APPENDICES

Appendix A: Existing Conditions & Existing Documents
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APPENDIX A : EXISTING CONDITIONS & EXISTING DOCUMENTS

Sections

EXISTING CONDITIONS

ZONING AND LAND USE

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 majority of the study area is zoned two-family residential with additional building uses including mixed-use commercial, multi-use family residential, single-family residential, neighborhood retail, and recreation/open space. The study area zoning is shown on Figure A.1.

Land uses in the study are primarily residential along Main Avenue and Craig Street, with commercial uses at either end of the study area along Crane Street/Chrisler Ave and Albany Street. In addition to residential homes and commercial establishments, the following notable land uses are present in the study area, as shown in Figure A.2:

- Educational:
  - + Hamilton Elementary
  - + MLK Elementary
  - + Pleasant Valley Elementary
  - + Mt. Pleasant Middle School
  - + Steinmetz Education Center
  - + Washington Irving Adult Education Center
- Libraries:
  - + Phyllis Bornt
  - + Mt. Pleasant
- Parks:
  - + Orchard Park
  - + Quackenbush Park
  - + Jerry Burrell Park
  - + Wallingford Park

- Sampling of Not-for-Profit Organizations:
  - + Boys and Girls Club – Nonprofit organization that promotes social, educational, health, leadership, and character development. A new facility is under construction at the intersection of Main Avenue and Education Drive.

  - + C.O.C.O.A. House – Nonprofit organization located on Stanley Street with the mission to provide academic enrichment and sustainable life skills in a safe after school environment for inner city youth in Schenectady.

  - + Electric City Barn – Innovative hub located at the intersection of Craig Street and Emmett Street that provides space and programming for emerging artists, craftsmen, and creative businesses.

  - + Hamilton Hill Arts Center – Nonprofit organization located on Schenectady Street that promotes knowledge, preservation, and development of African and African Diasporic art and culture.

  - + Miracle on Craig Street – Nonprofit organization that is focused on health and wellness, anticipated to occupy the Carver Community Center in Fall 2019.

  - + Schenectady Community Action Program – Nonprofit organization located on Albany Street with the mission to end poverty and promote health wellness, and safety.

Figure A.1: Existing Zoning

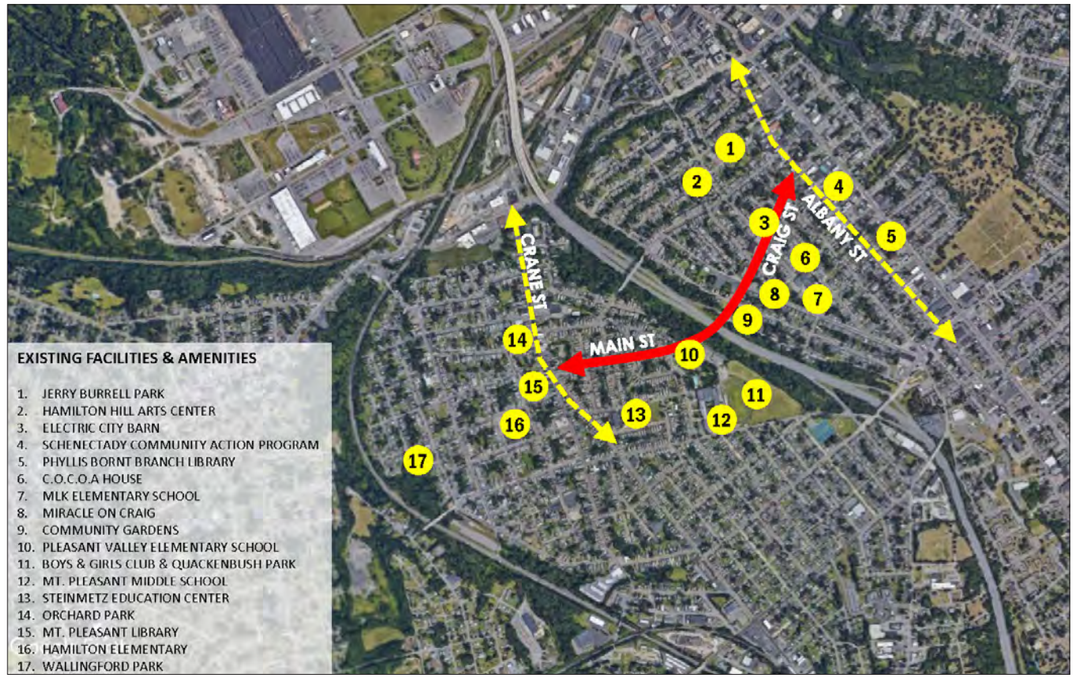


Figure A.2: Existing Community Amenities

EXISTING STREETSCAPE GAPS ANALYSIS

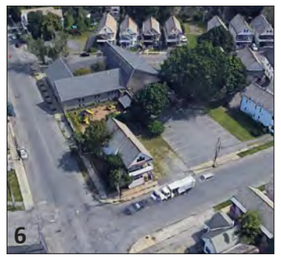
Empty, underutilized, and vacant parcels present many hindrances to the experience along the corridor. Reducing negative open space, such as parking lots, vacant parcels, or setback buildings are neighborhood characteristics that can influence pedestrian behavior and experience.

Although perceived as a negative characteristic of a neighborhood, empty parcels are opportunities to improve the neighborhood experience. The aerial mapping of Craig Street and Main Ave delineate both City-owned empty properties as well as privately-owned empty or underutilized properties. Many investments have been and are currently being made to improve both Hamilton Hill and Mont Pleasant neighborhoods. Most recent developments include; Mont Pleasant Branch Library, Electric City Barn, Hillside View Apartments, the Joseph L. Allen Apartments, as well as several renovated multi-family homes.

On Craig Street, parcels include several parking lots and single and multi-family sized parcels. It is important to note, that the Carver Community Center on the southern corner of Lincoln Ave and Craig Street is currently acting as a neighborhood gap both physically and socially. For years, the Carver Center served as a neighborhood and community asset for all ages, but especially for the youth of the Hamilton hill neighborhood. Efforts are currently being made to fund the renovations to reopen the Carver Community Center.

On Main Ave, a significant gap is a large parcel between the DOT Bridge and Pleasant Valley School, currently names ‘Pleasant Valley Park’. The park is currently being used as construction material storage, snow storage, parking, and an informal gateway for students walking to Pleasant Valley School and Martin Luther King School. Several empty parcels at the commercial hub of Crane Street and Main Ave could greatly improve the safety, function, and utilization of the busy intersection.

These parcels were studied as part of the Craig Main Connection and integrated into the overall streetscape master plan. Refer to the project recommendations to review how the design team, in collaboration with the Mont Pleasant and Hamilton Hill community’s envisioned sheltered bus stops, pocket parks, infill housing, and mixed-use redevelopment along the corridor.



CRAIG STREET

MAIN AVE

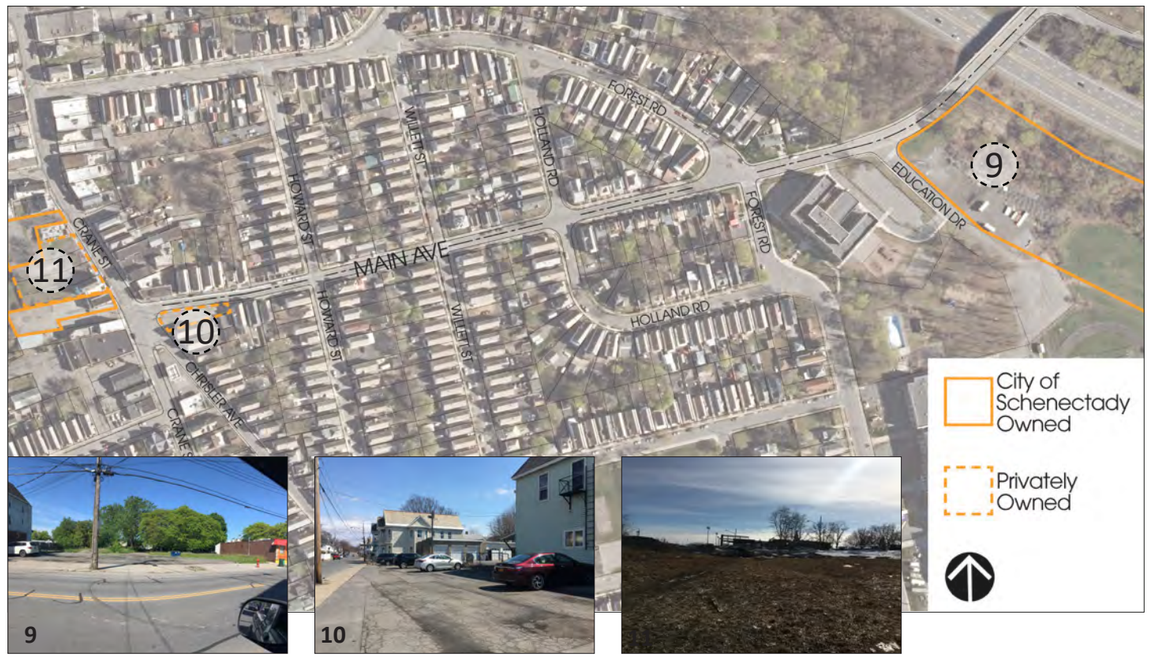


Figure A.3: Corridor Streetscape Gap Analysis

TRANSPORTATION INFRASTRUCTURE

The Craig-Main corridor connects the Hamilton Hill and Mont Pleasant neighborhoods with a .9 mile roadway that is separated by the NYS DOT bridge. Characteristics of the roadway vary on the Hamilton Hill and Mont Pleasant sides of the bridge.

Main Avenue, located in the Mont Pleasant neighborhood, is classified as a major collector and provides east-west travel between Crane Street/Chrisler Avenue and I-890. From Crane Street to Forest Road, Main Avenue is approximately 26 feet wide with an approximate nine-foot lane in each direction and an eight-foot wide parking lane on the north side of the street. The narrow travel lane widths result in some drivers, including passenger and transit buses, pausing to give way to on-coming traffic before proceeding. At Forest Road, Main Avenue widens as it approaches the bridge over I-890 and transitions into Craig Street. Craig Street, located in the Hamilton Hill neighborhood, is also classified as a major collector and provides north-south travel between I-890 and Albany Street. In general, Craig Street provides a single 12-foot wide travel lane in each direction with approximate eight-foot parking lanes on either side. Both Main Ave and Craig Street are lacking pavement markings and in general suffer from poor asphalt conditions.

Figure A.4 identifies the existing multi-modal infrastructure along Main Avenue and Craig Street. Sidewalks are present on both sides of Main Avenue and Craig Street for the entire length of the corridor. Sidewalks vary in width from four to five feet wide for most of the corridor, with the west side of Craig Street being the exception from Lincoln Avenue to Delamont Avenue and Stanley Street to Emmett Street where a wider 8 to 10-foot sidewalk is present. Some blocks provide a grass or paved maintenance strip, while the sidewalk is directly adjacent to the roadway in other areas. It is important to note that sidewalk condition varies throughout the corridor, with some segments in excellent condition and others in poor condition, including large sections that have been illegally paved over with asphalt. In many instances of new development, especially along Craig Street, new sidewalks have been paved as a part of the construction project. In some cases, street trees that have reached maturity, have caused heaving sidewalk conditions. Data based on windshield surveys conducted by the Capital District Transportation Committee (CDTC) indicates that the pavement on Main Avenue is in good condition (Rated 7) while the pavement condition on Craig Street is generally worse (Rated 5-6).

