albany Street with the mission to end poverty and promote health wellness, and safety.
- Hamilton Hill Arts Center – Nonprofit organization located on Schenectady Street that promotes knowledge, preservation, and development of African and African Diasporic art and culture.
- Electric City Barn – Innovative hub that provides space and programming for emerging artists, craftsmen, and creative businesses.
- C.O.C.O.A. House – Nonprofit organization dedicated to tutoring and mentoring under-served youth.
- Hometown Health – Medical center providing primary care and preventative health services.
- Community Gardens – Garden plots owned by the City made available for public use.
- Religious Institutions for multiple faiths and denominations

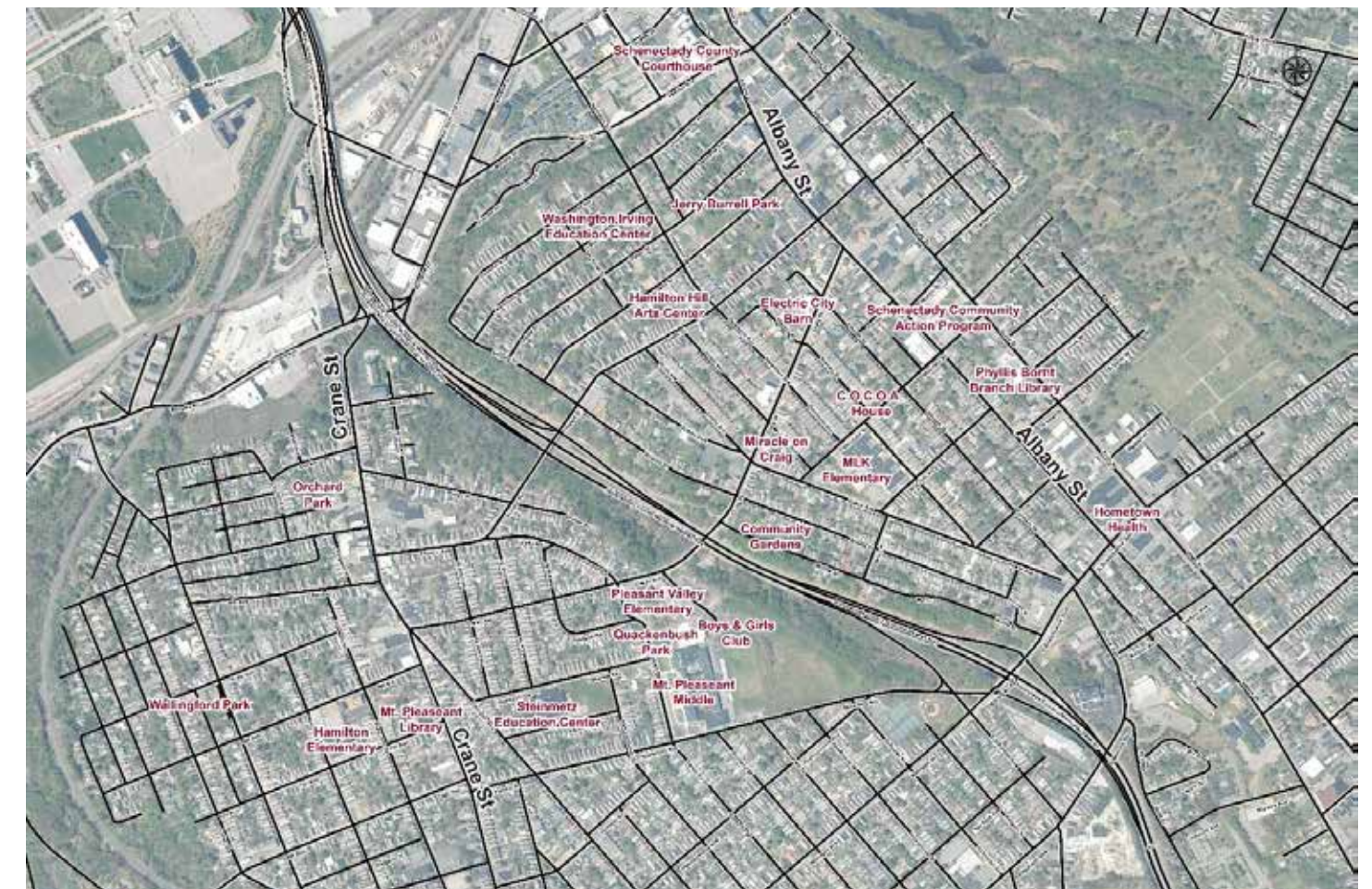


Figure 3.2: Existing Land Uses

**State Street Facing properties on Albany Street: The “Back Yard” Effect**

Many of the properties on the east side of Albany Street whereby the property connects all the way to State Street and the property has been designed to face State Street with all curb appeal oriented in that direction. In most cases, the portion fronting on Albany Street is parking, material storage, or underutilized lawn area. In many cases, there are no landscape buffers and/or a fence exists at the edge of the property.



Many of the fences do not comply with current zoning regulations which require a minimum setback and prohibit the use of barbed wire. Many of these sites are also littered with trash and severely detract from the look and feel of the area. When these properties occur at intersections (like this one on the northwest corner of Steuben Street), the absence of the streetwall greatly detracts from the walkability of the area.



Vacant lots on both sides of Albany Street, like this one on the southwest side just south of Paige Street, contain an abundance of trash. This lot includes a rusted 6’ fence covered with vines and vegetation that sometimes obstructs the public sidewalk. It also lacks the required setback and creates an uncomfortable situation where someone walking would not be able to tell if there was someone behind the fence.



This area illustrates the prevalence of “back yards” that front on Albany Street between Schenectady Street and Veeder Avenue. There are also unsightly vacant lots on the southwest of Albany Street as seen near the intersection of Schenectady Street. Image Credit: Google Earth.



While a few properties do at least have trees, the recurring presence of private parking lots equates to large gaps of inactive street wall and a lack of “eyes” on the street, which can also discourage or prohibit walking.



There is no sense of a street wall at this highly visible and important northern corner of Albany Street and Brandywine Avenue where the lot is occupied by parking and contains no street trees. This situation likely contributes to higher speeds on Albany Street. The absence of trees also calls greater attention to the unsightly overhead utility lines,



This area illustrates the prevalence of “back yards” that front on Albany Street near the Brandywine intersection. Image Credit: Google Earth.



Many of the sites fronting on State Street have been neglected on the Albany Street site and exhibit overgrown and unmaintained vegetation, an abundance of trash, and no landscape buffers to large parking areas.



The abundance of large parking areas with no tree cover greatly adds to the urban heat island effect, limiting the ability of the area to cool at night and making it much hotter during the day. This situation is an example of the disadvantages faced by environmental justice communities.

**Streetscape Gaps and Vacant and Underutilized Parcels in the Crane Street Area**

There are several vacant or underutilized plots of land surrounding Crane Street. While some have recently been revitalized and others have planned renovations, there are still several that are in poor condition and littered with trash.



The Bridge Christian Church has transformed a formerly vacant shopping plaza into an active community center. Adding street trees and trees to the parking lot would improve the street wall and help mitigate the urban heat island effect.



There are several vacant lots along Crane Street. Several occur on corners.



There are many mid-block and on-street “gaps” along Crane Street as shown in this Google Earth aerial view of Crane Street from 6th Avenue to 2nd Avenue. Some of these lots have seen recent transformations, others have planned renovations coming, and some remain underutilized.

1. Orchard Park was recently created to open up a formerly hidden green space and transform it into a neighborhood park with open and inviting connections to Crane Street and 2nd Avenue.
2. The Bridge Center Church occupies a formerly closed shopping center and offers many community services. While some landscaping has been added to the parking lot, the addition of street trees and more trees within the lot would help maintain the street wall and mitigate the urban heat island effect.
3. This lot is void of buildings and creates a small gap in the streetscape as currently used.
4. This inner parcel appears underutilized and could provide a potential opportunity for shared parking if connected to Crane Street.
5. DePaul Housing has plans to construct affordable apartments at this location.
6. The Mont Pleasant Library Branch Library was constructed in 2019 and provides shared parking for the business area. This parking lot would also be improved by the addition of street trees and the required sidewalk buffers.

**Recent and Planned Projects**

**Albany Street**

There are three recently completed affordable housing apartment facilities on Albany Street. The Hillside Crossings apartments include a community room and the facility at the Albany and Craig Street intersection includes retail space, although it has not yet been occupied.



Orchard Park provides needed greenspace that can be accessed from Crane Street.



Orchard Park provides needed greenspace that can be accessed from Crane Street.



The mural on the recently completed Hillside Crossing apartments serves as a gateway to the Albany Street corridor from Downtown.

**Crane Street**

Recent improvements include the Mont Pleasant Branch Library and a newly renovated and expanded Orchard Park. A new affordable apartment facility is planned for the core of the business area on Crane Street.



The Mont Pleasant Branch Library was completed in 20xx and is heavily used by the community.



Orchard Park was completed in 2022 and provides needed greenspace that can be accessed from Crane Street.



DePaul Housing has plans to construct Mosaic Apartments with affordable housing on the west side of Crane Street near the Main Avenue intersection.

**Demographics**

In addition to land use and zoning, demographic data was reviewed for the study area. Table 1 summarizes the available census data for census tracts within and adjacent to the study area. The table indicates that the neighborhoods within the study area generally have low household income and vehicle ownership, as well as a relatively high disability rate, indicating the need for an accessible, safe, walkable, and bike-friendly transportation network. Further, a review of the federal Justice40 initiative for environmental justice indicates that the census tracts within and adjacent to the study area are generally categorized as disadvantaged for three to five of the eight criteria, including energy, health, housing, transportation, and workforce development.

**Table 1: Study Area Demographics**

	Census Tract	Population	Median Age	Median Household Income	Poverty Rate	Zero Vehicle Households	Disability Rate
Study Area	209	3,654	29.4	\$28,861	33.3%	25%	14%
	210.02	2,141	40.4	\$12,463	47.1%	21%	18%
	214	2,897	34	\$31,913	23.5%	13%	26%
	215	3,314	30.5	\$34,127	38.2%	13%	18%
Adjacent to Study Area	208	3,621	36.6	\$32,193	23%	12%	17%
	210.01	921	34.4	\$30,076	38.5%	36%	14%
	216	3,634	40	\$51,170	11.5%	22%	21%
	217	3,670	38.9	\$31,812	23.3%	6%	17%
	335	2,341	39.3	\$57,411	10.8%	5%	20%

Schenectady Community Action Program (SCAP) is one of the largest community support organizations in the City of Schenectady. The Albany Street facility is one of many facilities and serves as a critical resource for many community members. It is located in the core of the hub of businesses on Albany Street.

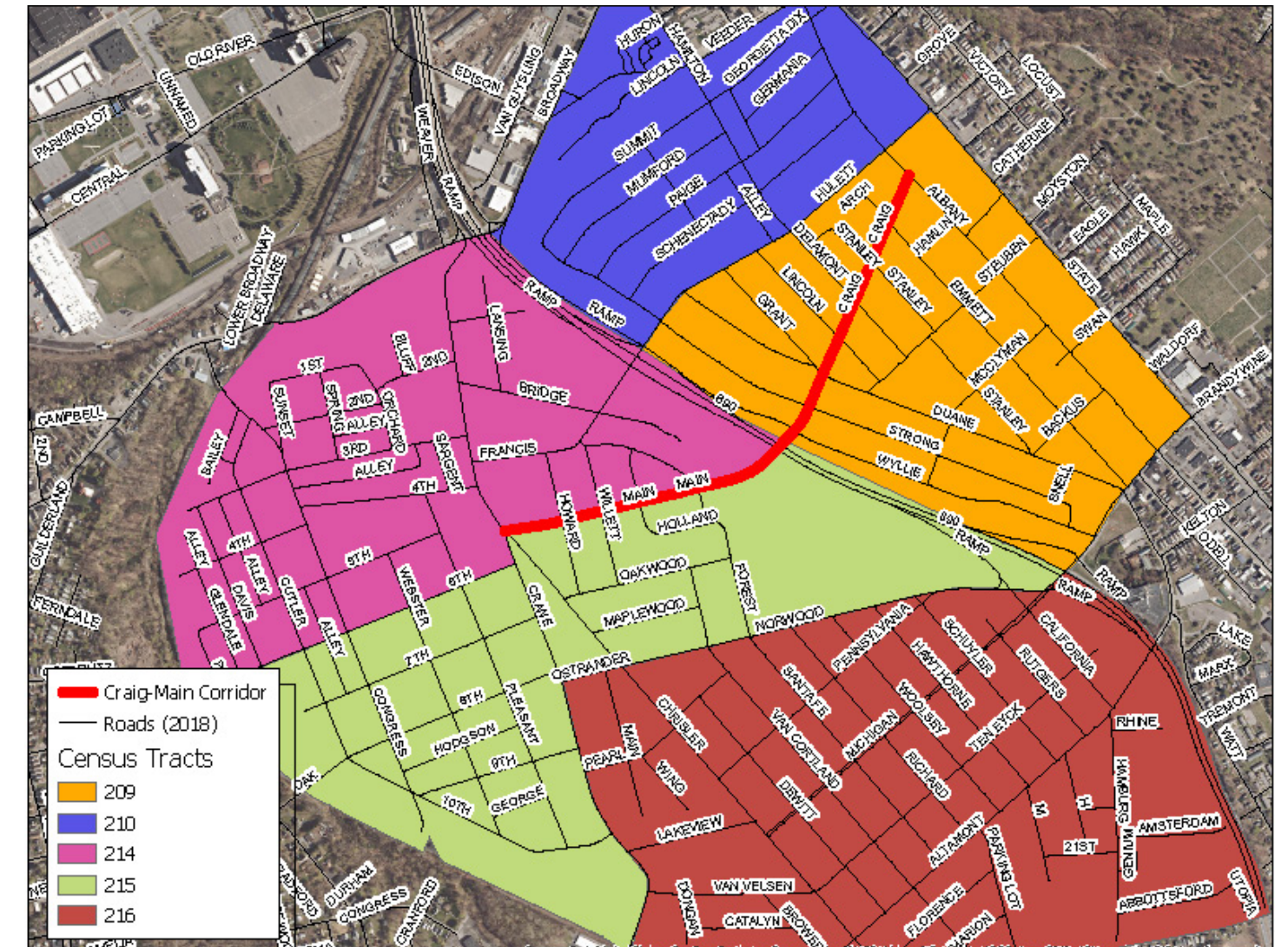


Schenectady Community Action Program Flyer for Services  
Image Credit: Schenectady Community Action Program

Both Hamilton Hill and Mont Pleasant neighborhoods are primarily residential with the major commercial corridors located on Albany Street in Hamilton Hill and along Crane Street in Mt. Pleasant. These two neighborhoods are among the most diverse in the City of Schenectady. According to the US Census Bureau’s 2017 5-year American Community Survey, the Hamilton Hill neighborhood has a 69% minority population and the Mount Pleasant neighborhood has a 60% minority population.

As per the 2019 Craig Main Connection Complete Streets Study, these neighborhoods have some of the highest concentrations of poverty within the City of Schenectady, and the statistics have most likely worsened post-pandemic. As per the Craig Main Connection Study, “According to the US Census Bureau’s 2017 5 year American Community Survey, over 82.6% of residence of Hamilton Hill and 70.73% of Mt. Pleasant residence fall within HUD’s definition of Low to Moderate Income households, by comparison 63% of residence city-wide falls within these guidelines. In Hamilton Hill, in census tract 210.02 45% of households and 65% of households with children fall below the federal poverty level. Within this census tract the median income is \$13,580. Within census tract 209, the other major census tract in Hamilton Hill, 33.9% of households and 56% of families fall below the federal poverty the median income within this census tract is \$25,154. In Mt. Pleasant, depending on the census tract, between 14.2 and 29.3% of households and between 23.9% to 42.7% of families fall below the federal poverty level. The median income of the census tracts in this neighborhood ranges from \$ 28,667 to \$46,678. By comparison city wide, 16% of households and 29.4% of households with children fall below the federal poverty level. City wide the average income is \$43,174.”

Most employment opportunities within the study area occur at small restaurants, retail, service, and convenience stores in the immediate commercial zones along the State Street/Albany Street corridor. Challenges, including lack of transportation, poverty, illiteracy, and lack of educational attainment, are factors of limited opportunity for stable employment.



Craig Main Connection Complete Streets Study Figure 1.3 2017 Census Tract Map

Residents of Mont Pleasant and Hamilton Hill also face challenges obtaining healthy and cost-efficient groceries. Corner stores, bodegas, and a dollar store are the only grocery sources in the neighborhood. This makes obtaining groceries (especially fresh vegetables, fruit, meats and household items) both difficult and costly for those with limited to no vehicle access.

According to the 2019 study, 45% of Hamilton Hill Households do not have a vehicle, including 30% of households with one worker in it. 29% of household with two workers only have one vehicle. In Mt. Pleasant Census tract 214, 24% of households and 22% with one worker do not have a vehicle. 20% of households with two workers only have one vehicle. In Census tract 215, 29% of households with two workers only have one vehicle.

These two neighborhoods have been identified by the City of Schenectady as important areas for development. Hamilton Hill has been designated as a HUD Neighborhood Revitalization Strategy Area. This designation has allowed for additional flexibility in how the City expends its CDBG resources for housing and economic development in the neighborhood. Separately, the City has designated Mt. Pleasant for blight removal through the Mt. Pleasant Renewal Plan. This plan allows for the City to utilize its CDBG funds for efforts to combat blight in the neighborhood through demolitions, code enforcement and property management.

## Environmental Justice

### Introduction

Per federal requirements, the Capital Region Transportation Council (Transportation Council) undertakes an analysis of Environmental Justice in its metropolitan transportation planning process and planning initiatives to evaluate if transportation concepts and recommendations impact Environmental Justice populations. Impacts may be defined as those that are positive, potentially negative, and neutral as described in the Transportation Council’s Environmental Justice Analysis document, dated January 2023. The goal of this analysis is to ensure that the impacts of transportation planning conducted by the Transportation Council in partnership with its member agencies are fairly distributed and that defined Environmental Justice populations do not bear disproportionately high and adverse effects.

This goal has been set to:

- Ensure the Transportation Council’s compliance with Title VI of the Civil Rights Act of 1964, which states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance,”
- Assist the United State Department of Transportation’s agencies in complying with Executive Order 12898 stating, “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”
- Address FTA C 4702.1B TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS, which includes requirements for MPOs.

### Regional Data and Analysis

The Transportation Council staff created demographic parameters using data from the 2016-2020 American Community Survey (ACS). Threshold values were assigned at the census tract level to identify geographic areas with significant populations of minority or low-income persons. Tracts with higher than the regional percentage of 10.0% low-income or 21.8% minority residents are identified as Environmental Justice populations.

Minority residents are defined as those who identify themselves as anything but white only, not Hispanic or Latino. Low-income residents are defined as those whose income falls below the federal poverty level.

The transportation patterns by race/ethnicity, income, age, English ability, disability status, and sex in the Transportation Council’s planning area are depicted in table 1 through 7, using the commute to work as a proxy for all travel. The greatest difference between the defined minority and non-minority population is in the Drive Alone and Transit categories: Workers who are not white only not Hispanic/Latino are 15-20% less likely to drive alone and more likely to take transit and walk than all workers. The defined low-income population follows the same trend, with the low-income population 20% less likely to drive alone, 10% more likely to commute via transit, and more likely to walk and carpool than all workers. Other categories showed a lesser difference.

**Table 2: Commute Mode by Race/Ethnicity**

By Race/Ethnicity	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
All Workers (16+)	80.0%	7.6%	3.7%	1.2%	3.4%	4.1%
White Alone Not Hispanic or Latino	83.3%	6.9%	1.8%	1.0%	2.7%	4.2%
<b>Minority</b>	<b>63.8%</b>	<b>11.0%</b>	<b>12.9%</b>	<b>2.0%</b>	<b>7.0%</b>	<b>3.3%</b>

**Table 3: Commute Mode by Income**

By Income	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
At/Above 100% Poverty Level	81.8%	7.4%	3.2%	1.1%	2.6%	3.9%
<b>Below 100% Poverty Level</b>	<b>61.3%</b>	<b>11.3%</b>	<b>13.2%</b>	<b>2.4%</b>	<b>8.8%</b>	<b>3.0%</b>

**Table 4: Commute Mode By Age**

By Age	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
<b>16-19 Years</b>	59.9%	16.2%	4.3%	2.9%	13.0%	3.8%
20-64 Years	80.8%	7.4%	3.7%	1.1%	3.1%	3.9%
65+ years	80.7%	5.0%	2.9%	1.3%	2.5%	7.6%

**Table 5: Commute Mode by English Ability**

By English Ability	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Speak English Very Well	70.3%	11.7%	4.8%	1.8%	7.0%	4.4%
Speak English Less than Very Well	65.6%	14.3%	8.3%	1.2%	7.4%	3.2%

**Table 6: Commute Mode by Disability**

By Disability Status*	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Without any Disability	80.7%	7.4%	3.5%	1.1%	3.4%	4.0%
<b>With a Disability</b>	<b>71.1%</b>	<b>11.2%</b>	<b>6.7%</b>	<b>2.4%</b>	<b>4.3%</b>	<b>4.3%</b>

**Table 7: Commute Mode by Sex**

By Sex*	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Male	80.1%	7.5%	3.4%	1.5%	3.7%	3.9%
Female	80.2%	7.8%	3.9%	0.9%	3.1%	4.3%

Data is from the American Community Survey 2020 5-year estimates, tables B08006, B08101, B08105, B08113, B08122, and S1811. Other includes taxi, motorcycle, and bicycle.

\*Data for disability status include all people in Albany, Rensselaer, Saratoga, and Schenectady Counties.

Map 1 provides an overview of the Schenectady Albany & Crane Streets Linkage Project Study Area. The Albany & Crane Streets Linkage Study study area is included in the Environmental Justice area based on the study area Census Tracts having a higher than regional average percentage of minority and low income residents. The study area is situated within a much larger Environmental Justice Area.

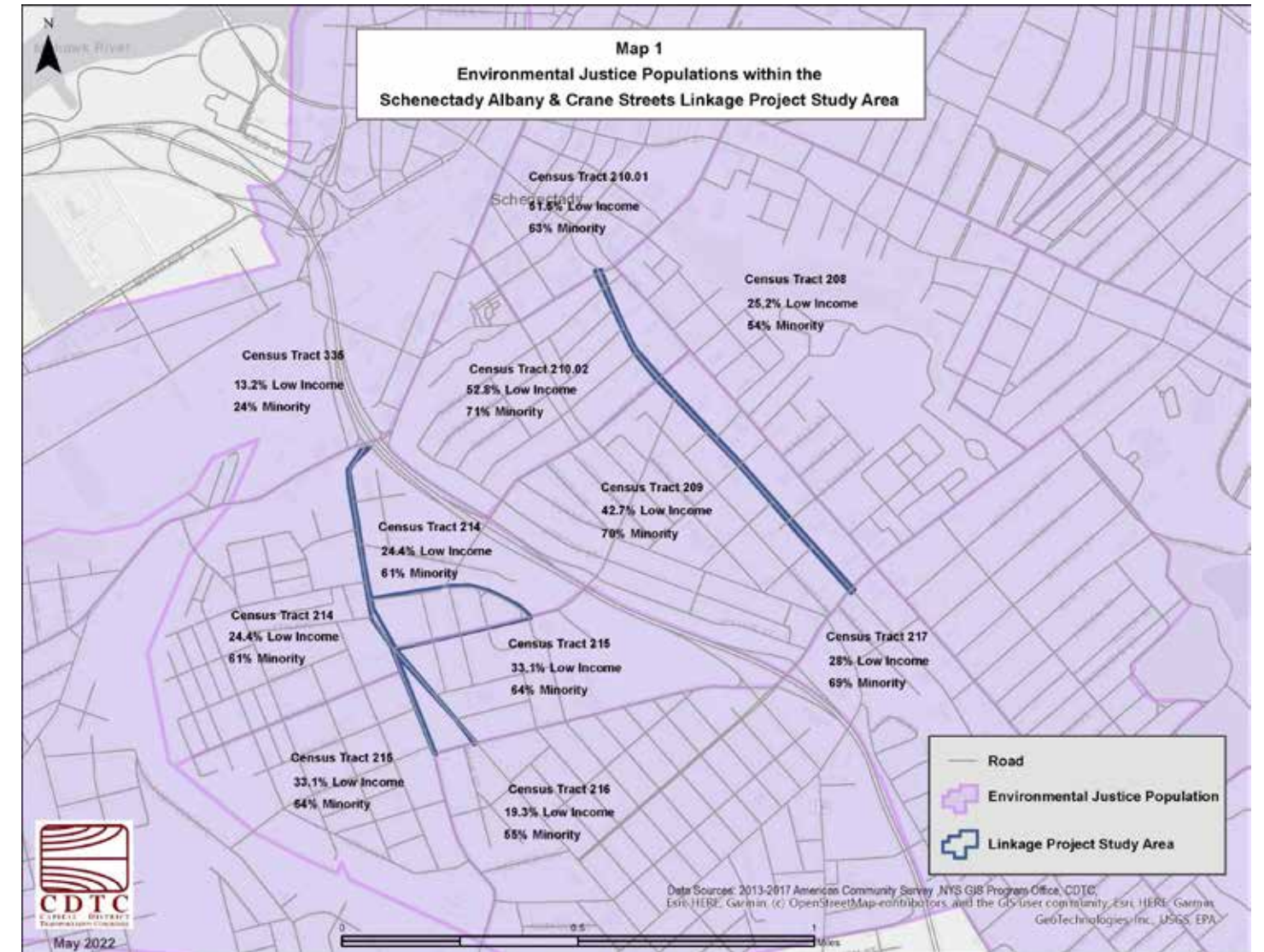


Figure 3.3: Environmental Justice Populations within the Schenectady Albany & Crane Streets Linkage Project Study Area

Consideration for including minority and low income residents in the planning process was given in the following ways:

- A Community Liaison was included on the project team.
- The Internet was used to display and advertise information about the study.
- Public meetings and outreach were held in locations and facilities convenient to EJ populations.
- Public meetings and outreach were held during non-traditional hours to accommodate EJ populations.
- Social media was used to provide information and input opportunities.
- Multiple formal public participation opportunities were provided.
- Project team members visited local businesses and held conversations in public places at non-traditional hours to meet residents “where they are”.
- Two surveys were conducted and public comment was accepted throughout the study process.
- Final products will be posted to the Transportation Council’s website, the City of Schenectady website and on social media.

**Conclusion**

The Transportation Council defines plans and projects with a primary or significant focus on transit, bicycling, walking, or carpool as being “positive”. As the primary purpose of the Albany and Crane Streets Study is to improve pedestrian conditions along the corridor and increase the safety of all modes of transportation throughout the project study area, which includes neighborhoods with Environmental Justice populations, it has been determined that the Albany and Crane Streets Study will have a positive impact on the affected populations. The Study makes recommendations for improved pedestrian infrastructure, streetscape enhancements, transit improvements, and infill development which, if implemented will provide positive benefits for Environmental Justice populations in the Study Area.

## Limited English Proficiency

### Introduction

Inclusive public participation is a priority consideration in the Transportation Council-sponsored plans, studies, and programs. Understanding and involvement are encouraged throughout the process. The Transportation Council encourages input from all stakeholders and ensures that all segments of the population, including those that do not speak English as their primary language and who have a limited ability to speak, read, write, or understand English, have the opportunity to be involved in the transportation planning process.

Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency” (LEP) was signed in 2000 to improve access to federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency. To ensure that programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI of the Civil Rights Act of 1964, recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

### Data and Analysis

According to 2016-2020 data from the American Community Survey (ACS), 3.4 percent of the region’s population 5 years of age and older, or over 25,000 people, reported that they do not speak English “very well”. USDOT guidance stipulates that recipients should provide written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered. Thus, any census tract with a rate of 5% or higher of LEP persons or 1,000 LEP persons are identified as LEP census tracts.

Map 2 provides an overview of the Schenectady Albany & Crane Streets Linkage Project Study Area. The Albany & Crane Streets Linkage Study area is included in the Limited English Proficiency area based on the study area Census Tracts having 5% or more or at least 1000 limited English proficient residents. Further analysis of the Census data for Schenectady into the languages spoken in the study area revealed that over 5% of residents or 1,000 persons, whichever is less, are LEP and speak Spanish, other Indo-European languages, and Arabic.

Consideration for including Limited English Proficiency populations in the planning process was given in the following ways:

- Flyers included contact information for interpretation / translation services. The phrase “If information is needed in another language, contact (phone number)” was translated into Spanish, Arabic and Chinese.
- The website included contact information for interpretation / translation services. The phrase “If information is needed in another language, contact (phone number)” was translated into Spanish, Arabic and Chinese.

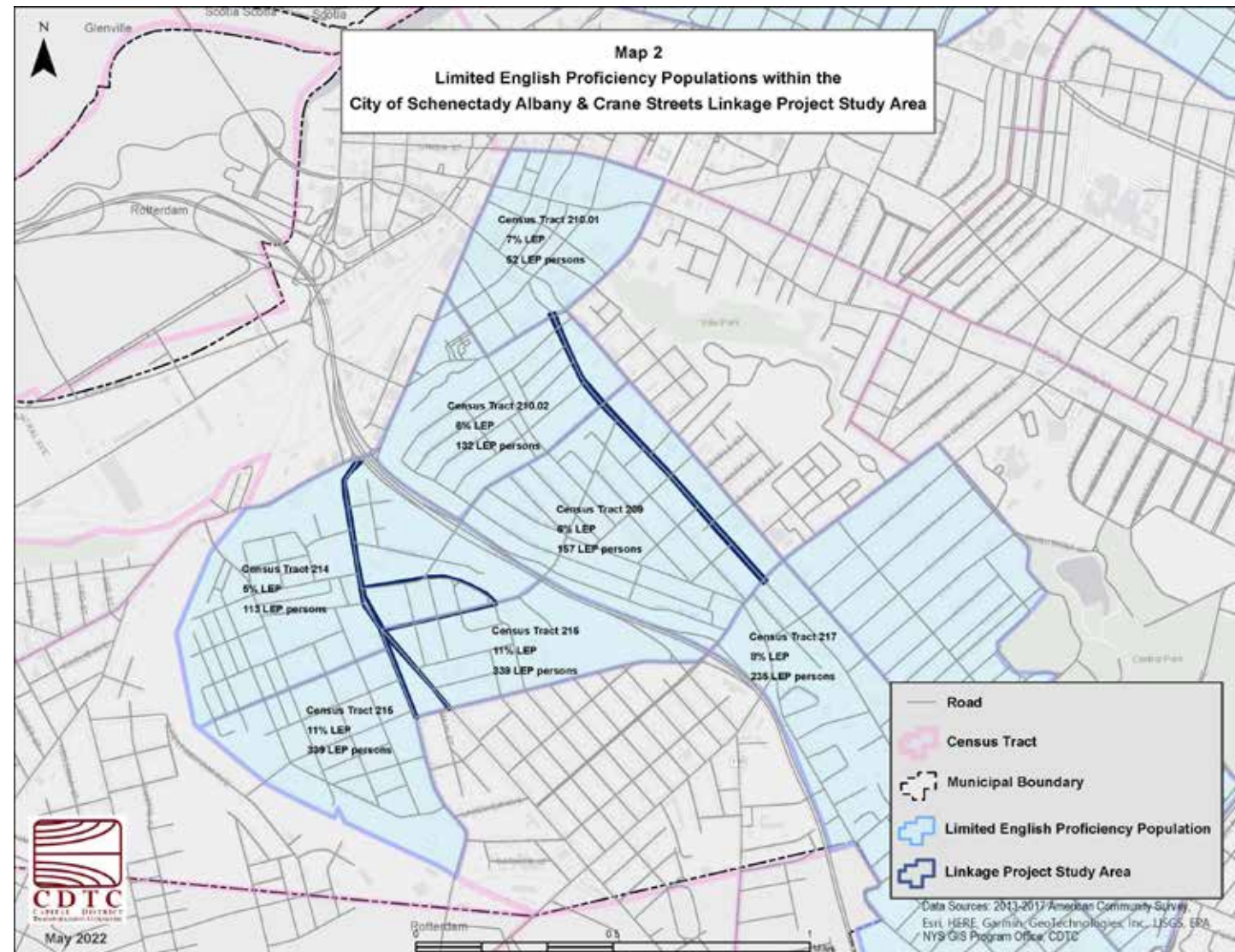


Figure 3.4: Limited English Proficiency Populations within the Schenectady Albany & Crane Streets Linkage Project Study Area



## Environmental Mitigation

### Introduction

Per federal requirements, the Capital Region Transportation Council (Transportation Council) undertakes an Environmental Features Scan as part of its metropolitan transportation planning process. The Environmental Features Scan identifies the location of environmentally sensitive features, both natural and cultural in relation to project study areas. In our plans and programs we encourage smart growth as well as investment and development in urban areas as a method to protect natural resources. Smart growth policies also help to protect rural character and open space and protect quality of life in the Capital Region. Although the conceptual planning stage is too early in the transportation planning process to identify specific potential impacts to environmentally sensitive features, the early identification of environmentally sensitive features is an important part of the environmental mitigation process. It should also be noted here that as specific projects advance through the project development process, the applicable NEPA and SEQRA regulations requiring potential environmental impact identification, analysis and mitigation will be followed by the implementing agencies as required by federal and state law. The Transportation Council is not an implementing agency.

### Data and Analysis

The Transportation Council staff relies on data from several state and federal agencies to maintain an updated map-based inventory of both natural and cultural resources. The following features are mapped and reviewed for their presence within each study area as well as within a quarter mile buffer of the defined study area boundary.

- sole source aquifers
  - aquifers
  - reservoirs
  - water features (streams, lakes, rivers and ponds)
  - wetlands
  - watersheds
  - 100 year flood plains
  - 500 year flood plains
  - rare animal populations
  - rare plant populations
  - significant ecological sites
  - significant ecological communities
  - state historic sites
  - national historic sites
  - national historic register districts
- 
- national historic register properties
  - federal parks and lands
  - state parks and forests
  - state unique areas
  - state wildlife management areas
  - county forests and preserves
  - municipal parks and lands
  - land trust sites
  - NYS DEC lands
  - Adirondack Park
  - agricultural districts
  - NY Protected Lands
  - natural community habitats
  - rare plant habitats
  - Class I & II soils

Map 3 provides an overview of the environmentally sensitive (cultural and natural) features located within the Schenectady Albany & Crane Streets Linkage Project Study area as well as within a quarter mile buffer of the defined study area boundary.

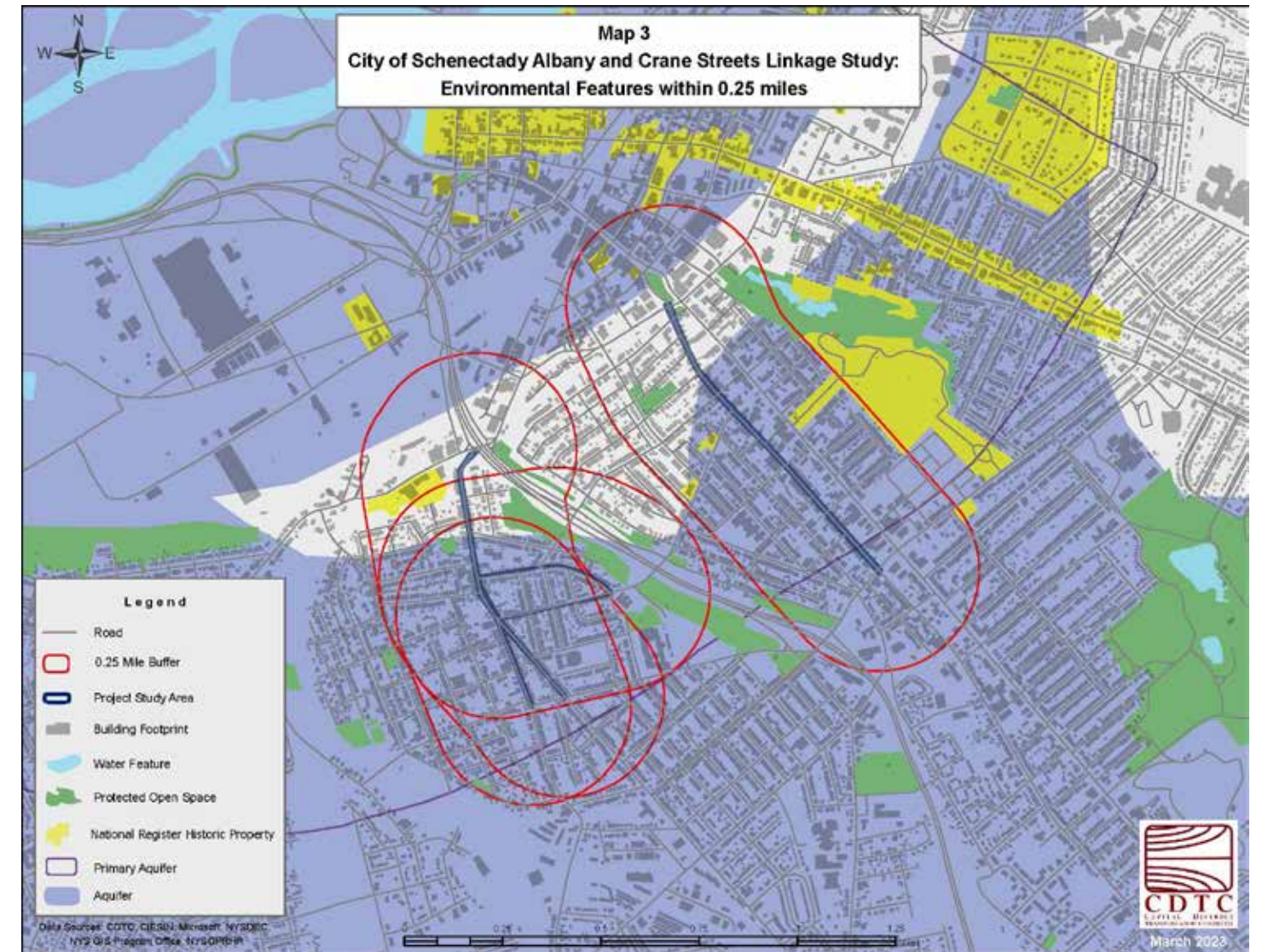


Figure 3.4: Environmental Features within 0.25 miles of the Schenectady Albany & Crane Streets Linkage Project Study Area

### Conclusion

There are several City Parks and historic properties within the study area and its surroundings, however, with the exception of Orchard Park, these sites are largely, if not entirely outside of the viewshed of the corridors.

The Schenectady Albany & Crane Streets Linkage Project Study makes recommendations for land use, access management and street-scape improvements, pedestrian-bicycle facilities, and transit improvements which, if implemented, will have no known impact on the environmentally sensitive features in the study area, with the exception of potentially providing safer and better connections.

## Transportation Infrastructure

### Albany Street

Albany Street provides northwest/southeast travel through the City of Schenectady between Brandywine Avenue and Veeder Avenue and is classified as a minor arterial. From Brandywine Avenue to Craig Street, Albany Street is an approximate 36 foot-wide roadway with a single travel lane in each direction and parking permitted on both sides. The segment of Albany Street from Craig Street to Schenectady Street is wider, approximately 45 feet-wide, before narrowing back to the approximate 36 foot-wide cross section between Schenectady Street and Veeder Avenue. Sidewalks are generally provided on both sides of the road and the posted speed limit is 30 mph.

### Crane Street

Crane Street provides north/south travel from Broadway to Norwood Avenue and is classified as a minor arterial. From Broadway to Francis Avenue, Crane Street is an approximate 36 foot-wide roadway with a single travel lane in each direction and parking permitted on both sides. The segment of Crane Street from Francis Avenue to Main Avenue is wider, approximately 45 feet-wide, before narrowing to approximately 30 feet-wide between Main Avenue and Norwood Avenue with parking restricted on the east side. Sidewalks are generally provided on both sides of the road and the posted speed limit is 30 mph.

### Multi-Modal Infrastructure

Figure 3.6 identifies the existing multi-modal infrastructure along Albany Street, Crane Street, Forest Road, and Francis Avenue. Sidewalks are present on both sides of the study area roadways with width ranging from four to five feet wide for most residential segments and 8 to 10-foot wide in commercial areas. Some blocks provide a grass or paved maintenance strip, while the sidewalk is directly adjacent to the roadway in other areas. Relative to sidewalk condition, sidewalks along Albany Street, Forest Road, and Francis Avenue are generally in fair or poor condition with some segments exhibiting significant distress. In contrast, sidewalks on Crane Street are generally in good condition.

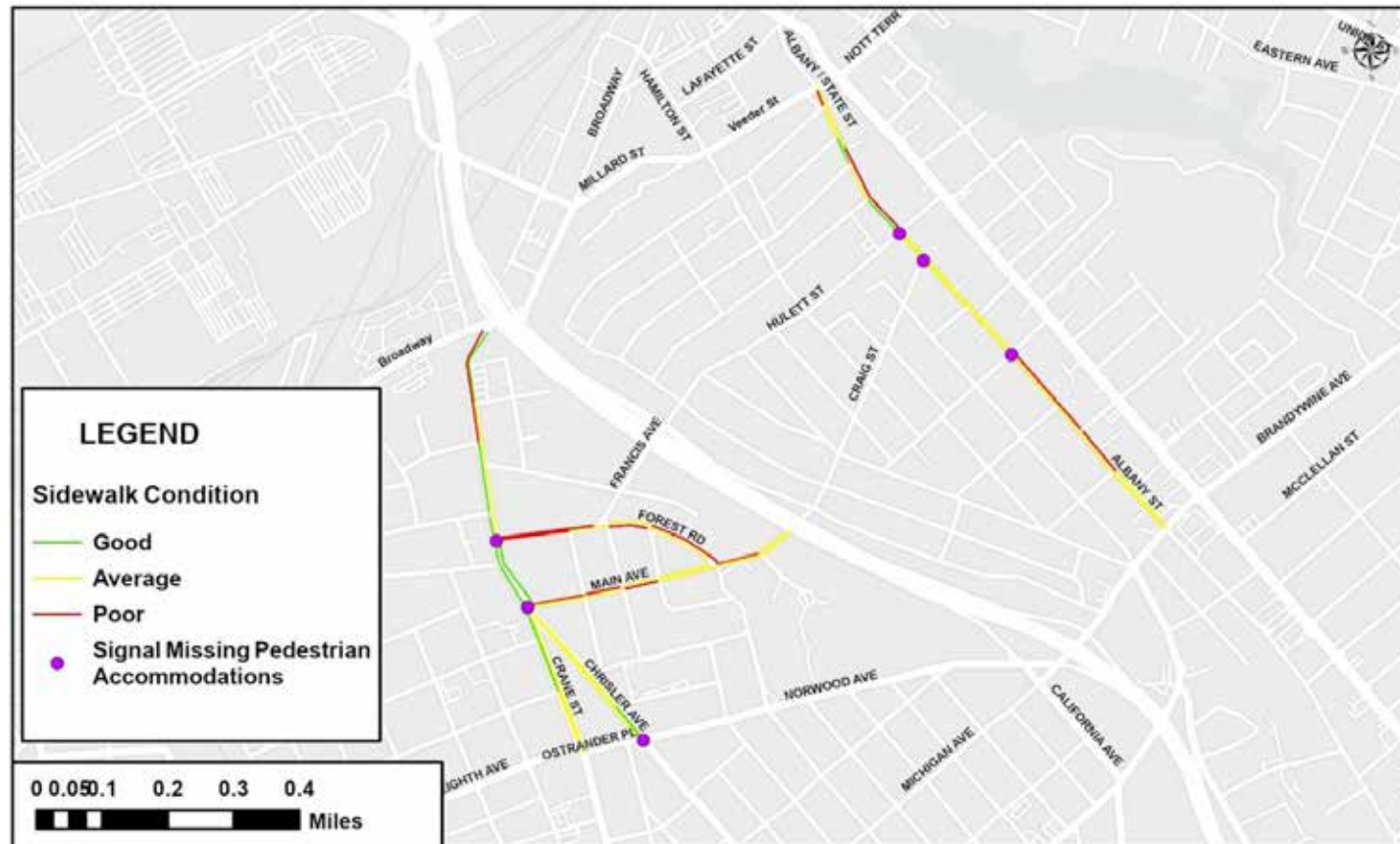


Figure 3.6: Existing Multi-Modal Infrastructure

### Intersections

There are two signalized intersections on Crane Street and four signalized intersections on Albany Street, all of which include pedestrian signal heads, push buttons, curb ramps and crosswalks across at least one leg of the intersection. It is noted that none of the study intersections provide full pedestrian accommodations across all intersection legs and the accommodations that are present are generally older style buttons and signal heads.

## Sidewalk Conditions and Challenges

### Common Sidewalk Challenges

There are four primary types of challenges to being able to use the sidewalks in the study area:

1. The majority of sidewalks are in poor condition and have either been paved over with asphalt (which is not allowed by the City Code), are deteriorating, or have been paved over with steep cross-slopes that prohibit safe use, particularly after weather events that may make them slippery.
2. Many of the curbs in the study area have either no or little height remaining and vehicular users frequently park their cars straddling the curb, on the sidewalk, and/or in the front yard setbacks (where it is not permitted). In some areas, the road is higher than the sidewalk, resulting in drainage going onto and sometimes pooling on the sidewalk.
3. Sidewalks are frequently blocked by either neglected vegetation from adjacent properties or private snow plowing practices whereby adjacent property owners plow snow from their properties onto the public sidewalk.
4. There are very few street trees in the study area, which results in an absence of needed traffic calming measures and discourages walking during the hotter months of the year.

### Albany Street Sidewalks



There are many areas along the Albany Street corridor where the curb is barely evident and the sidewalks have been paved over with asphalt. Tree lawns have also been paved over and this, in combination with the absence of street trees, has led to cars regularly parking in the tree lawn and on the sidewalk. This photo was taken on Albany Street between Brandywine Avenue and Steuben Street.



There are many areas along the corridor where the sidewalk is frequently blocked by parked cars. This photo was taken on Albany Street between Brandywine Avenue and Steuben Street.



This section of sidewalk between Brandywine Avenue and Steuben Street no longer exists.



Cars are frequently parked in front yard areas between Brandywine Avenue and Steuben Street.



This section of sidewalk between Brandywine Avenue and Steuben Street longer has been partially paved over with asphalt that is now deteriorating. Parking on sidewalks is such a problem that this resident has painted a “no parking message” on the asphalt-covered front yard setback.



Many of the properties that front on State Street have large, neglected areas that front on Albany Street. This photo was taken between Brandywine Avenue and Steuben Street and is a good example of how there are places where the vegetation from neighboring properties has made the sidewalk impassable in some locations.



There are a few waste receptacles along the commercial portion of the corridor, but many are in poor condition. This photo was taken between Steuben Street and Craig Street.



There is a general absence of street trees within the hub of commercial businesses. This photo was taken between Steuben Street and Craig Street.



Non-existent curbs and uninterrupted asphalt detracts from the walkability of the street and encourages detrimental parking habits. This photo was taken on Albany Street between Brandywine Avenue and Steuben Street.



In some area, the road has been paved higher than the sidewalk, and when combined with the poor condition of the sidewalk, this leads to drainage conflicts and pooling of stormwater in walking areas. This photo was taken on Albany Street between Brandywine Avenue and Steuben Street.



Cars frequently park on the sidewalk in the hub of commercial businesses. This photo was taken between Steuben Street and Craig Street.



Several intersections are lacking in ADA curb ramps and crosswalk striping. This photo was taken between Steuben Street and Craig Street.



As a heavily used corridor, Albany Street is more subject to litter and there is a high prevalence of trash in the study area. This photo was taken on Albany Street between Brandywine Avenue and Steuben Street.



There are some ADA cross ramps that have been added recently, but most intersections do not have crosswalk striping and the curb ramps often lead to sections of sidewalk that are no longer accessible due to their condition. This photo was taken at the Steuben Street intersection.



Many of the curbs are at or below street level as seen in this photo taken between Steuben Street and Craig Street.



The three mixed-use affordable housing developments between Craig Street and Veeder Avenue each include new sidewalks, full size curb reveals, and street trees.



In some areas, the curb and sidewalk have been replaced, but the sidewalk remains narrow and there are no street trees or vertical barriers to increase pedestrian safety and calm traffic. This photo was taken between Craig Street and Veeder Avenue.



Many areas that occur along the “back yards” of businesses that front on State Street are missing sidewalks and have become impassable. This photo was taken between Craig Street and Veeder Avenue.



The three mixed-use affordable housing developments between Craig Street and Veeder Avenue each include new sidewalks, full size curb reveals, and street trees.



There are some areas where the sidewalk is quite narrow with no buffer to the street edge. Even in situations with higher curb elevations, cars can be seen parked on the sidewalk, making these areas even more difficult for pedestrians to navigate. This photo was taken between Craig Street and Veeder Avenue.



This section of sidewalk on the west side of Albany Street between Paige Street and Veeder Avenue illustrates the challenges posed by narrow sidewalks, topography, and excess litter along the corridor.



While there are many portions of the corridor between Craig Street and Veeder Avenue where parking appears to be underutilized, it is used on both sides in the areas closest to active businesses such as Newest Lunch, just south of the Veeder Avenue intersection.

### Crane Street Sidewalks



Many sections of Crane Street include sidewalks that have been paved over with asphalt, as well as cars that frequently park in the sidewalk zone, making use of the sidewalk difficult, if not impossible. This photo was taken just south of Ostrander Place, but illustrates a common condition along Crane Street.



Some ADA curb ramps have been added, but many intersections lack crosswalk striping. This photo was taken between Main Avenue and Ostrander Place.



Many areas like this one between Main Avenue and Ostrander Place have severely deteriorated sidewalks.



This section of sidewalk has been paved over with asphalt and the business owner is using planters to prohibit parking on the sidewalk and visually enhance the corridor. New sidewalks are often cost prohibitive for small, local businesses and area residents. This photo was taken between Main Avenue and Ostrander Place.



Drainage is challenging and problematic in areas like this one between Main Avenue and Ostrander Place where the road is higher than the edge of sidewalk and there is no curb reveal. This photo was taken between Main Avenue and Ostrander Place.



Parking on the sidewalks happens even more frequently during snow events. This photo was taken between Main Avenue and Ostrander Place.



Many areas of sidewalk have been paved over with asphalt as shown here at the 6th Avenue intersection.



Many of the driveway transitions are in poor condition and make sidewalk use difficult for anyone with walking challenges or pushing a stroller. This photo was taken between Main Avenue and Ostrander Place.



The absence of a curb and sidewalk on the Crane Street side of the Crane / Main / Chrysler intersection gas station equates to a 130 foot curb cut, allowing cars to enter and exit the site anywhere along that stretch, including very close to the intersection. This also makes it much more challenging for pedestrians.



The Crane / Main / Chrysler intersection is very large, which makes the intersection more confusing and difficult to navigate for all users.



Many intersections are lacking ADA curb ramps and striped crosswalks as shown here at the 6th Avenue intersection.



The new Mont Pleasant Library branch includes new sidewalks and higher curb reveals, but unfortunately no street tree and few vertical barriers between the roadway and the sidewalk.



There is an ADA access ramp at the point of the property between Crane and Chrysler, but it leads to the center of the intersection, encourages maximum length and exposure crossings, and there is no crosswalk striping at the intersection.



Snow plowed from a private parking lot at the corner of Main Avenue and Crane / Chrysler onto the public sidewalk forces pedestrians to walk within the very busy Crane / Main / Chrysler intersection.



The off-street parking lot adjacent to the Mont Pleasant Branch Library is heavily used by patrons visiting the commercial core of Crane Street. Adding the required landscape buffers between the parking and the sidewalk would visually enhance the corridor and increase traffic calming measures.



The sidewalk on the east side of Crane is missing in the south area closest to the Main / Crane / Chrysler intersection, which makes walking more challenging, encourages higher speeds, and adds to the general confusion in the area of the intersection..



The parking lot at the Crane / Main / Chrysler intersection has a low to zero curb reveal, which functions as a 170' curb cut and encourages cars to back into the road at points very close to the intersection. It is also lacking in any vertical elements that could help with traffic calming and enhancing the pedestrian experience.



Some portions of the sidewalk have pavement that is in relatively good condition and there are a few street trees along the corridor to the north of Main Avenue.



Multiple business owners on the corridor commented that residents often leave their cars in the on-street parking spaces for long periods of time, as scene here where the car is parked on a portion of the sidewalk. This photo was taken just north of the Main Avenue intersection.



Portions of the sidewalk are very narrow and sometimes cluttered with utilities. This photo was taken between Main Avenue and Francis Avenue.



Crane Street feels very wide in areas where on-street parking is underutilized, which likely encourages higher speeds in some areas. This photo was taken in the area between Francis Avenue and Bridge Street where many residents have complained of incidents of speeding and accidents.



Most of the Crane Street corridor is absent of street trees, which can discourage walking in warmer weather while also contributing to the urban heat island effect that disproportionately affects environmental justice communities. This photo was taken in the area between Francis Avenue and Bridge Street.



There are a few waste receptacles along the corridor, such as the one shown here between Main Avenue and Francis Avenue.



A CDPHP cycle station in the commercial core of Crane Street provides access to rent-able bicycles during spring, summer, fall. The bikes are stored off-site during the winter. This photo was taken between Main Avenue and Francis Avenue.



Even in areas where the road is wider, cars frequently park on the sidewalk. This photo was taken in the area between Francis Avenue and Bridge Street.



Parked cars make it difficult for pedestrians to use the public sidewalk as seen here between Francis Avenue and Bridge Street.



In some places, the road is higher than the absent curb reveal, leading to ponding along the sidewalk. This photo was taken between Main Avenue and Francis Avenue.



This photo taken in the area between Main Avenue and Francis Avenue illustrates that there is still some available parking during the lunch hour and that most parking is concentrated around businesses that are open and active.



Large portions of the sidewalk are in poor condition, particularly where cars are parking and driving on them. The curb reveal is also largely absent in many locations. This photo was taken in the area between Bridge Street and Broadway.



Cars frequently park on the sidewalk in the section of Crane between Bridge Street and Broadway. This area is also fairly steep. This photo was taken in the area between Bridge Street and Broadway.



Large sections of sidewalk have been replaced with asphalt between Bridge Street and Broadway. The sidewalk is also very narrow in several places where utility poles exist and there are no street trees on the west side.



In addition to cars parking on the sidewalk zone, many vehicles parked in private driveways hang in the right-of-way, making pedestrian travel difficult.



In some areas between Bridge Street and Broadway, private owners have paved over the sidewalk with steep areas of asphalt as a way to reduce the slope in their driveways. This makes the cross-slope steep and difficult to navigate, particularly in precipitous weather.



Pedestrian and bicycle options for navigating the Crane and Broadway intersection are extremely limited and require first going in the opposite direction that is desired.

### Chrisler Avenue Sidewalks



Several sections of sidewalk along Chrisler Avenue have ponding issues. Parking during the day is fairly minimal. The road is also narrow for a two lane road with one aisle of parking and there are almost no street trees.



Many vehicles park on sidewalks on the east side of parking, even though parking is not allowed on that side of the road.

### Main Avenue Sidewalks



The sidewalk closest to the Crane / Main / Chrysler intersection doubles as a vehicular use area where there is no curb reveal and cars back over it to enter and exit the parking area.



Main Avenue is narrow in the section between Crane Street and Willett Street and cars frequently park on and obstruct the public sidewalk.



The sidewalk zone on the north side of Main and closest to the Crane / Main / Chrysler intersection is very narrow with no vertical buffers. As seen here, litter is a common occurrence near the commercial core of Crane Street.



There are very few street trees and traffic calming measures on Main Avenue. In addition, the curb reveal is absent for many stretches of roadway.



Portions of the sidewalk have been paved over with asphalt. In the instance above, this long garage prohibits on-street parking and preferences vehicular use over pedestrian travel.



The portion of Main Avenue closest to Crane Street limits parking to half an hour.



Tire tracks can be seen throughout the tree lawn where the curb is almost gone and cars routinely drive and park.



Cars are sometimes parked in the front yards of houses along Main Avenue as seen above.

### Forest Road + Francis Avenue Sidewalks



Forest Road has many more driveway cuts and on-street parking tends to be more heavily used. This may be due to the nearby schools.



Much of the curb reveal on Forest Road and Francis Avenue is missing. There are also very few street trees. Sidewalks tend to be in better condition than surrounding streets, but several show signs of spalling, heaving and breaking, particularly at driveway locations.



The section of Main Avenue closest to Forest Road has wider tree lawns, but very few street trees.



The intersection of Main Avenue and Forest Road is very large.



There are almost no trees on Francis Avenue.



Cars frequently straddle the curb on Francis Avenue. In many locations, the road is higher than the curb and the tree lawn fills with ponding during storm events. As seen in this photo, the area that should be filled with grass has been severely compacted and is now a low spot.



## Automobile Traffic Characteristics (Speeds, Volumes, and Operations) for Main Avenue

### Volume and Speed

An automatic traffic recorder (ATR) was installed on Main Avenue for one full week in December 2022 to document traffic characteristics including daily traffic volumes, peak travel times, and travel speed information, and to provide a comparison to data collected in March 2019 as part of the Craig-Main Connection Study. Likewise, available traffic data from NYSDOT and the Craig-Main Connection Study was supplemented with new intersection turning movement counts that were also conducted in December 2022 to facilitate the development of a traffic simulation model. The existing traffic data is summarized in the charts and figures below.

**TABLE 2: TRAFFIC VOLUME AND SPEED SUMMARY**

	Albany Street (May 2019)	Crane Street (October 2015*)	Main Avenue (Dec 2022)
<b>Volume</b>	5,200	4,700	1,860
ADT (vpd)	380 (5:00 p.m.)	390 (5:00 p.m.)	185 (3:00 pm)
Peak Hour (vph)	2% Trucks/Buses	2% Trucks/Buses	6% Trucks/Buses
Classification			
<b>Speed (mph)</b>			
Average Northbound (Eastbound)	27.4	30.0	23.3
Average Southbound (Westbound)	27.6	29.8	22.3
85 <sup>th</sup> Percentile Northbound (Eastbound)	30.0	32.5	28.0
85 <sup>th</sup> Percentile Southbound (Westbound)	30.0	31.0	28.3

\*Speed data collected in December 2022

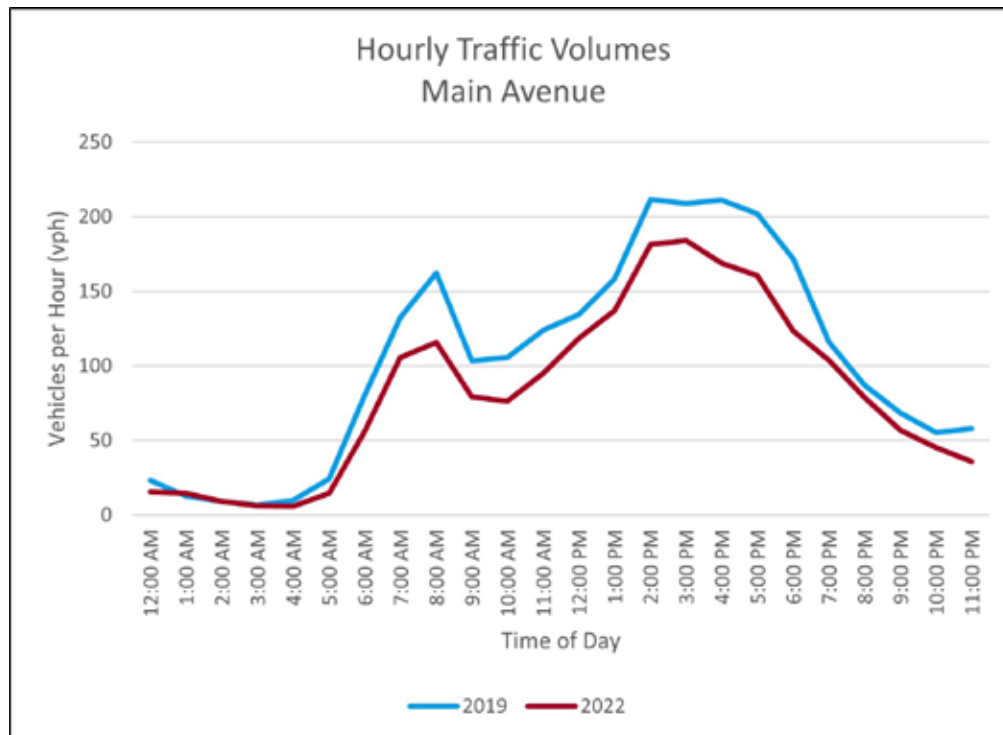


Figure 3.7 : Hourly Traffic Variation by Direction- Main Avenue

Figure 3.7 shows that the 2022 traffic volumes collected on Main Avenue are approximately 20 percent lower than those collected in 2019, likely due to changes in travel patterns resulting from the Covid-19 Pandemic. The chart also shows that Main Avenue continues to exhibit morning and evening peaking characteristics, which has generally become less common since the Covid-19 Pandemic in which morning peak hour traffic has generally decreased. This peaking characteristic is likely maintained due to the number of schools in the vicinity, which maintain pre-pandemic schedules.

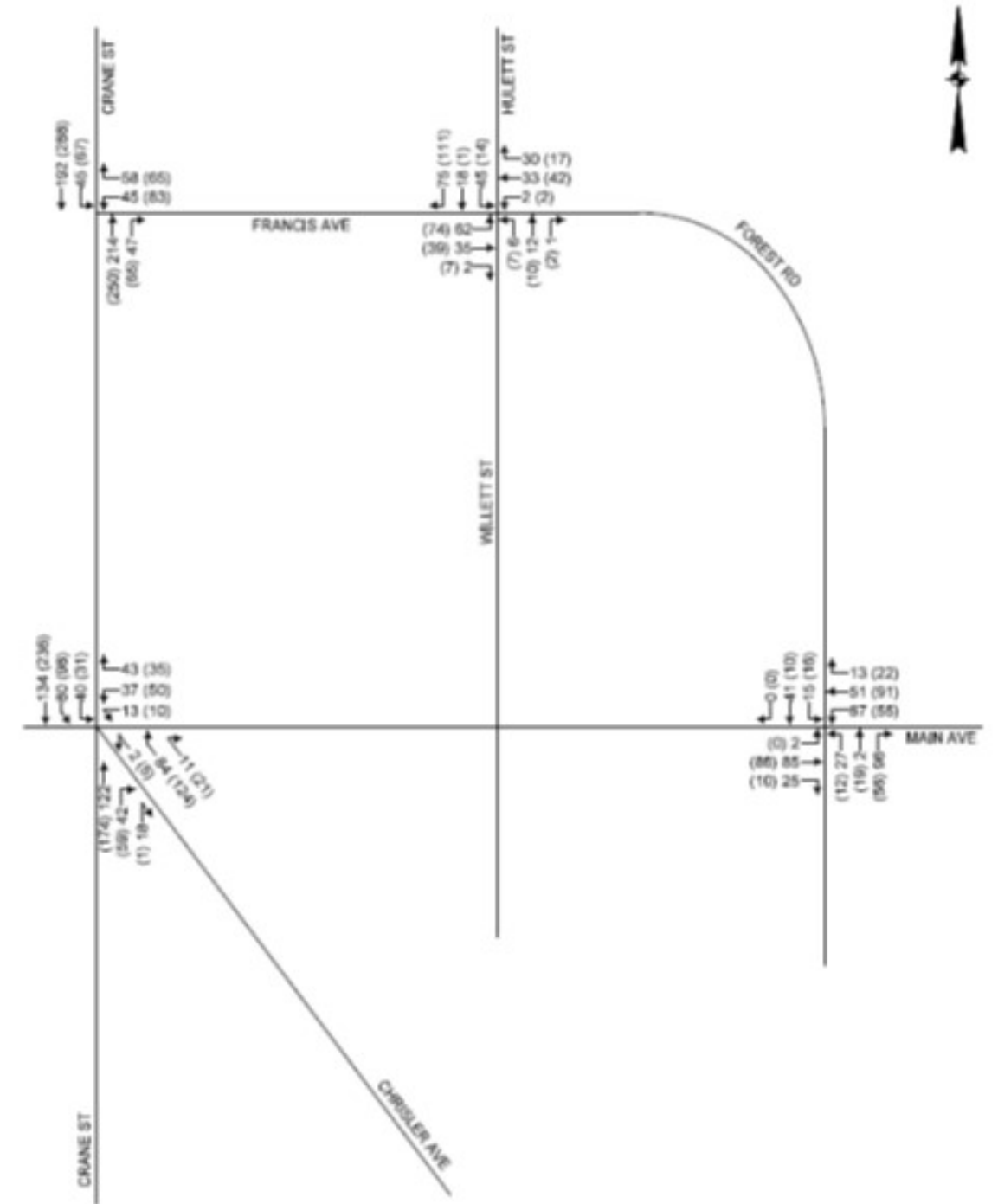


Figure 3.8: Existing Peak Hour Traffic Volumes

**Intersections**

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Evaluations of the signalized intersections were made using Synchro Version 11 software, which automates the procedures in the Highway Capacity Manual published by the Transportation Research Board (TRB). Levels of service range from A to F, with LOS A conditions considered excellent (less than 10 seconds of delay), while LOS F represents conditions with very long delays (greater than 50 seconds at unsignalized intersections or 80 seconds at signalized intersections). Table 3 summarizes the existing LOS results in the one-way focus area.

**TABLE 3 – LEVEL OF SERVICE SUMMARY**

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

S, U = Traffic Signal or Unsignalized controlled intersection  
 EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches  
 L, T, R = Left-turn, Through, and/or Right-turn movements  
 X (Y.Y) = Level of service (Average delay in seconds per vehicle)  
 NA = Not Available

Table 3 shows that traffic operations are very good, with motorists experiencing short delays with overall average vehicle delays of approximately 12 seconds or less during peak times. All intersections operate at overall LOS B or better with individual approaches operating at LOS B or better during both peak hours.



Some ADA access ramps have been added along Albany Street, but much of the crosswalk striping is absent or heavily worn as scene here at the Albany Street and Craig Street intersection.

### PEDESTRIAN AND BICYCLE CHARACTERISTICS (VOLUMES, OPERATIONS)

Pedestrian and bicycle counts were conducted simultaneously with the intersection turning movement counts. Table 2.4 shows the number of pedestrian crossings within the study area. It should be noted that these counts only account for pedestrians and bicycles crossing at the observed intersections and do not include mid-block crossings or pedestrians traveling around corners.

TABLE 4 –PEDESTRIAN AND BICYCLE SUMMARY

Intersection	AM Peak Hour		PM Peak Hour	
	Pedestrians	Bicycles	Pedestrians	Bicycles
Crane Street / Chrisler Avenue/Main Avenue	78	1	83	2
Main Avenue / Forest Road	154	0	116	0
Crane Street / Francis Avenue	28	0	62	6
Willett Street /Francis Avenue /Forest Road/Hulett Street	23	1	8	4
<b>Total</b>	<b>283</b>	<b>2</b>	<b>269</b>	<b>12</b>

The data shows a total of 283 pedestrian crossings during the AM peak, and 269 crossings during the PM peak hour. The busiest crossing location is the Main Avenue/Forest Road intersection with 154 crossings during the AM peak hour and 116 during the PM peak hour, likely due to the heavy influence of the Pleasant Valley Elementary and Mont Pleasant Middle schools. Bicycle activity in the study area is much lower with two (2) bicycles observed during the AM peak and 12 observed during the PM peak.

Bicyclist stress was assessed using the Level of Traffic Stress (LTS) model developed by the Mineta Transportation Institute. The LTS classifies roadway segments into four levels of stress cyclists are expected to experience based upon roadway and bicycle facility design characteristics. To determine a cyclist’s exposure to traffic, the LTS model considers the number of travel lanes, vehicle speeds, presence of on-street parking and bicycle facilities, and available space for bicyclists. Roadway segments in which cyclists experience higher levels of exposure result in a higher LTS classification (LTS 3 or 4) and are considered higher stress for cyclists. Conversely, roadway segments with lower levels of cyclist exposure, including separated bicycle facilities, result in a lower LTS classification (LTS 1 or 2) and are considered friendlier to cyclists.

Table 5 summarizes the existing LTS for the study area corridors, and shows that bicyclists generally experience LTS 3 on Albany and Crane Streets and LTS 2 within the neighborhoods.

TABLE 5 – LEVEL OF TRAFFIC STRESS

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



CDPHP Cycle Station on Crane Street - bikes are available in spring, summer and fall, but not winter.



CDTA Bus on Albany Street

### PUBLIC TRANSIT CHARACTERISTICS (ROUTES, RIDERSHIP)

The Capital District Transportation Authority (CDTA) provides transit service throughout Schenectady, Albany, Rensselaer, Saratoga, and Montgomery counties. CDTA Route 353 provides bus service between Scotia and Rotterdam and operates along the Albany Street, Craig-Main, and Crane Street corridors. Route 353 is classified as a neighborhood route and operates seven days per week with service every 20 minutes from 6:00 a.m. to 11:00 p.m. on weekdays. Weekend service operates on a shorter span and with longer headways. In addition to Route 353, CDTA operates the Red Line bus rapid transit (BRT) service on State Street parallel to the Albany Street corridor with stations at Nott Terrace and Steuben Street near the study area. Figure 3.9 shows the transit routes within the study area.

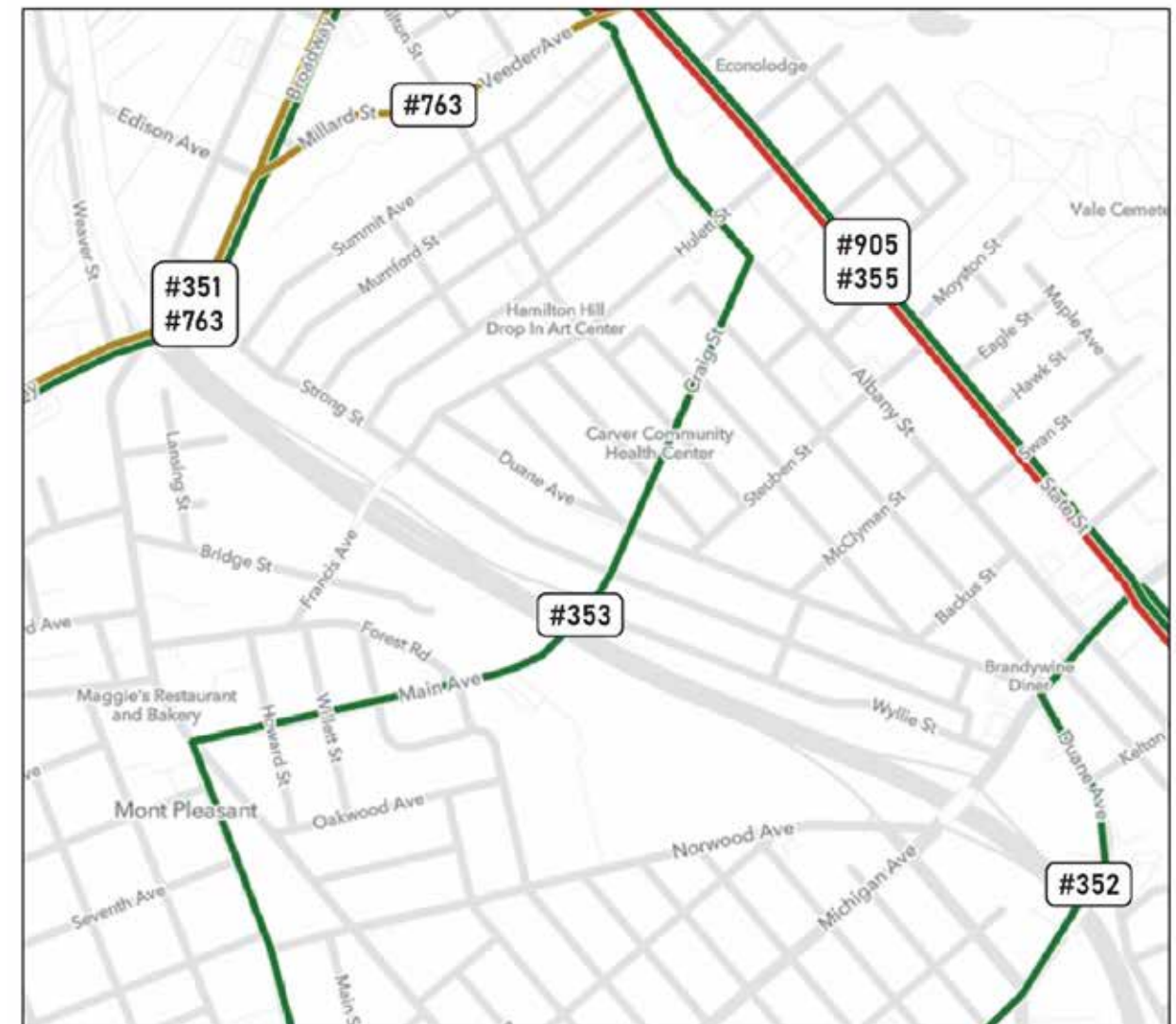


Figure 3.9: Transit Routes

## CRASH DATA

Crash data was provided by the Capital District Transportation Council for the most recent five years of available data (June 1, 2017 to May 31, 2022), for the Crane Street/Chrisler Street and Albany Street corridors. The source data was a spreadsheet summarizing crash data from the NYSDOT Accident Location Information System (ALIS). In total, 395 crashes occurred on Albany Street and 320 crashes occurred on Crane Street and Chrisler Avenue within the study area over the five-year period, as shown on Figure 3.10. Tables 6 through 8 summarize the crash analysis.