There are three signalized intersections on Craig Street that operate on pre-timed signal timing plans. There are no marked crosswalks across Craig Street at these intersections, although they may have been present previously, and crosswalks across the side streets are generally faded. There are no pedestrian indicators at these signals. There is a fourth signal at the Main Avenue/Crane Street/Chrisler Avenue intersection at the west end of the corridor. This signal operates under semi-actuated control with pedestrian indicators and marked crosswalks across the north and east legs. The Main Avenue/Willett Street and Main Avenue/Forest Road intersections operate under 4-way stop sign control. The Willett Street intersection has crosswalks marked across all four approaches while the Forest Road intersection provides crosswalks across the south and east legs of the intersection.

Figure A.4: Existing Multi-modal Infrastructure

Image: Main Ave looking east. Block of Main Ave and Crane Street.

Image: Craig Street looking north between Lincoln Ave and Delamont Ave

AUTOMOBILE TRAFFIC CHARACTERISTICS (SPEEDS, VOLUMES & OPERATIONS)

Automatic traffic recorders (ATR's) were installed at on Main Avenue and Craig Street for one full week in March 2019 to document traffic characteristics including daily traffic volumes, peak travel times, and travel speed information. Intersection turning movement counts were also conducted during March 2019 to facilitate the development of a traffic simulation model. The existing traffic data is summarized in the tables and charts below and to the right.

	Main Avenue	Craig Street
Volume		
AADT (vpd)	2,500	3,200
Peak Hour (vph)	270 (2:00 pm)	210 (2:00 pm)
Classification	4% Trucks/Buses	6% Trucks/Buses
Speed (mph)		
Average Eastbound (Northbound)	24.8	(25.6)
Westbound (Southbound)	21.6	(25.2)
85th Percentile Eastbound (Northbound)	30.1	(30.3)
Westbound (Southbound)	26.2	(30.6)

AADT = Average Annual Daily Traffic; (vpd = vehicles per day)
DHV = Design Hour Volume; (vph – vehicles per hour)

Figure A.5: Table: Traffic Volume and Speed Summary

The data shows that the average daily traffic volume on Main Avenue is approximately 2,500 vehicles per day while Craig Street carries approximately 3,200 vehicles per day. Peak travel times generally occur from 2:00 to 3:00 p.m. on a weekday with peak volumes representing approximately eight percent of the daily traffic volume. It is noted that this is generally earlier than the typical commuter peak period from 4:00 p.m. to 6:00 p.m., and is likely due to the number of schools in the area. Saturday and Sunday volumes are about 30% less than weekday volumes. The 85th percentile speeds are approximately 30-mph along Main Avenue and Craig Street. The 85th percentile speed is the speed at or below which 85 percent of motorists travel and is often used to establish posted speed limits. The data shows that the motorists are generally traveling at the posted speed limit of 30 mph.

Figures A.6 and A.7 show the directional traffic volumes for a typical weekday on Main Avenue and Craig Street respectively. The data shows that eastbound traffic on Main Avenue peaks during the morning as commuters are traveling towards the schools in the study area, and westbound traffic peaks during the afternoon. Relative to corridor level-of service, Main Avenue and Craig Street maintain high levels of service related to mid-block capacity thresholds that compare the number of travel lanes with the estimated amount of daily traffic. Mainline traffic conditions were evaluated using guidelines reported in CDTC's Congestion Management System for regional and corridor planning work. Mainline highway capacity deficiencies are identified by comparing mid-block traffic demand against estimated mid-block capacities. The segment capacity for a single lane of traffic is 1,000 vehicles per hour (vph). With that said, volumes on Main Avenue and Craig Street are well below this capacity threshold, therefore indicating that there is sufficient capacity for existing conditions.

Figure A.6: Hourly Traffic Variations(Typical Week) by Direction- Craig Street- North of Duane Ave

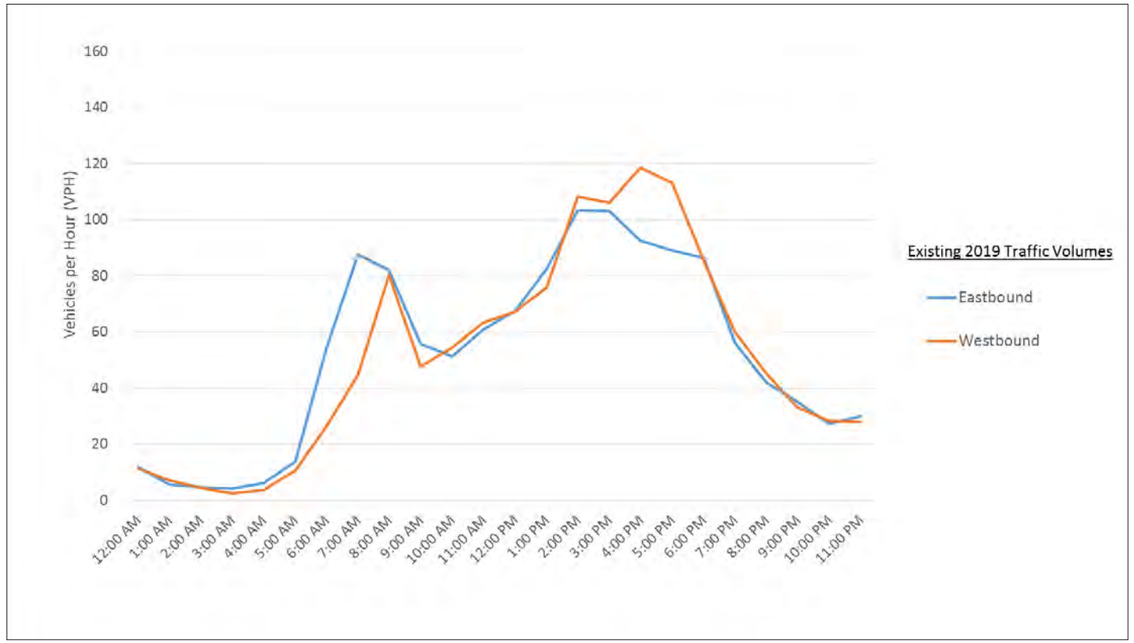


Figure A.7: Hourly Traffic Variations(Typical Week) by Direction- Main Avenue- East of Willett St

AUTOMOBILE TRAFFIC CHARACTERISTICS (SPEEDS, VOLUMES & OPERATIONS)

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 10 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 3.2 summarizes the existing LOS results in the study corridor.

Figure A.8 shows that traffic operations are good, with motorists experiencing overall average vehicle delays of approximately 10 seconds or less during peak times. All intersections operate at overall LOS B or better with individual approaches operating at LOS C or better during both peak hours.

Intersection		Control	2019 Existing	
			AM Peak Hour	PM Peak Hour
Main Ave/Crane St/Chrisler Ave		S		
Main Ave WB	LLR		B (16.0)	B (17.5)
Crane St NB	TRR		B (13.2)	B (15.6)
Crane St SB	LLT		A (3.6)	A (3.7)
Chrisler Ave NWB	LTR		B (10.8)	B (10.2)
Overall			A (9.2)	A (9.5)
Main Ave/Forest Rd		U		
Main Ave EB	LTR		A (8.7)	B (10.3)
Main Ave WB	LTR		A (9.3)	A (9.6)
Forest Rd NB	LTR		A (9.0)	A (9.2)
Forest Rd SB	LTR		A (8.8)	A (8.5)
Craig St/Wylie St/I-890 Ramp		U		
Wylie St WB	LTR		B (13.0)	B (13.3)
Craig St NB	LTR		A (9.0)	A (7.9)
Craig St SB	LTR		A (7.9)	A (7.9)
Craig St/Delamont Ave		S		
Delamont Ave EB	LTR		C (21.0)	C (20.6)
Delamont Ave WB	LTR		C (20.8)	B (19.9)
Craig St NB	LTR		A (5.8)	A (5.4)
Craig St SB	LTR		A (5.5)	A (0.3)
Overall			B (10.3)	A (6.9)
Craig St/Emmett St		S		
Emmett St EB	LR		B (17.2)	B (17.2)
Emmett St WB	LTR		B (18.4)	B (18.6)
Craig St NB	LT		A (0.3)	A (0.2)
Craig St SB	TR		A (6.6)	A (7.0)
Overall			A (5.3)	A (6.5)

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 A.8: Table: Level of Service Summary

Image: Main Avenue looking east at the Forest Road intersection

Figure A.9: Existing AM Peak Hour Traffic Volumes

Figure A.10: Existing PM Peak Hour Traffic Volumes

PEDESTRIAN TRAFFIC CHARACTERISTICS (SPEEDS, VOLUMES & OPERATIONS)

Pedestrian counts were conducted simultaneously with the March 2019 vehicle counts. Figure A.11 shows the number of pedestrian crossings within the study area. It should be noted that these counts only account for pedestrians crossing at the observed intersections and does not include mid-block crossings or pedestrians traveling around corners.

Intersection	AM Peak Hour			PM Peak Hour		
	Crossing Craig-Main	Crossing Side Street	Total	Crossing Craig-Main	Crossing Side Street	Total
Crane Street/ Chrisler Avenue	15	64	**79**	16	72	**88**
Forest Road	92	62	**154**	78	38	**116**
Wylie Street	7	83	**90**	0	70	**70**
Delamont Avenue	27	40	**67**	10	34	**44**
Emmett Street	19	55	**74**	9	47	**56**
Total	**160**	**304**	**464**	**113**	**261**	**374**

Figure A.11: Table: Craig-Main Corridor Pedestrian Crossing Summary

The data shows a total of 464 pedestrian crossings during the AM peak, and 374 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. It is important to note that this is the only study area intersection in which pedestrians crossing the mainline outweigh those crossing the side street, indicating that people likely walk along Craig-Main until they reach Forest Road to cross.

The pedestrian level of service in the corridor was estimated based on a multi-modal LOS model developed by the Transportation Research Board (TRB) as a component of the Transit Capacity and Quality of Service Manual (TCQSM). The model reflects pedestrian perceived safety and comfort with respect to motor vehicle traffic while traveling along a roadway and is useful for evaluating the quality of the pedestrian environment along the street. The model considers inputs such as sidewalk and buffer width, traffic speed and volume, and the presence of on-street parking or other vertical barriers between pedestrians and the travel way. There are a number of other factors that may influence a pedestrian's perception of the facility that are not accounted for in the TCQSM model. These include the number of driveway conflicts, pedestrian delay at intersections or mid-block crossings, the physical sidewalk condition (i.e. heaving or other deterioration), and the presence of ADA curb ramps at intersections.

Figure A.10 depicts the resulting segment pedestrian LOS ratings for Main Avenue and Craig Street, and shows that pedestrians generally experience LOS A/B while walking along the corridor, with higher levels of service experienced where a sidewalk buffer exists. However, as previously noted, sidewalk conditions in the corridor vary, and therefore pedestrians must negotiate areas where the sidewalk is heaved or crumbling. Additionally, during school dismissal periods, field observations indicate that the high pedestrian volume result in sidewalks being overcapacity resulting in pedestrians walking in the roadway.

Figure A.12 : Pedestrian Level of Service

Image: Narrow sidewalks with excessive drive aisles on bridge

Image: Undelineated parking lot. No clear sidewalk or sidewalk buffer

BICYCLE TRAFFIC CHARACTERISTICS (VOLUMES, OPERATIONS)

Figure A.13 shows the number of bicyclists observed at each intersection during the peak hour vehicle counts, with additional bicycle counts supplemented by CDTC. The data shows that bicycle activity is generally low on Main Avenue, with the majority of bicyclists in the Craig-Main corridor observed on Craig Street. This could be due to the narrow width of Main Avenue which may dissuade cyclists from riding in mixed traffic.