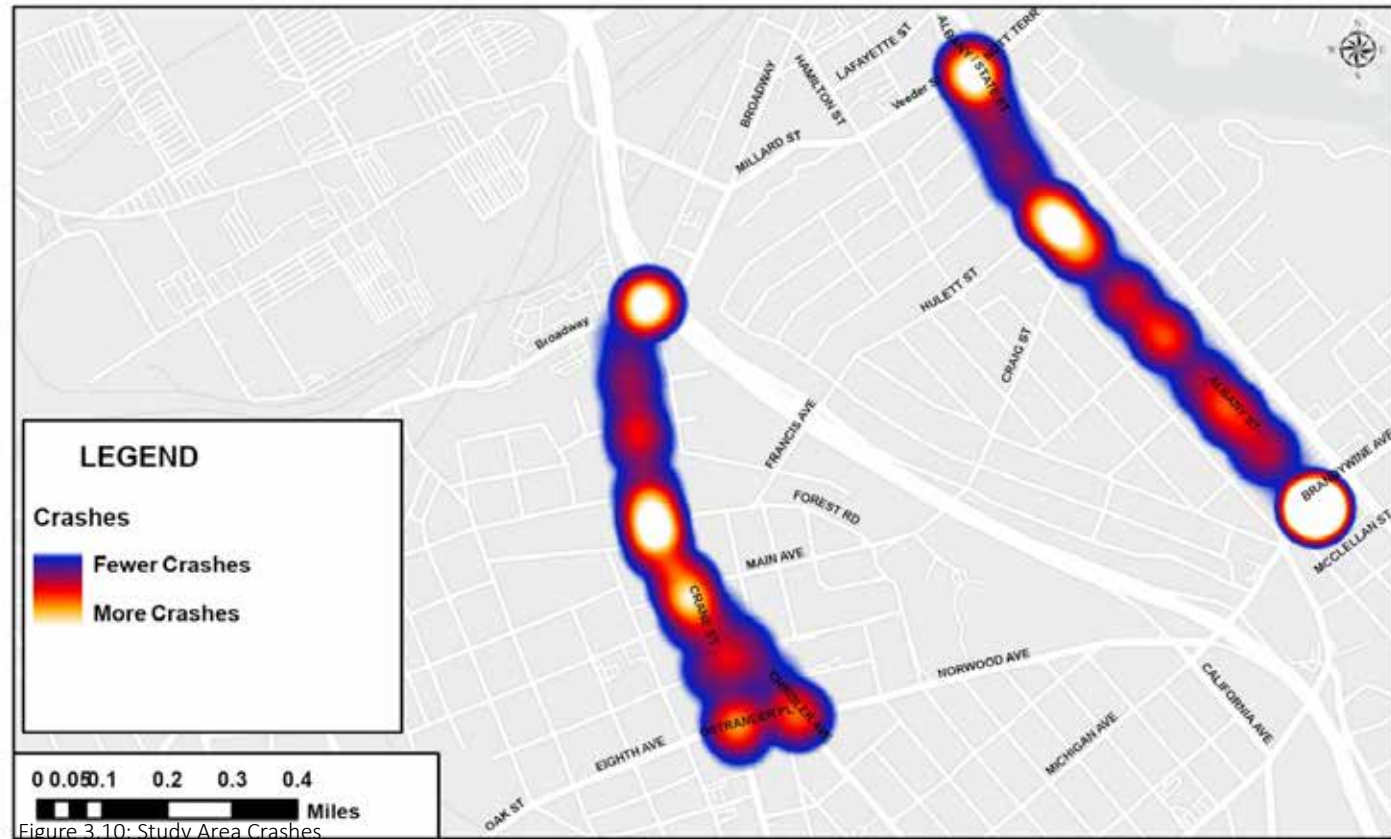


Figure 3.10: Study Area Crashes

TABLE 6 – SUMMARY OF CRASH SEVERITY

Type	Albany Street	Crane Street/Chrisler Avenue
Property Damage	307	262
Injury	88	56
Fatal	0	2
<b>Total</b>	<b>395</b>	<b>320</b>

TABLE 7 – SUMMARY OF CRASH TYPES

Type	Albany Street	Crane Street/Chrisler Avenue
Pedestrian	17	18
Bicycle	14	4
Vehicle		
Overtaking/Sideswipe	109	103
Right Angle	90	59
Rear End	76	53
Fixed Object	22	23
Head On	11	5
Left Turn	20	18
Right Turn	10	7
Other	26	30
<b>Total</b>	<b>395</b>	<b>320</b>

TABLE 8 – SUMMARY OF CRASH RATES

Segment	Number of Crashes	Crash Rate (Acc/MVM)
Albany Street	395	53.06
Crane Street	263	46.15
Chrisler Avenue*	57	45.46

\* Crane Street/Chrisler Avenue/Maine Avenue intersection included in Crane Street crash rate

Review of this crash data shows a number of characteristics summarized below:

- The map indicates that crashes in the Albany Street and Crane Street corridors generally cluster around intersections.
- The data indicates that injury crashes account for approximately 20 percent of all crashes within the study area with the Albany Street corridor having a slightly higher percentage than the Crane Street/Chrisler Avenue corridor.
- There were two fatal crashes that occurred within the study area, both of which occurred on Crane Street. One of these fatal crashes occurred on the segment south of Main Avenue in which a motorist lost consciousness and collided with a fixed object. The other fatal crash occurred south of Francis Avenue and was coded as a right-angle collision with failure to yield right of way and unsafe lane change coded as contributing factors.
- There was generally an even number of pedestrian crashes on both the Albany Street (17) and Crane Street/Chrisler Avenue corridors (18). However, the Albany Street corridor experienced a greater number of bicycle crashes – 14 vs four (4). This could in part be due to higher traffic volumes on Albany Street.
- Overtaking and sideswipe collisions are the most common type in both corridors, accounting for approximately 30 percent of all crashes, followed by right angle and rear end collisions.
- A review of crash rates indicates that the Albany Street, Crane Street, and Chrisler Avenue corridors have high crash rates that are much greater than would be expected on similar facilities.

In addition to the total crash data, bicycle and pedestrian crashes were mapped to identify any spatial trends. Figure 3.11 shows that pedestrian crashes generally occurred at intersections, with clusters on Crane Street near the Main Avenue intersection and on Albany Street near the Craig Street and Hulett Street intersections.

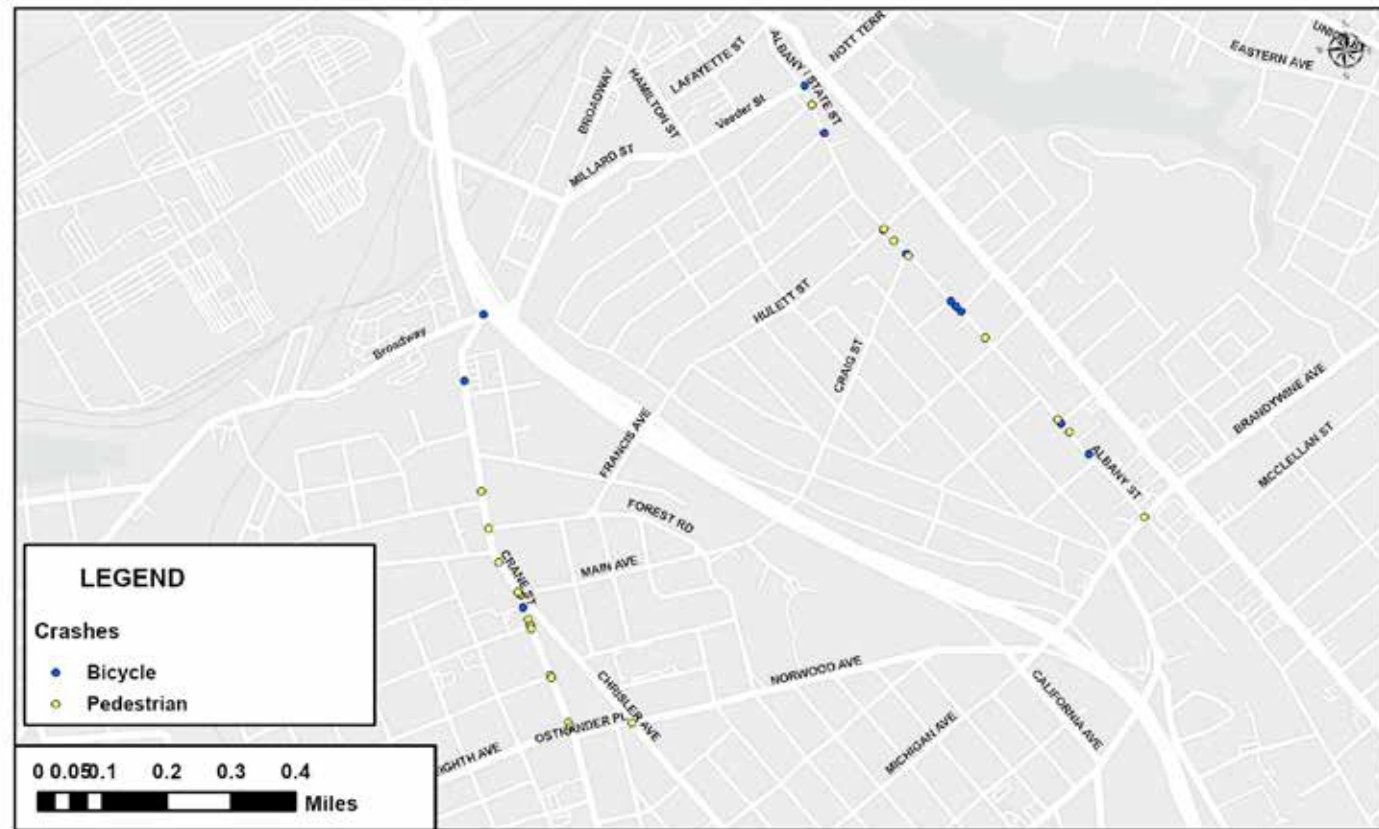


Figure 3.11: Bicycle and Pedestrian Crashes

Figure 3.11 shows that pedestrian crashes generally occurred at intersections, with clusters on Crane Street near the Main Avenue intersection and on Albany Street near the Craig Street and Hulett Street intersections.



The Crane / Main / Chrysler intersection has a high concentration of accidents involving bicycle users and pedestrians. As seen here, there are few pedestrian accommodations and most of the crosswalk striping is either worn away or missing.

## PARKING - ALBANY STREET AND CRANE STREET

On-street parking is generally provided on both sides of Albany Street between Georgetta Dix Plaza and Brandywine Avenue. Several loading zones restrict parking on Albany Street in the vicinity of Schenectady Street and Craig Street. Likewise, parking on the south-west side of Albany Street is limited to 2 hours from 8am to 6pm from Steuben Street to Backus Street. On Crane Street, parking is permitted on the west side of the roadway from Broadway to Yorkston Street before allowing parking on both sides between Yorkston Street and Main Avenue. South of Main Avenue, parking is permitted on the west side of Crane Street and Chrysler Avenue. It is noted that the block of Crane Street north of Francis Avenue is restricted to one-hour parking. Within the one-way focus area, parking is restricted on the south side of Main Avenue, Francis Avenue, and Forest Road, resulting in parking allowed on only one side of the roadway.

Figures 3.12 and 3.13 illustrate parking observations during the midday (12:00 p.m.) and evening (7:00 p.m.) peak periods within an approximate ¼ mile walking distance from the Albany Street and Crane Street corridors. The observations indicate that daytime parking demand is generally greater than evening parking demand. Areas with high parking utilization include Crane Street in the vicinity of Main Avenue and Francis Avenue as well as the roadways adjacent to the schools in the Mont Pleasant neighborhood. Relative to the Albany Street corridor, parking demand was generally highest in the vicinity of Craig Street and the residential segments to the south-east. It is noted that observations indicated that parked vehicles on Albany Street and Crane Street often encroach on the sidewalk.



With limited off-street parking opportunities for many of the residences along the Albany and Crane Street corridors, parking on sidewalks and in the public Right-of-Way is a common occurrence. This photo was taken on Crane Street.



Forest Road and the surrounding residential streets are more heavily used during the school day, which is likely a result of the high concentration of schools and youth-focused organizations in the study area.



Areas with fewer open storefronts and those occupying slopes have lower rates of use for on-street parking. This photo was taken on Albany Street in the commercial core near Craig Street.



Areas near active businesses have some of the highest demands for on-street parking as seen on Albany Street just above Veeder Avenue.

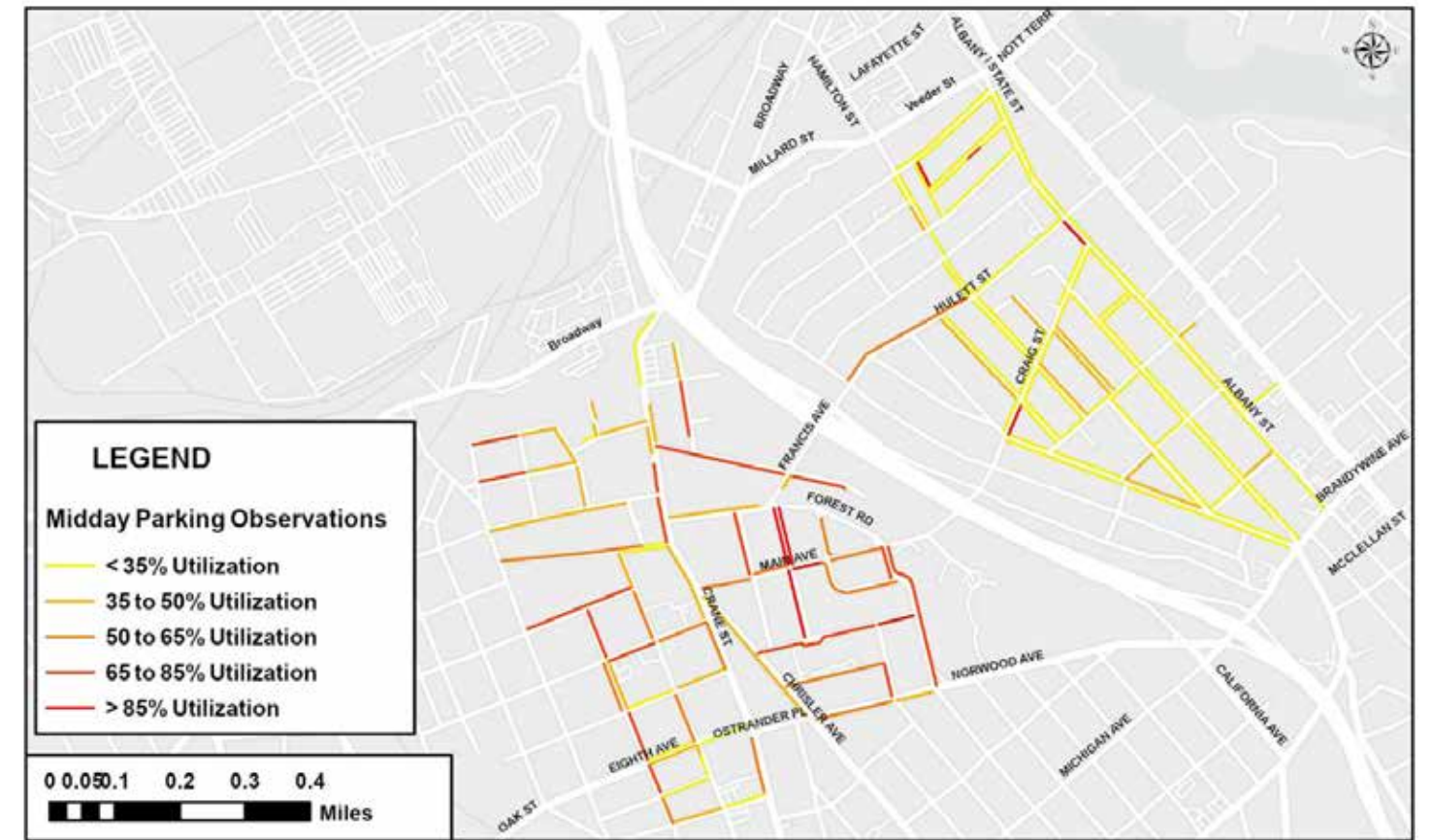


Figure 3.12: Midday Parking Observations

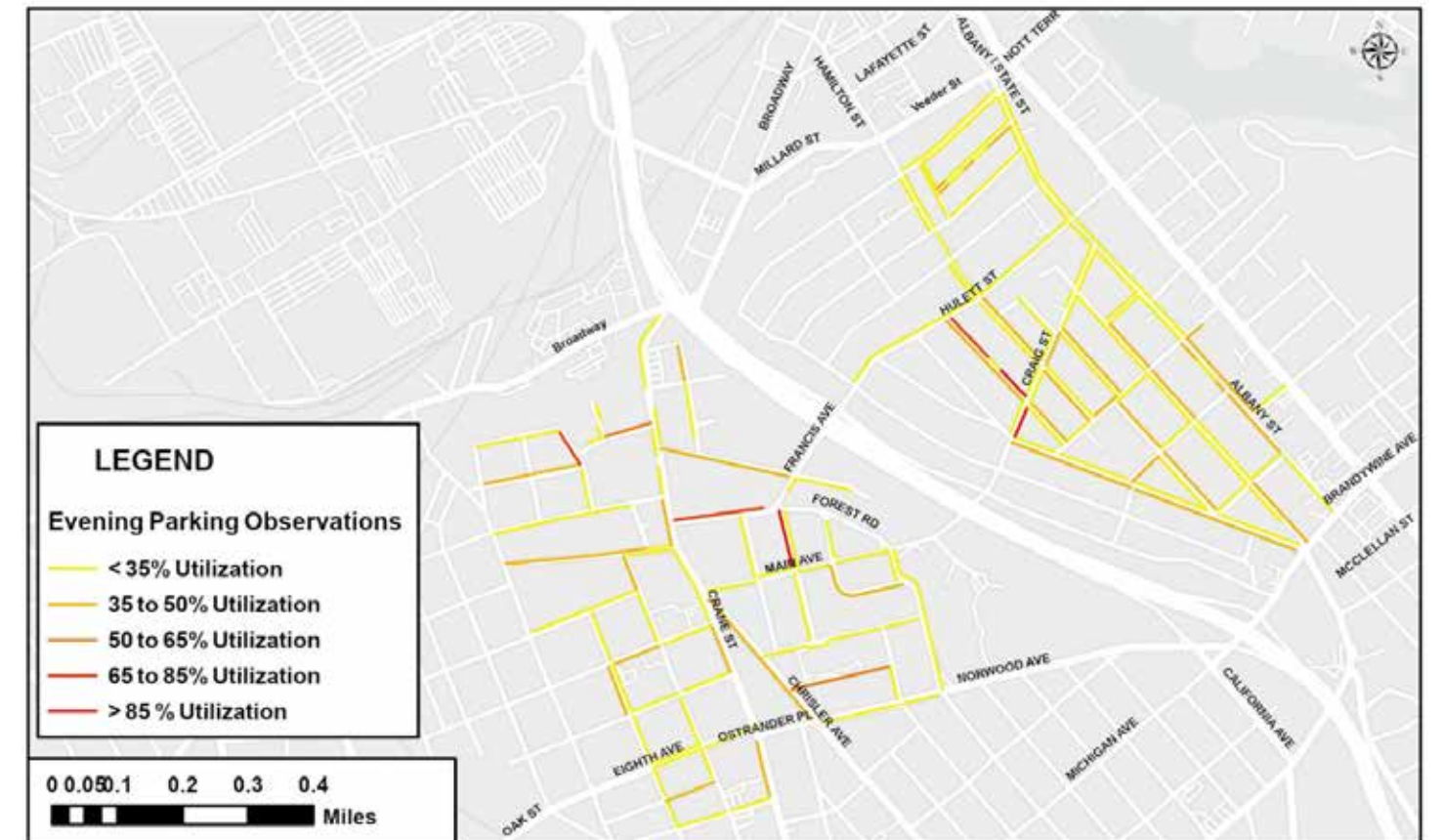


Figure 3.13: Evening Parking Observations

### PARKING - 2019 CRAIG STREET AND MAIN AVENUE PARKING ANALYSIS

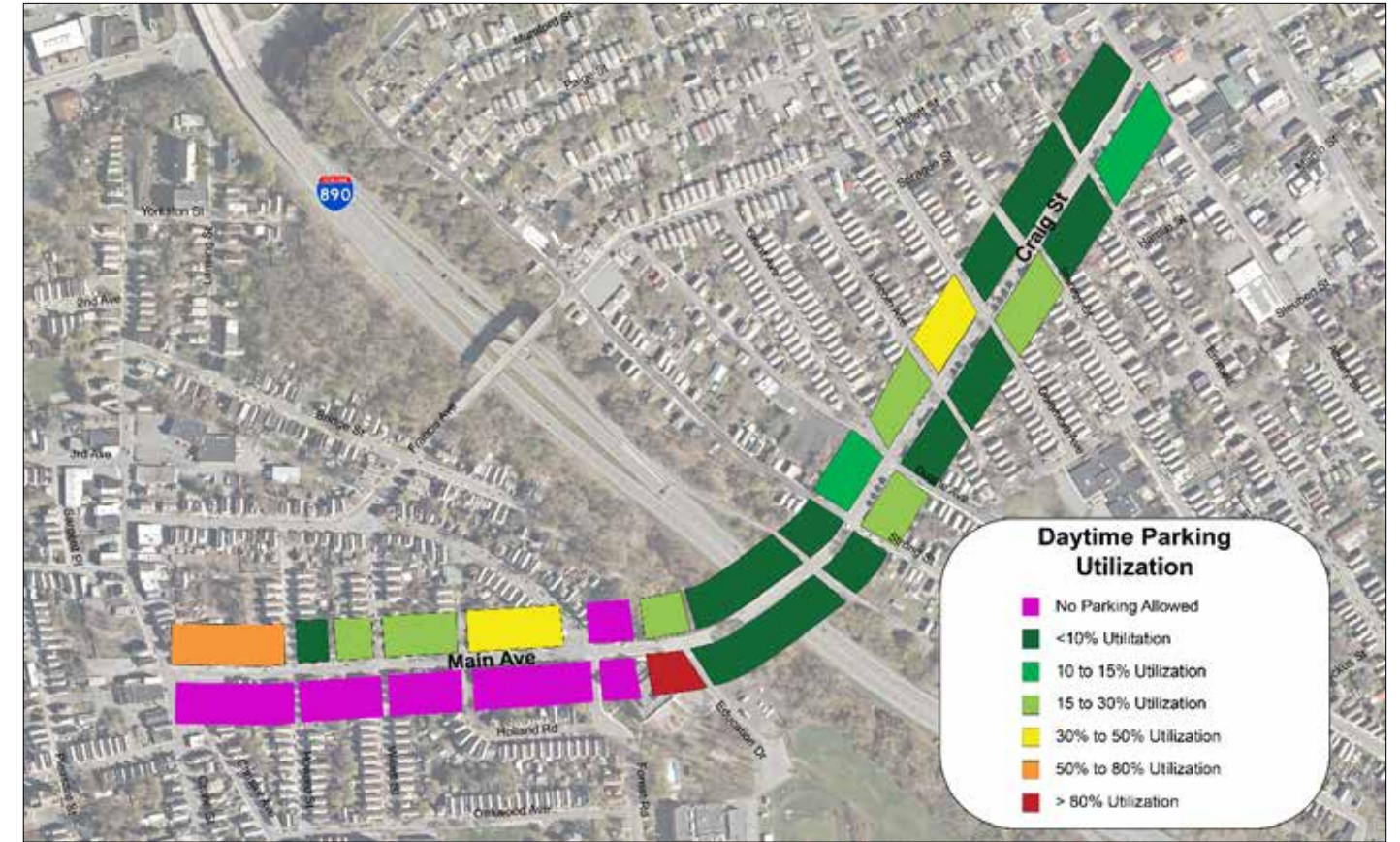
Existing Conditions Data from 2019 for the Craig-Main Connection Complete Streets Study showed that on-street parking is generally provided on one side of Main Avenue from Crane Street/Chrisler Avenue to Forest Road.

On-street parking utilization was observed during a typical weekday in March 2019 for the mid-day (12:00 p.m.) and evening (7:00 p.m.) periods in order to determine the typical weekday peak hour occupancy. These time periods were identified based on ITE parking generation data for retail and residential land uses which are the primary land uses within the study area.

The results of the parking utilization counts are depicted in the Craig-Main Connection Figures A.20 and A.21. The data shows that on average, 15% to 20% of the available on-street parking spaces in the Craig-Main corridor are utilized. Utilization does vary by block-face with parking near the Crane Street businesses and in front of Pleasant Valley Elementary School being highly utilized during the day.



Craig Main Connection Complete Streets Study Figure A.19 2019 Existing Parking Inventory



Craig Main Connection Complete Streets Study Figure A.21 2019 Existing Daytime Parking Utilization



Craig Main Connection Complete Streets Study Figure A.20 2019 Existing Evening Parking Utilization

## Concept Assessment

The Craig Main Connection explored three design concepts to add bicycle accommodations on Main Avenue from Crane Street to the I-890 Bridge. Due to the narrow width on Main Avenue, the three concepts included one-way traffic patterns to reduce the overall space needed for vehicles and provide the needed pavement width for a separated bicycle facility. The circulation concepts identified for further study as part of the Craig Main Connection are summarized in further detail below (Note the images shown are from the Craig-Main Connection Study where more detail can be found).

Improve Main Avenue Existing Conditions: This option maintains the existing two-way vehicular traffic pattern on Main Avenue and does not include a dedicated bicycle facility. Under this concept, multi-modal operations would remain largely unchanged.

**OPTION 3 - DIAGRAM E:  
MAIN AVE PEDESTRIAN IMPROVEMENTS**



**CONCEPT IMAGE  
BUMP OUTS**



**Pro's**

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

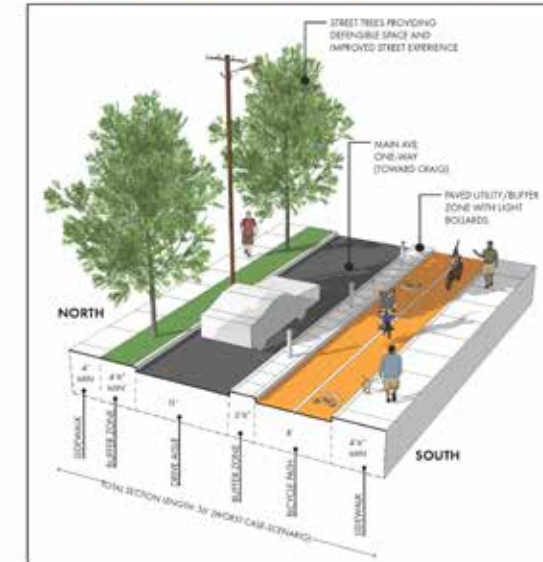
**Trade Offs**

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

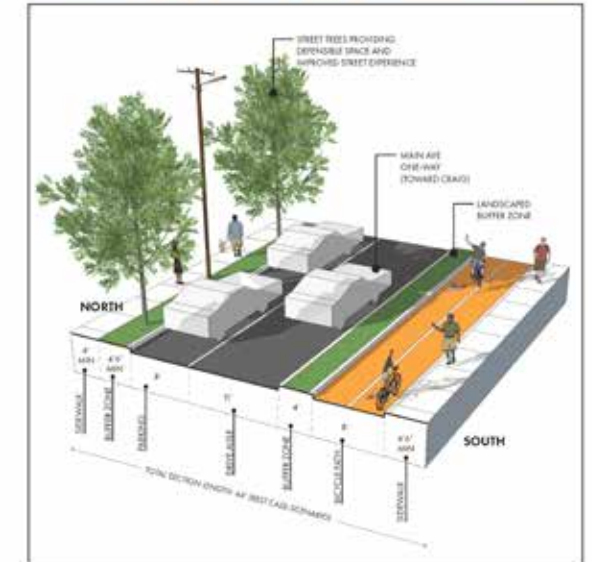
Figure 3.14: Main Avenue Improve Existing Conditions Concept as presented in the Craig-Main Connection Complete Streets Study.

Main Ave One-Way: This concept would convert Main Avenue to one-way vehicular traffic eastbound from Crane Street to Forest Road and maintain parking on the segment from Holland Road to Forest Road. Space gained by removing the westbound vehicle lane would be used for a two-way separated bicycle lane on the south side of the roadway.

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



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



**Pro's**

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

**Trade Offs**

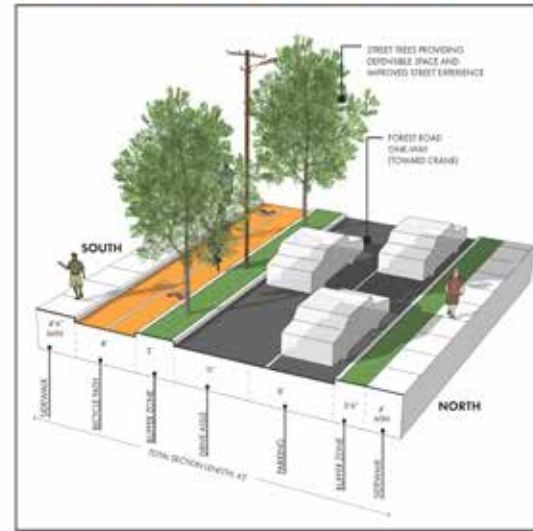
- Main Ave becomes one-way
- Main Ave loses on-street parking from Crane Ave to Holland Rd
- Possible increase in traffic to adjacent roads

Figure 3.15: Main Avenue One-Way Concept as presented in the Craig-Main Connection Complete Streets Study



**Main Avenue & Forest Road One-Way Pair:** This concept would convert Main Avenue to one-way eastbound vehicular traffic from Crane Street to Forest Road and maintain the existing parking and sidewalk. Likewise, under this option Francis Avenue/Forest Road would be converted to one-way westbound vehicular traffic from Main Avenue to Crane Street with parking maintained on one side of the roadway. Space gained from Francis Avenue/Forest Road would be used for a two-way separated bicycle lane on the north side of Forest Road/Francis Avenue.

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



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



**Pro's**

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

**Trade Offs**

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

**TRAFFIC ASSESSMENT**

Vehicular traffic diversions were estimated for each of the above circulation changes based on existing travel patterns derived from the intersection turning movement counts. Accounting for these diversions, intersection level of service was evaluated at each of the study area intersections to assess potential impacts of the one-way conversions. Table 9 summarizes the results of the level of service analysis and indicates that intersection vehicle delay under each of the one-way design concepts will generally be similar to existing conditions.

**TABLE 9 – 2022 LEVEL OF SERVICE SUMMARY**

Intersection	Control	AM Peak			PM Peak		
		Existing	Main Ave One-Way	One-Way Pair	Existing	Main Ave One-Way	One-Way Pair
<b>Crane St/Francis Ave</b>							
Francis Ave WB LR	S	A (9.4)	B (11.0)	B (11.0)	A (9.9)	B (11.7)	B (11.7)
Crane St NB TR		B (11.7)	B (11.7)	--	B (12.6)	B (12.6)	--
[T]		--	--	B (10.6)	--	--	B (11.0)
Crane St SB LT		B (10.9)	B (10.9)	--	B (12.3)	B (12.9)	--
[T]		--	--	B (11.1)	--	--	B (12.8)
Overall		B (11.0)	B (11.2)	B (10.9)	B (12.0)	B (12.5)	B (11.9)
<b>Francis Ave/Forest Rd/Hulett St/Willett St</b>							
Francis Ave EB LTR	U	A (8.8)	A (9.1)	--	A (8.5)	A (8.7)	--
Forest Rd WB LTR		A (7.7)	A (8.9)	A (8.8)	A (7.7)	A (8.8)	A (8.8)
Willett St NB LTR		A (7.8)	A (8.4)	--	A (7.7)	A (8.1)	--
[LT]		--	--	A (8.5)	--	--	A (8.3)
Hulett St SB LTR		A (8.4)	A (8.9)	--	A (7.8)	A (8.2)	--
[TR]		--	--	A (8.3)	--	--	A (7.9)
Overall		A (8.3)	A (8.9)	A (8.5)	A (8.0)	A (8.6)	A (8.4)
<b>Main Ave/Crane St/Chrisler Ave</b>							
Main Ave WB LLR	S	B (16.1)	--	--	B (16.7)	--	--
Crane St NB TRR		B (13.2)	A (8.7)	A (9.0)	B (11.9)	A (8.0)	A (9.6)
Crane St SB LLT		A (3.6)	A (0.1)	A (0.1)	A (3.7)	A (0.1)	A (0.2)
Chrisler Ave NWB LTR		B (11.0)	A (6.2)	A (6.2)	B (12.6)	A (6.4)	A (6.4)
Overall		A (9.4)	A (3.8)	A (3.6)	A (9.1)	A (3.8)	A (3.7)
<b>Main Ave/Forest Rd</b>							
Main Ave EB LTR	U	A (8.6)	A (8.2)	--	A (8.0)	A (8.0)	--
[TR]		--	--	A (8.7)	--	--	A (8.0)
Main Ave WB LTR		A (9.1)	A (8.4)	--	A (8.6)	A (8.0)	--
[LR]		--	--	A (8.5)	--	--	A (8.0)
Forest Rd NB LTR		A (8.6)	A (8.5)	--	A (8.3)	A (7.9)	--
[TR]		--	--	A (8.4)	--	--	A (7.9)
Forest Rd SB LTR		A (8.7)	A (8.5)	--	A (8.0)	A (7.9)	--
Overall		A (8.8)	A (8.4)	A (8.5)	A (8.3)	A (8.0)	A (8.0)

S, U = Traffic Signal or Unsignalized controlled intersection  
 EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches  
 L, T, R = Left-turn, Through, and/or Right-turn movements  
 X (Y.Y) = Level of service (Average delay in seconds per vehicle)  
 NA = Not Available

Figure 3.16: Main Avenue & Forest Road Once-Way Concept as presented in the Craig-Main Connection Complete Streets Study

Although the intersection level of service indicates little to no change in intersection delay, additional travel time may result from out of direction travel delay under the proposed one-way alternatives. Table 10 summarizes additional measures of effectiveness and shows that the two one-way concepts will result in minimal increases to peak hour travel time, distance, and fuel consumption.

**TABLE 10 – ONE-WAY MEASURES OF EFFECTIVENESS**

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

**BICYCLE AND PEDESTRIAN ASSESSMENT**

A key goal of this study is to improve bicycle and pedestrian comfort in the Mt. Pleasant neighborhood by extending the Craig Street bicycle facility west to connect to Crane Street, either via Main Avenue or Forest Road/Francis Avenue. Table 11 summarizes the LTS assessment for the three proposed alternatives and indicates that providing a dedicated bicycle facility on Main Avenue or Forest Road/Francis Avenue will result in LTS 1 on that facility. It is noted that converting Main Avenue to one-way without providing a bicycle facility, as proposed under option 3, will result in an increase in level of traffic stress from LTS 2 to LTS 3 due to additional traffic volumes and cyclist exposure.

**TABLE 11: ALTERNATIVE LTS ASSESSMENT**

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

In addition to changes in LTS, each of the concepts has the potential to affect bicycle travel distance. Specifically, the One-Way Pair concept would increase the overall travel distance for cyclists traveling westbound on Main Avenue by approximately 0.25 miles, assuming these trips utilize the proposed bicycle facility. Conversely, cyclists traveling eastbound could experience the same additional travel distance, or forgo using the proposed facility and continue riding eastbound in mixed traffic.

**TRANSIT ASSESSMENT**

The proposed one-way concepts have the potential to impact CDTA service on the #353, which currently serves the Main Avenue corridor. Specifically, by converting Main Avenue to one-way eastbound, westbound buses would be required to deviate onto Francis Avenue/Forest Road, thus experiencing longer travel times. Under this option, CDTA may wish to also move eastbound buses to Francis Avenue/Forest Road in order to maintain stop pairs, although this would come at an additional travel time cost. Table 12 summarizes the existing and anticipated peak travel time under each concept and compares it to the overall transit cycle time.

**TABLE 12: ROUTE 353 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%

The table indicates that during peak operation, CDTA allots the existing #353 route 71 minutes of travel time and 9 minutes of recovery to operate on an overall 80 minute cycle length which requires four buses to maintain the existing 20 minute headways. Under the one-way concepts the #353 run time is expected to increase by two to four minutes, resulting in an equal decrease in recovery time.

The transit industry standard for recovery time is to provide approximately 15% of the run time as recovery in order to avoid subsequent trips from starting late and creating delays that can cascade throughout the day. As indicated above, the existing #353 currently operates just below the industry standard threshold. Under the proposed one-way concepts, the recovery time drops further below that threshold, which would likely increase in service delays. As such, in order to maintain service reliability, the cycle length under the one-way concepts would likely need to be increased to 90 minutes, subject to discussions with CDTA. In order to maintain the existing 20 minute headway under this scenario, an additional bus would be required for daily operation. In contrast, maintaining the existing four buses in service, the 90 minute cycle would require a reduction in frequency to a 25 minute headway.

Based on the above assessment, CDTA should be consulted to discuss the concept analysis, potential reductions in transit recovery time or frequency, or increased resources needed to maintain the existing frequency on the #353.



Public transit serves as the primary means of transportation for many residents in the study area.

**SUMMARY**

Table 13 below summarizes the results of the multi-modal assessment for the proposed one-way concepts and illustrates the benefits and drawbacks of each option.

**TABLE 13: CONCEPT ASSESSMENT SUMMARY**

Concept		Existing	Main One-Way	One-Way Pair
<b>Vehicle</b>	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.
<b>Bicycle &amp; Pedestrian</b>	Pros	Minimal improvement to pedestrian comfort from streetscape improvements.	Increased bicycle and pedestrian comfort on Main Avenue.	Increased bicycle and pedestrian comfort 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.
<b>Transit</b>	Pros	No changes to Route #353 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.



Other than parking areas for CDPHP cycle rentals, as seen here on Crane Street, there is no public bicycle parking on either Crane Street or Albany Street.



## CHAPTER 4 COMMUNITY ENGAGEMENT + IMPROVEMENT CONCEPTS

### Outreach + Engagement Overview

- Bullets
- Public Outreach
- Public Engagement
- Inform ⇌ Invite ⇌ Inspire

### Design Concepts + Community Priorities

- Albany Street Insight
- Crane Street Area Insight
- Chrysler Avenue Concepts
- Main Avenue Concepts

# CHAPTER 4: COMMUNITY ENGAGEMENT + IMPROVMENT CONCEPTS

## **INFORM → INVITE → INSPIRE!**

### Outreach + Engagement Overview

The design team utilized a place based, user-centered research approach in conducting this Study. Prioritizing people who reside, work in and/or own businesses in the Hamilton Hill and Mont Pleasant communities. Our goal was to **INFORM** ⇨ **INVITE** ⇨ **INSPIRE**.

### Public Outreach

Between December 2022 & July 2023, we directly engaged a diverse mix of residential and 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 Association
- ⇨ Mont Pleasant Merchants Association

### INFORM

Our primary goal was to inform key stakeholders of the possible changes. To do so, we tabled at community events, posted fliers at high traffic local bus stops and businesses.

- ⇨ Juneteenth Celebration
- ⇨ Local Barbershops
- ⇨ Local Businesses
- ⇨ Local Bus Stops



### Public Engagement

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

#### Albany Street Improvements Open House

June 22 | 4:00- 7:00 p.m.  
 Schenectady Community Ministries  
 16 Survey respondents  
 20+ participants

#### Crane Street Improvements Open House

July 29 | 3:00- 7:00 p.m.  
 Mont Pleasant Branch Library  
 21 Survey respondents  
 30+ participants



### INVITE

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

These youth from UHPP helped distribute over 400 fliers and invited neighbors to get involved in the study and to come to open house events.

## INSPIRE

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

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



### Albany Street Open House

June 22 | 4:00- 7:00 p.m.

Schenectady Community Ministries



### Crane Street Open House

July 29 | 3:00- 7:00 p.m.

Mont Pleasant Branch Library



## Design Concepts and Community Priorities

Open House events, curbside conversations, and community surveys focused on identifying community priorities in making complete streets improvements to the Albany Street, Crane Street, Main Avenue, and Chrysler Avenue corridors.

We received feedback in three primary ways:

- ⇒ Online Survey
- ⇒ Intercept Interviews
- ⇒ In-depth Interviews

### Albany Street Insight

#### Common Concerns

- Speeding is a constant problem
- Parking on sidewalks reinforces speeding
- “We’re treated like the backyard of State Street...”
- Not enough shaded areas or trees at bus stops and throughout corridor
- There is no shade
- Not enough parking close to home
- Vacant lots reinforce crime
- No handicapped parking spaces
- Litter is a major problem- trash everywhere

#### Albany Street Surveys

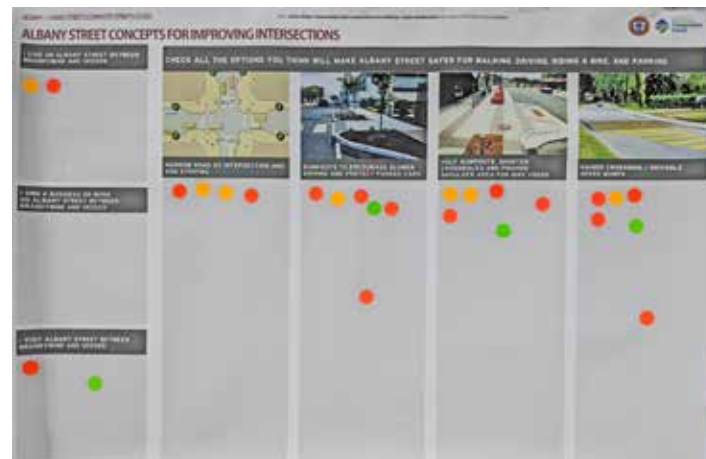
There were sixteen responses to the digital survey. 60% or respondents live in the area and 37% live on the corridor itself. The majority of participants were low to mid-income, white drivers over the age of 45. Full survey results can be found in the Appendices.

### Visual Surveys

Visual surveys were used at tabling events, curbside setups, and the open house events. Participants were given stickers to express their preferences for different design treatments and concepts.

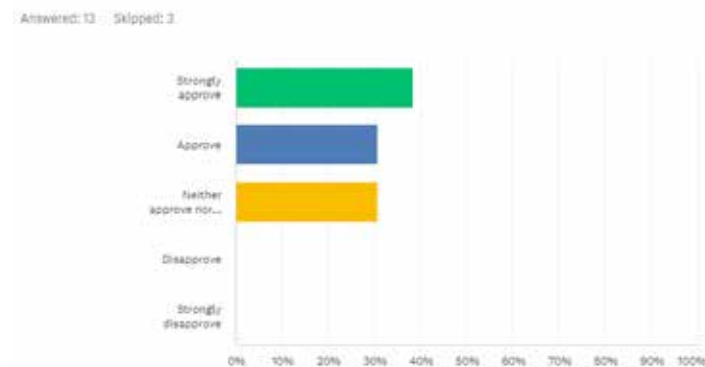
### Intersection Improvements

The strongest support was shown for adding bumpouts and shortening crosswalks. Residents were interested in the idea of speed bumps if they were installed in appropriate locations and designed to make it clear how they are intended to work. It was agreed that putting them on the corridors did not make sense as it would likely push more traffic to smaller side streets.



Boards like the one shown above were used at both the open house events and the curbside setups to invite community members to share their opinions about different types of complete streets improvements.

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



The survey included the same graphics as the in-person events and asked questions to gauge how participants felt about the proposed improvements and if they felt improvements would be effective.

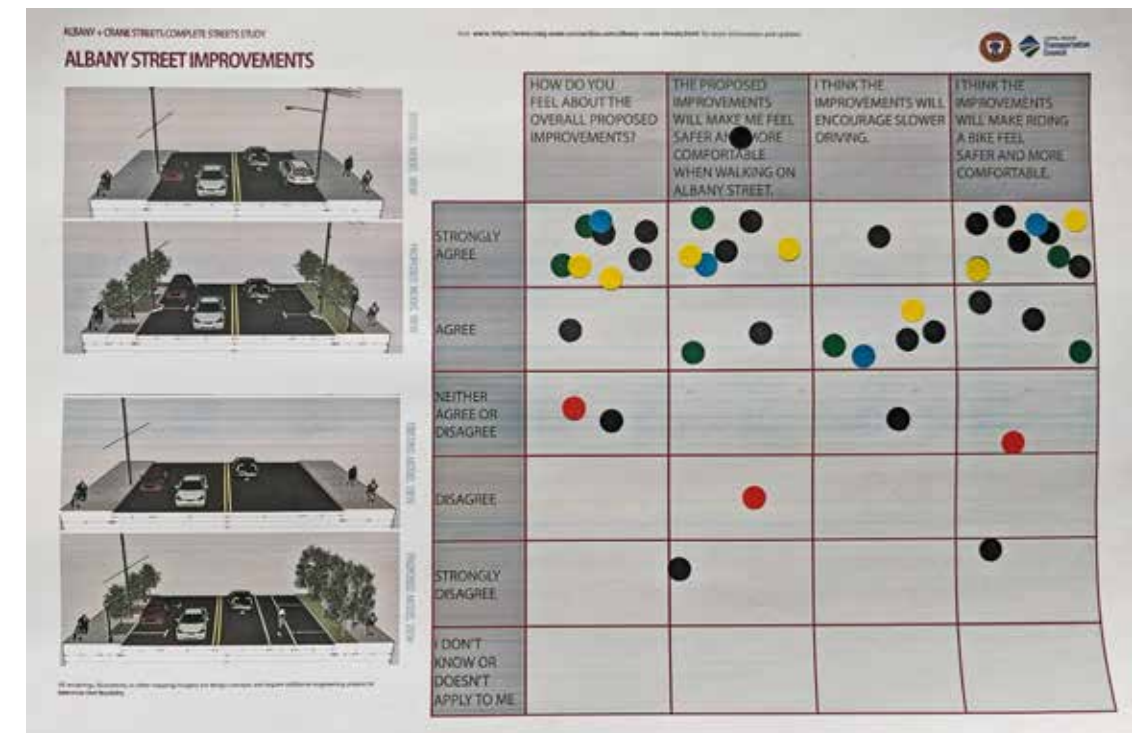
### Streetscape Improvements

The overall width of Albany Street varies substantially between Veeder Avenue and Brandwine Avenue. Recommendations therefore vary from section to section, depending on the right-of-way dimensions and the roadway priorities for the immediate area. The design concept for each section included a location / context map, an existing conditions view, an existing conditions 3-dimensional cross-section, and a 3-dimensional cross-section showing proposed improvements based on the available right-of-way and balancing multi-modal needs along the corridor.



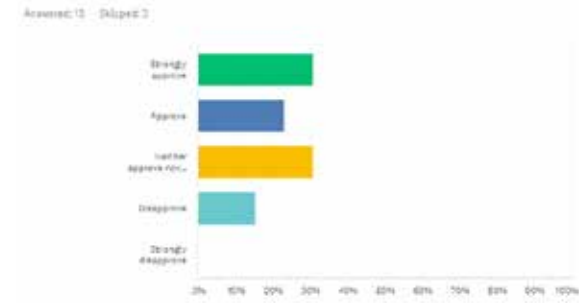
Example of the boards shared during community engagement

The proposed improvements received strong support from both event participants and survey participants, although there was some uncertainty as to whether the changes would reduce speeding, and there were many comments about the need for more enforcement.

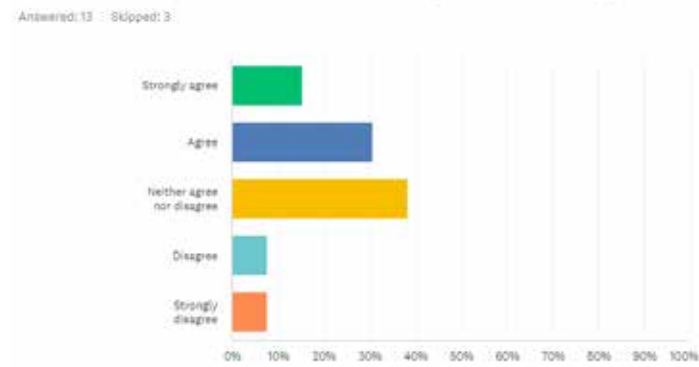


The image above shows some of the community's responses to the Albany Street concepts.

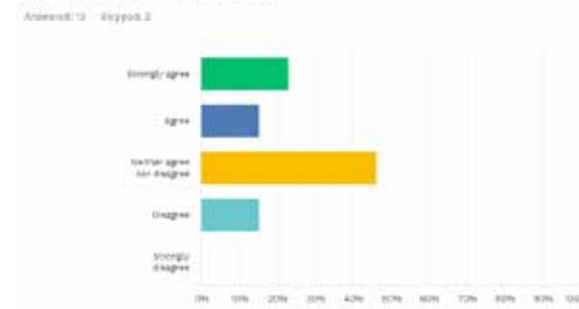
How do you feel about the overall proposed improvements on Albany Street?



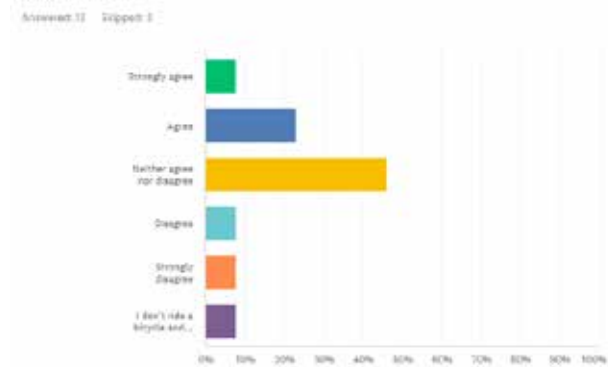
I think the improvements will encourage slower driving.



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



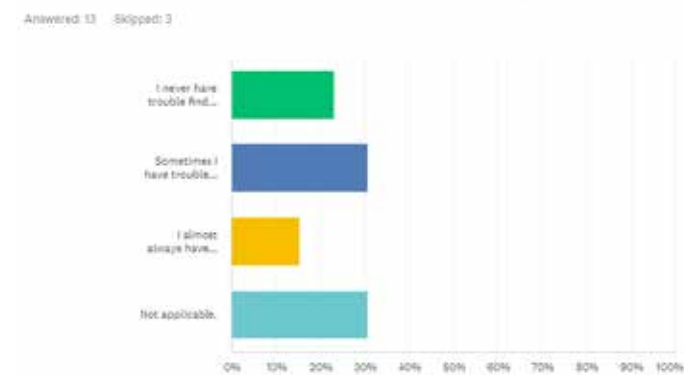
I think the improvements will make riding a bicycle feel safer and more comfortable.



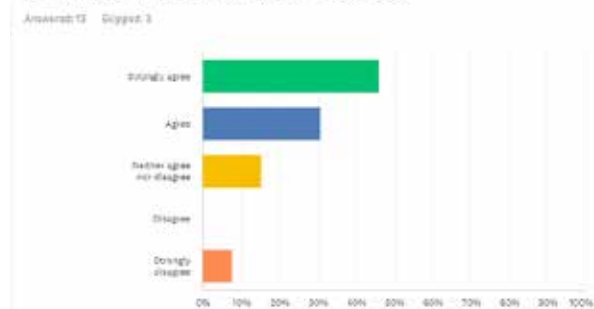
### Parking

Participants of both the community events and the survey expressed a need for more parking and a desire for the City and its partners to explore options for using vacant and underutilized parcels to provide safe and inviting public parking for area residents and customers.

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



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



### Emerging Questions

Participants in focus groups and community events also expressed the need to consider and address the following questions:

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

## Crane Street Area Insight

### Common Concerns

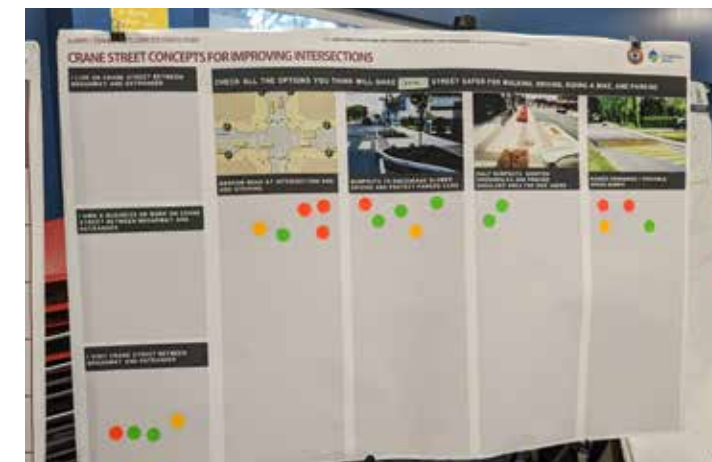
- Speeding is a constant problem - "I've almost been run over twice on 3rd Ave..."
- Too many accidents, especially at or near intersections
- Delayed snow removal makes sidewalks impassible
- No crosswalks- really need one by Orchard Park
- Parking is really challenging, especially during school hours
- Parking on sidewalks is a major problem
- There is no shade
- Chrisler Ave is too narrow for two-way traffic

### Visual Surveys

Visual surveys were used at tabling events, curbside setups, and the open house events. Participants were given stickers to express their preferences for different design treatments and concepts.

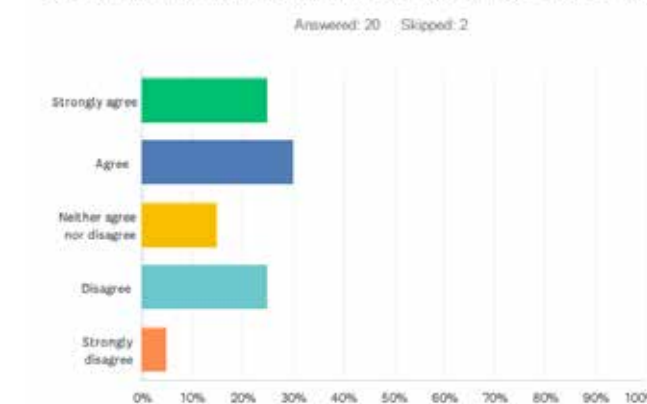
### Intersection Improvements

The strongest support was shown for adding bumpouts and shortening crosswalks. Residents were interested in the idea of speed bumps if they were installed in appropriate locations and designed to make it clear how they are intended to work. It was agreed that putting them on the corridors did not make sense as it would likely push more traffic to smaller side streets.

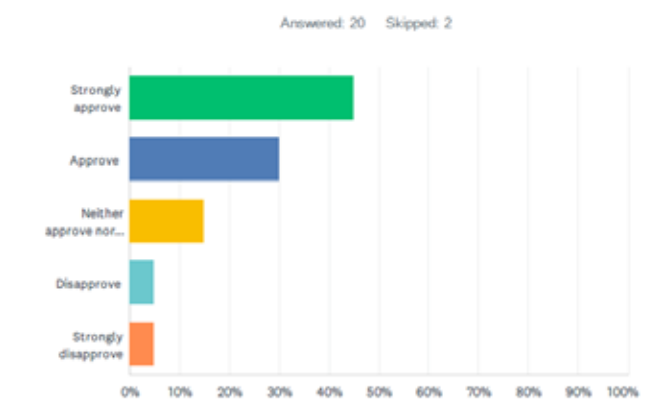


Boards like the one shown above were used at both the open house events and the curbside setups to invite community members to share their opinions about different types of complete streets improvements.

Q8 I think the improvements will encourage slower driving.

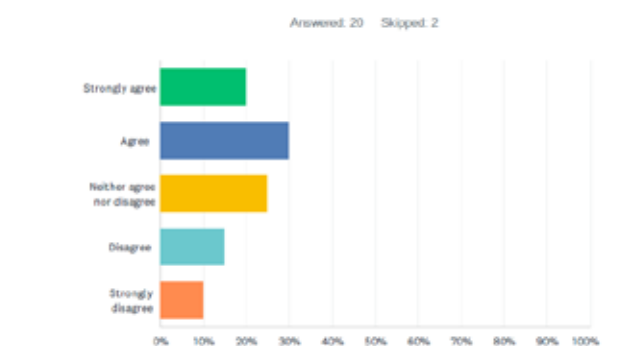


Q7 How do you feel about the intersection improvements?



The survey included the same graphics as the in-person events and asked questions to gauge how participants felt about the proposed improvements and if they felt improvements would be effective.

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



### Crane Street Surveys

The survey asked questions about Crane Street, Main Avenue, and the block of Chrisler Avenue between Ostrander Place and Main Avenue. There were twenty-three responses to the digital survey. 90% of respondents live in the area. The majority of participants were low to mid-income, white drivers over the age of 45. Full survey results can be found in the Appendices.



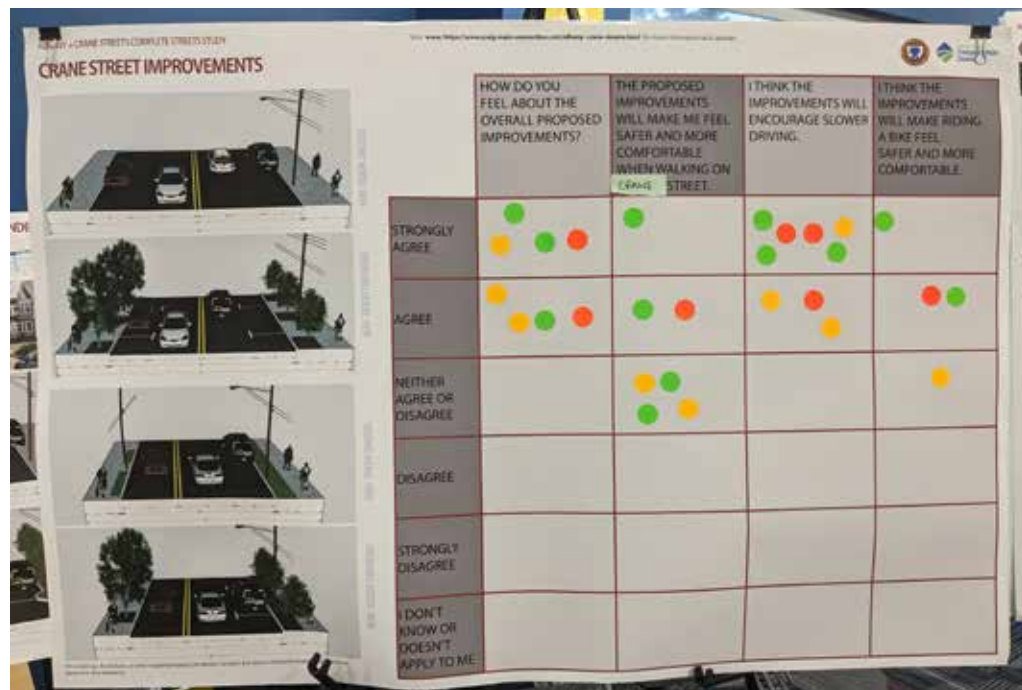
**Crane Streetscape Improvements**

The overall width of Crane Street also varies substantially between Broadway and Ostrander Place. Recommendations therefore vary from section to section, depending on the right-of-way dimensions and the roadway priorities for the immediate area. The design concept for each section included a location / context map, an existing conditions view, an existing conditions 3-dimensional cross-section, and a 3-dimensional cross-section showing proposed improvements based on the available right-of-way and balancing multi-modal needs along the corridor.



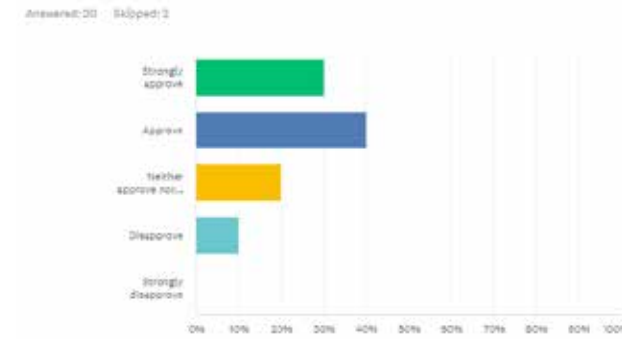
Example of the boards shared during community engagement

The proposed improvements received strong support from both event participants and survey participants, although there was some uncertainty as to whether the changes would reduce speeding, and there were many comments about the need for more enforcement.

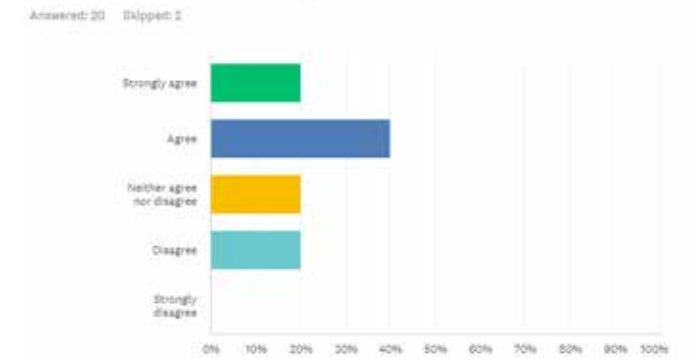


The image above shows some of the community's responses to the Crane Street concepts.

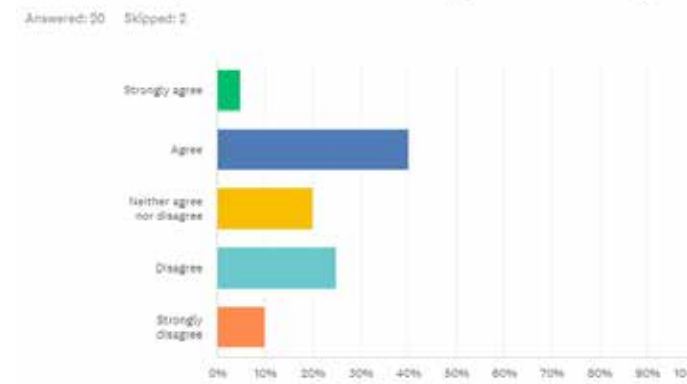
How do you feel about the overall proposed improvements to Crane Street?



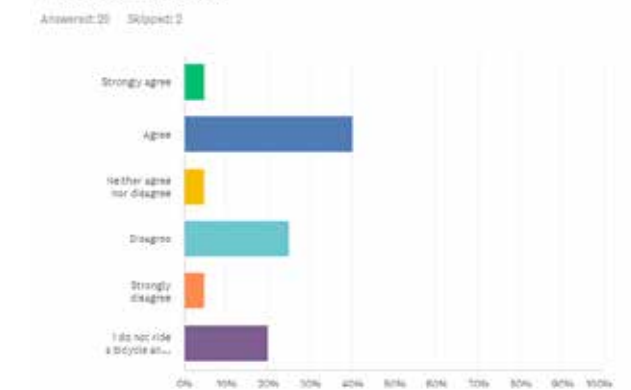
The proposed improvements will make me feel safer and more comfortable when walking on Crane Street.



I think the improvements will encourage slower driving.



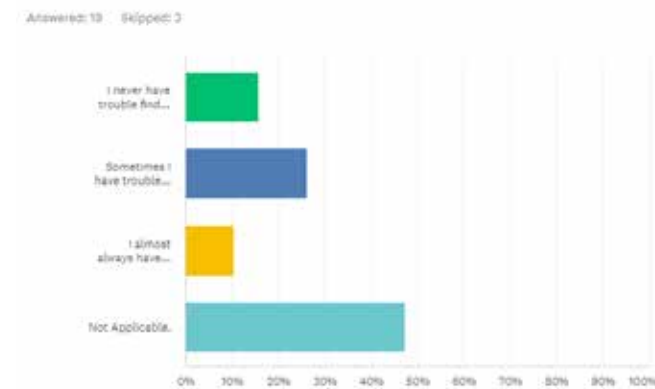
I think the improvements will make riding a bicycle feel safer and more comfortable.



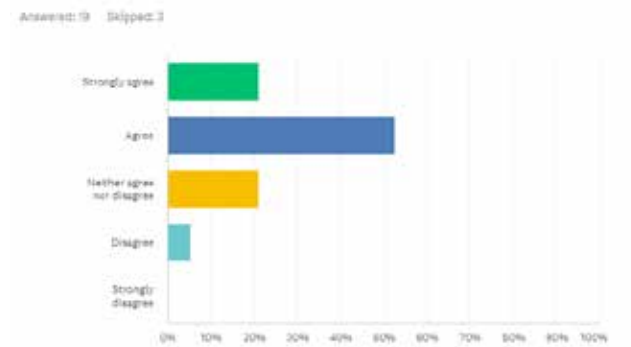
**Parking**

Participants of both the community events and the survey expressed a need for more parking and a desire for the City and its partners to explore options for using vacant and underutilized parcels to provide safe and inviting public parking for area residents and customers.

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



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



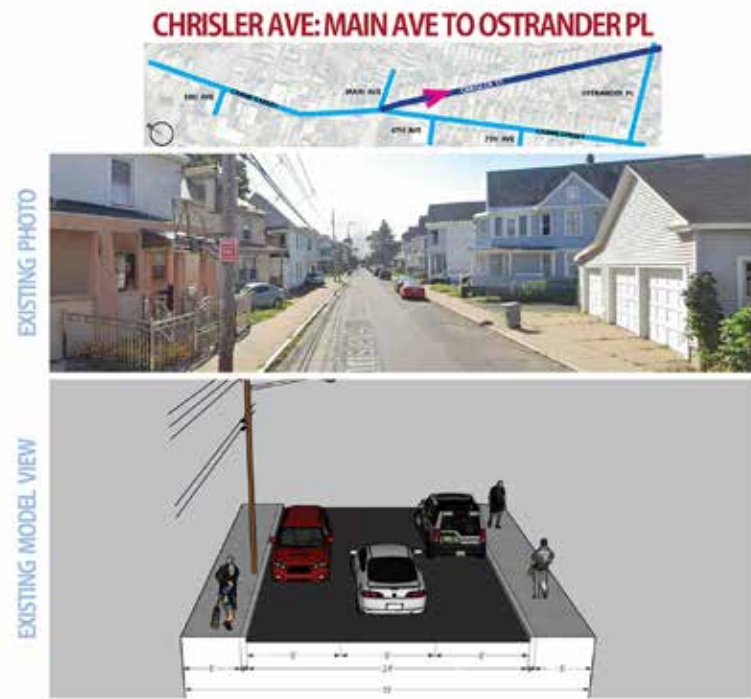
**Emerging Questions**

Participants in focus groups and community events also expressed the need to consider and address the following 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 prioritize residents?
- How to ensure homeless populations have access to bathrooms without disrupting the shopping experience?
- How to ensure garbage pick up and snow removal?
- How do we respond to multi-use paths being utilized by electric bikes?
- What are the next steps in determining the appropriate reconfigurations for Main Ave and Chrysler Ave?

## Chrisler Avenue Concepts

Community members consistently expressed concern for the limited width on the section of Chrisler Avenue between Ostrander Place and Main Avenue and strongly advocated for converting this block of Chrisler to one-way.



Chrisler Avenue Existing Conditions

### Exploring One-Way Concepts

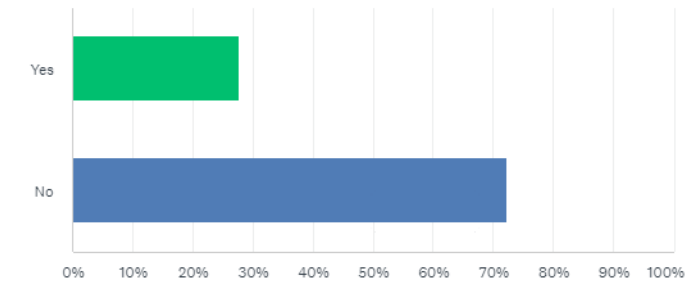
Community members were asked if they lived in or near this section of Chrisler Avenue and if they would support converting it to a one-way street:



Results of the Crane Street Area In-person Surveys for the Chrisler Avenue Concepts

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

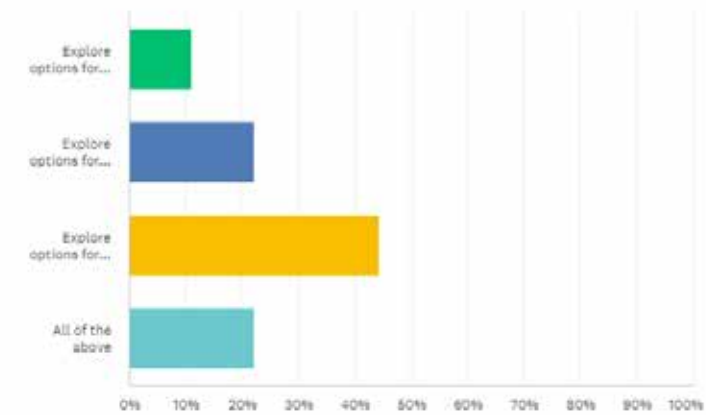
Answered: 18 Skipped: 4



ANSWER CHOICES	RESPONSES
Yes	27.78% 5
No	72.22% 13
<b>TOTAL</b>	<b>18</b>

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

Answered: 10 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% 5
All of the above	22.22% 4
<b>TOTAL</b>	<b>10</b>

**Exploring Three Concepts**

Based on community feedback, three concepts for converting the section of Chrisler Avenue between Ostrander Place and Main Avenue were explored:

- Option 1: One-way Northwestbound
- Option 2: One-way Split
- Option 3: One-way Southeastbound

**Special Stakeholder Meetings**

Following the community engagement events, the project team met with various City departments and area stakeholders to further explore the implications of converting Chrisler Avenue to a one-way street.

Participants included:

- Capital District Transportation Authority
- Fire Department
- General Services
- Police Department
- Parking Enforcement
- **School District Transportation ??**

**Preferred Concept**

Option 3 to convert the section of Chrisler Avenue to a one-way Southeastbound street was the overall preferred option since it presented the following advantages:

- Removes hazards caused by having 8' travel lanes
- Improves emergency access
- Retains the greatest amount of parking
- Minimal disruption to existing transit services
- Allows improvements to existing sidewalks with opportunities to add street trees for shade and traffic calming



**Top:** Figure 4.1: Chrisler Avenue One-Way Circulation Concept 1: One-Way Northwestbound

**Middle:** Figure 4.2: Chrisler Avenue One-Way Circulation Concept 2: One-Way Split

**Bottom Left:** Figure 4.3: Chrisler Avenue One-Way Circulation Concept 3: One-Way Southeastbound

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

**Main Avenue Concepts**

Concepts for changing Main Avenue were originally explored during the Craig Main Connection Complete Streets Study, which advocated for additional study and community engagement. Four concepts were explored as part of this study.

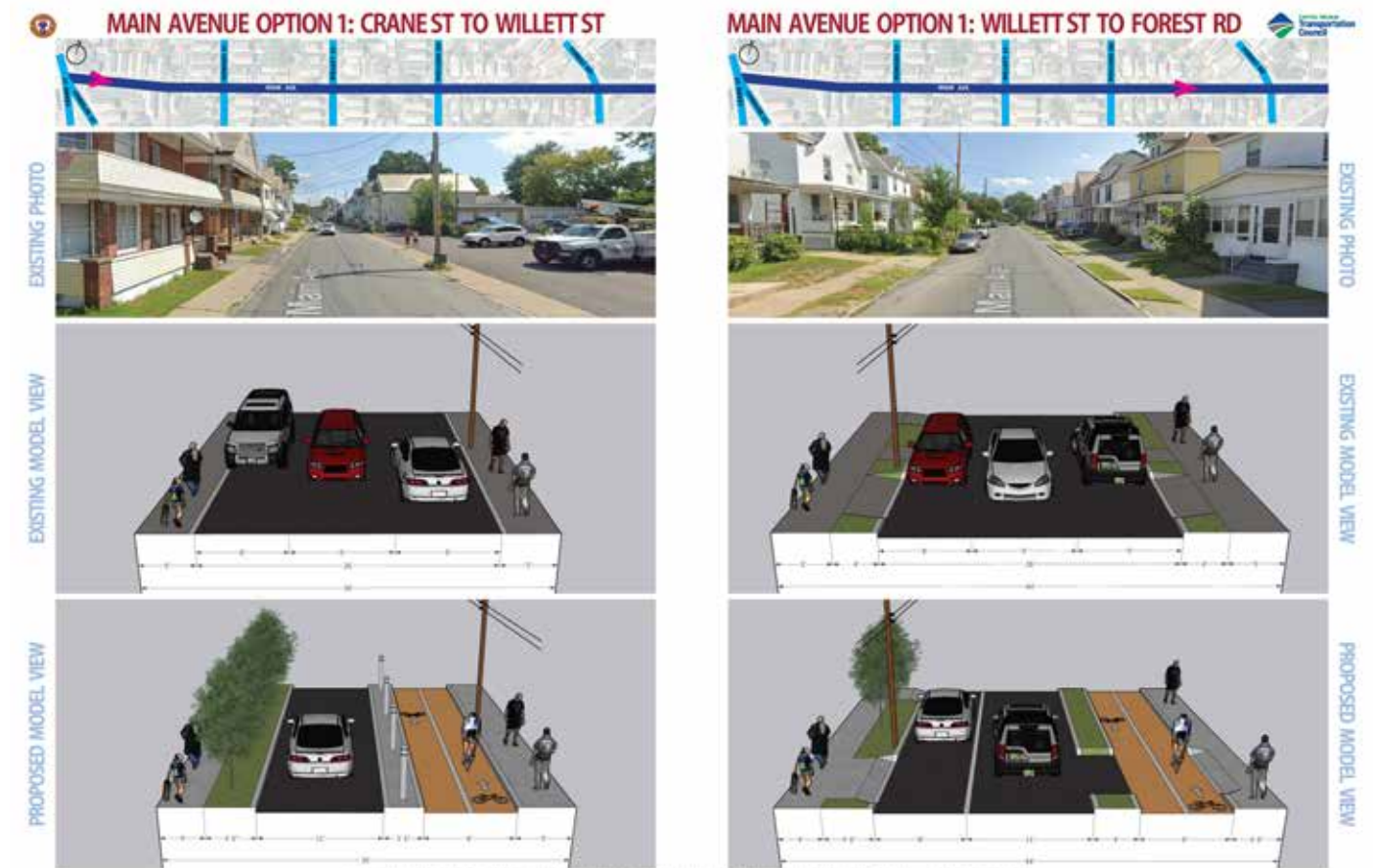


Figure 4.4: Main Avenue Concept 1 Cross-sections

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

Main Avenue Concept 1: Convert Main Avenue to a one-way street with traffic moving away from Crane Street. This concept also adds a protected bike lane that would connect to the one that was championed during the Craig Main Connection project and is scheduled to be built on Craig Street by 2025.