Intersection	AM Peak Hour		PM Peak Hour	
	Along Craig-Main	Along Side Street	Along Craig-Main	Along Side Street
Main Avenue/Crane Street/Chrisler Avenue	0	0	0	0
Main Avenue/Willett Street	0	0	0	0
Main Avenue/Forest Road	0	0	0	0
Main Avenue/Education Drive	7	1	3	1
Craig Street/ Wylie Street/I-890 Ramp	0	0	0	0
Craig Street/Duane Avenue	4	3	2	2
Craig Street/Delamont Avenue	1	1	1	0
Craig Street/Emmett Street	1	0	1	1
Total	13	5	7	4

Figure A.13: Table: Bicycle Activity Summary

The bicycle level of service (BLOS) in the corridor was estimated based on a model developed by Landis , and consistent with previous CDTC linkage study methodologies. The model reflects bicyclist's perceived safety and comfort with respect to motor vehicle traffic while traveling along a roadway and is useful for evaluating bicycling conditions in a shared roadway environment.

Various roadway characteristics such as travel lane and shoulder widths, motor vehicle speeds and volumes, including the amount of heavy vehicle traffic, and the condition of the pavement are used in the tested traveler-perception model to calculate a BLOS score. The resulting scores generally range from 0.5 to 6.5 and are broken down into ranges corresponding to LOS A to F, with F representing a roadway with the highest level of discomfort for cyclists.

Figure A.14 summarizes the resulting BLOS ratings for Main Avenue and Craig Street, and shows that bicyclists generally experience BLOS C/F while riding in the corridor. The analysis shows average BLOS in the middle of the corridor due to the wide roadway and low parking utilization, while the east and west ends of the corridor experience poorer BLOS due to the narrower roadway and higher parking utilization. Further, the pavement condition on Craig Street east of Strong Street factors into the poorer BLOS scores. It is noted that the model does not consider conflict points from intersecting driveways and roadways, or bus stops. Such locations may be considered difficult for bicyclists to negotiate and increase discomfort within the corridor.

Figure A.14: Bicycle Level of Service

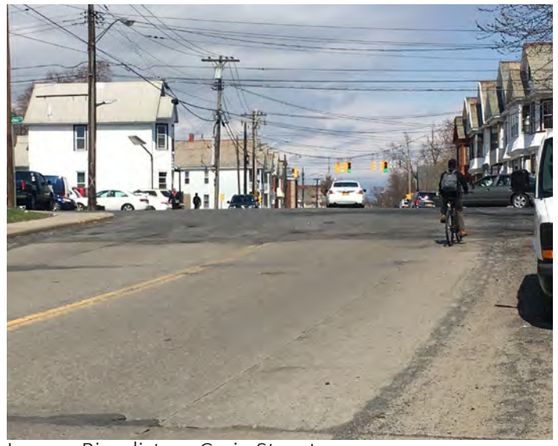


Image: Bicyclist on Craig Street

Image: Bicyclist on Craig Street

PUBLIC TRANSIT CHARACTERISTICS (ROUTES, RIDERSHIP)

The Capital District Transportation Authority (CDTA) provides transit service throughout Schenectady, Albany, Rensselaer, and Saratoga counties. CDTA Route 353 provides bus service between Scotia and Rotterdam and operates along the Craig-Main corridor. Route 353 is classified as a neighborhood route and operates seven days per a week with service from 5:00 a.m. to 11:00 p.m. on weekdays and 9:00 a.m. to 8:00 p.m. on weekends. Buses are scheduled to arrive every half hour on weekdays and 45 minutes on weekends.

Within the approximate 1 mile long study area, there are 12 un-sheltered bus stops. Figure A.15 illustrates the existing routing and bus stop locations.

Based on data provided by CDTA, the bus stop located at Main Avenue/Crane Street/Chrisler Avenue has the highest ridership within the Craig-Main corridor, followed by the Craig Street/Emmett Street stop. It is noted that the majority of boardings in the corridor occur in the eastbound direction and the majority of alightings occur in the westbound direction, indicating that passengers are likely traveling to and from downtown Schenectady.

Figure A.15: Existing Transit Service and Ridership

Image: CDTA bus along Craig Street

CRASH DATA

Crash data was provided by CDTC for the most recent five years of available data (December 1, 2013 to November 30, 2018), for the approximate one mile Craig-Main corridor from Crane Street to Albany Street. The source data was a spreadsheet summarizing crash data from the NYS DOT Accident Location Information System (ALIS). In total, 164 crashes occurred within the corridor over the five year period. Tables 3.5 through 3.6 summarize the crash analysis.

Type	Crashes
Vehicle	156
Pedestrian	6
Bicycle	2
Total	164

Figure A.16 : Table: Summary of Crashes (December 1,2013-November 30,2018)

Intersection or *Segment*	Collision Severity				Collision Type								Total
	Non-Reportable	Property Damage	Injury	Fatality	Right Angle	Rear End	Overtaking	Right Turn	Left Turn	Head On	Other	Unknown	
Main Ave/Crane St/Chrisler Ave	18	10	7	0	9	9	6	2	0	1	6	2	**35**
Main Ave between Crane St and Howard St	2	3	0	0	1	0	3	0	0	0	1	0	**5**
Main Ave/Howard St	8	6	3	0	10	1	2	0	2	0	2	0	**17**
Main Ave between Howard St and Willett St	0	1	0	0	0	0	0	0	0	0	1	0	**1**
Main Ave/Willett St	1	3	1	0	2	1	2	0	0	0	0	0	**5**
Main Ave between Willet St and Holland Rd	2	0	0	0	0	0	1	0	0	0	1	0	**2**
Main Ave/Holland Rd	3	2	1	0	1	2	2	1	0	0	0	0	**6**
Main Ave between Holland Rd and Forest Rd	3	1	0	0	1	0	1	0	0	0	1	1	**4**
Main Ave/Forest Rd	7	3	1	0	1	2	4	2	0	0	2	0	**11**
Main Ave between Forest Rd and Education Dr	2	1	0	0	0	0	2	1	0	0	0	0	**3**
Main Ave/Education Dr	1	0	0	0	0	1	0	0	0	0	0	0	**1**
Main Ave between Education Dr and Wylie St	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Craig St/Wylie St	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Craig St between Wylie St and Strong St	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Craig St/Strong St	1	4	3	0	4	0	3	1	0	0	0	0	**8**
Craig St between Strong St and Duane Ave	0	2	0	0	1	0	1	0	0	0	0	0	**2**
Craig St/Duane Ave	0	8	0	0	2	1	2	0	1	0	1	1	**8**
Craig St between Duane Ave and Lincoln Ave	1	1	0	0	0	1	1	0	0	0	0	0	**2**
Craig St/Lincoln Ave	2	0	3	0	2	0	1	0	1	0	1	0	**5**
Craig St between Lincoln Ave and Delamont Ave	0	1	0	0	0	1	0	0	0	0	0	0	**1**
Craig St/Delamont Ave	4	3	3	0	3	4	0	2	0	0	1	0	**10**
Craig St between Delamont Ave and Stanley St	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Craig St/Stanley St	3	1	2	0	1	0	1	0	1	0	3	0	**6**
Craig St between Stanley St and Emmett St	0	1	0	0	0	0	0	0	0	0	1	0	**1**
Craig St/Emmett St	6	3	2	0	3	3	2	1	1	0	1	0	**11**
Craig St between Emmett St and Albany St	2	0	0	0	1	0	0	0	0	0	1	0	**2**
Craig St/Albany St	8	9	1	0	1	9	4	1	0	0	2	1	**18**
Craig-Main Corridor Total	**74**	**63**	**27**	**0**	**43**	**35**	**38**	**11**	**6**	**1**	**25**	**5**	**164**

Figure A.17: Table: Summary of Available Crash Data (December 1, 2013-November 30, 2018)

CRASH DATA

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

- The majority (85%) of all crashes that occurred on Craig Street and Main Avenue took place at intersections. The Main Avenue/Crane Street/Chrisler Avenue intersection accounts for approximately 20% of all crashes that occurred in the study area.

- The most prevalent type of crash at Crane Street/Chrisler Avenue was right angle, followed by rear-end, and overtaking/sideswipe. A similar pattern can be seen at the other study area intersections.

- There is a pattern of right angle crashes at the Main Avenue/Howard Street intersection. This could be a result of limited sight distance and on-street parking. Contributing factors coded at this intersection include failure to yield right of way, traffic control devices disregarded, view obstructed/limited, passing too closely, and driver inattention, among others.

- There is a pattern of rear end crashes at the Craig Street/Albany Street intersection. Signalized intersections tend to have higher patterns of rear-end crashes. Following too closely and driver inattention were commonly coded as contributing factors at this intersection.

- Sixty-five percent (15 crashes) of segment crashes occurred on Main Street between Crane Street/ Chrisler Avenue and Education Drive. Of the 15 crashes, 45% were of an overtaking/sideswipe type. This may have been due to the narrower pavement width and presence of on-street parking.

- There were five pedestrian related crashes that occurred at intersections and one pedestrian related crash that occurred mid-block. The mid-block pedestrian crash occurred between Emmett Street and Albany Street. Three of the five intersection pedestrian crashes occurred at the Main Avenue/Crane Street/Chrisler Avenue intersection, one occurred at Albany Street, and the remaining one occurred at Stanley Street. Three of the six pedestrian crashes involved injury and two were coded as non-reportable.

- There were two bicycle related crashes that occurred in the study area. One occurred at the Stanley Street intersection and resulted in injury. The remaining crash occurred at the Albany Street intersection and was coded as non-reportable.

The crashes and patterns experienced in the corridor will be considered as improvements in the study area are identified. Figure A.18 shows the location of crashes throughout the corridor.

Figure A.18: Study Area Crashes (2013-2018)

Image: 2 car collision on Hamilton Hill
Image Credit: The Daily Gazette

PARKING

On-street parking is generally provided on one side of Main Avenue and both from Crane Street/Chrisler Avenue to Forest Road. Continuing east, parking is provided on both sides of Craig Street, although alternate side parking restrictions are in effect from 1:00 a.m. to 6:00 a.m. every day of the week. There are approximately 230 on-street parking spaces within the study area as illustrated in Figure A.19 which shows the existing parking inventory in the study area.

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 Figures A.30 and A.21. The data shows that on average, 15% to 20% of the available on-street parking spaces in the 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. Blocks where residences face the street, or where amenities are present (Electric City Barn, Hillside View Apartments) appear to correlate with increased parking utilization.