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

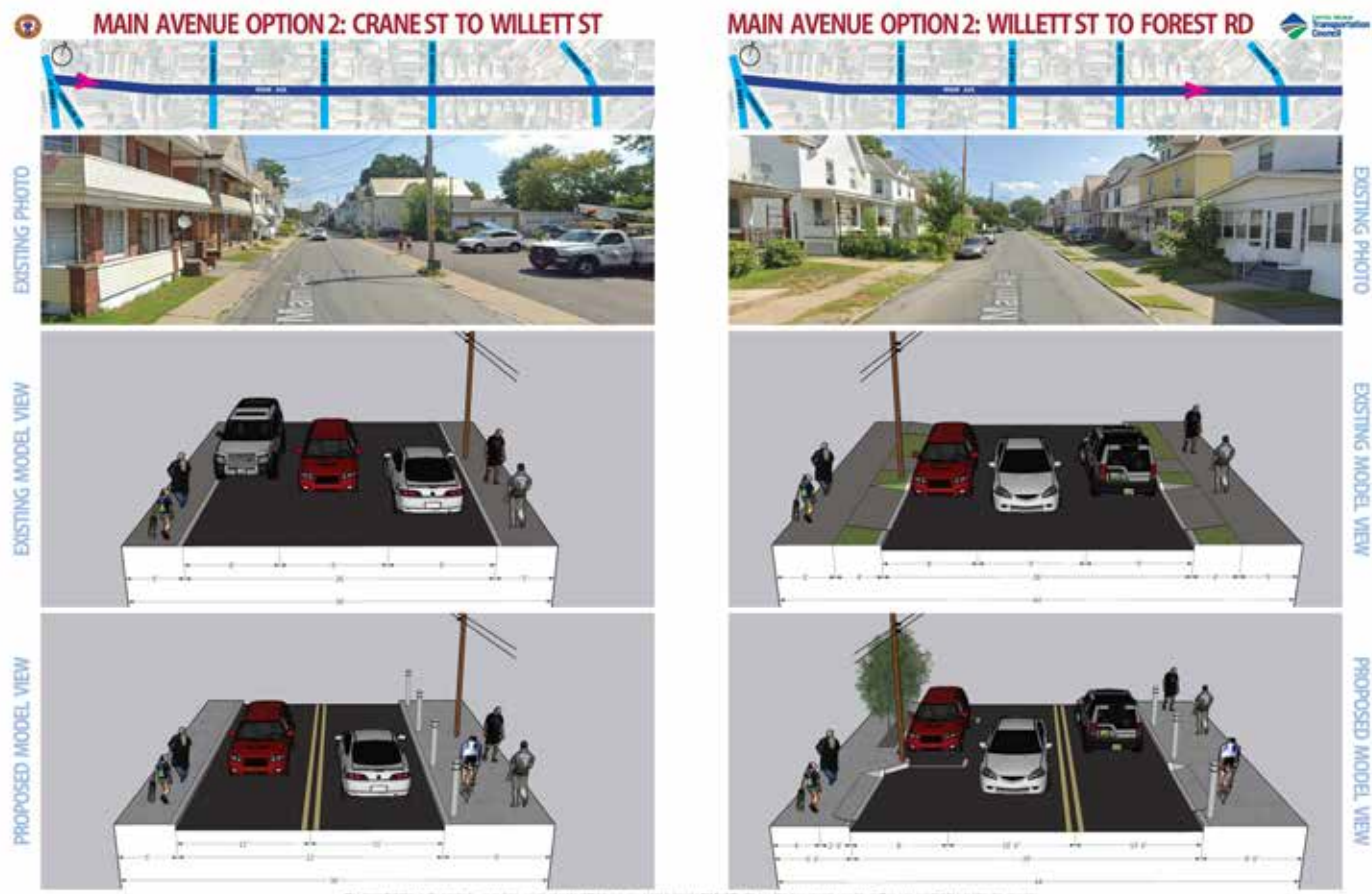


Figure 4.5: Main Avenue Concept 2 Cross-sections  
 All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

Main Avenue Concept 2: Keep traffic flowing in both directions and add a shared walking and bicycle path on the south side.

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

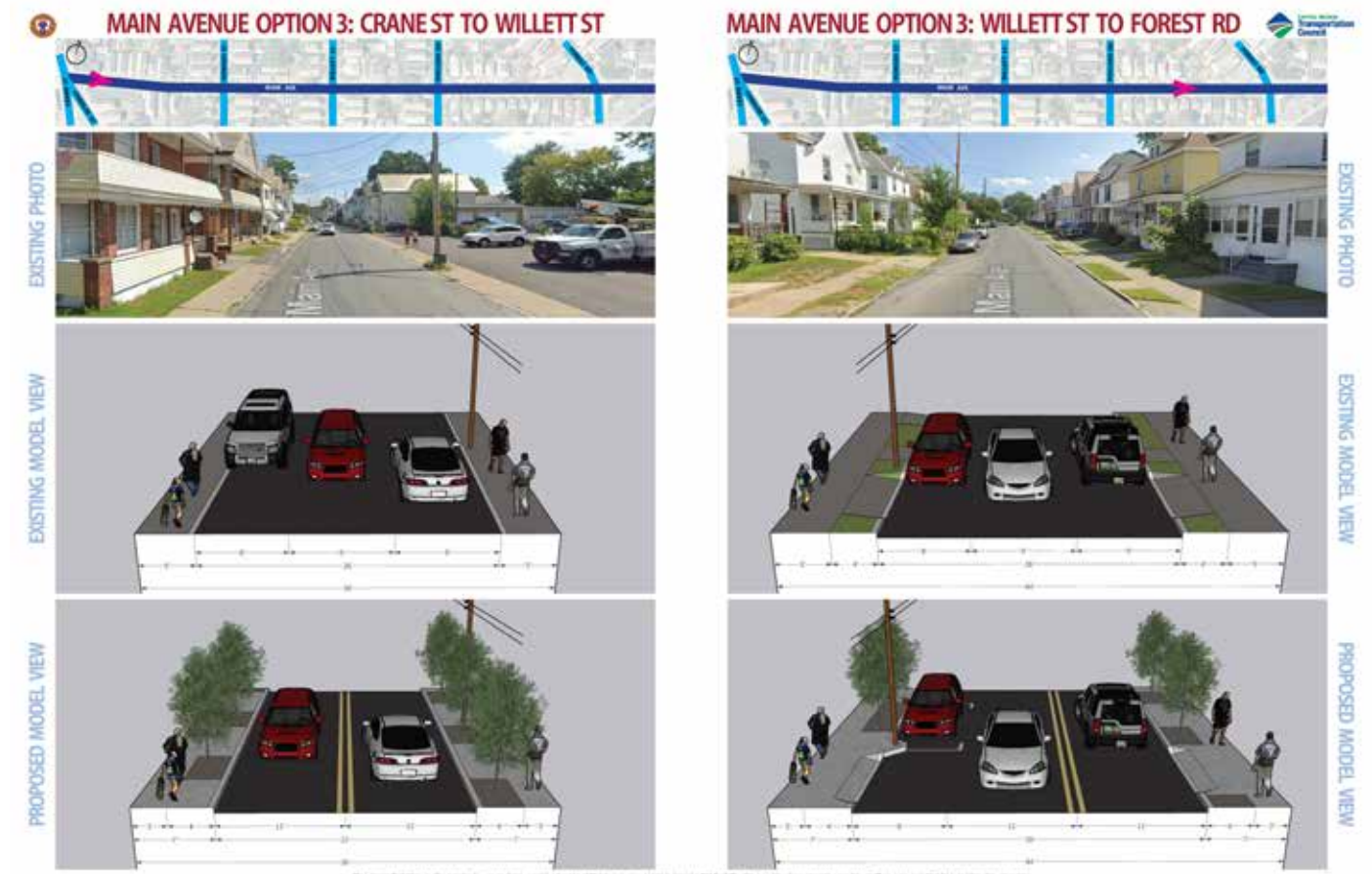


Figure 4.6: Main Avenue Concept 3 Cross-sections  
 All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

Main Avenue Concept 3: Keep traffic flowing in both directions and make some safety improvements and slightly reduce speed.

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

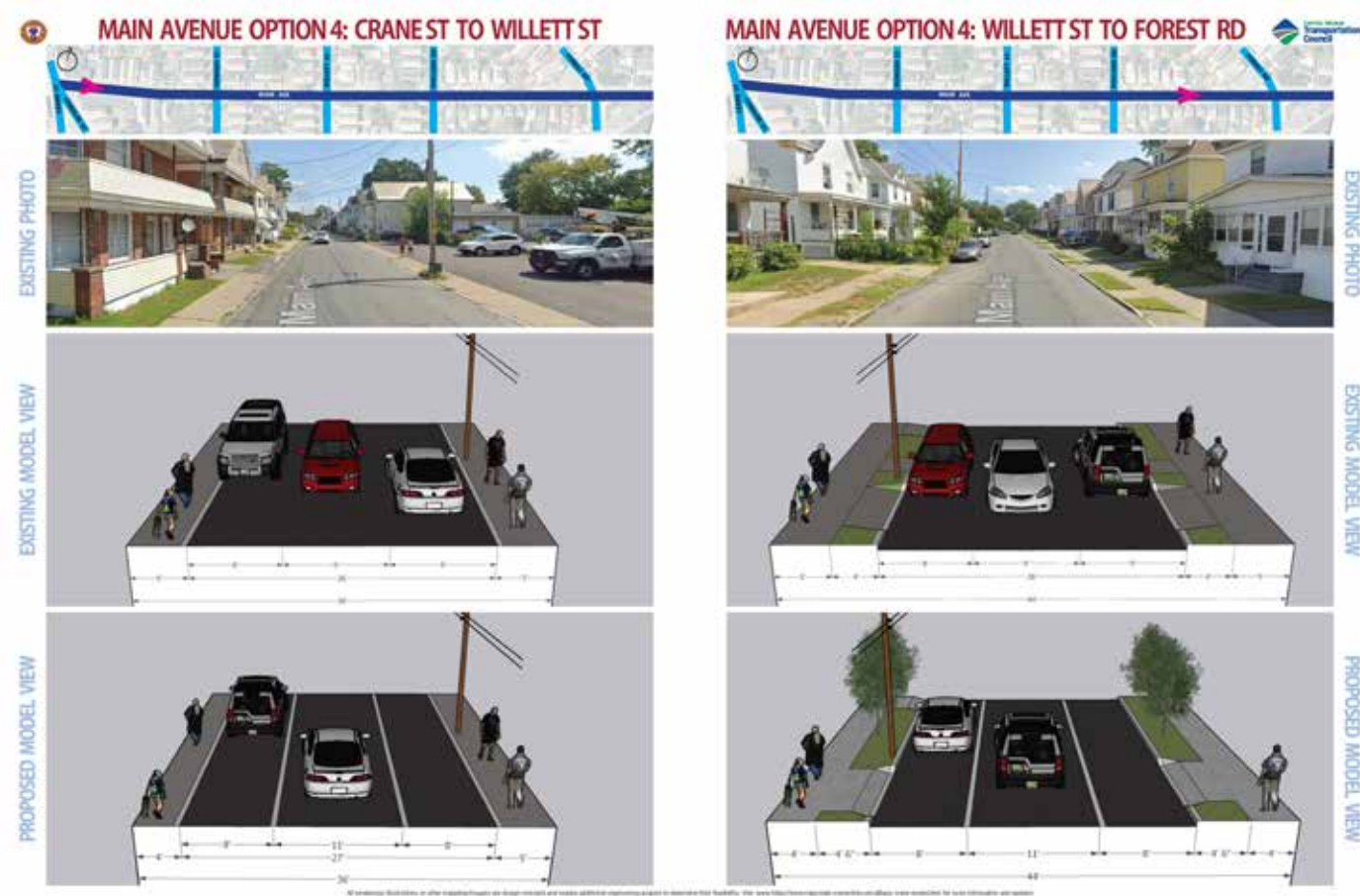


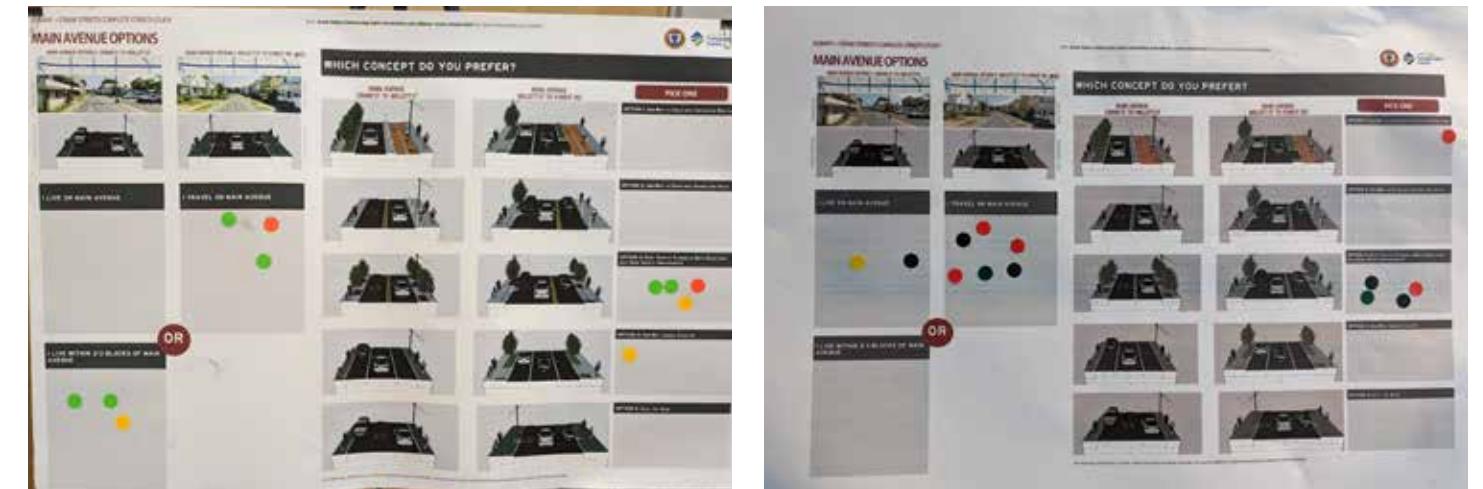
Figure 4.7: Main Avenue Concept 4 Cross-sections  
 All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

Main Avenue Concept 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. This 4th concept was added after a Study Advisory Committee meeting in response to a participant’s suggestion.

- 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

**Exploring Multiple Concepts**

Community preferences varied with most workshop participants preferring Concept 3 ( ) and digital survey participants preferring Concept 1 ( ).

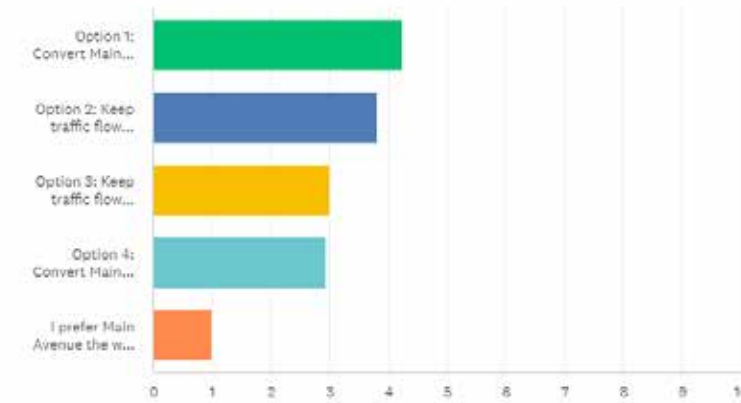


Results of the Crane Street Area In-person Survey- one participant resided on Main Avenue and others lived in close proximity.

Which concept for improving Main Avenue do you prefer?

Answered: 16 Skipped: 6

Of the 16 respondents, one lives on Main Avenue and 13 live within 2-3 blocks of Main Avenue.



	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

**Special Stakeholder Meetings**

Following the community engagement events, the project team presented the concepts and findings to various City departments and area stakeholders to further explore the implications of converting Chrysler Avenue to a one-way street.

Participants included:

- Capital District Transportation Authority
- Fire Department
- General Services
- Police Department
- Parking Enforcement
- Schenectady City School District Transportation Authority

**Keeping Main Avenue 2-way**

After speaking with community members and various city department and transportation officials, it was agreed that Main Avenue should remain two-way for the following reasons:

- Main Avenue is regularly used by both CDTA buses and school buses; pushing buses to Forest and Francis would create similar crowding on a street with many more driveways and shorter lines of sight due to the road curvature.
- With the conversion of the section of Chrysler Avenue between Ostrander Place and Main Avenue to a one-way southeastbound street, the ability to drive in two directions on Main Avenue becomes more important.
- Main Avenue is heavily relied upon for getting to and from the area’s schools and limiting it to one-way traffic could push additional traffic to smaller side roads where space is even more limited.

**Preferred Concepts**

Based on input from the community and involved stakeholders, the project team carefully weighed the merits of Concepts 2 and 3, the two concepts that would allow for Main Avenue to continue as a one-way street. Because both concepts provided distinct advantages and challenges with Concept 3 ranking slightly higher than Concept 2 due to the heavy reliance on pedestrian means of transportation in the area and Concept 2 trailing closely behind since it would allow for a continuous protected bicycle connection between Albany Street and Crane Street. Since there are tremendous merits to both concepts and because the width is so limited, the project team also agreed that the final determination should be made during the design and implementation phase when a topographic survey can be completed and negotiations with key property owners whose businesses are currently occupying the City Right-Of-Way can begin. Below is a summary of some of the key considerations for each of the two preferred concepts:

**Concept 3: Keep traffic flowing in both directions and add some safety and traffic calming measures.**

- Creates opportunities for street trees along the full length of Main Avenue
  - Provides safer pedestrian refuge and minimizes potential for heat stress
  - Increases traffic calming
  - Minimizes urban heat island effect
  - Minimizes opportunities for parking on sidewalks
- Provides safer and more desirable pedestrian connection
- Serves large number of students and families / caregivers who rely on pedestrian access to nearby schools and institutions
- Provides adequately sized driving lanes with striping to minimize vehicular conflicts
- Minimal accommodations for bike users; however, children area allowed to ride on sidewalks until age 12 and the driving lanes would be striped and widened to make them safer for anyone using a bicycle on the road.

**Concept 2: Keep traffic flowing in both directions and add a shared walking and bicycle path on the south side.**

- Creates a multi-use path for pedestrians and bike users to share
  - Provides a continuous protected path for bike users to get from Albany Street to Crane Street
- Eliminates existing on-street trees and minimizes opportunities for new street trees
  - Minimal increase to traffic calming
  - Exacerbates urban heat island effect
  - Few to no vertical buffers between cars and pedestrians
- Provides adequately sized driving lanes with striping to minimize vehicular conflicts

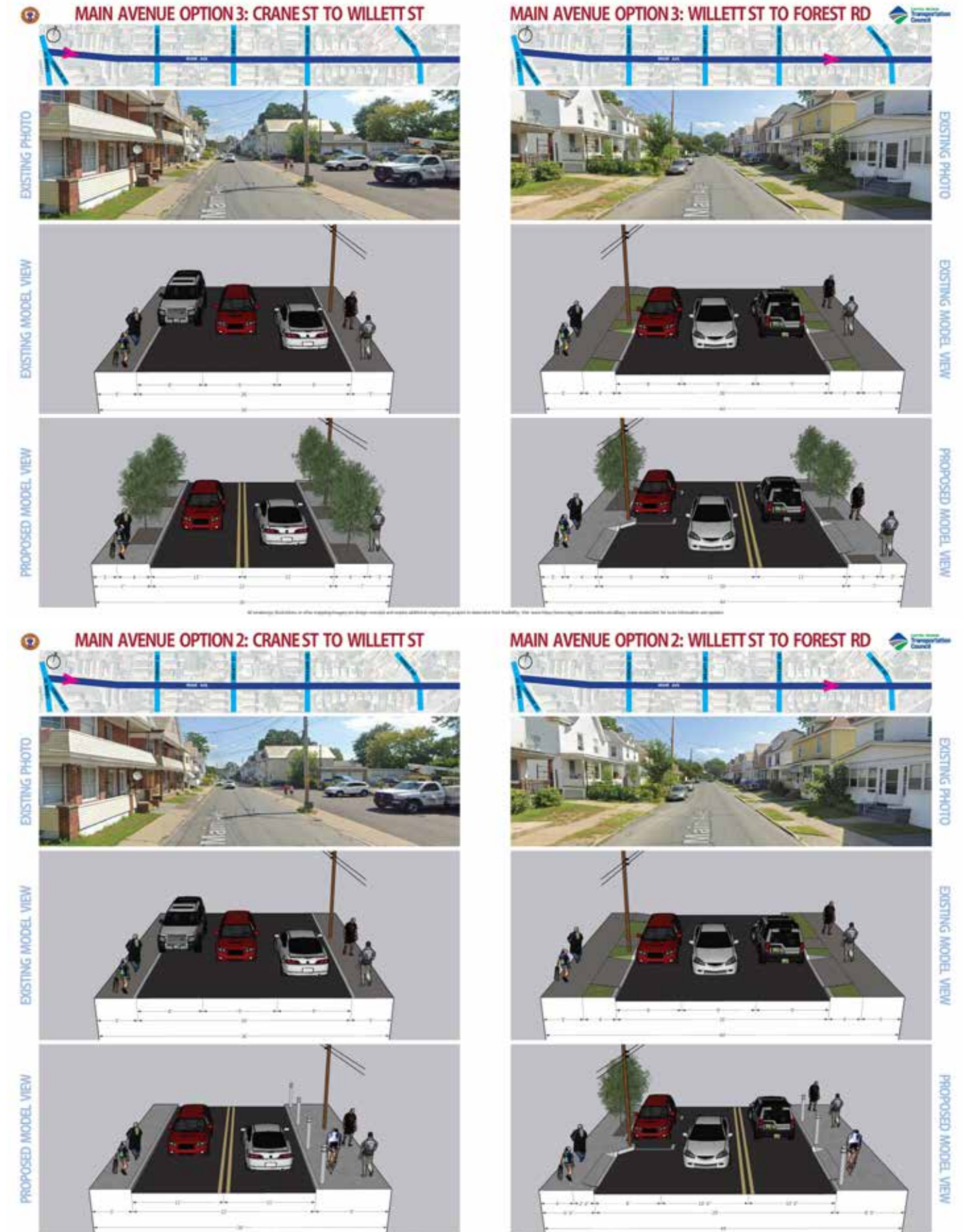
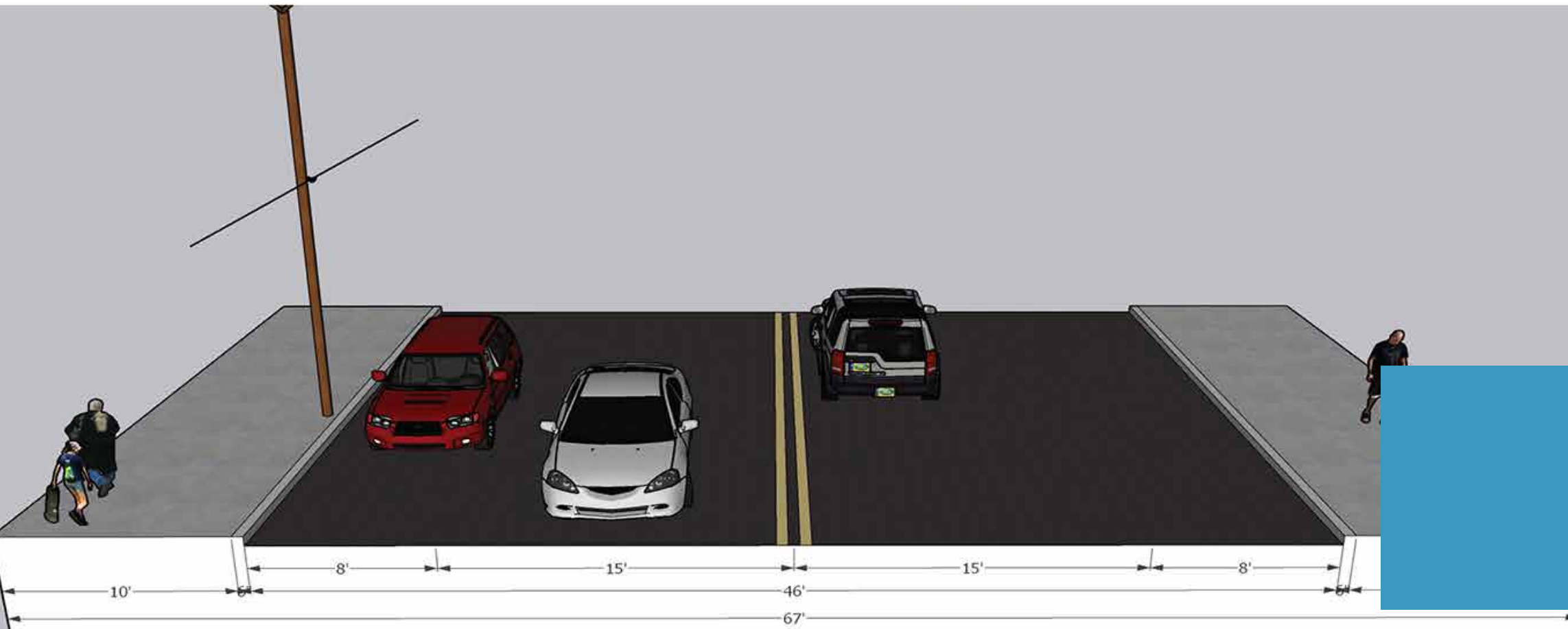
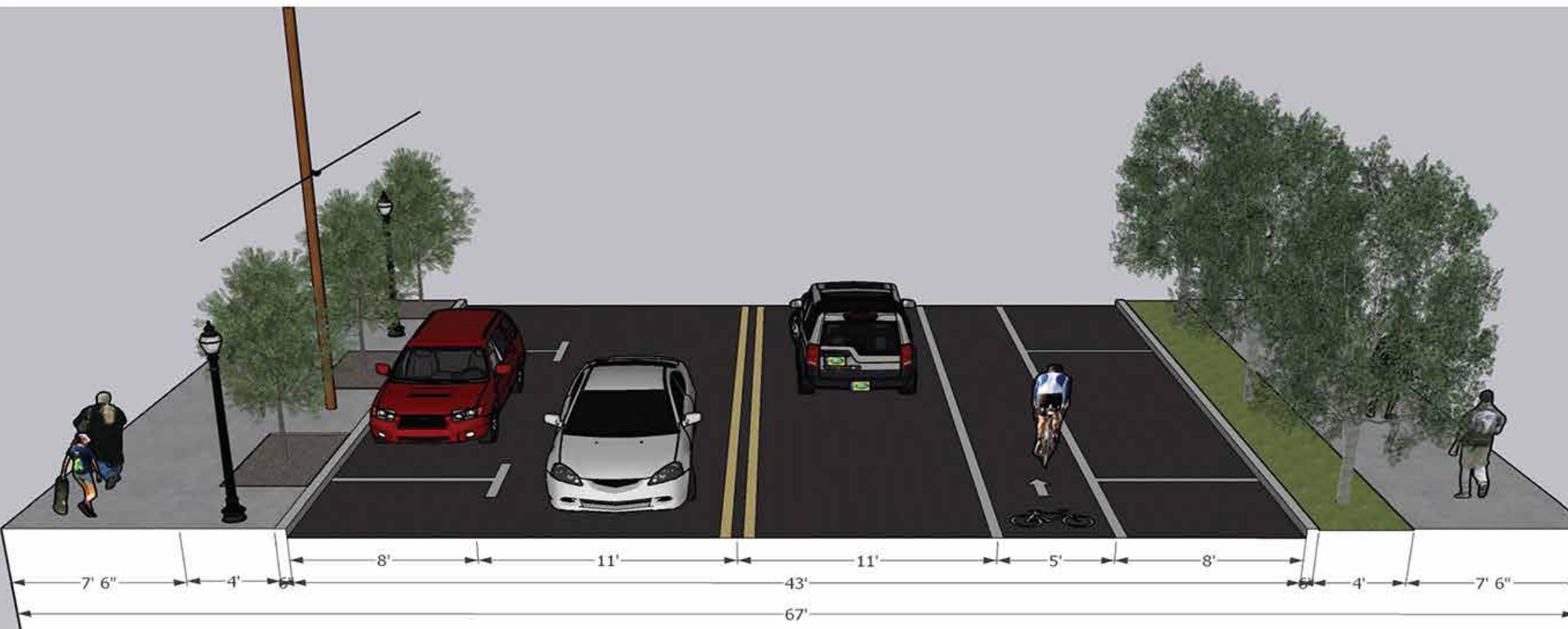


Figure 4.8: Preferred Concepts for Main Avenue  
 All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.



# CHAPTER 5 DESIGN RECOMMENDATIONS



### General Recommendations for Albany and Crane Street

- Balancing Mobility Needs
- The Three Es of Street Safety and Traffic Management
- Green Infrastructure
- Public Art, Sense of Place, and Wayfinding
- Bus Shelters and Mobility Hubs
- On-Street and Off-Street Parking
- Bicycle Accommodations
- Addressing Vacant and Underutilized Parcels
- Zoning for Pedestrians in Neighborhood Commercial Centers
- Minimizing Overhead Utility Conflicts
- Intersection Design

### Albany Street Streetscape Design Concepts

### Crane Street Streetscape Design Concepts

### Chrisler Avenue Streetscape Design Concepts

### Main Avenue Streetscape Design Concepts

## CHAPTER 5: DESIGN RECOMMENDATIONS CALMING TRAFFIC AND IMPROVING MOBILITY

### Two Long Straight Corridors with Neighborhood Centers

As long, relatively straight neighborhood corridors containing neighborhood commercial centers and providing connections in and out of the City as well as between neighborhoods, Albany Street and Crane Street have a lot of similar characteristics and challenges. Many of the general design concepts for addressing intersections, public art, wayfinding, and green infrastructure are the same.

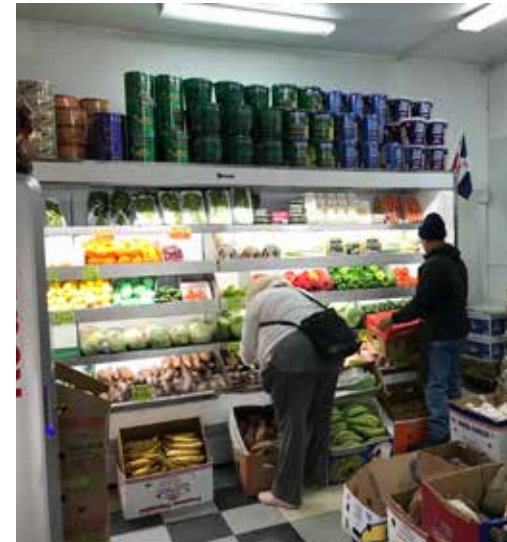
### Balancing Mobility Needs

#### Designing for Multimodal Needs in Tight Urban Corridors

One of the biggest challenges in designing complete streets in cities is working within the framework of a limited Right-Of-Way and already existing buildings and infrastructure. This is often exacerbated in environmental justice communities where space tends to be the most limited and the need for including green infrastructure in the streetscape is higher due to its absence elsewhere, the tighter density of the area, and the heightened need of pedestrians who rely on sidewalks and/or public transit as their primary means of transportation. Concepts for the corridors are intended to address within the City Right-Of-Way, the negative existing conditions, including speeding, parking on sidewalks, and conflicts between vehicular traffic and other forms of mobility including walking, biking and taking public transit.

#### Weighing the Trade-Offs

The width of available Right-Of-Way along the corridors explored in this linkage study varies significantly and so the design concepts vary by section. Unfortunately, there is not enough width to include all of the desirable elements of complete streets design (wide sidewalks, street trees, bike lanes, parking lanes, etc.), and so concepts have to weigh the need for each element and preference those that are the most needed at this time.



Many residents and businesses rely on pedestrian access along the corridor. Fabio's Grocery on Albany Street provides much needed access to healthy food.

### The Three Es of Street Safety and Traffic Management

Ensuring that streets are safe for all users requires a combination of approaches and the physical design of the street is one of these, but the other two, enforcement and education, are equally important for a successful outcome and should be incorporated as improvements are made to Albany and Crane Street.

#### Engineering

Engineering addresses the physical characteristics of the street such as the geometry of the road, separation of specific types of traffic, pedestrian facilities, bicycle facilities, etc. Engineering for Complete Streets is intended to balance the needs of all users with multi-modal accommodations and the needs of the community. Specific recommendations for Albany Street, Crane Street, Chrysler Avenue, and Main Avenue can be found throughout this chapter.

#### Enforcement

Enforcing traffic safety is a critical component in maintaining safe streets, particularly when the street changes and new engineered solutions are added. Taking a community-friendly approach that includes informing residents about changes in design and enforcement can strengthen relationships and reinforce positive behavior. Including an awareness campaign as part of introducing new street designs will increase the likelihood that community members will understand and respect traffic safety laws. There are multiple government bodies and organizations, including New York State, that provide numerous resources for helping law enforcement encourage good behaviors and discourage bad behaviors.

#### Education

Educating all in the community about traffic safety and best practices for all modes of transportation is critical to having safe and healthy complete streets. It is unfortunately common in Schenectady to see speeding, parking on sidewalks, riding bicycles on the wrong side of the road with no bike helmets, pedestrians crossing mid-block, and vandalized newly planted trees. As a resource, the New York State Department of Health provides educational materials for both pedestrians and drivers and, in partnership with the NYS Department of Transportation and the Governor's Traffic Safety Committee provides *See and Be Seen* pedestrian campaign resources. It is important that everyone see themselves as an important contributor to safer streets and safer neighborhoods. Including traffic safety education as part of community outreach events, school curricula and programming, and other relevant opportunities can make a big difference.



A Bike Demo Fest was held on Craig Street as part of the City of Schenectady Bike Master Plan. It attracted over 200 residents and included bike safety demonstrations and safety gear giveaways. It also led to the Craig-Main Complete Streets Study, which helped the City of Schenectady secure over \$7 million in funding for implementation.

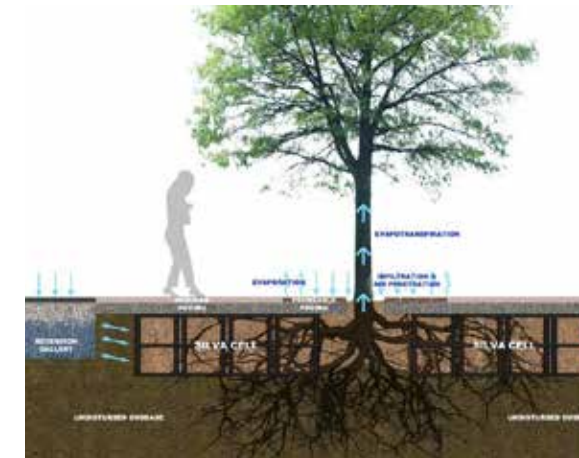
### Green Infrastructure

#### Utilizing Natural Systems

Natural systems are a critical component of complete streets and are one of the most effective means of mitigating the effects of climate change. Unlike many other techniques and systems, they can simultaneously offer protection against flooding, drought, rising temperatures, food insecurity, species loss, and much more. Urban heat islands occur when natural systems are lost and surfaces absorb and re-emit the sun's heat, making those areas hotter than their surrounding areas and compromising their ability to cool down and reset during night-time hours. Trees are one of the most effective and inexpensive tools for minimizing the urban heat island effect, managing stormwater, and improving health conditions. According to a USDA study, the yearly economic benefits of planting trees exceed the cost of maintaining them by a factor of over 1,000 (The Association between tree planting and mortality: *A natural experiment and cost-benefit analysis*, published in *Environmental International*, December 2022, <https://www.sciencedirect.com/science/article/pii/S0160412022005360?via%3Dihub>). The many potential benefits of including healthy trees in complete streets design include traffic calming, lowering building energy demands, protecting water supplies, reducing ozone and particulate pollution, improving mental health, providing shade and lowering temperatures, extending the life of nearby pavement, and neighborhood beautification.

#### Planning for Street Tree Success

There have been many advancements in planting tools and techniques that can increase the chances of tree survival as well as the amount of rainwater a tree pit can capture and infiltrate.



Silva cells greatly increase a tree's ability to survive and thrive in urban conditions.

**Silva Cells** are a suspended pavement system that prevents soil from getting compacted in areas around tree roots and allows trees to grow more freely with greater access to nutrients and greater water retention and without buckling the surrounding sidewalks. Using silva cells in areas with limited space and access to porous areas could greatly increase tree survivability while also handling more stormwater.

**Structural Soil** provides a more supportive environment for street trees to thrive under urban challenges by providing stability and support for surrounding urban infrastructure while also preventing complete soil compaction and allowing roots to grow more freely. The increase in voids created by structural soil also promotes better root growth and soil aeration. It is typically used in the areas surrounding tree pits and is especially effective when connecting tree pits to larger porous areas.

**Tree Selection**, as recommended in the City's 2022 Community Forest Management Plan, should be based on increasing overall tree diversity and selecting trees that are best suited to their surrounding urban environment. Trees with lower pollen rates should also be considered as they provide greater health benefits to the community.



## Public Art and Wayfinding

### Including and Celebrating the Community

Public art is an exciting and effective way to include the community and their vision as a key component in Complete Streets transformations. From inviting the community to engage in the content, to employing local artists, hiring community members to assist, and working with volunteers on the installation, there are many ways that community-driven art can play a leading role in creating a sense of community ownership that often leads to increased education, better behaviors, and a unique and inspiring sense of place. When implemented well, community-driven art serves as an economic generator, increases public safety, and provides mental health benefits.

## Bus Shelters and Mobility Hubs for Commercial Centers

### Provide Shelters and Multi-Mobility Support in Neighborhood Commercial Centers

Covered bus shelters are recommended for both the Albany and Crane Street commercial centers. There are a number of important destinations in these two areas, including local businesses and community services, and providing covered shelters in these locations makes public transit more accessible and more appealing. Including bike share stations and other mobility options at these shelter locations would help promote multi-modal opportunities while also supporting local businesses.

#### Albany Street Shelter

There are currently bus stops near the Albany and Hewlett Street intersection, but the locations do not appear to be large enough in their current configurations to add a shelter. If curb extensions are added to some of the intersections on Albany Street, this may open up the opportunity to provide curb extensions for a covered shelter in the Albany Street commercial area of Hamilton Hill.

#### Crane Street Shelter

The bus stops closest to the Mont Pleasant Library on Crane Street were identified as the preferred locations for covered shelters on Crane Street. Should curb extensions be applied as part of the Crane / Main / Chrysler intersection improvements, this could provide the additional space needed for new shelters.

## On-Street and Off-Street Parking

### Explore Opportunities for Additional Parking

There are several areas along both corridors where there is a high demand for residential parking with limited off-street parking accommodations. It is recommended that the City explore opportunities for providing additional parking in these locations, particularly if there are areas where parking will be affected by the proposed road improvements.