Figure A.19: Existing Parking Inventory

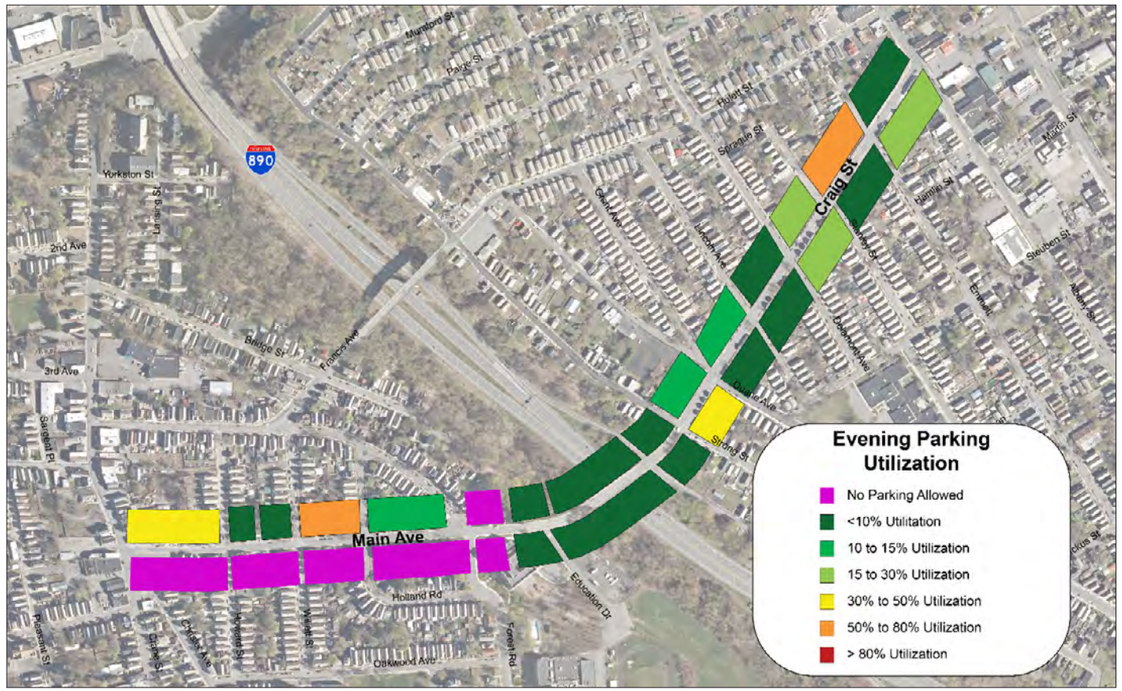


Figure A.20: Evening Parking Utilization

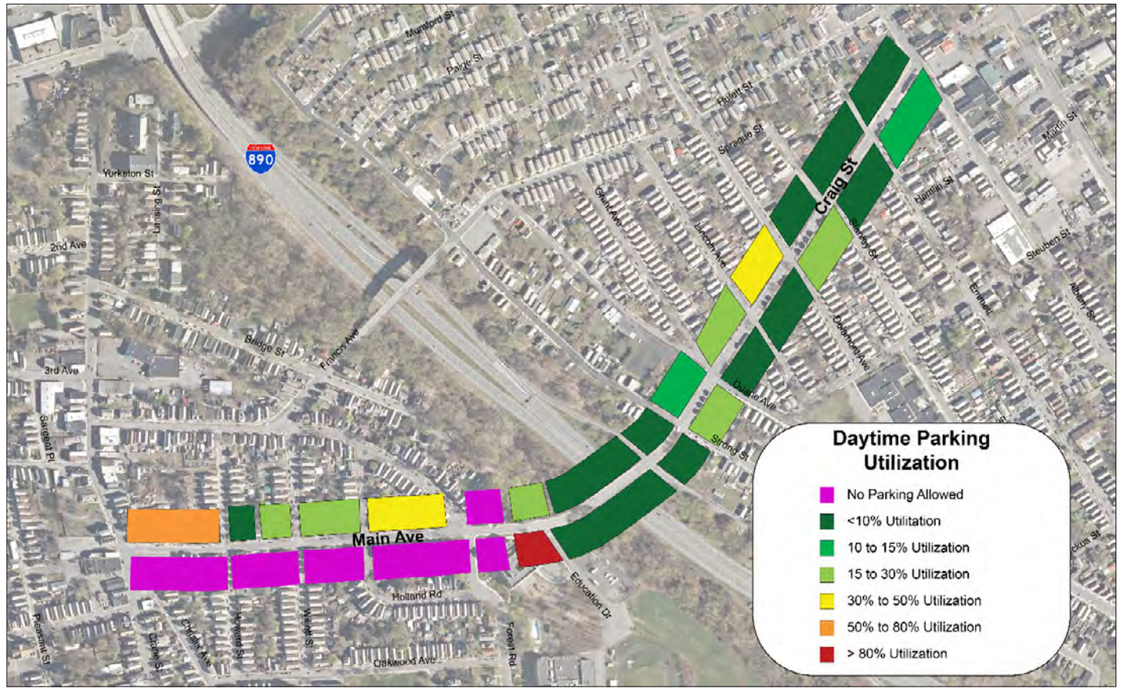


Figure A.21: Daytime Parking Utilization

EXISTING STREETSCAPE CONDITION PHOTO INVENTORY

The conditions of the sidewalks along the Craig-Main corridor vary from poor to fair, with some areas of newly built sidewalks, primarily where new development has been implemented (Electric City Barn, Hillside View Apartments). The City of Schenectady made improvements to many of the sidewalks at intersections to accommodate handicap transitions with detectable warning tiles. Although some improvements have been made, the sidewalk system remains largely broken, unsafe, and not to City code.

The pedestrian level of service in the corridor outlined in the Pedestrian Traffic Characteristic section of the Existing Conditions was estimated based on a multi-modal LOS model developed by the Transportation Research Board (TRB) as a component of the Transit Capacity and Quality of Service Manual (TCQSM). The model reflects pedestrian perceived safety and comfort with respect to motor vehicle traffic while traveling along a roadway and is useful for evaluating the quality of the pedestrian environment along the street. The model considers inputs such as sidewalk and buffer width, traffic speed and volume, and the presence of on-street parking or other vertical barriers between pedestrians and the travel way. However, there are a number of other factors that may influence a pedestrian's perception of the facility that are not accounted for in the TCQSM model. These include the number of driveway conflicts, pedestrian delay at intersections or mid-block crossings, the physical sidewalk condition (i.e. heaving or other deterioration), and the presence of ADA curb ramps at intersections.

The photo survey within these next pages is intended to take sidewalk and road conditions, and empty or vacant parcels into account as important factors contributing to the level of walkability within the Craig-Main Connection.

Characteristic Definitions:

Road Width: Measurement from face-of-curb to face-of-curb includes area of drive aisles and on-street parking
Width from Back of Sidewalks: Measurement from back of sidewalk to back of sidewalk. Includes sidewalk, buffer zone, curb, and road
Sidewalk Condition: Appearance, physical integrity, and material of pedestrian zone
Curb Condition: Material, appearance, physical integrity, and reveal of curb
Buffer Zone: Material (landscape, asphalt, concrete, pavers, none, etc.)
Opportunity Parcels: Parcel with no function or purpose that contributes to the deterioration of the walking experience
Driveway Transitions: Existence of driveway transitions in the sidewalk that may disrupt the walking/ biking experience and safety
Utility Poles: The existence of utility poles
Trees: The existence of street trees (Large tree, Small Tree)
Notes: Any additional notes

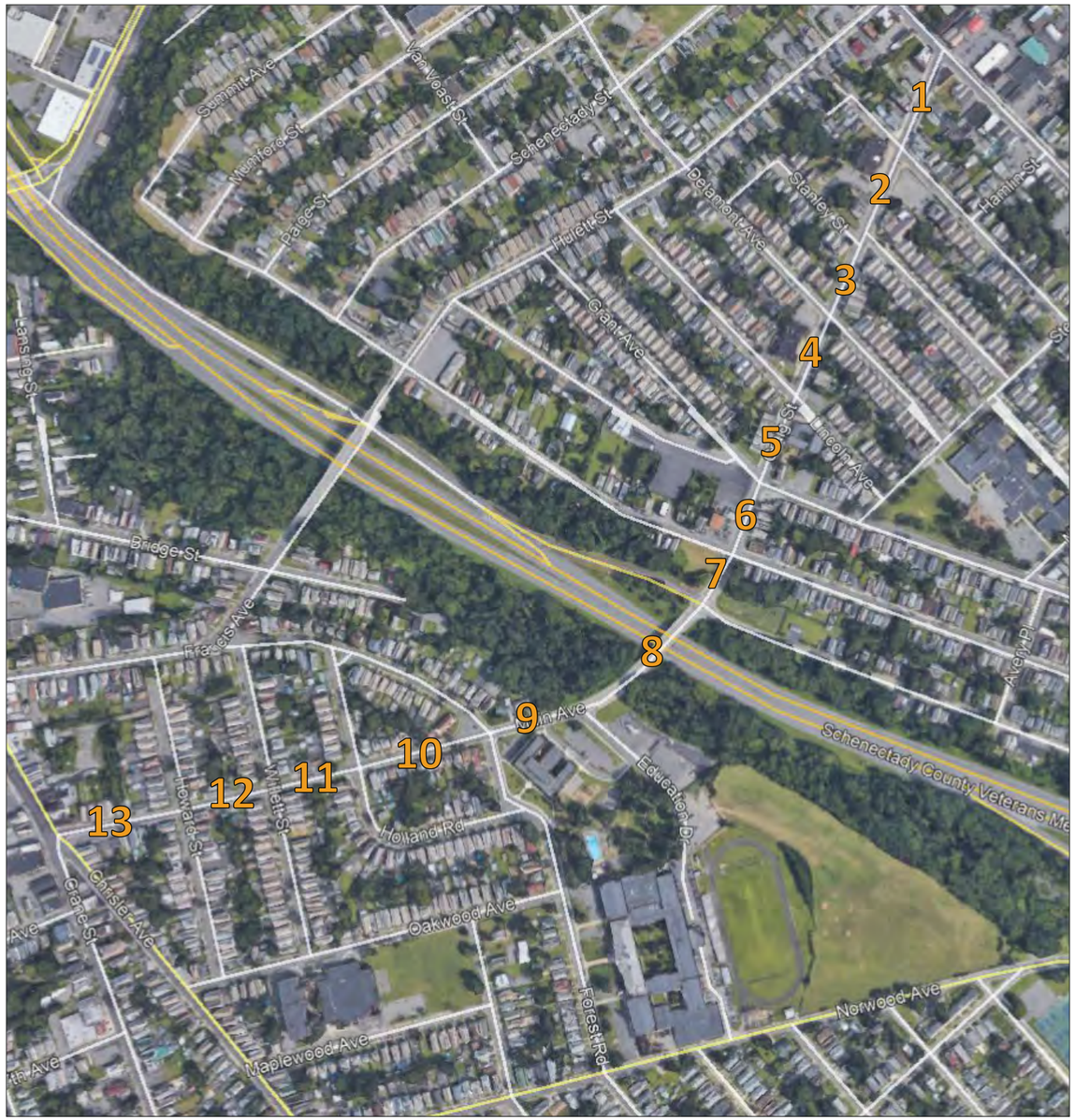
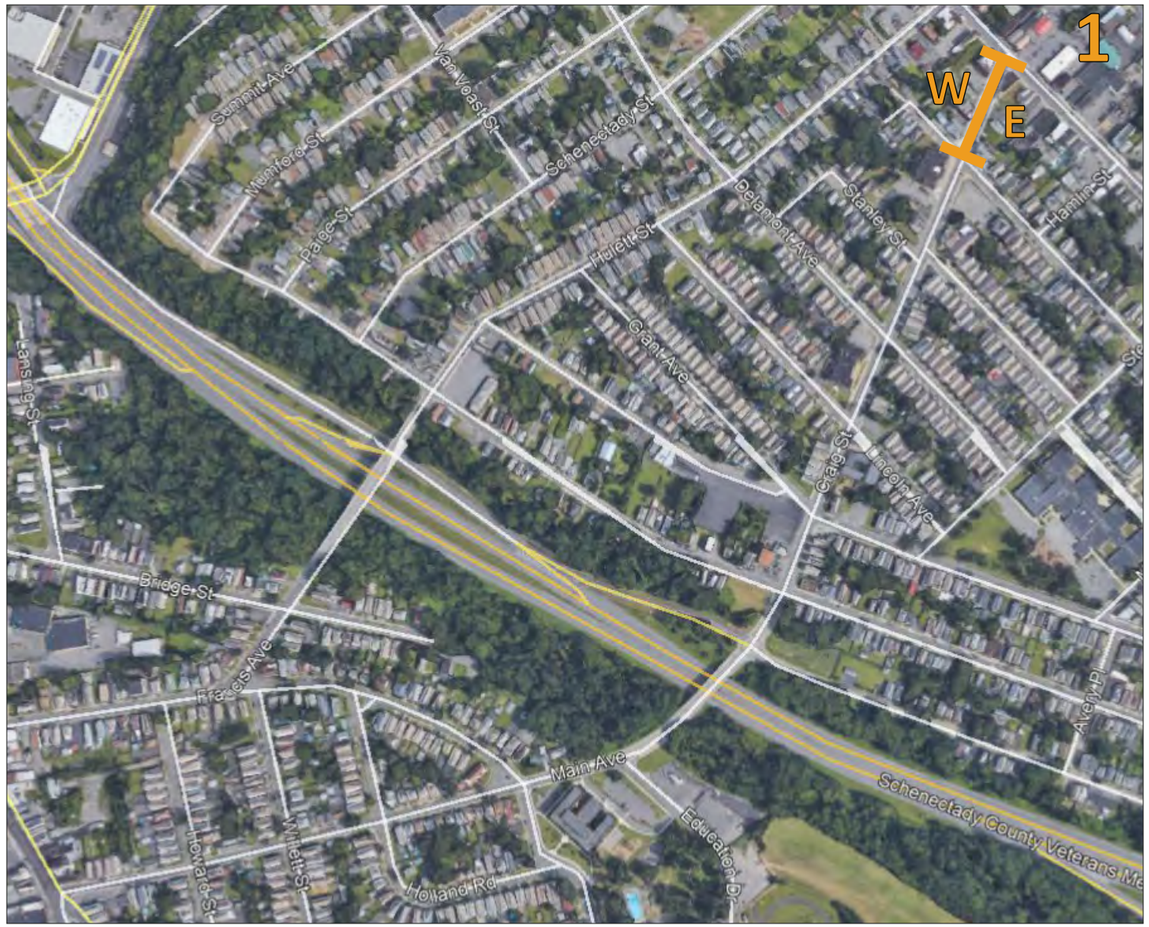