#### Albany Street

Many of the parcels on the north side of Albany Street are underutilized in the areas that border Albany Street. This study recommends that the City explore opportunities to work with property owners to improve the properties fronting on Albany Street and explore opportunities for adding public parking to the areas where demand is currently high.

#### Crane Street

Between the narrow streets, denser housing with limited off-street parking, and proximity to three schools, there is high demand for residential parking in the areas surrounding Main Avenue. It is recommended that the City explore opportunities for providing additional public parking in this area.



A sidewalk mural by local artist Bianca Dilella at the nearby Hamilton Hill Arts Center Sankofa Sculpture Park evokes the idea of crossing the ocean and welcomes the community into their space.



The wide sidewalks in front of the Mont Pleasant branch of the Schenectady Library provide an ideal space for adding public bike racks.

## Bicycle Accommodations

### Provide Infrastructure to Promote and Support Bicycle Use Along the Corridors

Bike racks should be provided in commercial centers and at area destinations to support anyone using bicycles as a form of transportation. New curb extensions will could provide additional room for locating bike racks along the corridors. Popular destinations like libraries, schools and organizations offering after-school programs and community services should be prioritized.

## Addressing Vacant and Underutilized Parcels

### Increase Curb Appeal Along the Corridors

As the areas surrounding both Albany Street and Crane Street continue to be developed, the City should explore opportunities for infill that would help address some of the many needs identified by recent neighborhood studies while at the same time addressing the ways that those properties contribute to the overall streetscape. As revealed in the Existing Conditions section of this report, many of the properties on the north side of Albany Street were designed to face State Street with little thought given to Albany Street, except for using it as a point of access. The City should work with its partners and new and existing property owners to make sure that properties meet the zoning requirements that are intended to enhance and protect the streetscape, particularly as they relate to fence setbacks, landscape buffers between parking and sidewalk areas, and street trees along property frontage.

## Zoning for Pedestrians in Neighborhood Commercial Centers

### Promote Pedestrian-Oriented Businesses

Under the current zoning, many vehicular-focused businesses such as commercial garages and car washes are an allowable use within neighborhood commercial centers. When this type of business is located in the center of an area where businesses and residents depend on safe and inviting walking conditions, it can be detrimental to the success of the whole area if not located and situated appropriately. The City should consider updating the Zoning Code to require a special use permit for auto-focused businesses in neighborhood commercial centers to allow for more control over where and how businesses are located in commercial centers.

## Minimizing Overhead Utility Conflicts

### Making the Most of Limited Space in Environmental Justice Areas

While moving utilities can add tremendous expense to projects, it is important to explore the possibility when possible. One of the reasons that so many environmental justice communities lack green infrastructure and better walking conditions is because they must work within narrow Rights-Of-Way, making it even more difficult to accommodate both utilities and green infrastructure.

While burying utility lines can declutter streets and make them more attractive, it is important to remember that it can also limit or eliminate the possibility of including street trees and providing much needed shade for pedestrians. There are many instances in the study area where utility lines exist on both streets and this study recommends consolidating them to a single side so that large shade trees can be planted on one side and smaller flower trees be planted on the opposite side. Should burying lines be considered, it is recommended that at least one side of street, and preferably the side that receives the most sun, be preserved for adding trees.



Since large portions of the properties fronting on Albany Street are not fully developed, there may be opportunities to work with property owners to create some diagonal parking areas such as this one on State Street in Downtown Schenectady. Image Credit: Google Earth.

## INTERSECTIONS

### A Long, Straight Corridor

As long and relatively straight corridors, Albany Street and Crane Street inherently faces challenges of speeding, which is reflected in the high number of accidents that have occurred in the study area, particularly around intersections. Multiple concepts for improving safety at intersections were explored by this project.

### Intersection Improvements: Design for a Hierarchy of Intersections

#### Albany Street

There are many intersections along the Albany Street corridor and, while many are minor intersections that primarily serve local users, several are part of larger city and neighborhood connections that serve a wider area and are more heavily used. In the 0.86 mile stretch of Albany Street between Veeder Avenue and Brandywine Avenue, counting those two intersections, there are fourteen intersections.

#### Crane Street

There are also many intersections along the Crane Street corridor with a similar mix of minor intersections that primarily serve local users and larger intersections or connections that serve a wider area and are more heavily used. In the 0.69 mile stretch of Crane Street between Broadway and Ostrander Place, counting those two intersections, there are twelve intersections.

#### Design with Hierarchy in Mind

Intersection design and treatments should be tailored to the significance of the intersection with an emphasis on the busiest intersections where the most conflicts between modes of transportation occur.

#### City Connectors

Two of the Albany Street intersections and one of the Crane Street intersections are city connectors and serve as significant connections for getting in and out of the city and moving between different neighborhoods. These intersections tie into roads that see some of the highest volumes of traffic in the city. Unfortunately, there is limited Right-Of-Way and several require turning lanes, prohibiting the possibility of bumpouts. Crosswalks in these areas are therefore critical and should be designed with high visibility in mind.

- **Veeder Avenue (Albany Street)**  
This intersection is one of the busiest in the City and, as part of another project, the City is currently exploring options for improving conditions including looking at how to accommodate bicycles as they move between the Downtown, Vale Park, and Hamilton Hill. Should there be room, a climbing lane for bicycles is recommended at the Veeder Avenue intersection as it is an important connector for bicycle users and the uphill transition is difficult to manage without designated space to maneuver.
- **Brandywine Avenue (Albany Street)**  
This is another busy intersection as Brandywine Avenue serves as a major gateway into the City from Interstate 890 while also serving as a critical north-south connection between multiple neighborhoods.
- **Broadway (Crane Street)**  
This intersection is part of a larger intersection that serves a major gateway into and out of Downtown Schenectady, the Mont Pleasant Neighborhood, and the Bellevue Neighborhood. It is both busy and complicated as Crane Street meets the intersection at a very steep downhill angle and ties into Broadway at the same intersection that connects the on- and off-ramps for I-890 and is covered by an I-890 overpass. The space under the overpass is extremely limited and there are few accommodations for pedestrians and bicycle users. All pedestrian traffic is immediately directed across Broadway as the only sidewalk connection under the overpass occurs on the opposite (north) side of the road. Given the topography and limited width on Crane Street, the priority at this intersection should be traffic calming and pedestrian accommodations. Encouraging bicycle users to use alternate routes and avoid this intersection is recommended.



**Decorative Crosswalks** can help emphasize the presence and importance of pedestrian crossings. Image Credit: The Who's Who in Building & Construction, Rocco Iadarola General Contracting Company

- **3rd Avenue (Crane Street)**  
This intersection is challenging as it serves as a major connector from the Bellevue Neighborhood to the Mont Pleasant Neighborhood and it comes to a "T" instead of continuing in the direction most seek to go. It is also located on a hill and the adjacent building setbacks are minimal. There have been a lot of accidents at this intersection and calling more attention to its presence should increase safety conditions.

#### Neighborhood Connectors

##### Albany Street

Three of the intersections are neighborhood connectors that either link to important neighborhood destinations or occur as four-way intersections, providing important north-south connections for the surrounding neighborhood. More permanent bumpouts and pronounced crosswalks should be considered for these intersections.

- Hulett Street (4-way)
- Craig Street (3-Way with no connection to the north)
- Steuben Street (4-way)

##### Crane Street

Five of the intersections are neighborhood connectors that link to important neighborhood destinations and/or provide important east-west connections for the surrounding neighborhood. More permanent bumpouts and pronounced crosswalks should be considered for these intersections.

- Bridge Street (3-Way with no connection to the west)
- Francis Street (3-Way with no connection to the west)
- Main Avenue and Chrysler Avenue (4-way with challenging angles)
- 8th Avenue (3-Way with no connection to the east)
- Ostrander Place (3-Way with no connection to the west)

#### Minor Intersections

The remaining nine intersections are smaller 2- and 3-way intersections that primarily serve local residents or are part of the grid system that works to evenly distribute local traffic. Some of these intersections include one-way side streets. Given the nature and frequency of these intersections, a range of options could be considered including crossings and/or curb extensions on the side streets only, signage to remind users not to park too close to intersections, and incorporation of public art and wayfinding.

#### Mid-Block Crossing at Orchard Park on Crane Street

Many community members noted that since Orchard Park has been expanded and improved, there is a need for a mid-block crossing in this location as many residents, and especially kids, now cross Crane Street in the mid-block area between Bridge Street and 3rd Avenue where the park path meets the western Crane Street sidewalk.



Corner Bumpouts and Cross Walks Concept Image  
Image Credit: Hawaii Intersections and Crossings Toolbox

#### Bumpouts at Intersections

Parking too close to intersections is a common problem on both corridors, and many of the connecting streets as well. Adding bumpouts or curb extensions at intersections could provide the following advantages:

- Shorten crosswalks and increase pedestrian visibility
- Calm traffic by narrowing intersection
- Make intersections more visible from a distance
- Eliminate illegal parking too close to the intersection and increase sight lines and overall visibility
- Reinforce the city grid and sense of neighborhood blocks along the corridor



Many residents advocated for a mid-block crossing where Orchard Park connects with Crane Street.

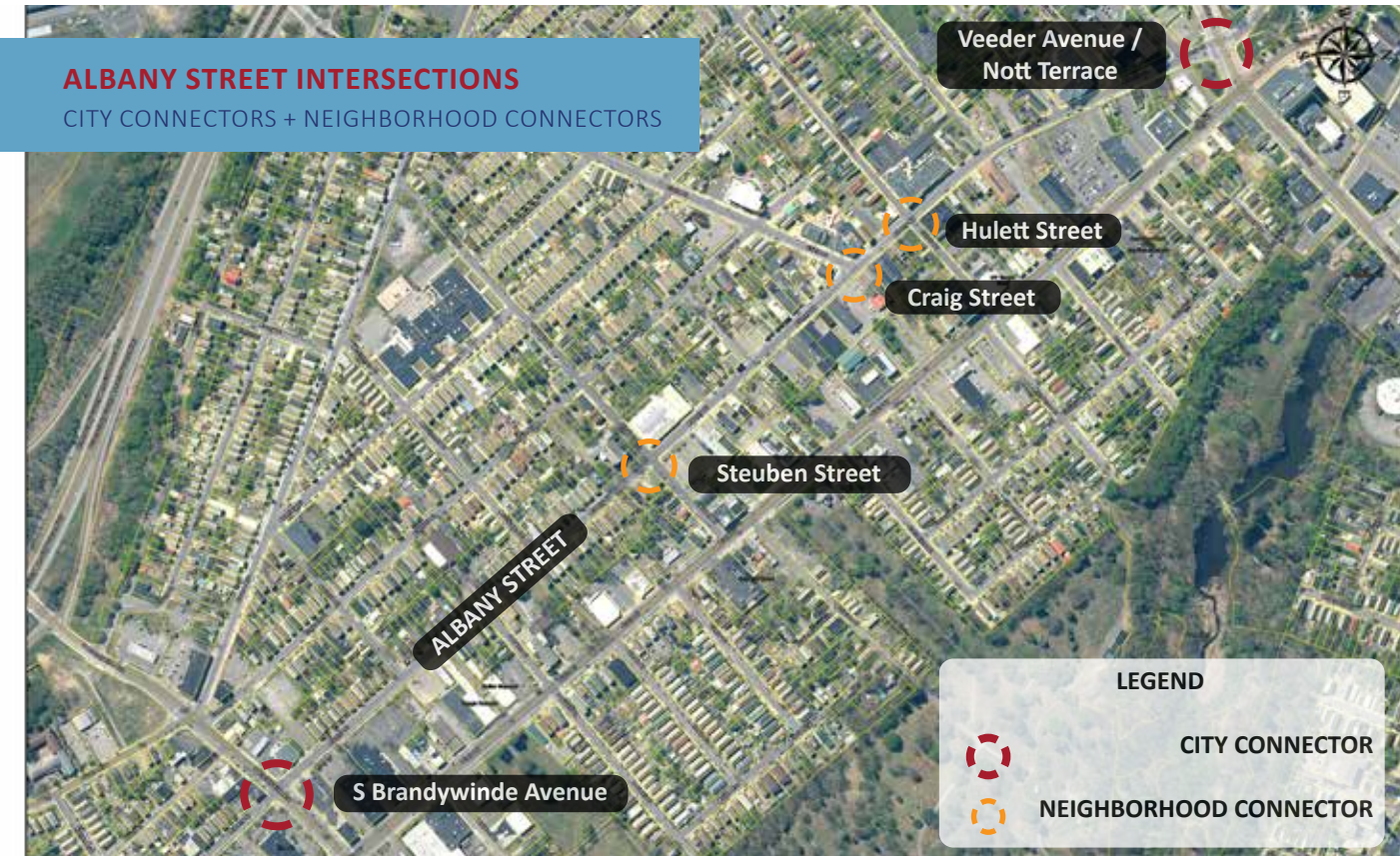


Figure 5.1: City Connector and Neighborhood Connector Intersections on Albany Street between Veeder Avenue and S Brandywine Avenue



Bumpouts were proposed at the intersection of Albany Street and Craig Street as part of the Craig Main Complete Streets Study. Image Credit: Craig Main Connection Complete Streets Study



Figure 5.2: City Connector and Neighborhood Connector Intersections on Crane Street between Ostrandrer Place and Broadway



A raised intersection was proposed for the Crane-Main-Chrisler intersection in the Craig Main Complete Streets Study. While a raised intersection was the preferred solution, neighbors expressed during this project that, given the tremendous expense associated with raising the pavement, a textured solution may be more appropriate. Images Credit: Craig Main Connection Complete Streets Study

### Bike Friendly Curb Extensions

Curb extensions should be narrower than adjacent parking lanes. This allows bike users extra flexibility in staying to the right of moving traffic.

They can also be used to provide bicycle parking and/or bike share stations.



Curb Extensions Concept Image  
Image Credit: Maricopa Association of Governments

### Movable Rubber Speed Tables

#### Not Appropriate for Corridors

The City of Schenectady began testing the use of removable rubber speed tables in 2023 and the concept was discussed as one option for mitigating speeding in residential neighborhoods. It was determined that this type of treatment is not appropriate on a heavily trafficked corridor like Albany Street as it would likely push a lot of the traffic intended for Albany Street to smaller streets that are neither intended or designed to handle corridor-level traffic.

#### Potential Use on Side Streets

Removable rubber speed tables could potentially be used on smaller side streets if there are specific intersections where cars are not stopping or slowing appropriately before turning onto or crossing Albany Street, but this would need to be further evaluated and possibly tested to determine how it might work and what impact it could have on adjacent streets.



Rubber Speed Table Concept Image  
Image Credit: Traffic Logix

### Bumpouts with Community Art and Seasonal Installations

Painting bumpout areas with community art can be a quicker, less expensive, and more inclusive way to test design concepts, calm traffic, increase pedestrian safety, train users to respect traffic patterns, and instill community pride. Now that more durable and salt-tolerant paints are available, long term solutions for minor intersections could also include painted bumpouts.

Adding movable planters and bollards can also increase awareness, provide additional protection for pedestrians, and allow for seasonal removal during the snow season. By not being fixed, they also provide additional flexibility as residents get used to new bumpouts.



Painted Bumpouts with Seasonal Elements Concept Image  
Image Credit: Bloomberg Philanthropies Asphalt Art Initiative

### Bloomberg Philanthropies Asphalt Arts Initiative

As part of their Asphalt Arts Initiative, a 2022 study of their art sites found that adding art to intersections greatly increased multimodal safety and resulted in a

- 50% decrease in rate of car crashes involving pedestrians or cyclists,
- 27% increase in the rate of drivers yielding to pedestrians, and a
- 25% decrease in conflicts between drivers and pedestrians

## ALBANY STREET STREETScape DESIGN CONCEPTS

### Limited and Varying Widths

The overall width of Albany Street varies substantially between Veeder Avenue and Brandwine Avenue. Recommendations therefore vary from section to section, depending on the right-of-way dimensions and the roadway priorities for the immediate area.

### Design Parameters

#### Curbs

Restoring full 6" granite curbs throughout the corridor will be necessary to reinforce parking within the parking aisles and prohibit parking on sidewalks, utility strips, and tree lawns.

#### Lane Striping

This study recommends that striping be used for both the center lane and the edges of parking lanes for the entire length of Albany Street to encourage slower driving, increased awareness of intersections, and parking in designated parking areas.

#### Drive Aisles

Given Albany Street's status as an important multi-modal corridor and use for public transit, the recommended width for all drive aisles is eleven feet.

#### Parking Lanes

All parking lanes are designed to be 8' wide.

#### Bicycle Infrastructure

There is unfortunately not enough right-of-way to accommodate bike lanes along the Albany Street corridor without eliminating on-street parking in areas where it is greatly needed. Despite this, Albany Street is still a preferable bike route over State Street. Incorporation of sharrows, route signage, and bike parking is recommended.

A climbing lane is recommended for the section of Albany Street that connects Veeder Avenue to Craig Street. This will help strengthen the bicycle connection between Downtown (and other bike networks connected to Downtown) and the Hamilton Hill and Mont Pleasant Neighborhoods by providing additional room for bicycles users traveling uphill to connect to the Craig-Main Corridor, which is expected to include a protected 2-way cycle track for the majority of Craig Street.

#### Pedestrian Accommodations

A 5' minimum width is used for sidewalks with greater widths recommended in the commercial centers where pedestrian use and business needs are higher. Expanded sidewalk that includes the utility strip is recommended for commercial centers where wider sidewalks can provide additional area for cafes, signage and circulation and where on-street parking turnover is higher. Planted tree lawns are recommended for non-commercial areas where the demand for wider sidewalks is lower and the utility strips are better purposed for minimizing and cleaning stormwater and supporting healthy street tree growth.

#### Overhead Utilities

Due to the enormous expense, utilities are kept in their existing locations with the exception of recommending their moving and/or reconfiguration when the following applies:

- When utility locations prohibit the widening of the road to meet the minimum drive aisle and parking lane widths, they should be moved.
- When utilities exist on both sides of the street, they should be consolidated if possible to one side. This would greatly reduce visual clutter while also allowing for needed shade trees on at least one side of the street.

#### Street Trees

Street trees are recommended wherever possible to enhance traffic calming, provide additional protection for pedestrians, and provide for shaded pedestrian connections. With rising temperatures and a community where many rely on walking as a main form of transportation, it is critical that shaded connections be provided to protect users who are more vulnerable to heat stress.

Large shade trees are recommended where possible to minimize the urban heat island effect and shade as much of the roadway and sidewalks as possible. Where overhead utilities exist, smaller, flowering trees are recommended. Female and flowering trees should be prioritized where possible to minimize the pollen impact and have the most positive affect on air quality.



Figure 5.3: Albany Street : Veeder Ave to Schenectady St Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.



By working with adjacent property owners, the Right-Of-Way could be expanded (or a permanent easement granted) to widen the road between Georgetta Dix Plaza and Germania Avenue to safely accommodate parking on both sides with a climbing lane for bicycle users.

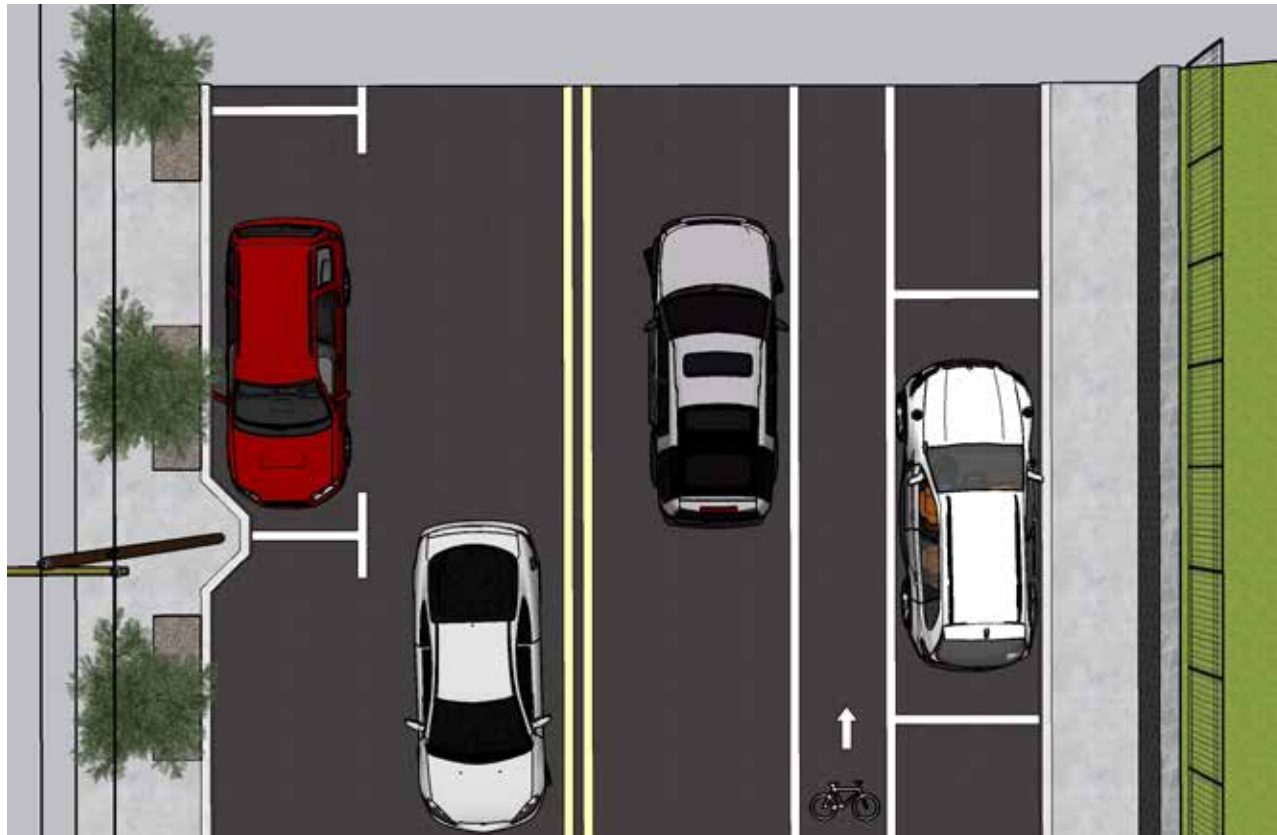


Figure 5.4: Albany Street : Georgetta Dix Plaza to Germania Avenue Design Concept Plan  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

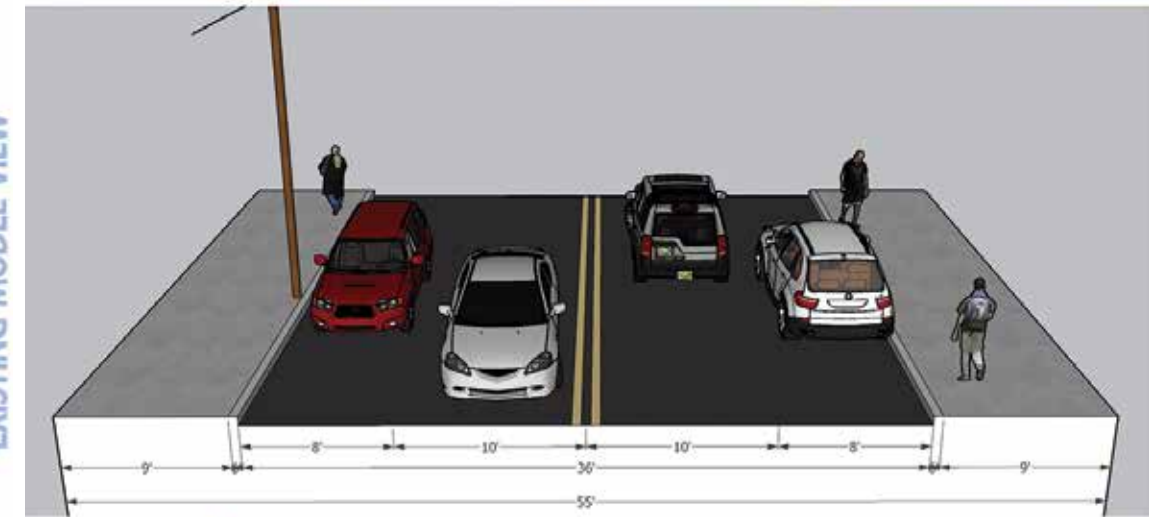
## ALBANY STREET: GEORGETTA DIX PLZ TO GERMANIA AVE



EXISTING PHOTO



EXISTING MODEL VIEW



PROPOSED MODEL VIEW

May require moving or working around utility poles in some locations

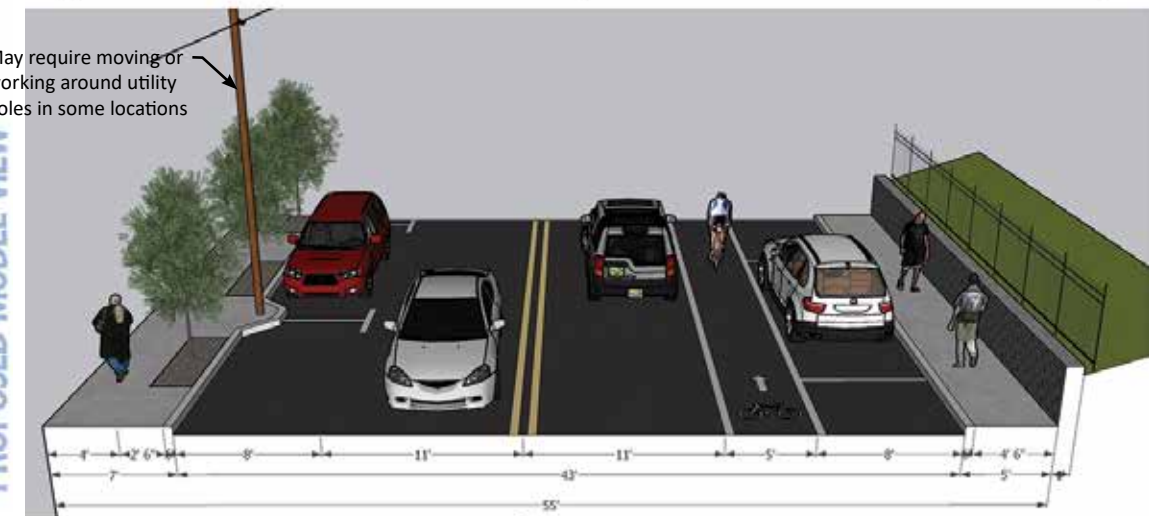


Figure 5.5: Albany Street : Georgetta Dix Plaza to Germania Avenue Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

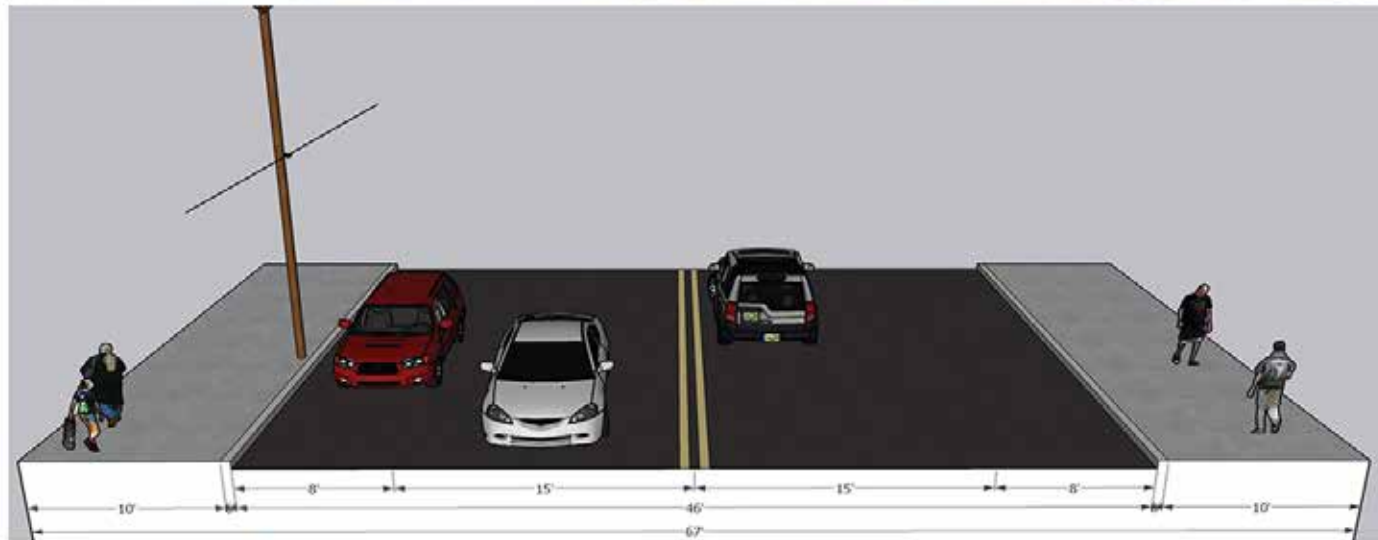
### ALBANY STREET: SCHENECTADY ST TO CRAIG ST



EXISTING PHOTO



EXISTING MODEL VIEW



PROPOSED MODEL VIEW

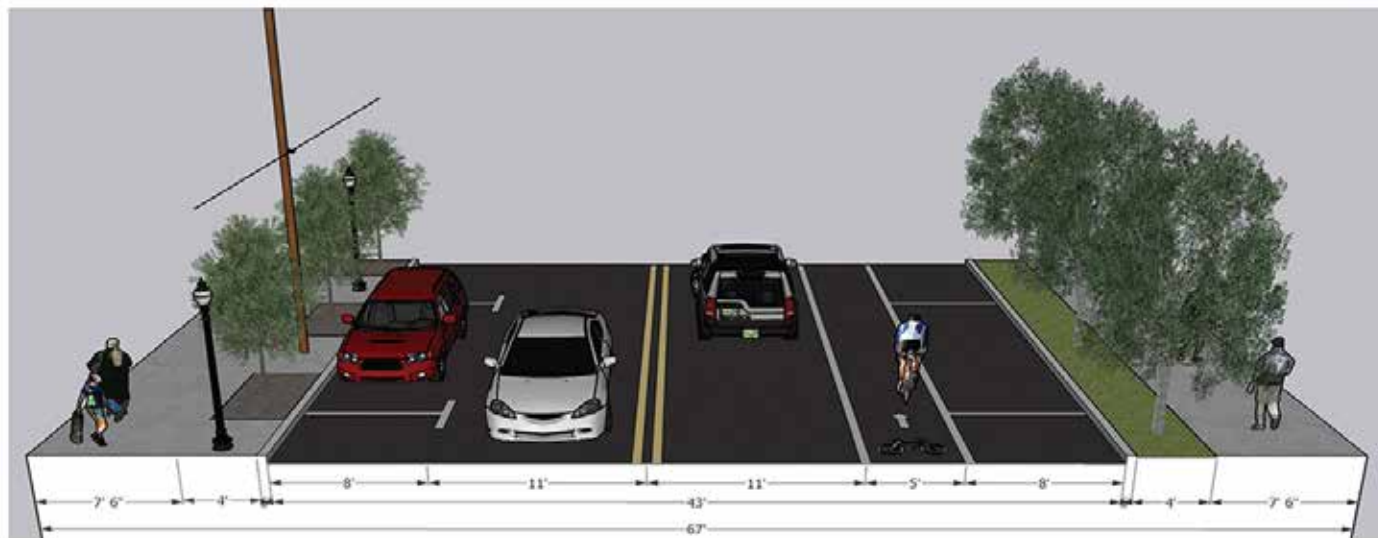


Figure 5.6: Albany Street : Schenectady St to Craig Street Design Concept Cross-Section (with the exception of the block between Georgetta Dix Plaza and Germania Ave, which is shown separately)  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

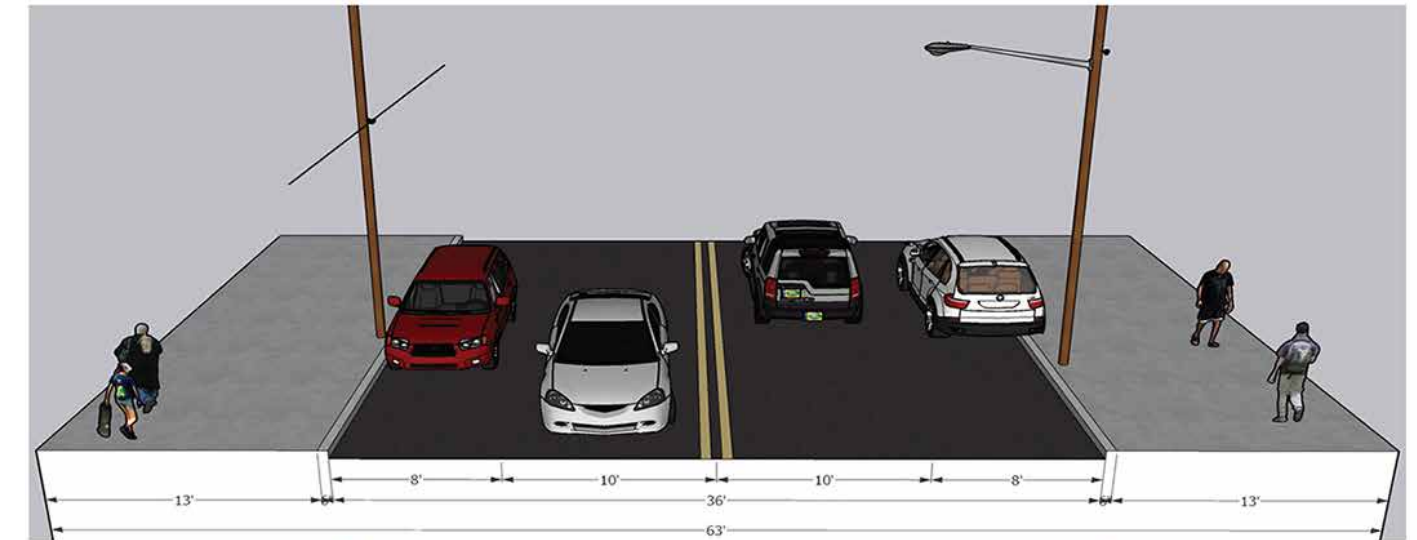
### ALBANY STREET: CRAIG ST TO HAMLIN ST