Figure A.22: Existing Craig Street and Main Avenue Streetscape Condition Photo Inventory Corridor Blocks

Craig Street Block 1: Albany St - Emmett St

East Side Facing South:

West Side Facing North:



Road Width: 35’- 35’4”

Width from Back of Sidewalks: 52’- 53’

Characteristics (EAST):

Sidewalk Condition: Good

Curb Condition: Granite / Good

Buffer Zone: None

Opportunity Parcels: Private future development at Albany St

Driveway Transitions: 4

Utility Poles: 5

Trees: 1 Stump (12’)

Notes: Future development at Albany St

Characteristics (WEST):

Sidewalk Condition: Good

Curb Condition: Granite / Good

Buffer Zone: None

Opportunity Parcels: Private future development at Albany St

Driveway Transitions: 4

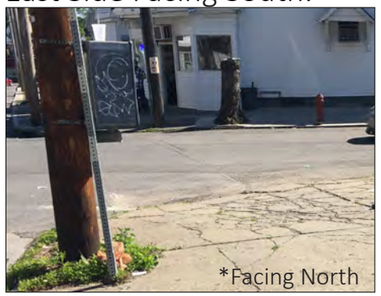
Utility Poles: None

Trees: None

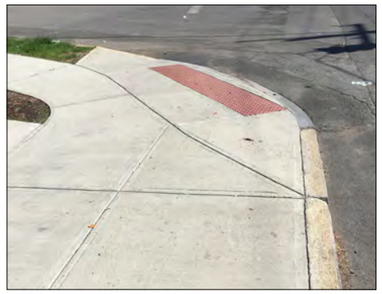
Notes: Future development at Albany St

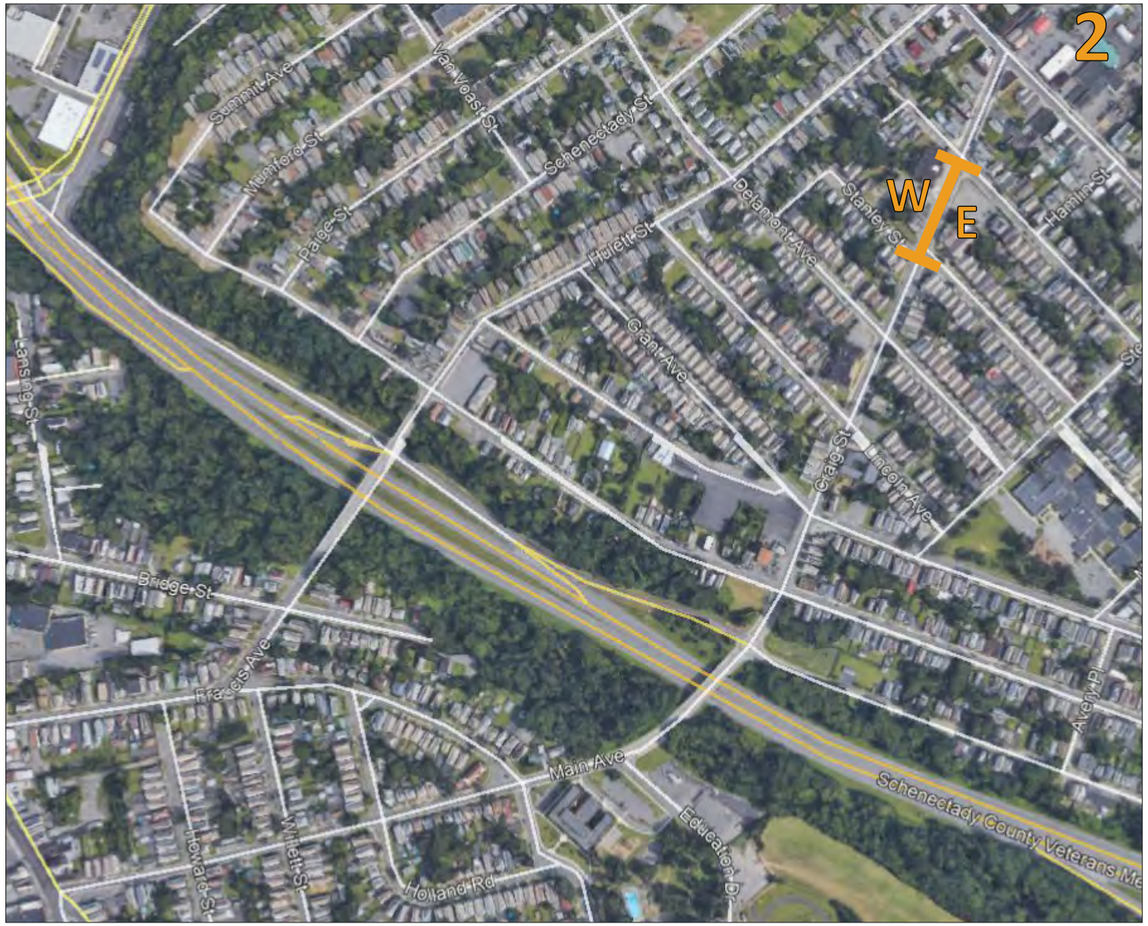
Craig Street Block 2: Emmett St - Stanley St

East Side Facing South:



West Side Facing North:





Road Width: 37’- 39’

Width from Back of Sidewalks: 57’- 58’

Characteristics (EAST):

Sidewalk Condition: Poor

Curb Condition: Concrete / Poor

Buffer Zone: None

Opportunity Parcels: Private parking lot at corner of Emmett and Craig

Driveway Transitions: 1

Utility Poles: 4

Trees: None

Notes: Updated intersection sidewalk needed on north end (Emmett St)

Characteristics (WEST):

Sidewalk Condition: Great

Curb Condition: Granite / Great

Buffer Zone: Narrow grass buffer (>2’) in some areas, none in others

Opportunity Parcels: None

Driveway Transitions: 3

Utility Poles: None

Trees: None

Notes: Updated intersection sidewalk

Craig Street Block 3: Stanley St - Delamont Ave

East Side Facing South:

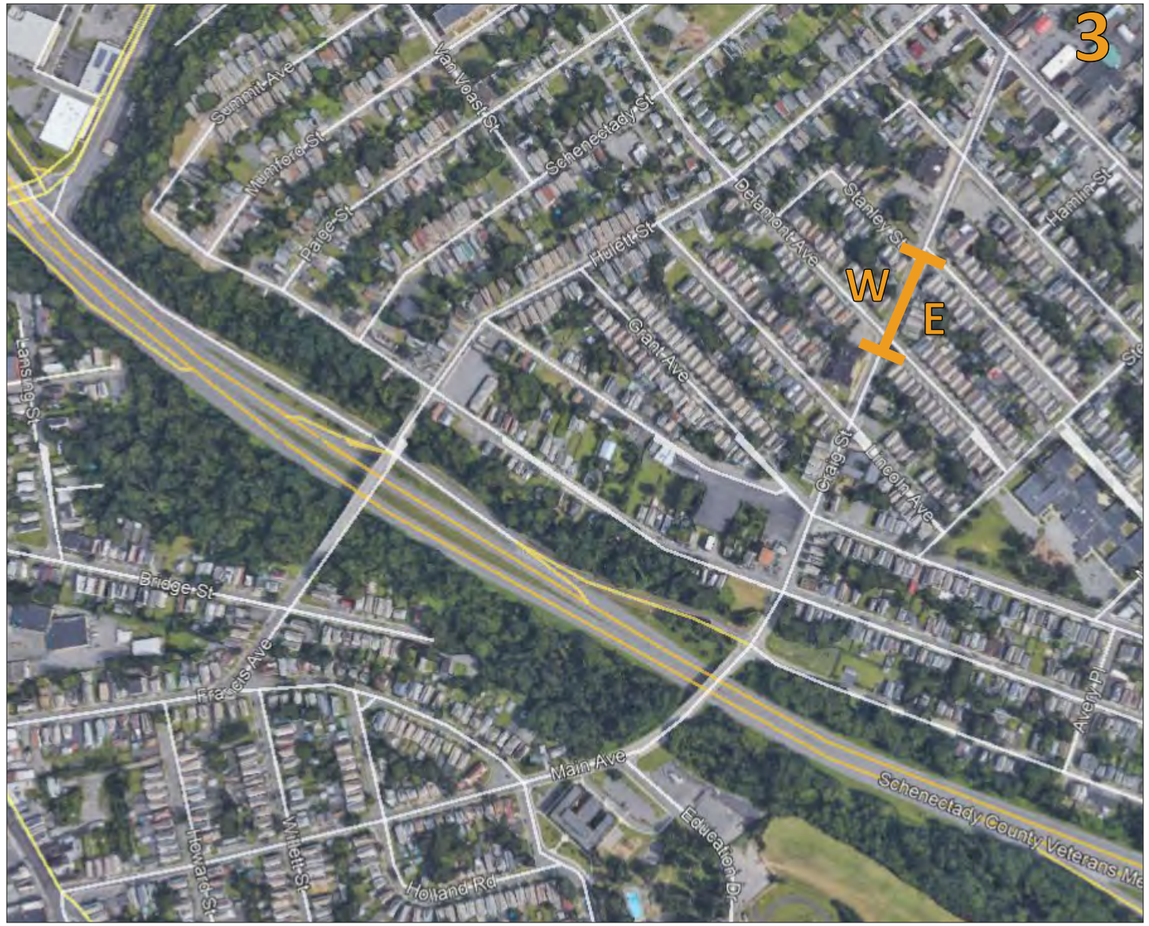





West Side Facing North:





Road Width: 39’6”- 40’6”
Width from Back of Sidewalks: 59’4”- 60’9”

Characteristics (EAST):

Sidewalk Condition: Poor
Curb Condition: Poor
Buffer Zone: Paved, overgrown, grass buffer zone (2’-4’)
Opportunity Parcels: None
Driveway Transitions: 1
Utility Poles: 1
Trees: 0
Notes: Updated intersection sidewalk needed on South end (Stanley)

Characteristics (WEST):

Sidewalk Condition: Poor, fair along last parcel (Delamont Ave)
Curb Condition: Poor
Buffer Zone: Small grass buffer (2’-4’)
Opportunity Parcels: Private corner lot at Stanley (TCB Own)
Driveway Transitions: 0
Utility Poles: 4
Trees: 2 Small

Craig Street Block 4: Delamont Ave - Lincoln Ave

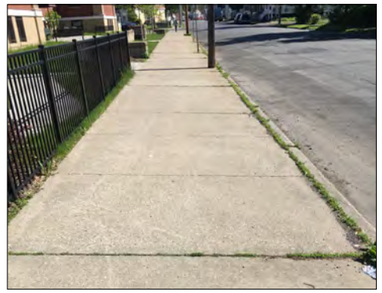
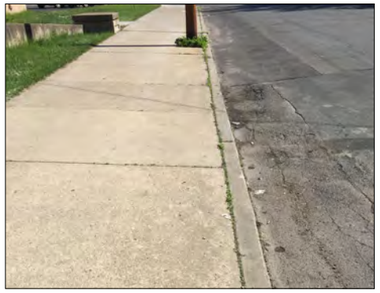
East Side Facing South:

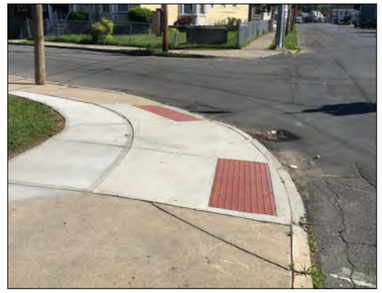


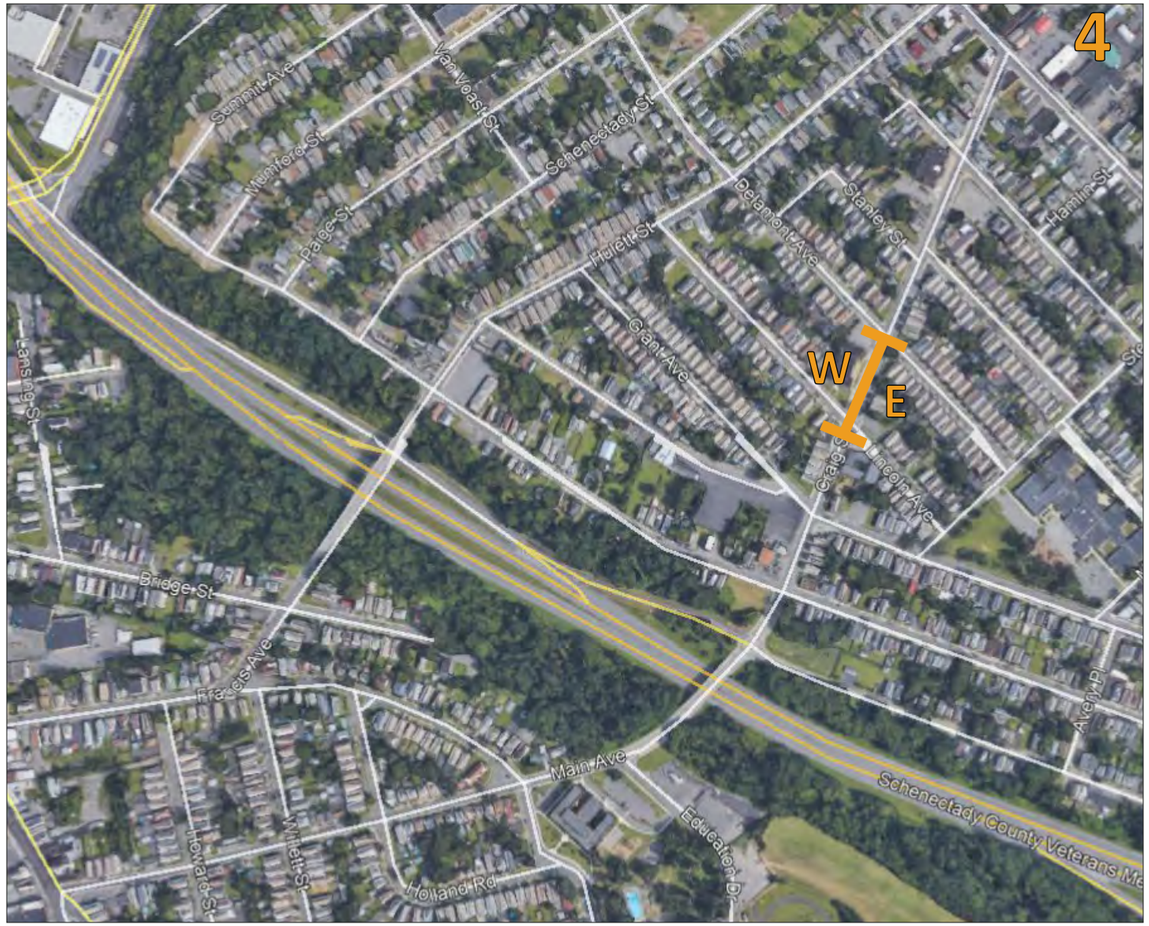



West Side Facing North:







Road Width: 40.5’- 42.5’

Width from Back of Sidewalks: 61’4”- 63’3”

Characteristics (EAST):

Sidewalk Condition: Fair-Poor

Curb Condition: Poor

Buffer Zone: poor small grass strip, paved (2’-4’)

Opportunity Parcels: City owned corner of Lincoln Ave

Driveway Transitions: 4

Utility Poles: None

Trees: 2 Small

Notes: Updated intersection sidewalk needed on both ends

Characteristics (WEST):

Sidewalk Condition: Good

Curb Condition: Concrete / Fair-Poor (little-to-no reveal)

Buffer Zone: Paved

Opportunity Parcels: None

Driveway Transitions: None

Utility Poles: 2

Trees: None

Notes: Updated intersection sidewalk needed on north end (Delamont Ave)

Craig Street Block 5: Lincoln Ave - Duane Ave

East Side Facing South:

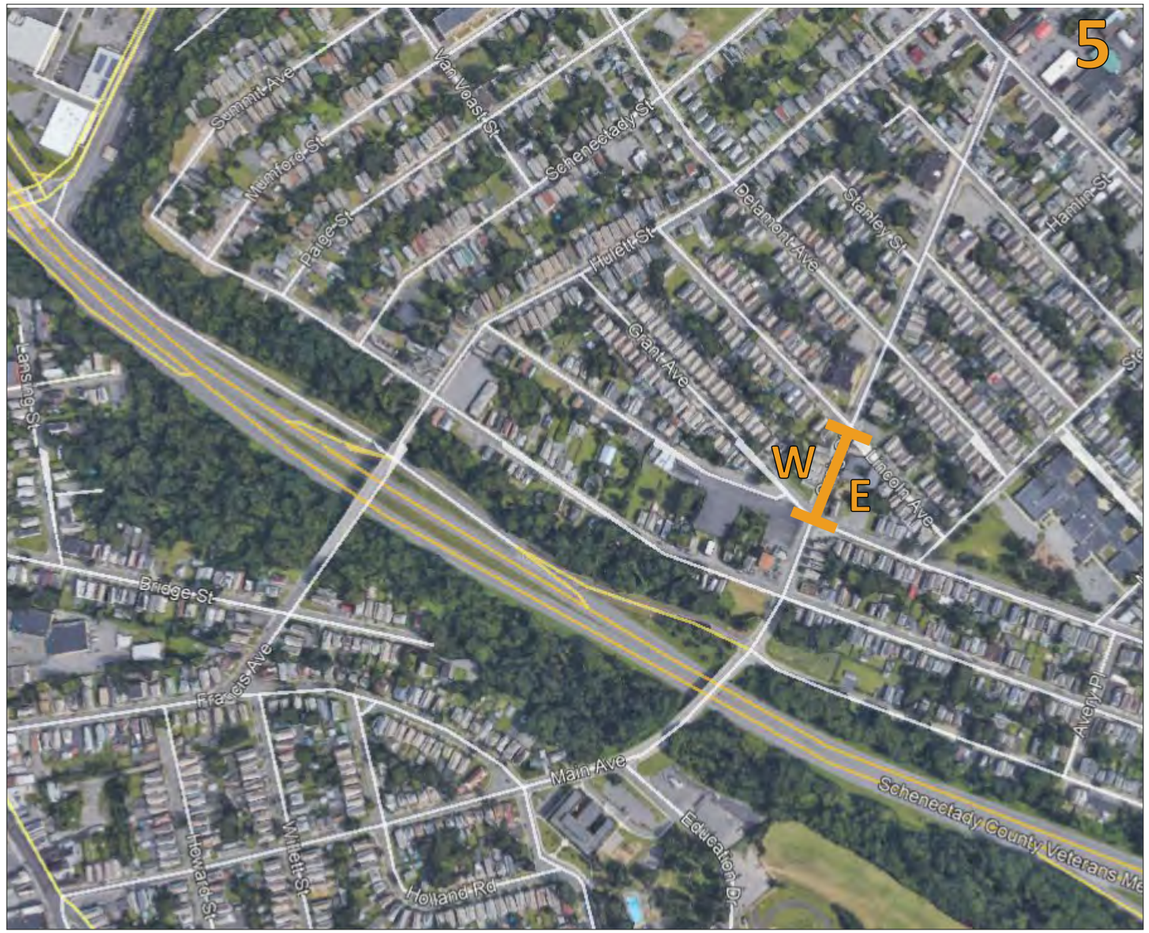





West Side Facing North:





Road Width: 42’5”- 44’6”
Width from Back of Sidewalks: 62’9”- 63’4”

Characteristics (EAST):

Sidewalk Condition: Fair, very poor in certain areas
Curb Condition: Poor
Buffer Zone: Poor grass strip/ paved
Opportunity Parcels: None
Driveway Transitions: None
Utility Poles: None
Trees: None
Notes: Carver Center
Updated intersection sidewalk needed on north end (Lincoln Ave)

Characteristics (WEST):

Sidewalk Condition: Fair-Good
Curb Condition: Poor-Good
Buffer Zone: Fair grass strip/ paved
Opportunity Parcels: None
Driveway Transitions: 4 (4 bay garage)
Utility Poles: 2
Trees: None
Notes: Unusual elevated sidewalk with railing
Updated intersection sidewalk needed on both ends

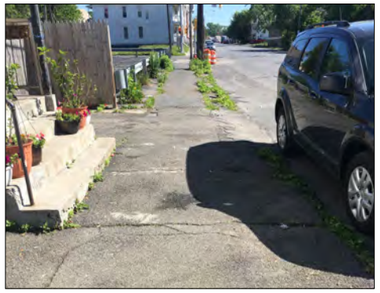
Craig Street Block 6: Duane Ave - Strong St

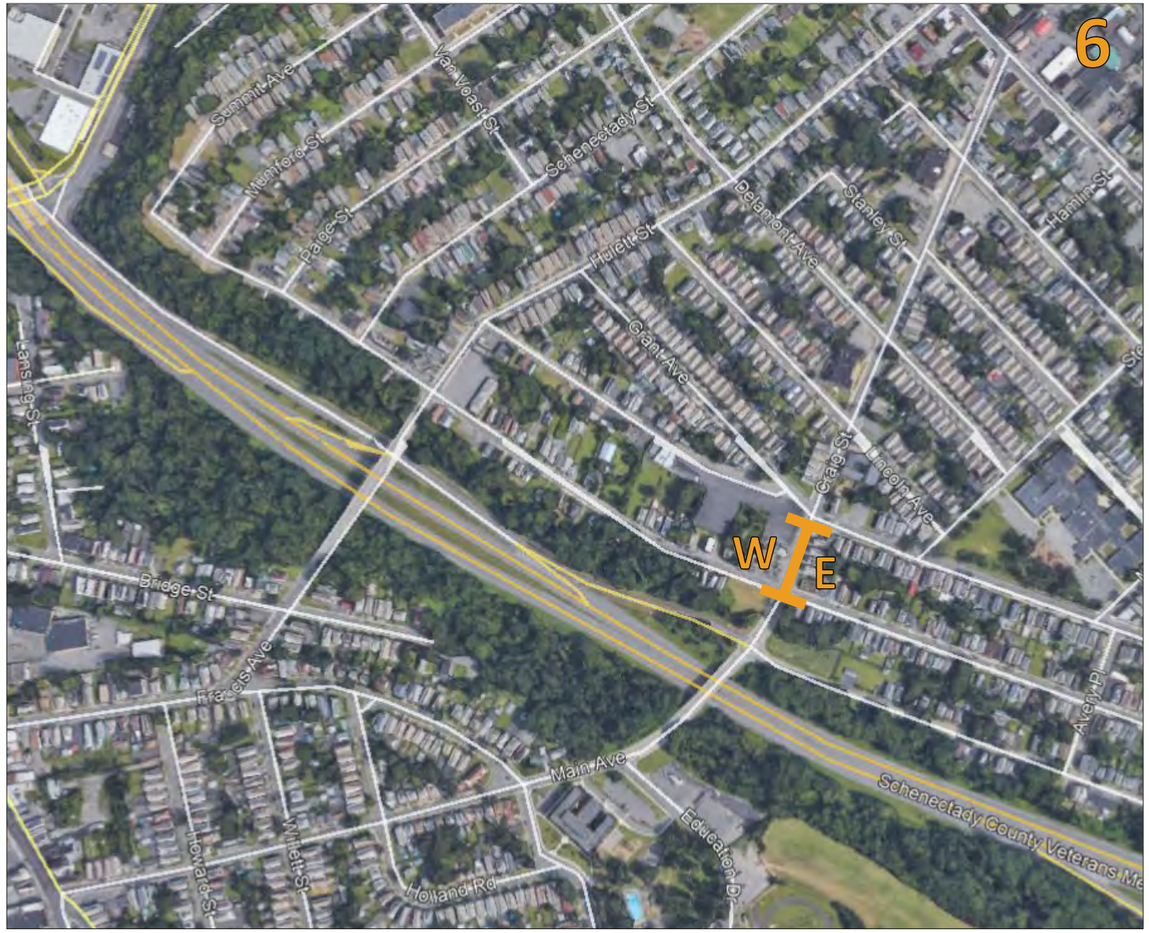
East Side Facing South:




West Side Facing North:





Road Width: 44’6”- 45’6”
Width from Back of Sidewalks: 62’11”- 63’3”

Characteristics (EAST):

Sidewalk Condition: Fair
Curb Condition: Poor
Buffer Zone: None
Opportunity Parcels: None
Driveway Transitions: 4
Utility Poles: None
Trees: None
Notes: 4 houses front block
Updated intersection sidewalk. South end needs new detectable warning plates

Characteristics (WEST):

Sidewalk Condition: Fair-Poor / Asphalt & Concrete
Curb Condition: Poor
Buffer Zone: None
Opportunity Parcels: Large private parking lot corner of Duane Ave
Driveway Transitions: 1 (Parking obstructing Sidewalk)
Utility Poles: 5
Trees: None
Notes: Illegal and unsafe parking condition at corner of Strong St. 1 house and 1 auto body shop front block. Updated intersection sidewalk Intersection sidewalk on north end gets washed out by parking lot runoff

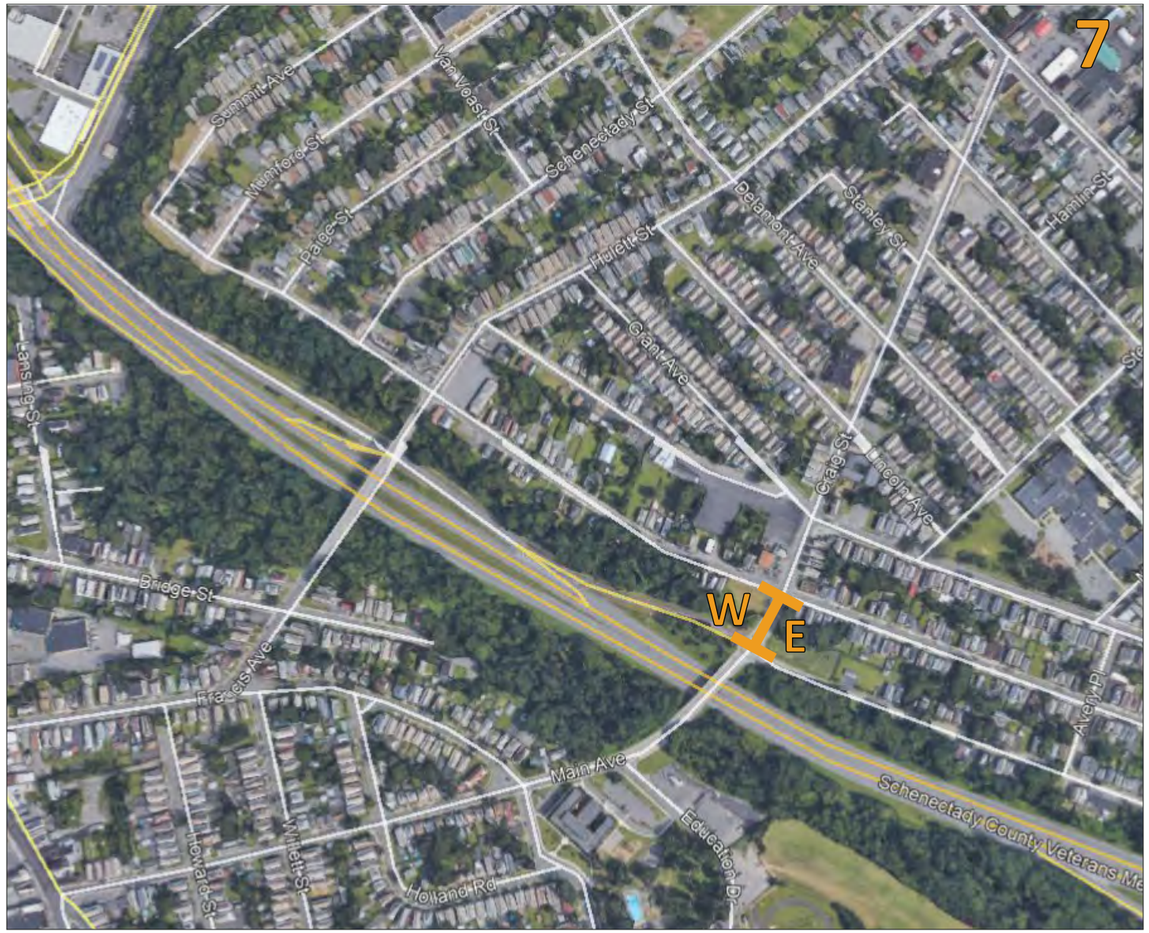
Craig Street Block 7: Strong St - Wyllie St

East Side Facing South:



West Side Facing North:





Road Width: 40’6”- 41’6”
Width from Back of Sidewalks: 56’5”- 61’6”

Characteristics (EAST):

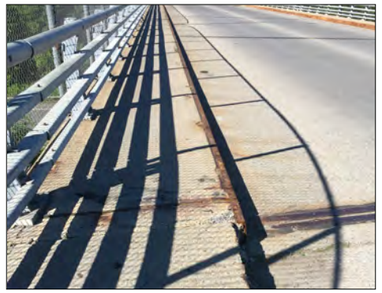
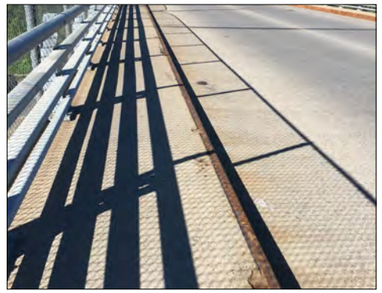
Sidewalk Condition: Fair-Good Concrete
Curb Condition: Fair/Good Concrete
Buffer Zone: None
Opportunity Parcels: None
Driveway Transitions: None
Utility Poles: 1
Trees: None
Notes: Community Garden
Needs updated intersection sidewalk on South end (Wyllie St)

Characteristics (WEST):

Sidewalk Condition: Fair-Good Concrete
Curb Condition: Fair/Good Concrete
Buffer Zone: None
Opportunity Parcels: City owned lot at Strong
Driveway Transitions: None
Utility Poles: 1
Trees: None
Notes: Needs updated intersection sidewalk on South end (890 ramp)

Craig/Main/Bridge Street Block 8: Wyllie - Education Dr. (Bridge)

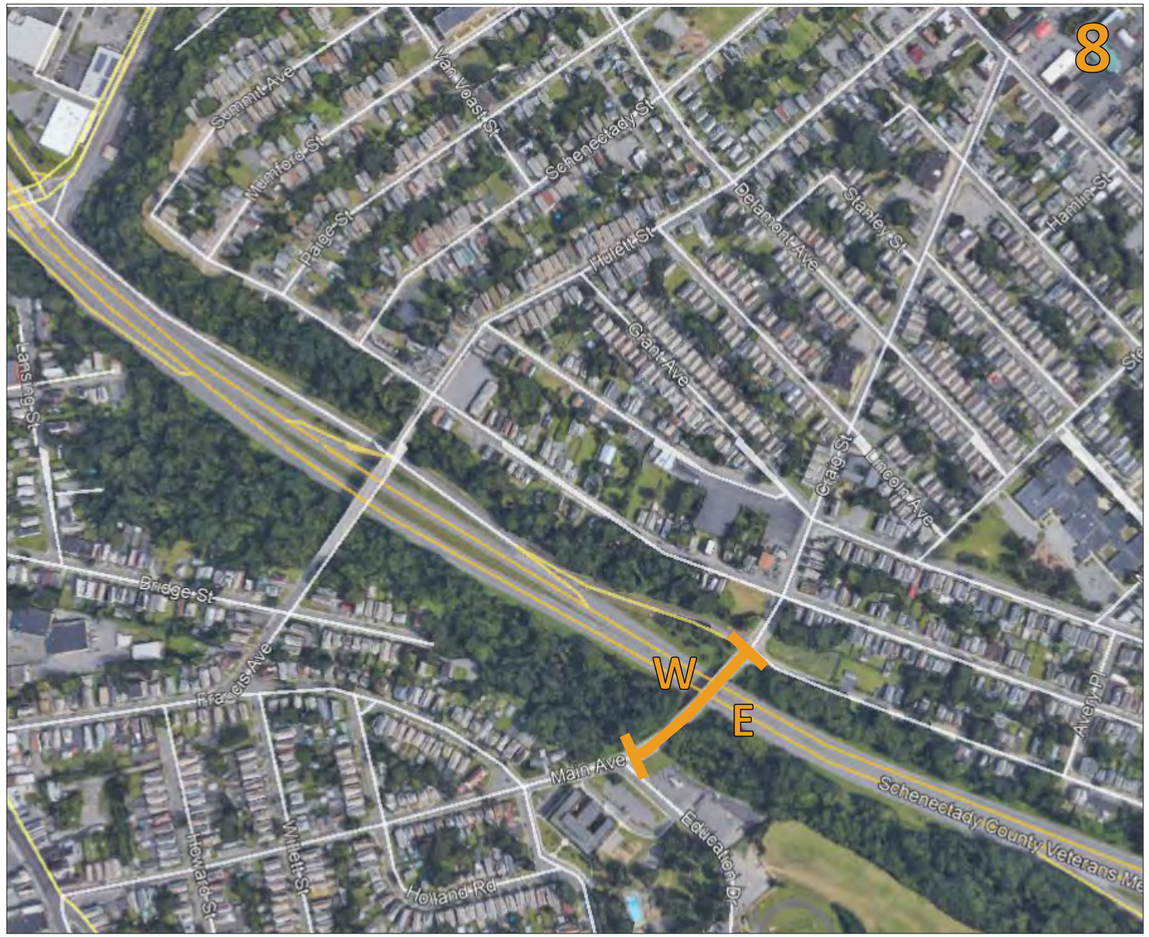
East side facing South:


West side facing North:





Road Width: 41’- 41’6”
Width from Back of Sidewalks: 50’9”- 53’3”

Characteristics (EAST):