EXISTING PHOTO



EXISTING MODEL VIEW



PROPOSED MODEL VIEW

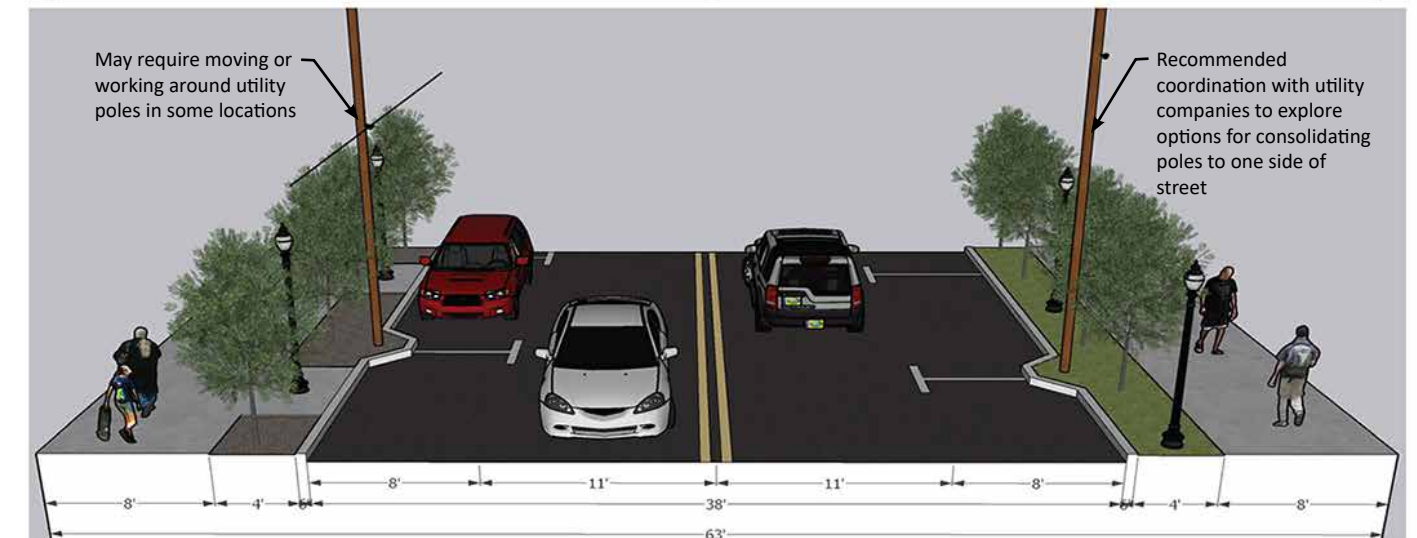
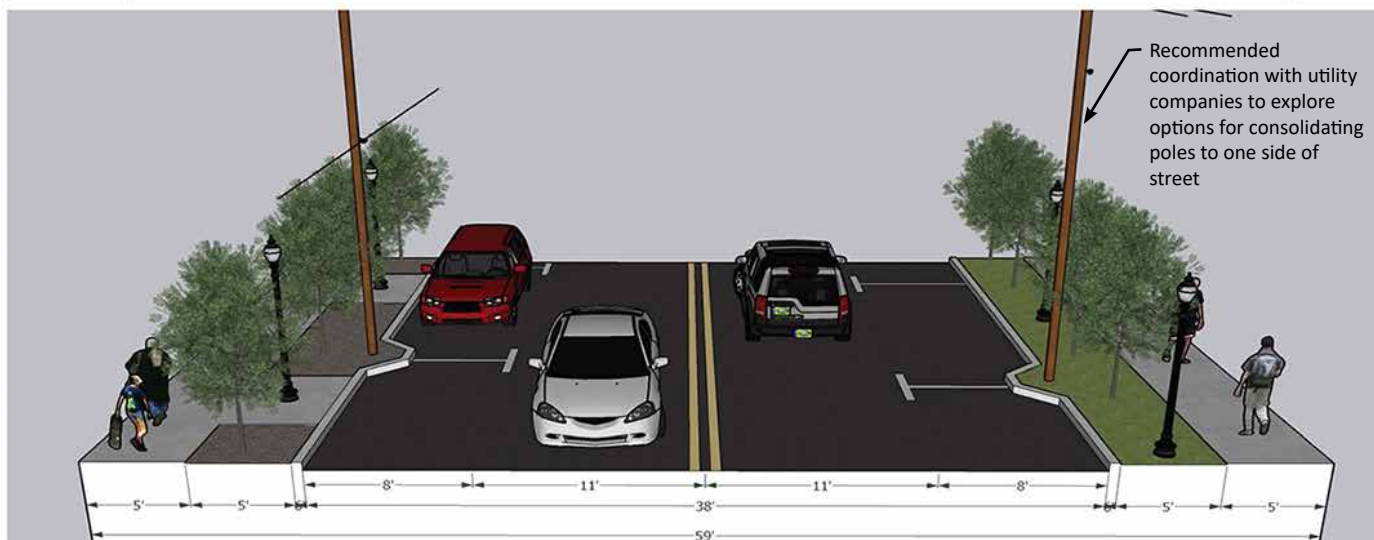
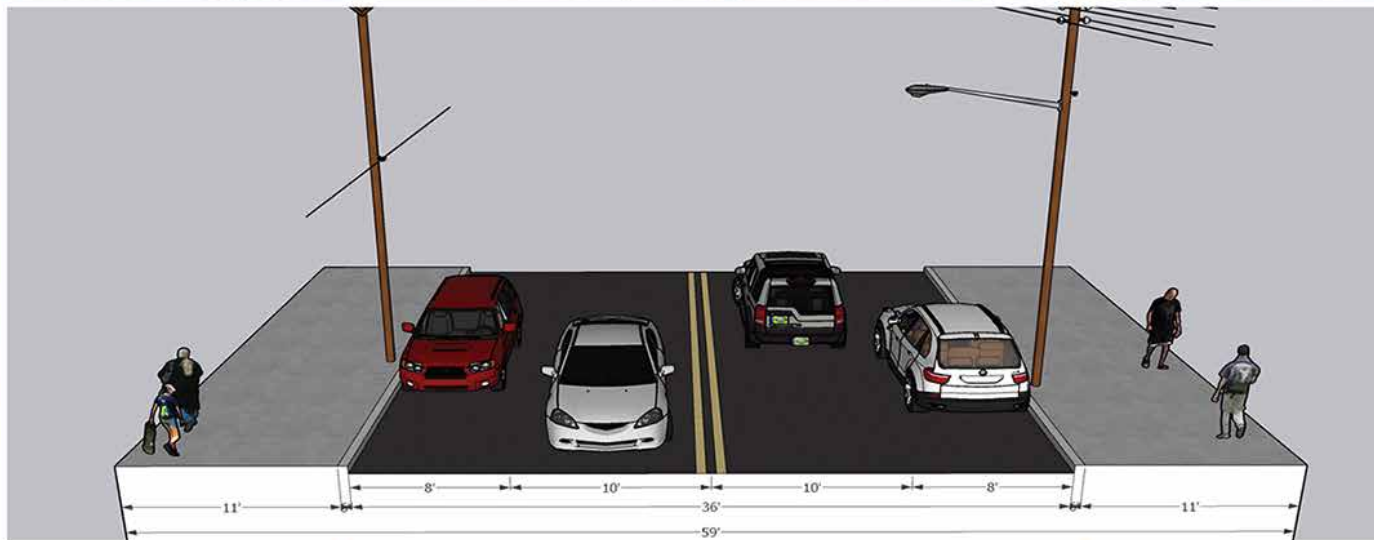


Figure 5.7: Albany Street : Craig St to Hamlin St Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

### ALBANY STREET: HAMLIN ST TO STEUBEN ST



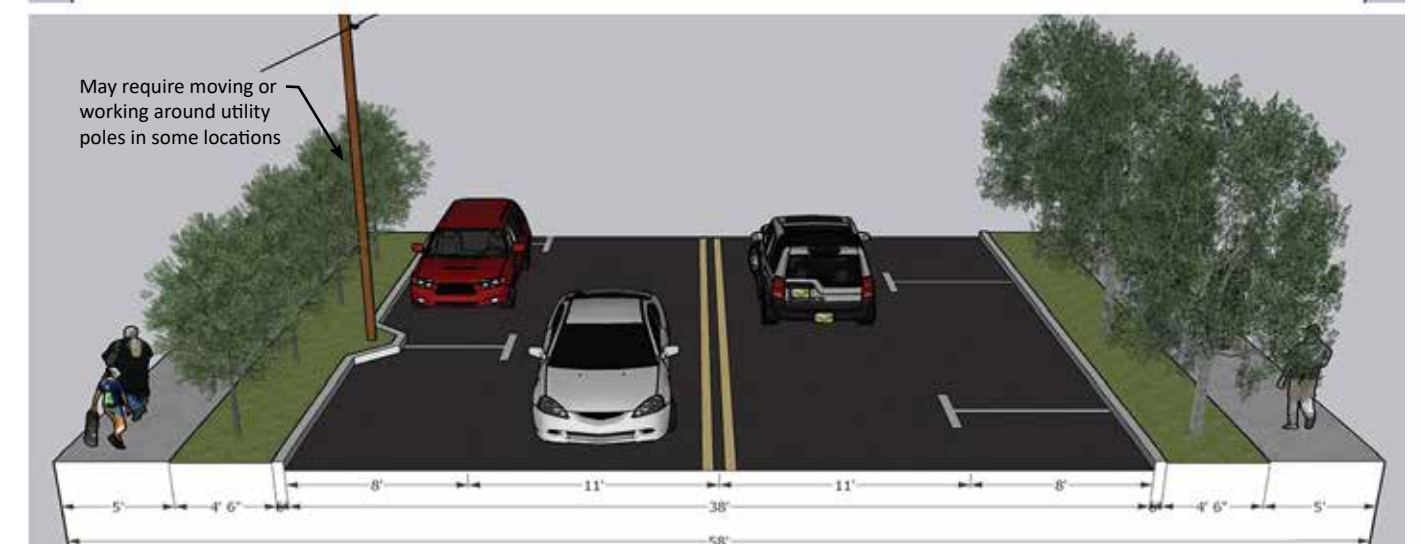
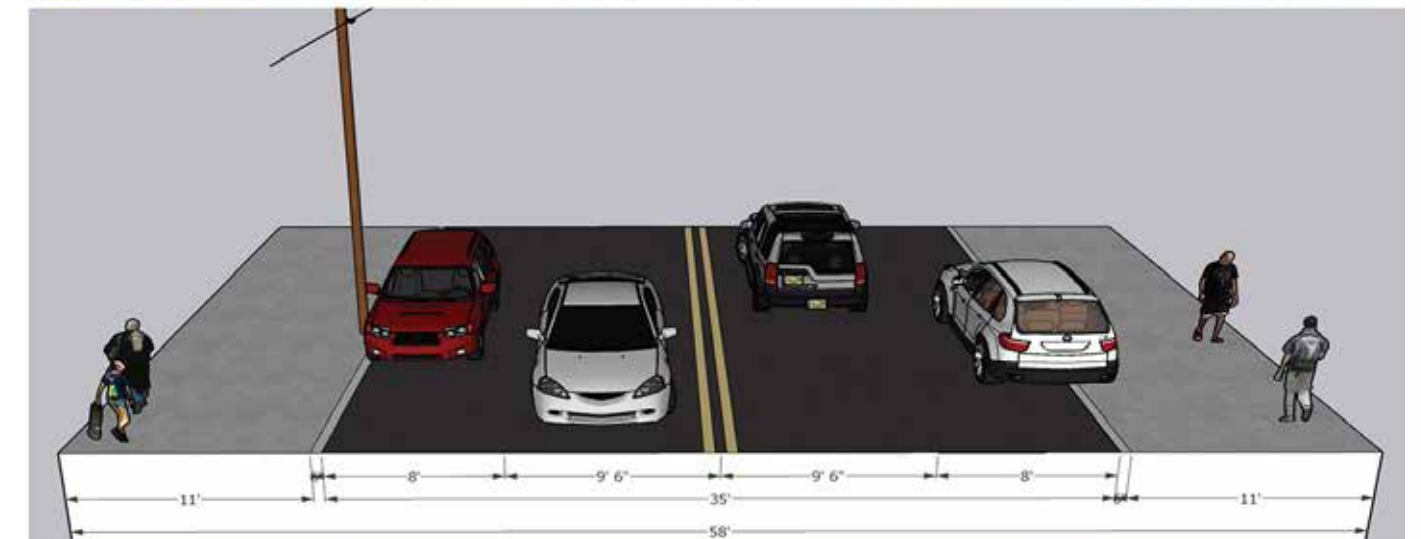
EXISTING PHOTO

EXISTING MODEL VIEW

PROPOSED MODEL VIEW

Figure 5.8: Albany Street : Hamlin St to Steuben St Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

### ALBANY STREET: STEUBEN ST TO BRANDYWINE AVE



EXISTING PHOTO

EXISTING MODEL VIEW

PROPOSED MODEL VIEW

Figure 5.9: Albany Street : Steuben St to Brandywine Avenue Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.



## CRANE STREET STREETScape DESIGN CONCEPTS

### Limited and Varying Widths

The overall width of Crane Street also varies substantially between Broadway and Ostrander Place. Recommendations therefore vary from section to section, depending on the right-of-way dimensions and the roadway priorities for the immediate area.

### Design Parameters

#### Curbs

Restoring full 6" granite curbs throughout the corridor will be necessary to reinforce parking within the parking aisles and prohibit parking on sidewalks, utility strips, and tree lawns.

#### Lane Striping

This study recommends that striping be used for both the center lane and the edges of parking lanes for the entire length of Crane Street to encourage slower driving, increased awareness of intersections, and parking in designated parking areas.

#### Drive Aisles

Given Crane Street's status as an important multi-modal corridor and use for public transit, the recommended width for all drive aisles is eleven feet.

#### Parking Lanes

All parking lanes are designed to be 8' wide.

#### Bicycle Infrastructure

There is unfortunately not enough right-of-way to accommodate bike lanes along the Crane Street corridor without eliminating on-street parking in areas where it is greatly needed. In addition, the Crane Street intersection with Broadway is located at the foot of a steep hill and a complicated interstate overpass and exit, making makes biking in the area of the intersection exceptionally challenging.

#### Pedestrian Accommodations

A 5' minimum width is used for sidewalks with greater widths recommended in the commercial centers where pedestrian use and business needs are higher. Expanded sidewalk that includes the utility strip is recommended for commercial centers where wider sidewalks can provide additional area for cafes, signage and circulation and where on-street parking turnover is higher. Planted tree lawns are recommended for non-commercial areas where the demand for wider sidewalks is lower and the utility strips are better purposed for minimizing and cleaning stormwater and supporting healthy street tree growth.

#### Overhead Utilities

Due to the enormous expense, utilities are kept in their existing locations with the exception of recommending their moving and/or reconfiguration when the following applies:

- When utility locations prohibit the widening of the road to meet the minimum drive aisle and parking lane widths, they should be moved.
- When utilities exist on both sides of the street, they should be consolidated if possible to one side. This would greatly reduce visual clutter while also allowing for needed shade trees on at least one side of the street.

#### Street Trees

Street trees are recommended wherever possible to enhance traffic calming, provide additional protection for pedestrians, and provide for shaded pedestrian connections. With rising temperatures and a community where many rely on walking as a main form of transportation, it is critical that shaded connections be provided to protect users who are more vulnerable to heat stress.

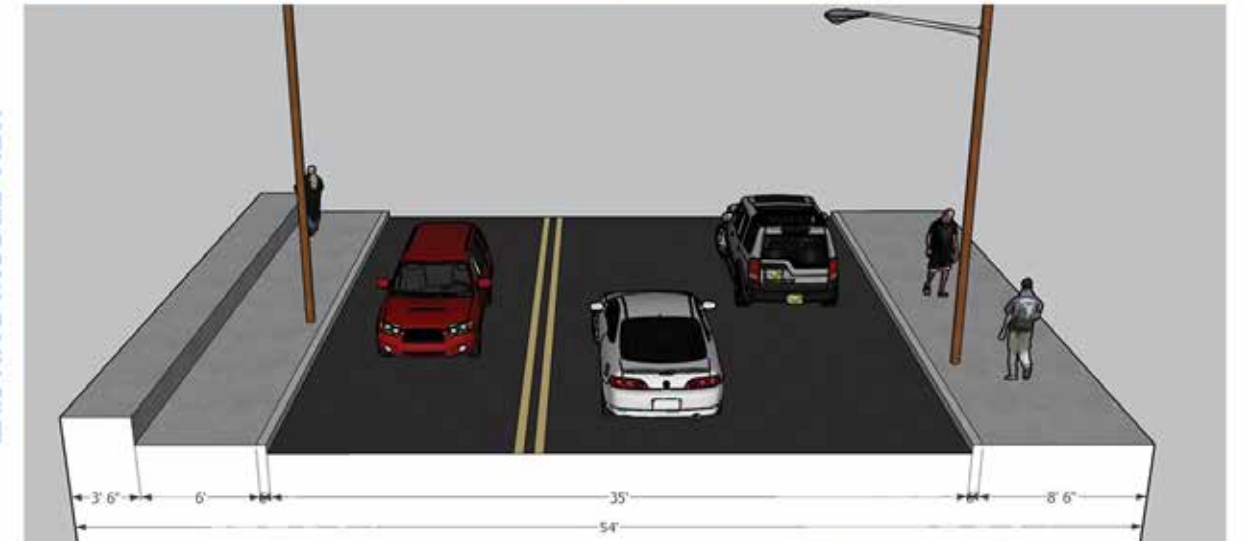
Large shade trees are recommended where possible to minimize the urban heat island effect and shade as much of the roadway and sidewalks as possible. Where overhead utilities exist, smaller, flowering trees are recommended. Female and flowering trees should be prioritized where possible to minimize the pollen impact and have the most positive affect on air quality.

For sections where the tree lawn and/or bed is less than 5' wide, it is recommended that the beds be longer and that special considerations such as structural soil, Silva Cells, and/or permeable pavement be considered to increase the trees' access to resources and ability to thrive. In dense neighborhoods with limited tree cover, special considerations are often necessary to overcome the environmental justice challenges community members face from a lack of green infrastructure.

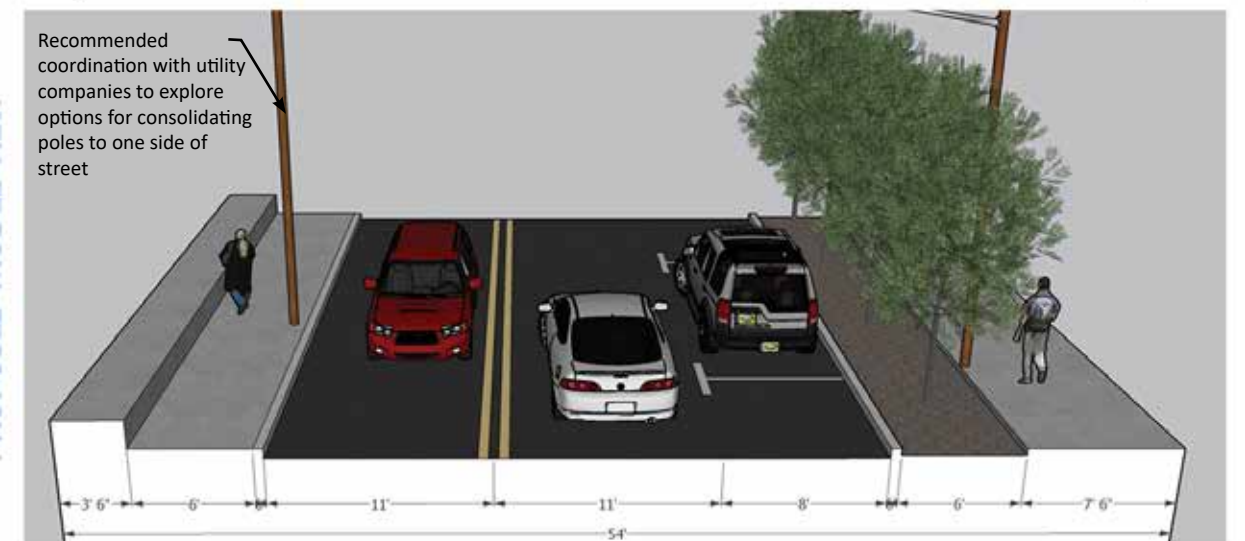
## CRANE STREET: BROADWAY TO YORKSTON ST



EXISTING PHOTO



EXISTING MODEL VIEW



PROPOSED MODEL VIEW

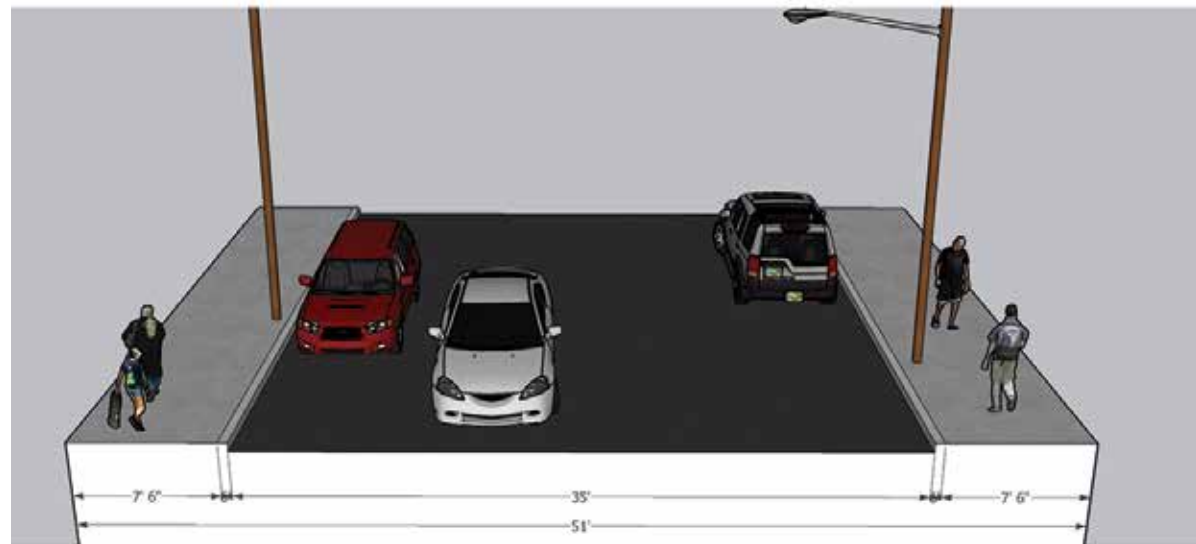
Figure 5.10: Crane Street : Broadway to Yorkston St Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

### CRANE STREET: YORKSTON ST TO 3RD AVE

EXISTING PHOTO



EXISTING MODEL VIEW



May require moving or working around utility poles in some locations ; recommended coordination with utility companies to explore options for consolidating poles to one side of street

PROPOSED MODEL VIEW

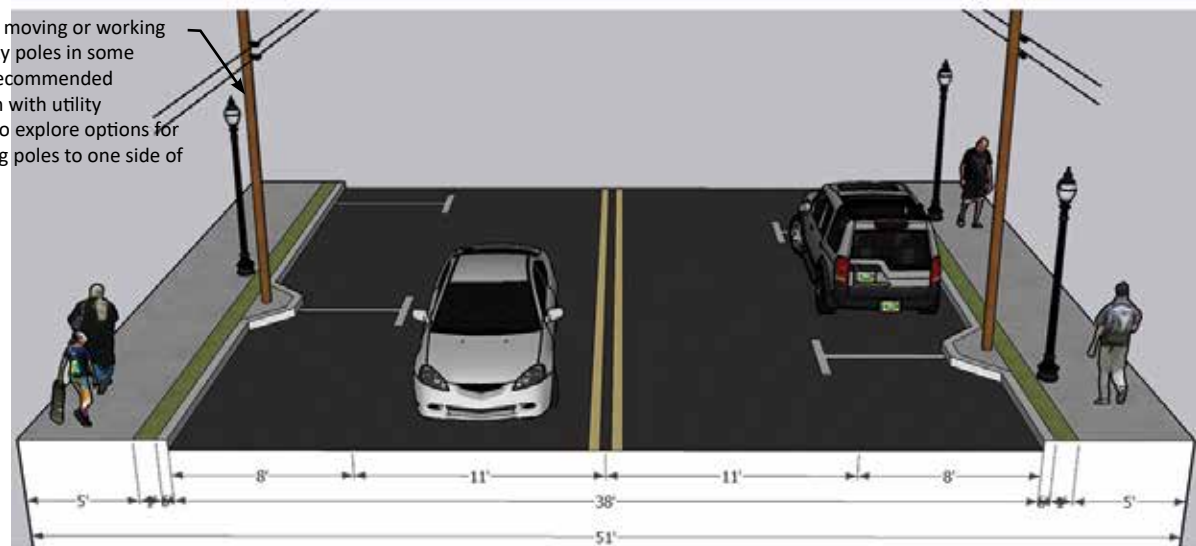


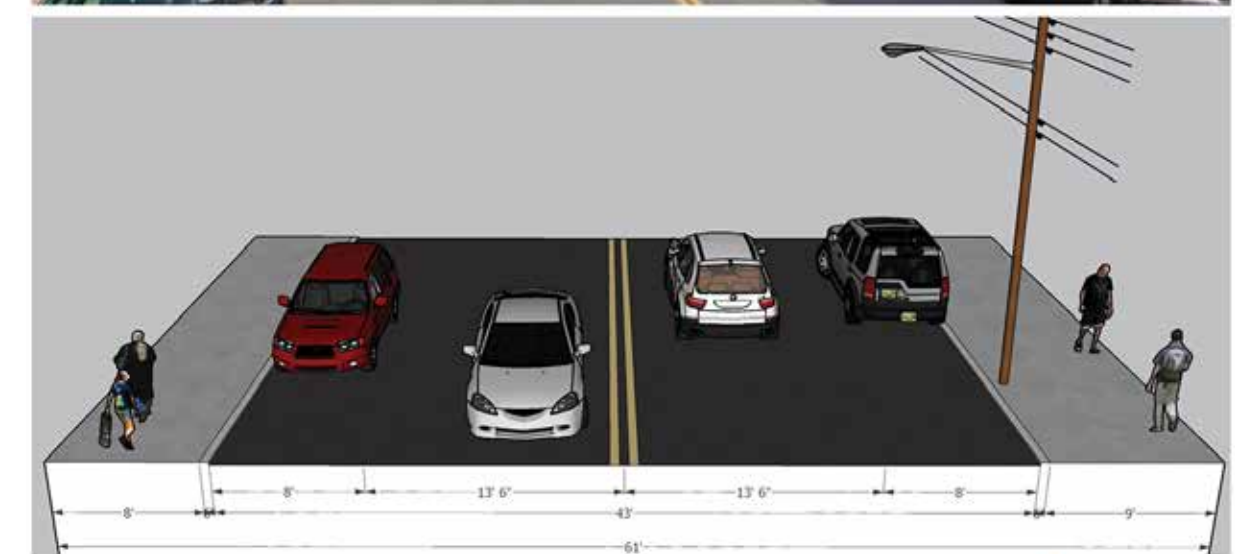
Figure 5.11: Crane Street : Yorkston St to 3rd Ave Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

### CRANE STREET: 3RD AVE TO MAIN AVE

EXISTING PHOTO



EXISTING MODEL VIEW



PROPOSED MODEL VIEW

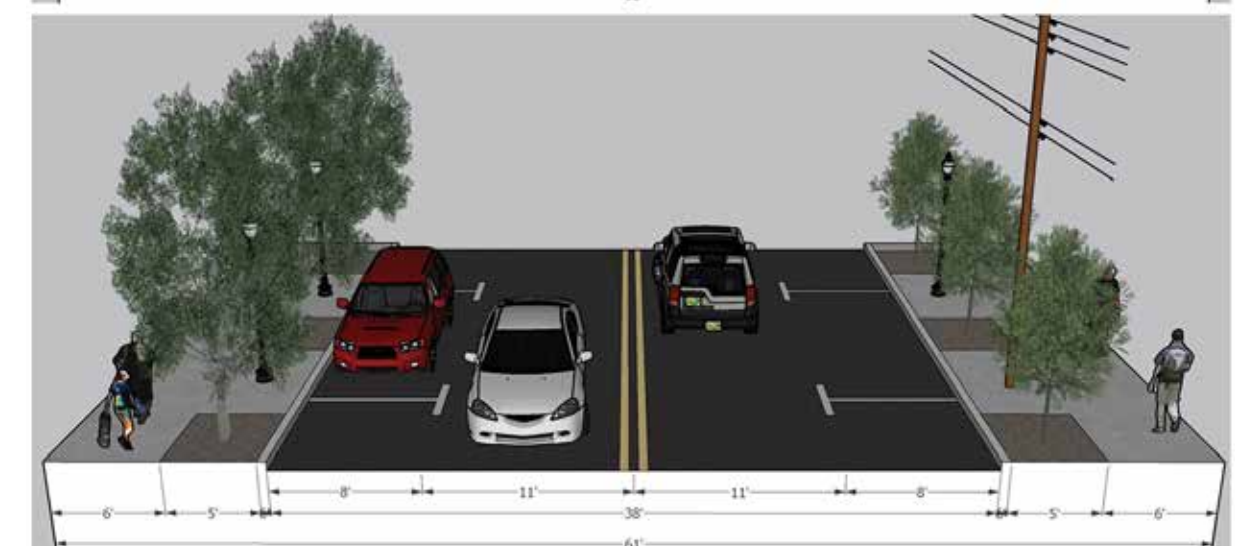


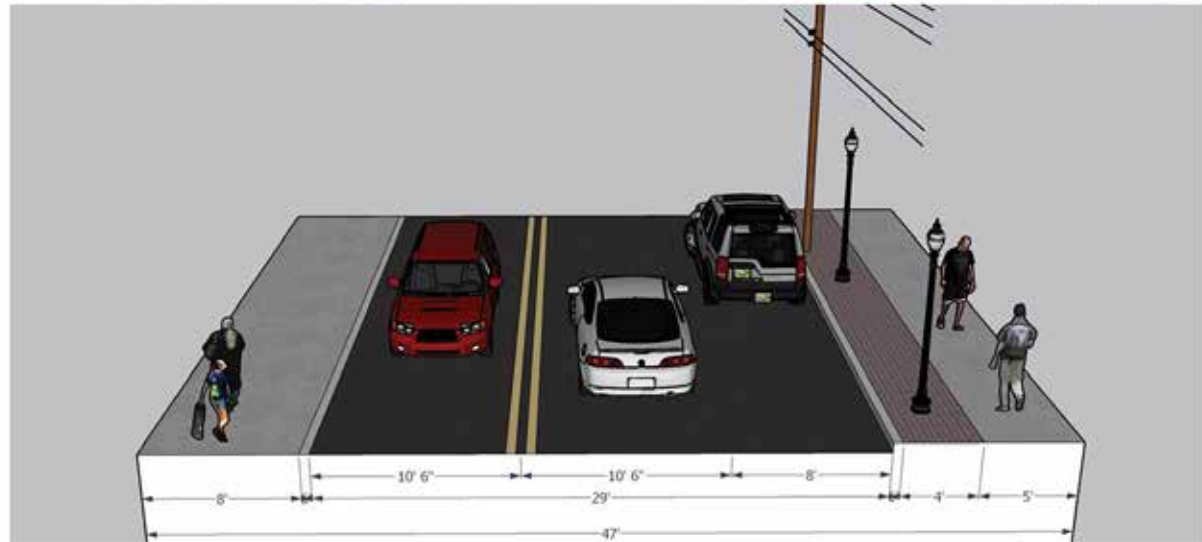
Figure 5.12: Crane Street : 3rd Ave to Main Ave Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

### CRANE STREET: MAIN AVE ST TO 6TH AVE

EXISTING PHOTO



EXISTING MODEL VIEW



PROPOSED MODEL VIEW



Figure 5.13: Crane Street : Main Ave to 6th Ave Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.



Figure 5.14: Crane Street, Main Avenue & Chrysler Avenue Intersection Concept - The Craig-Main Connection recommended eliminating parking in the intersection areas, narrowing the lanes to keep vehicles in the drive aisles, and including a raised table to encourage drivers to pass through the intersection more slowly. Image Credits: PLACE Alliance.

EXISTING PHOTO

EXISTING MODEL VIEW

PROPOSED MODEL VIEW

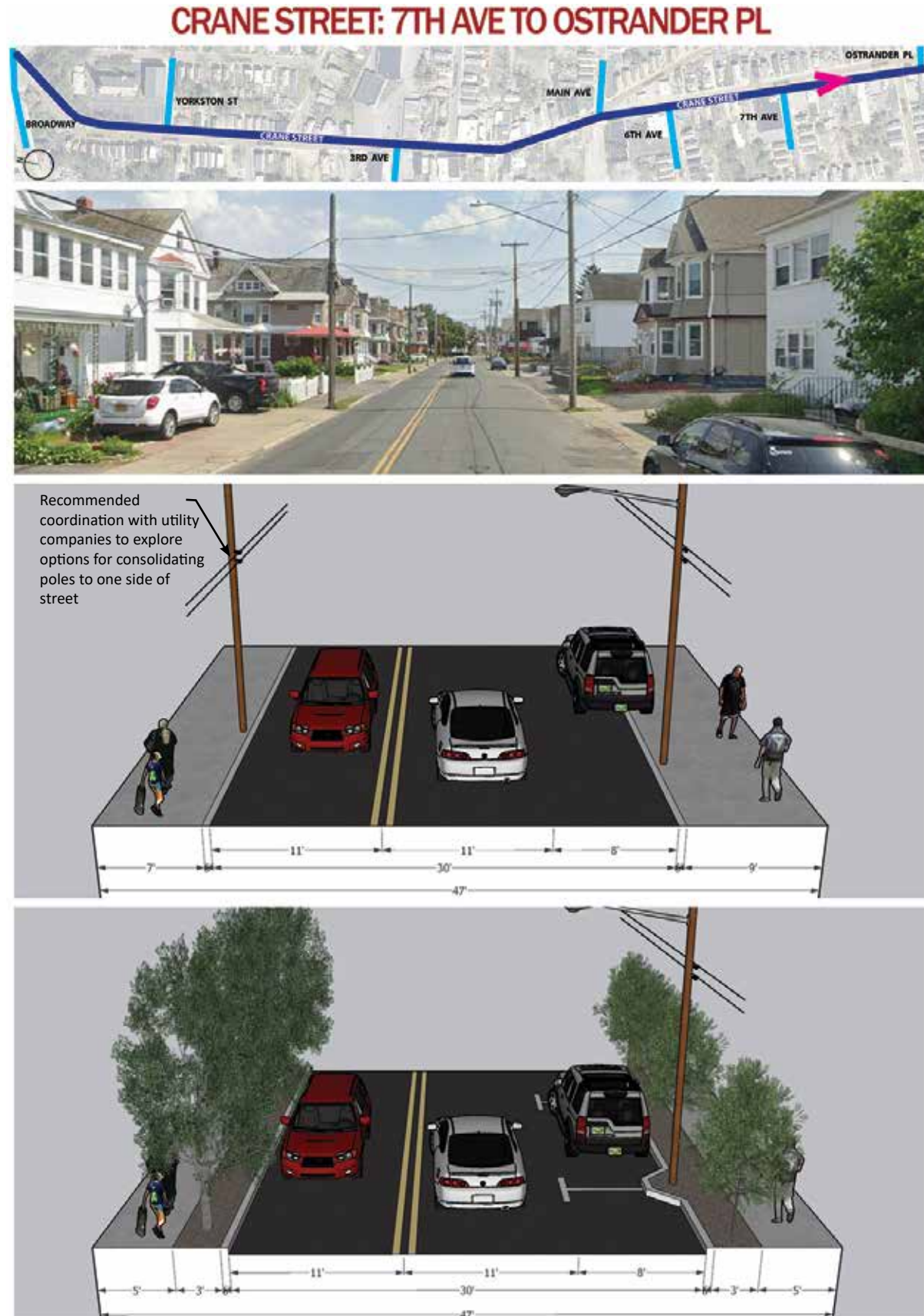
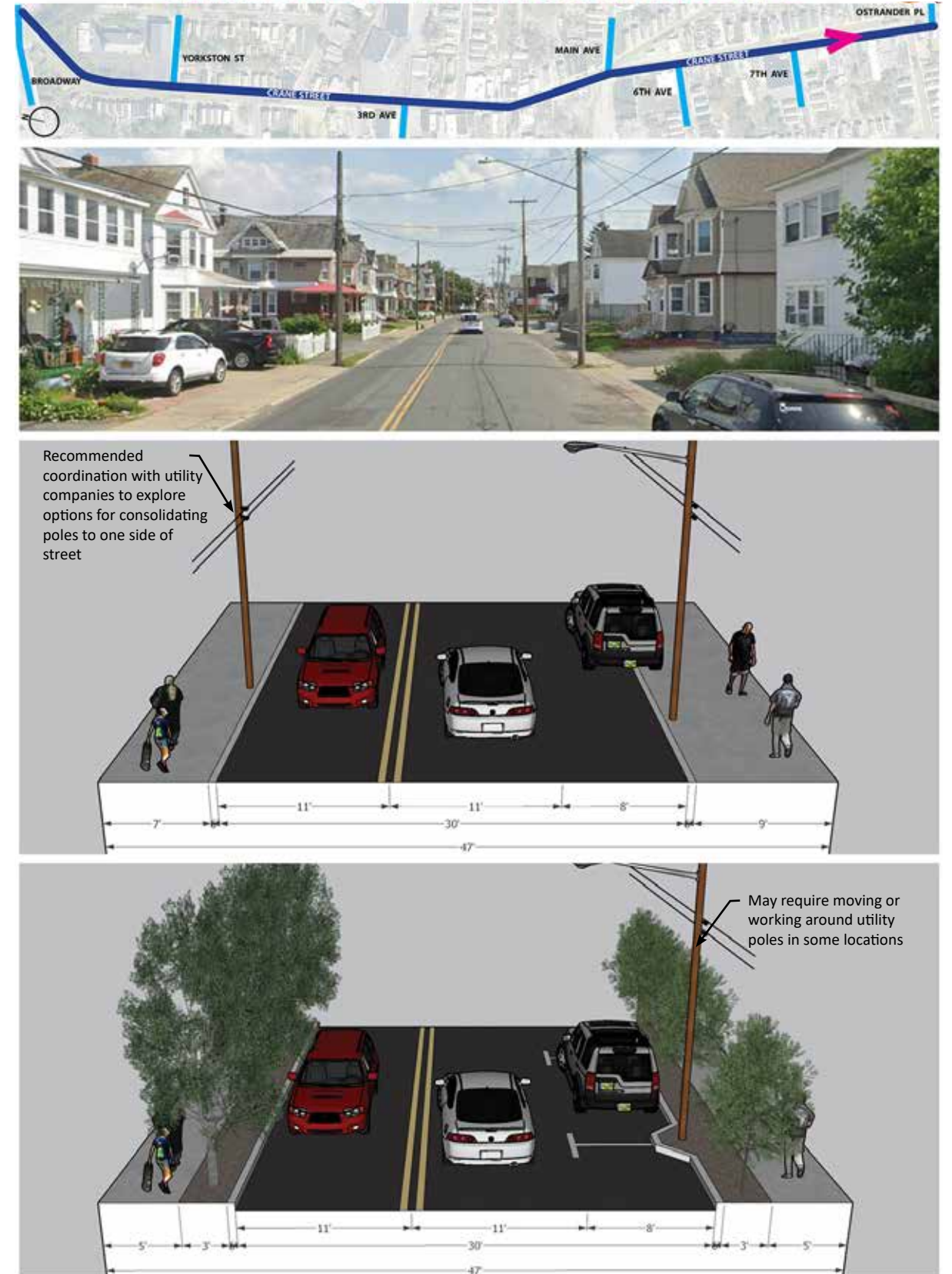


Figure 5.15: Crane Street : Main Ave to 6th Ave Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

### CRANE STREET: 7TH AVE TO OSTRANDER PL



EXISTING PHOTO

EXISTING MODEL VIEW

PROPOSED MODEL VIEW

Figure 5.16: Crane Street : 7th Ave to Ostrander Pl Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

## CHRISLER AVENUE STREETScape DESIGN CONCEPTS

### Limited Width and High Demand for Parking

The block of Chrisler Avenue between Main Avenue and Ostrander Place is too narrow to safely accommodate two-way traffic and parking. The preferred concept recommends converting this block to a one-way, southeastbound street, which would allow parking to remain on the west side where it currently exists and where more parking can be accommodated due to the absence of intersecting streets.

### Design Parameters

#### Curbs

Restoring full 6" granite curbs throughout will be necessary to reinforce parking within the parking aisles and prohibit parking on sidewalks, utility strips, and tree lawns.

#### Lane Striping

This study recommends that striping be used for both the center lane and the edges of parking lanes for the entire length of Main Avenue to encourage slower driving, increased awareness of intersections, and parking in designated parking areas.

#### Drive Aisles

Given the use of school buses and occasional CDTA buses on this section of Chrisler Avenue, twelve feet is the recommended drive aisle width.

#### Parking Lanes

All parking lanes are designed to be 8' wide.

#### Bicycle Infrastructure

There is unfortunately not enough right-of-way to accommodate bike lanes along this section of Chrisler Avenue without eliminating on-street parking in areas where it is greatly needed. Narrowing the road and adding street trees are recommended to calm traffic.

#### Pedestrian Accommodations

Maintaining the 5' sidewalk on the east side and increasing the sidewalk on the west side, where there are no utility lines, to 9' with regular 5' cutouts for tall street trees is proposed for this section of Chrisler Avenue.

#### Overhead Utilities

Due to the enormous expense, utilities are kept in their existing locations with the exception of recommending their moving and/or reconfiguration when the following applies:

- When utility locations prohibit the widening of the road to meet the minimum drive aisle and parking lane widths, they should be moved.
- When utilities exist on both sides of the street, they should be consolidated if possible to one side. This would greatly reduce visual clutter while also allowing for needed shade trees on at least one side of the street.

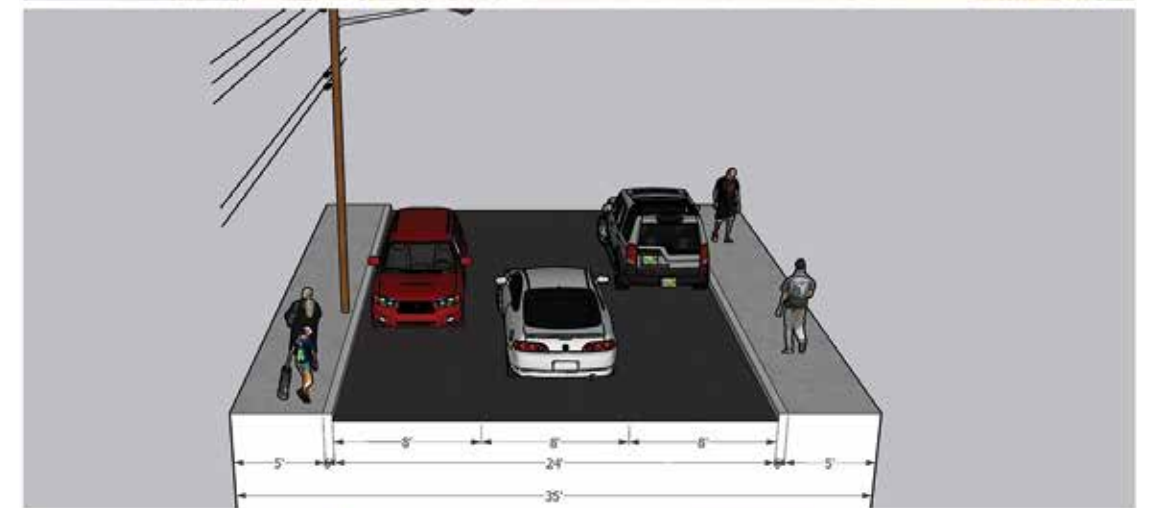
#### Street Trees

Street trees are recommended wherever possible to enhance traffic calming, provide additional protection for pedestrians, and provide for shaded pedestrian connections. With rising temperatures and a community where many rely on walking as a main form of transportation, it is critical that shaded connections be provided to protect users who are more vulnerable to heat stress.

Large shade trees are recommended where possible to minimize the urban heat island effect and shade as much of the roadway and sidewalks as possible. Where overhead utilities exist, smaller, flowering trees are recommended. Female and flowering trees should be prioritized where possible to minimize the pollen impact and have the most positive affect on air quality.

For sections where the tree lawn and/or bed is less than 5' wide, it is recommended that the beds be longer and that special considerations such as structural soil, Silva Cells, and/or permeable pavement be considered to increase the trees' access to resources and ability to thrive. In dense neighborhoods with limited tree cover, special considerations are often necessary to overcome the environmental justice challenges community members face from a lack of green infrastructure.

### CHRISLER AVE: MAIN AVE TO OSTRANDER PL



EXISTING PHOTO

EXISTING MODEL VIEW

PROPOSED MODEL VIEW

Figure 5.17: Chrisler Avenue : Main Ave to Ostrander Pl Design Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.



Figure 5.18: Chrisler Avenue : Main Ave to Ostrander Pl Concept Diagram Showing One-Way Circulation Southeastbound  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

## MAIN AVENUE STREETScape DESIGN CONCEPTS

### Limited Width and High Demand for Parking

Main Avenue is too narrow to safely accommodate two-way traffic and parking. Based on conversations with residents, emergency services departments, and transit services, it is recommended that two-way traffic be preserved and parking kept where the width is adequate between Willett Street and Forest Road. After carefully weighing the merits of the two concepts that would allow for Main Avenue to continue as a one-way street, and because both concepts provide distinct advantages and challenges, Concept 3 was identified as the preferred concept due to the heavy reliance on pedestrian means of transportation in the area. Concept 2 trailed closely behind since it would allow for a continuous protected bicycle connection between Albany Street and Crane Street. And since the width of the Right-Of-Way is limited and there are tremendous merits to both concepts, the project team agreed that final determination should be made during the design and implementation phase when a topographic survey can be completed and negotiations with key property owners whose businesses are currently occupying the City Right-Of-Way can begin.

### Design Parameters

#### Curbs

Restoring full 6" granite curbs throughout will be necessary to reinforce parking within the parking aisles and prohibit parking on sidewalks, utility strips, tree lawns, and front yards.

#### Lane Striping

This study recommends that striping be used for the edges of parking lanes to encourage slower driving, increased awareness of intersections, and parking in designated parking areas.

#### Drive Aisles

Given Main Avenue's status as an important multi-modal corridor and use for public transit, the recommended width for all drive aisles is eleven feet.

#### Parking Lanes

All parking lanes are designed to be 8' wide.

#### Bicycle Infrastructure

Concept 3 provides minimal accommodations for bike users; however, children area allowed to ride on sidewalks until age 12 and the driving lanes would be striped and widened to make them safer for anyone using a bicycle on the road. Concept 2 creates a multi-use path for pedestrians and bike users to share and would also allow for a continuous protected path for bike users to get from Albany Street to Crane Street.

#### Pedestrian Accommodations

Concept 3 provides safer and more desirable pedestrian connection that serves large number of students and families / caregivers who rely on pedestrian access to nearby schools and institutions. It also creates more opportunities for street trees along the full length of Main Avenue, which in turn provides safer pedestrian refuge and minimizes potential for heat stress, increases traffic calming, minimizes the urban heat island effect, and minimizes opportunities for parking on sidewalks. Concept 2 includes a sidewalk on one side and a multi-use path on the other side, but minimizes and prohibits the use of street trees, which in turn minimizes opportunities for traffic calming, exacerbates the urban heat island effect, and allows for few to no vertical buffers between cars and pedestrians.

#### Overhead Utilities

Due to the enormous expense, utilities are kept in their existing locations with the exception of recommending their moving and/or reconfiguration when the following applies:

- When utility locations prohibit the widening of the road to meet the minimum drive aisle and parking lane widths, they should be moved.
- When utilities exist on both sides of the street, they should be consolidated if possible to one side. This would greatly reduce visual clutter while also allowing for needed shade trees on at least one side of the street.

#### Street Trees

Street trees are recommended wherever possible to enhance traffic calming, provide additional protection for pedestrians, and provide for shaded pedestrian connections. With rising temperatures and a community where many rely on walking as a main form of transportation, it is critical that shaded connections be provided to protect users who are more vulnerable to heat stress.

Large shade trees are recommended where possible to minimize the urban heat island effect and shade as much of the roadway and sidewalks as possible. Where overhead utilities exist, smaller, flowering trees are recommended. Female and flowering trees should be prioritized where possible to minimize the pollen impact and have the most positive affect on air quality.

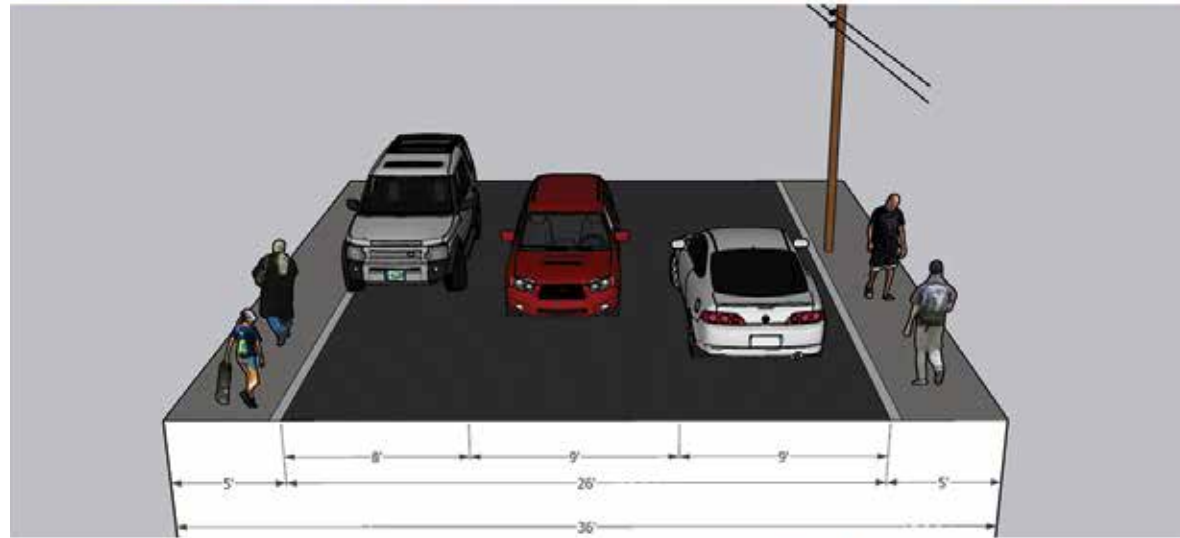
For sections where the tree lawn and/or bed is less than 5' wide, it is recommended that the beds be longer and that special considerations such as structural soil, Silva Cells, and/or permeable pavement be considered to increase the trees' access to resources and ability to thrive. In dense neighborhoods with limited tree cover, special considerations are often necessary to overcome the environmental justice challenges community members face from a lack of green infrastructure.

### MAIN AVENUE OPTION 3: CRANE ST TO WILLETT ST

EXISTING PHOTO



EXISTING MODEL VIEW



PROPOSED MODEL VIEW

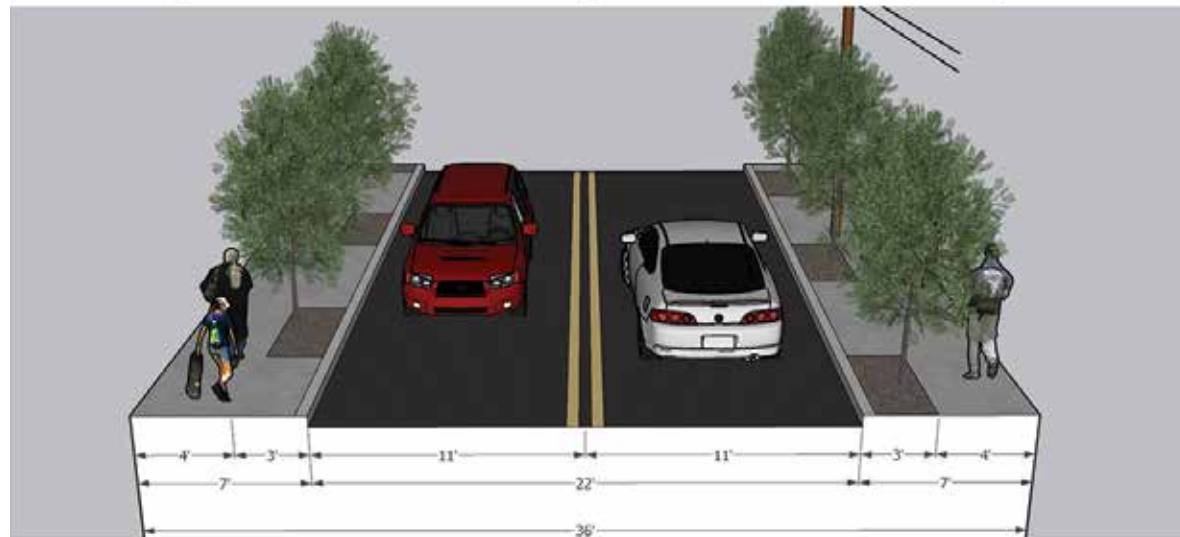


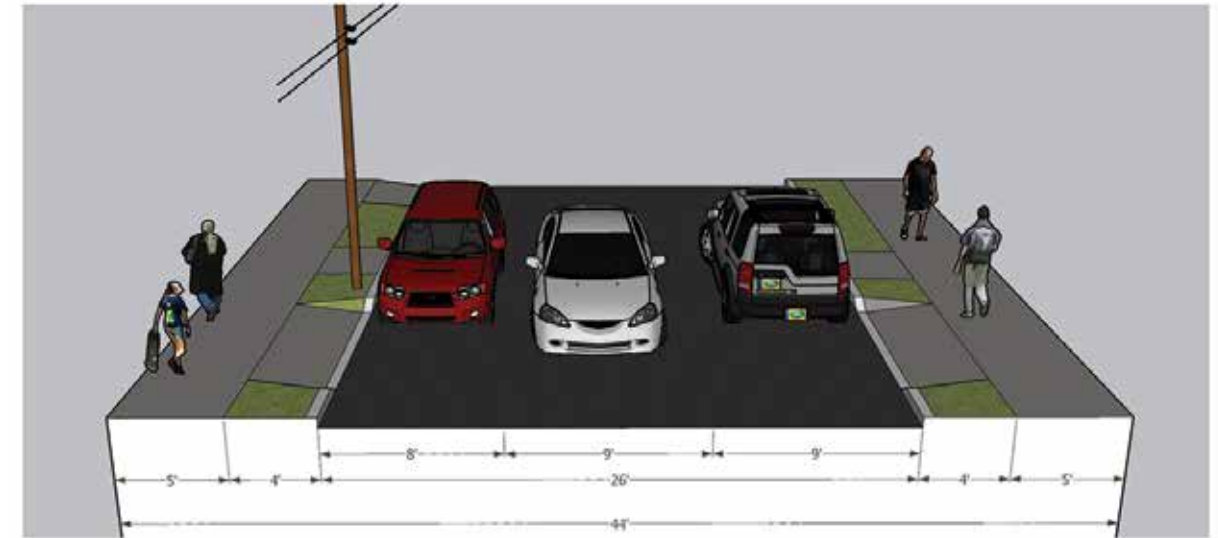
Figure 5.19: Main Avenue : Crane Street to Willett Street Concept 1 (Option 3) Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

### MAIN AVENUE OPTION 3: WILLETT ST TO FOREST RD

EXISTING PHOTO



EXISTING MODEL VIEW



PROPOSED MODEL VIEW

May require moving or working around utility poles in some locations ; recommended coordination with utility companies to explore options for consolidating poles to one side of street

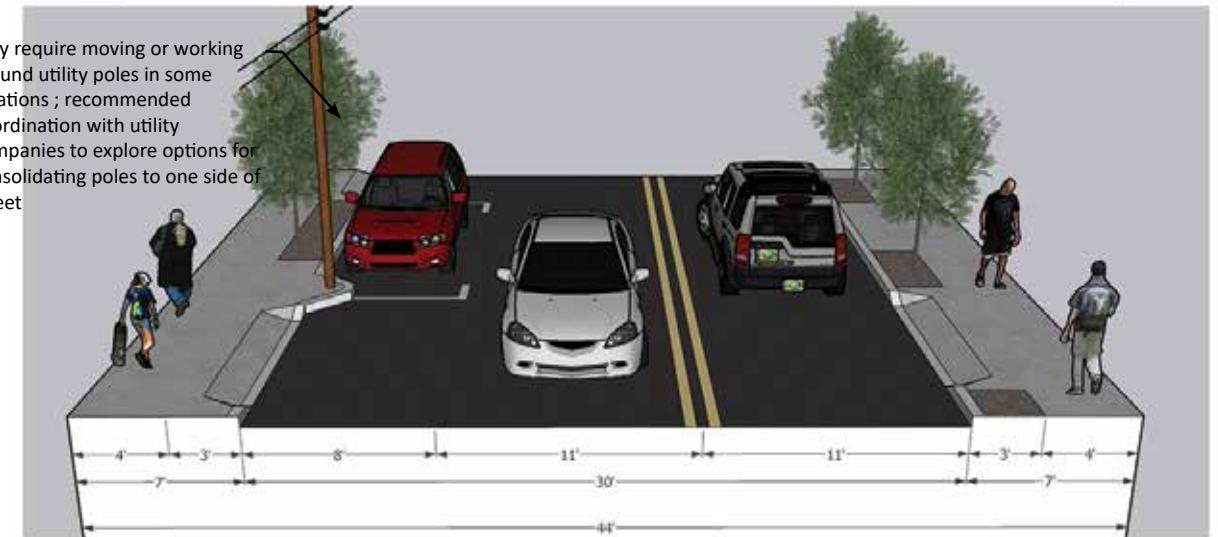


Figure 5.20: Main Avenue : Willett Street to Forest Road Design 1 (Option 3) Concept Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.

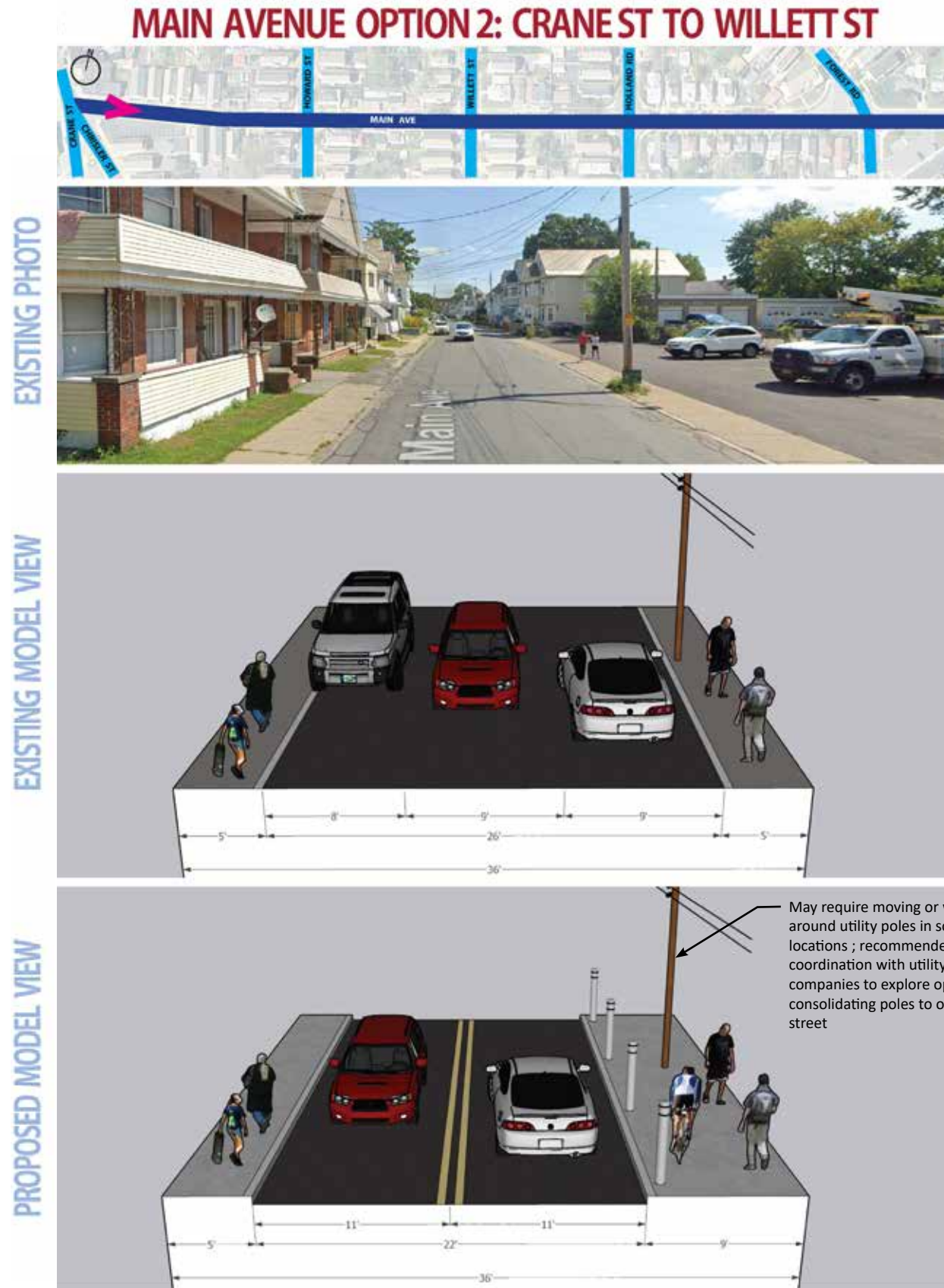


Figure 5.21: Main Avenue : Crane Street to Willett Street Concept 2 (Option 2) Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.



Figure 5.22: Main Avenue : Willett Street to Forest Road Design Concept 2 (Option 2) Cross-Section  
All renderings, illustrations, or other mapping/imagery are design concepts and require additional engineering analysis to determine their feasibility.





## CHAPTER 6 IMPLEMENTATION

## CHAPTER 6: IMPLEMENTATION COMMUNITY-MINDED IMPLEMENTATION

### COST ESTIMATES

Planning-level cost estimates for the recommended improvements are summarized in this section. This is intended to provide order-of-magnitude cost estimates for the different sections of street improvements detailed in previous sections of this report. A detailed cost estimate table is included in the Appendix.

#### Planning-Level Cost Estimates

The following table provides a summary of planning-level cost estimates for the proposed streetscape improvements. The proposed improvements are organized by street and sub-section, which allows for the project to be subdivided into smaller projects for implementation based on priority and funding opportunities.

CRANE STREET	
SECTION	CONSTRUCTION ESTIMATE
BROADWAY TO YORKSTON ST	\$421,821
YORKSTON ST TO 3RD AVE	\$1,122,159
3RD AVE TO MAIN AVE	\$1,026,301
MAIN AVE TO 6TH AVE	\$245,486
6TH AVE TO 7TH AVE	\$293,078
7TH AVE TO OSTRANDER PL	\$358,368
Contingency (20%)	\$693,443
<b>ESTIMATED TOTALS</b>	<b>\$4,160,656</b>

CHRISLER AVENUE (ONE-WAY OPTION)	
SECTION	CONSTRUCTION ESTIMATE
MAIN AVE TO OSTRANDER PL	\$697,843.35
Contingency (20%)	\$139,568.67
<b>ESTIMATED TOTALS</b>	<b>\$837,412</b>

MAIN AVENUE OPTION 3	
SECTION	CONSTRUCTION ESTIMATE
CRANE ST TO WILLET ST	\$436,631.23
WILLET ST TO FOREST RD	\$602,614.69
Contingency (20%)	\$207,849.19
<b>ESTIMATED TOTALS</b>	<b>\$1,247,095</b>

ALBANY STREET	
SECTION	CONSTRUCTION ESTIMATE
VEEDER AVE TO SCHENECTADY ST* (EXCEPT THE BLOCK FROM GEORGETTA DIX PLZ TO GERMAINIA AVE)	\$342,191.57
GEORGETTA DIX PLZ TO GERMAINIA AVE	\$315,098.82
SCHENECTADY ST TO CRAIG ST	\$996,588.37
CRAIG ST TO HAMLIN ST	\$1,460,410.55
HAMLIN ST TO STEUBEN ST	\$774,758.98
STEUBEN ST TO BRANDYWINE AVE	\$2,461,666.09
Contingency (20%)	\$1,270,142.88
<b>ESTIMATED TOTALS</b>	<b>\$7,620,857</b>

#### Detailed Cost Estimate Worksheets

Developing a detailed cost estimate break down with project take-offs and unit costs was an intentional decision to allow this document to be useful in moving forward with future funding opportunities. Estimated quantities of each project element and associated 2024 market-rate unit costs make the detailed cost estimate spreadsheet a flexible document that can be updated in the future when the project moves into the next phase of development. Each street is organized and detailed in sections which also provides the City with the ability to solicit funds and implement according to priority and available funding. This detailed cost-estimate worksheet is included in the Appendix.

The cost estimate worksheet has been updated as of April 1, 2024 to include milling of the existing asphalt roads and a resurfacing with a 1.5" top course of asphalt, rather than the full excavation and road rebuild that was initially included in the previous draft. With this change in the estimate we would like to note that prior to construction a series of road cores should be taken for each road to be resurfaced. This detailed information for each road section may impact the construction plan as the project moves forward. Road core drilling should be included with other site assessment and detailed planning in the next project phases. It is also possible that the asphalt millings could be sold to offset project costs, or used as subbase in other projects. This will need to be determined at a later stage, but is a point of consideration.

#### PRIORITIZATION

Changes to Main Avenue and Chrysler Avenue should be prioritized as the existing conditions are well below the minimum recommended lane widths and both of these roads serve high volumes of traffic, including school and transportation buses. Design is also underway for changes to the Crane / Main / Chrysler intersection and it would be more efficient to make the changes to these two roads at the same time if possible.

The section of Albany Street between Steuben Street and Brandywine Avenue was identified as the second highest priority because the sidewalks are in the worst condition and are frequently blocked by cars parked on the sidewalks, making it challenging for the many residents who rely on this section of Albany Street as an important pedestrian connection.

The Schenectady Metroplex Development Authority is also currently assisting with plans to redevelop a portion of the area between Albany Street and State Street with the goal of including a grocery store, and the City of Schenectady is currently working with CDTA to make improvements to the section of Nott and Veeder where Albany Street intersects. These changes may provide opportunities for funding partners to implement the proposed Albany Street improvements between Nott / Veeder and Craig Street.

#### POTENTIAL FUNDING SOURCES

There are various potential funding sources that the City of Schenectady can pursue including federal, state, and local options. Funding opportunities vary seasonally, and new opportunities may become available in the future, so it is imperative that the City stay in contact with Capital Region Transportation Council and NYSDOT Local Programs Bureau as the project proceeds.

## NYS Department of Transportation (NYS DOT)

NYS DOT administers a range of state and federal programs that can help municipalities and can advance many of these projects. Programs related to bridges include Bridge Preservation Grants and Bridge Corrective Measures Grants. The initial step in accessing these programs is a bridge assessment by NYS DOT which the City can request. The agency also administers The BRIDGE NY program which is open to all municipal owners of bridges and culverts. Projects will be awarded through a competitive process and will support all phases of project development. Projects selected for funding under the BRIDGE NY Initiative will be evaluated based on the resiliency of the structure, including such factors as hydraulic vulnerability and structural resiliency; the significance and importance of the bridge including traffic volumes, detour considerations, number and types of businesses served and impacts on commerce; and the current bridge and culvert structural conditions.

## Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a short-range program of transportation projects, developed by the Capital Region Transportation Council, to be implemented with federal transportation funds. Projects programmed on the TIP are products of the planning process and support the goals identified in the Regional Long Range Transportation Plan, New Visions 2050. The current TIP includes federal transportation projects funded from October 1st, 2022, through September 30th, 2027. The five-year program of projects is typically updated by the Transportation Council every 2-3 years. If funding for additional projects is available at the time of the next TIP update, the City of Schenectady should apply for project funding. The following funding sources are typically found on the TIP:

- **Transportation Alternatives Program (TAP)** - This is a set-aside of funds under the Surface Transportation Block Grant (STGB) Program for on and off-road pedestrian and bicycle facilities, non-driver access to public transportation, and safe routes to schools. States have flexibility in how the TA program is administered and the New York State program is run through the state level TAP office.
- **Surface Transportation Block Grant Program (STBG)** - This program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, operational improvements, and transit capital projects.

## Consolidated Funding Application (CFA)

An efficient, streamlined tool to apply for State economic development funds. The application examines funding for transportation infrastructure from multiple state sources including NYS DOT, which administers a range of state and federal programs that can help municipalities and can advance many of these projects.

- **Safe Routes to School Program (SRTS)** - This is a State-administered Federal assistance program to encourage children to adopt a healthier and more active lifestyle by making bicycling and walking to school a safer and more appealing transportation alternative. The funds also will help schools and local municipalities to implement transportation projects that improve safety while reducing traffic, fuel consumption and air pollution near schools. The federal funding share for SRTS projects reimburses up to 80 percent of a project's cost, requiring a 20 percent local match.
- **Consolidated local street and Highway Improvement Program (CHIPS)** - A New York State-funded program administered through the NYS DOT, CHIPS assists communities in financing the construction, reconstruction, or improvement of local highways, bridges, highway-railroad crossings, and other local facilities. Eligible CHIPS projects include: bike lanes, wide curb lanes, shoulder improvements, roundabouts, new signs, traffic signal installation or upgrade, traffic calming installations and multi-use divided highways.
- **Congestion Mitigation & Air Quality (CMAQ) Improvement Program** - This program provides flexible funds to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the national air quality standards. Eligible activities include transit improvements, travel demand management strategies, congestion relief efforts and zero emission vehicles charging equipment.

## RETREE SCHENECTADY

There may be monies available for trees through an Urban Forestry grant. ReTree Schenectady, a local 501c3 organization, works closely with the City of Schenectady to facilitate tree planting in City parks and on City streets. The organization has a successful track record of obtaining grants from the NYS Department of Environmental Conservation (DEC) for planting trees in the City.

## LOCAL FUNDING PARTNERS ADDRESSING MANY PROJECTS

### SCHENECTADY METROPLEX DEVELOPMENT AUTHORITY

METROPLEX enhances the long-term economic vitality and quality of life in Schenectady by cooperative, purposeful actions and investments within the Metroplex service area with particular emphasis on downtown Schenectady. Metroplex funds and administers a range of projects and investments in community and economic development. Recent projects in the City include multiple investments downtown as well as Live in Schenectady, Yates Village Rehabilitation, Renaissance Square, Elmer Avenue School, Capital Region Land Bank property demolitions and redevelopment, Tribute Park, the former Bank at Union and Van Vranken, New Crane Street Library, New Boys/Girls Club, Upper Union streetscape and facades, Crane Street Commercial corridor facades and home sales of city owned property.

### CAPITAL REGION LAND BANK

The mission of the Capital Region Land Bank is to strengthen neighborhoods by mitigating blight by acquiring properties that are tax delinquent, foreclosed, vacant, abandoned, distressed, or would otherwise be consistent with municipally created and/or approved redevelopment plans. The core focus of the Land Bank is to protect and strengthen existing residential and mixed-use neighborhoods. It identifies and addresses environmental factors and blighting influences on a neighborhood such as condemned, burned and otherwise unsalvageable buildings, abandoned cars, trash and debris. The organization works with cross-regional and local municipal governments to assure enforcement of property maintenance standards and the development of affordable housing and commercial activity which will foster enhanced economic development.

### THE COMMUNITY FOUNDATION FOR THE GREATER CAPITAL REGION

The Community Foundation for the Greater Capital Region grants funds from nearly 400 different charitable funds and many different channels. In 2018, the Community Foundation distributed more than \$14 million in grants to nearly 1,300 nonprofit organizations and programs, and in scholarship awards to local students. The Community Foundation manages several funds that award grants through a competitive process and others that provide direct assistance.

### LOCAL FOUNDATIONS

There are numerous local foundations and grant opportunities that frequently fund public art and public space projects. Organizations include the Broughton Foundation, the Carilian Foundation, the Little Family Foundation, the Schenectady Foundation, and the Wright Family Foundation.

## INCLUDING THE LOCAL COMMUNITY

The Albany & Crane Streets Complete Streets Project is intended to be a neighborhood revitalization project and community involvement throughout the process is therefore critical. Public engagement has been an underlying principle in developing these recommendations and the Community is excited to participate and wants to be included in the implementation. Potential opportunities for future engagement of the community include:

- Hiring neighborhood liaisons to assist in public outreach during the construction documents phase and construction phases
- Utilizing local contractors and the local workforce as part of the physical implementation
- Contributing to the public art proposed as part of the process
- Employing local organizations and/or individuals to assist with aspects of general maintenance and upkeep

Incorporating ways to encourage and facilitate community participation should be considered when preparing for implementation and thinking about how the project will be bid. Identify strategies that work within the regulations of the various funding sources and providing assistance to interested participants and potential bidders will be a key component in maximizing local opportunities for participation.

### City of Schenectady Workforce Initiative and Training and Employment Program

In 2018, the City of Schenectady partnered with the SUNY College and Career Counseling Center to offer a free Craft Skills Job Training Program for income-qualified residents at SUNY Schenectady's College & Career Counseling Center (SUNY CCCC), as well as a Construction Management Training and Business Development course for local MWBE firms at the New York State Association of General Contractors (AGC). The Craft Skills Job Training Program is a free 125-hour course at SUNY CCCC open to income-qualified residents which upon completion provides students with their OSHA 10, OSHA 30, and NCCER certifications. The six-month Construction Management Training Program for small and emerging MWBE firms is taught by industry leaders and covers topics such as business and project management, accounting, insurance, estimating, and field operations. The program is overseen by the City's Affirmative Action Officer, who is also a great resource for contractors looking to engage and utilize the local workforce.

## PLANNING AND DESIGNING WITH MAINTENANCE IN MIND

Durability, longevity, and maintenance are imperative considerations for the success of the proposed streetscape improvements along Albany Street and in the Crane Street Area. Upon construction implementation, a strategy should be created that defines a funding source, and desired entities responsible for designated maintenance tasks. Responsibilities may be delegated between the City staff, property owners, and volunteers or a private contractor. The project area could benefit from cultivating student groups, seniors, or others to plant and maintain landscape areas, administer arts programs and special events. Potential costs for maintenance may include changing banners or public art, litter and trash removal, snow removal, touch-up painting, holiday decorations, watering, paving repair, pruning of plant materials, flower planting and other tasks. The maintenance costs generally increase as the streetscape ages and weathers.

### Principles for a Maintainable Streetscape

- Consistency- Streetscape elements, including street trees, street lights, sidewalk paving, pavement striping and street furniture, can improve the aesthetic quality and contribute to the economic vitality of these corridors and the overall promotion and use of the streetscape. Keeping a consistency among these elements will improve maintenance coordination.
- Simplicity – Streetscape elements should be designed to minimize maintenance costs. This includes materials and selections and applications of street trees, benches, lighting, bollards, trash receptacles, and bus shelters. Elements should not obstruct views, paths of travel, or contribute to debris.
- Prevention – Recent advancements in design, such as structural soils that can prevent sidewalk heaving around street trees should be included in the design and construction.
- Durability – Implemented streetscape improvements should include the use of structurally sound and long lasting materials for each streetscape element.
- Technology – Include Smart City improvements that will minimize maintenance and expand corridor improvements.
- Responsibility – Upon implementation, a designated entity will take ownership of maintenance tasks.
- Standardization- Streetscape elements should be readily available for replacement or repair purposes and should be easily maintainable.
- Community Ownership – Place attachment through experience. Involve community members in implementation, clean-up, decisions in order to develop a sense of place attachment and ownership through experience.

### Maintenance Elements

Graffiti prevention & cleaning  
Landscape and tree trimming  
Lighting  
Sidewalks  
Street furnishings  
Trash pick-up  
Street surface painting  
Snow removal



Image: The Times Union

### Standard Sidewalks

- Repair when damaged to City Code; clean as needed
- Recommended Entities Responsible: Currently it is the owners' responsibility to repair and remove snow from sidewalks

### Multi-Use Path Paving

- Repair when damaged to City Code; clean as needed
- Recommended Entities Responsible: City of Schenectady to repair and plow bicycle path with small plow (8' clearance)

### Crosswalk and Bumpout painting

- Reapply every 5-10 years
- Use appropriate paint that is salt tolerant and slip-resistant
- Recommended Entities Responsible: City of Schenectady and/or Collaborating Organizations if Community Art is utilized.

### Lighting

- Remove graffiti, repaint as needed
- Recommended Entities Responsible: City of Schenectady

### Street Furnishings (benches, trash receptacles, bollards, bus shelters)

- Remove graffiti, repaint as needed
- Recommended Entities Responsible: City of Schenectady, CDTA (for shelters and bus infrastructure), local volunteers/neighborhood committees

### Landscape

- Prune Trees for clearance
- Cut grass and reseed when needed
- Spring clean-up
- Tree Well/Grates to be weeded, removed of litter, grate openings widened when necessary
- Recommended Entities Responsible: Volunteers or homeowners to maintain landscape. City to consider developing City-wide Tree maintenance plan with private contractor
- Suggested tree use:

**Small trees under utilities-** Japanese Tree Lilac, Eastern Redbud, Washington Hawthorn,  
**Columnar Trees-** Columnar Armstrong Maple, Crimson Spire Oak, 'Halka' Little Leaf Linden  
**Large Vase Shaped Streetscape Trees-** Zelkova, Thornless Honeylocust, Little Leaf Linden



Japanese Tree Lilac

Image: University of Nebraska-Lincoln



Columnar Armstrong Maple

Image: Urban Forestry Nursery



Village Green Zelkova

Image: Oakland Nursery



# ALBANY & CRANE STREETS COMPLETE STREETS STUDY

February 2024

City of Schenectady

DRAFT Final Report