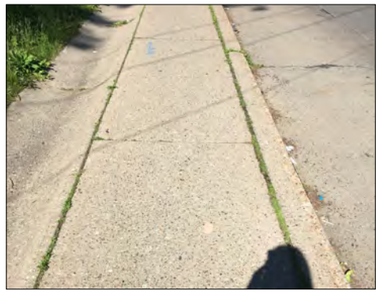
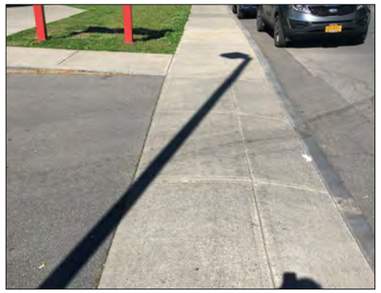
Sidewalk Condition: Fair
Curb Condition: Fair-Good concrete and metal
Buffer Zone: None
Opportunity Parcels: None
Driveway Transitions: None
Utility Poles: None
Trees: None
Notes: Sidewalk zone very narrow, drive aisles excessive
Needs updated intersection sidewalk on both ends

Characteristics (WEST):

Sidewalk Condition: Fair
Curb Condition: Fair-Good concrete and metal
Buffer Zone: None
Opportunity Parcels: None
Driveway Transitions: None
Utility Poles: None
Trees: None
Notes: Sidewalk zone very narrow, drive aisles excessive
Needs updated intersection sidewalk on both ends

Craig Street Block 9: Education Dr - Forest Rd

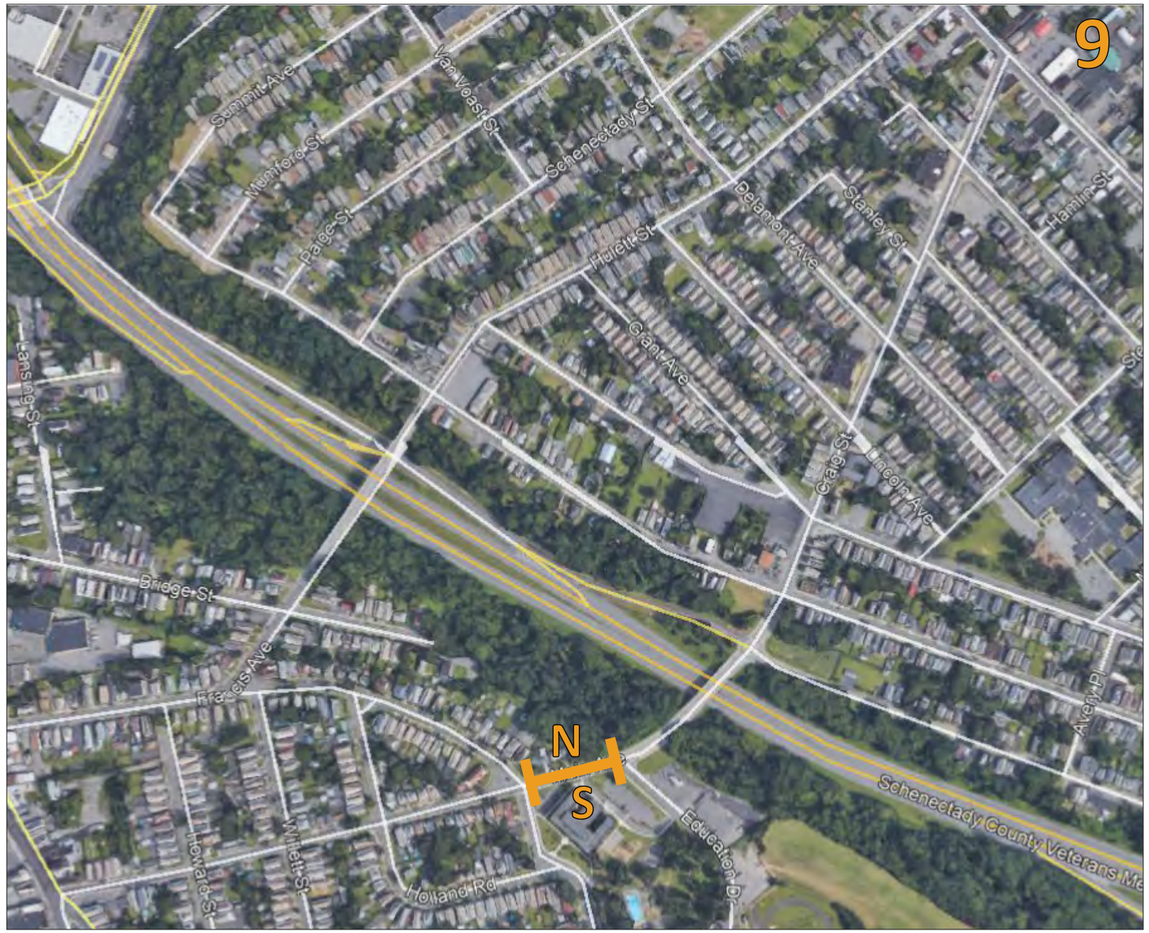
South Side Facing West

North Side Facing East:





Road Width: 33’6”- 45’6”
Width from Back of Sidewalks: 42’7”- 57’5”

Characteristics (SOUTH):

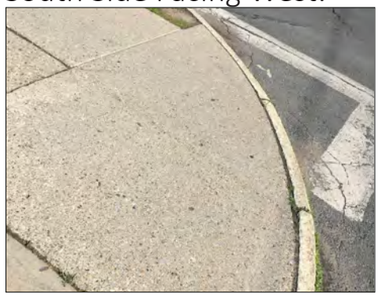
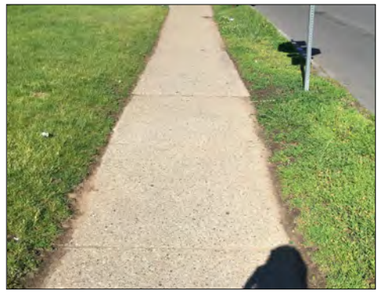
Sidewalk Condition: Fair-Good
Curb Condition: Poor concrete
Buffer Zone: None
Opportunity Parcels: None
Driveway Transitions: 2
Utility Poles: 2
Trees: None
Notes: Pleasant Valley School
Needs updated intersection sidewalk at Education Drive

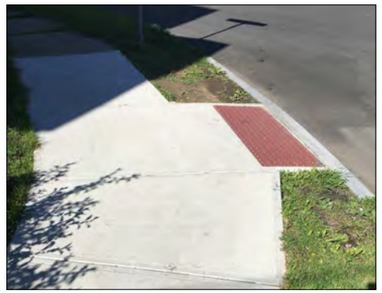
Characteristics (NORTH):

Sidewalk Condition: Fair-Good
Curb Condition: Fair concrete
Buffer Zone: None
Opportunity Parcels: Pleasant Valley Park (City owned)
Driveway Transitions: 2
Utility Poles: 2
Trees: None
Notes: Needs updated intersection sidewalk on west side (Forest Road)

Craig Street Block 10: Forest Rd - Holland Rd

South Side Facing West:

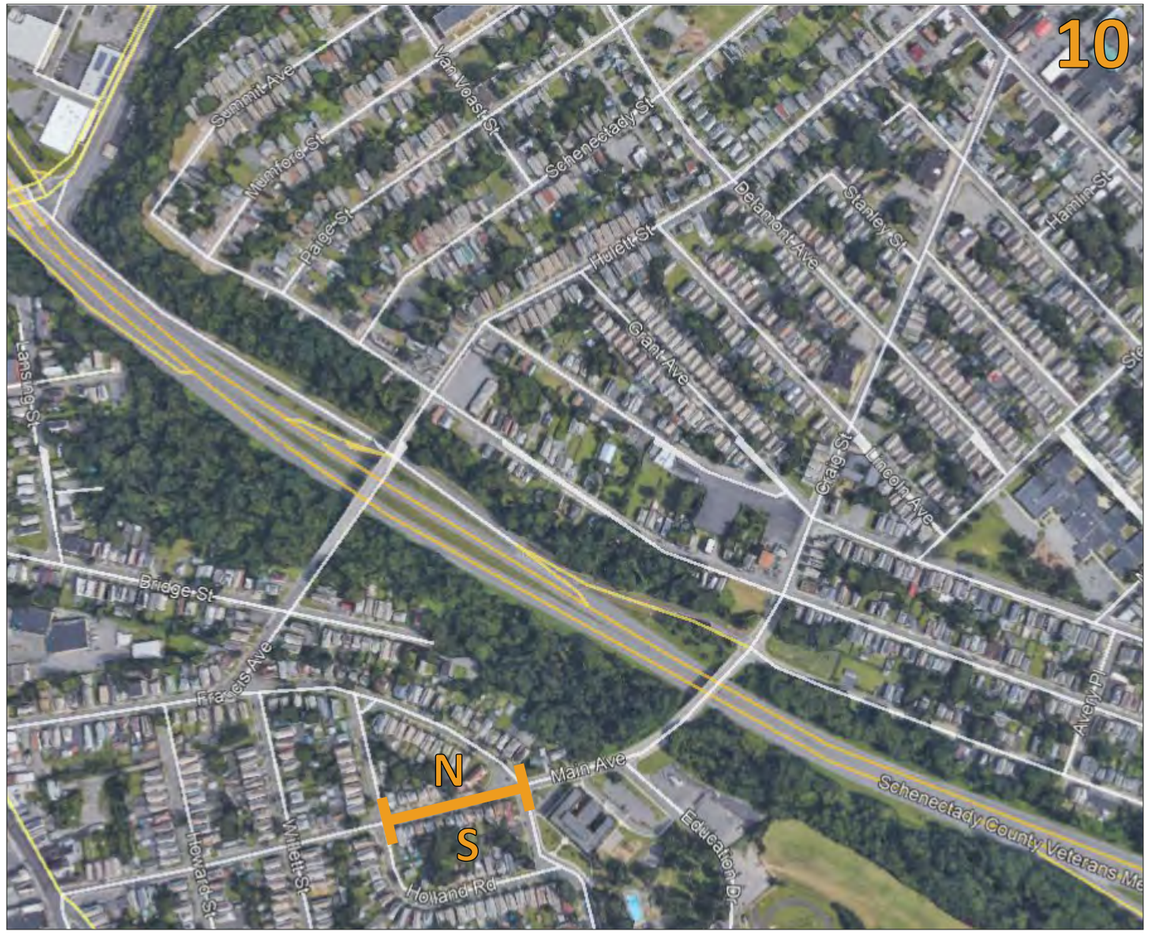



North Side Facing East:





Road Width: 25’10”

Width from Back of Sidewalks: 44’6” - 45’5”

Characteristics (SOUTH):

Sidewalk Condition: Good

Curb Condition: Concrete poor

Buffer Zone: 2’-4’ landscape strip

Opportunity Parcels: None

Driveway Transitions: 10

Utility Poles: None

Trees: 2

Notes: Needs updated intersection sidewalk at east side crossing Forest Road

Characteristics (NORTH):

Sidewalk Condition: Fair-Poor

Curb Condition: Concrete Poor

Buffer Zone: 2’-4’ landscape strip

Opportunity Parcels: None

Driveway Transitions: 5

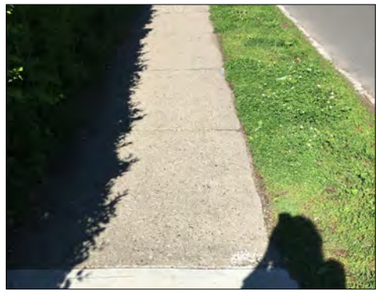
Utility Poles: 4

Trees: 3

Notes: Needs updated intersection sidewalk at East end crossing Forest Road

Craig Street Block 11: Holland Rd - Willett St

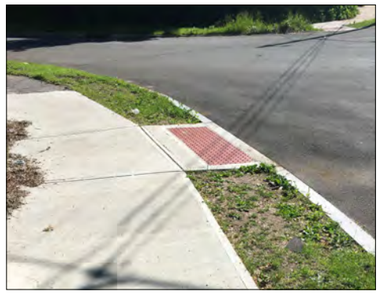
South Side Facing West:

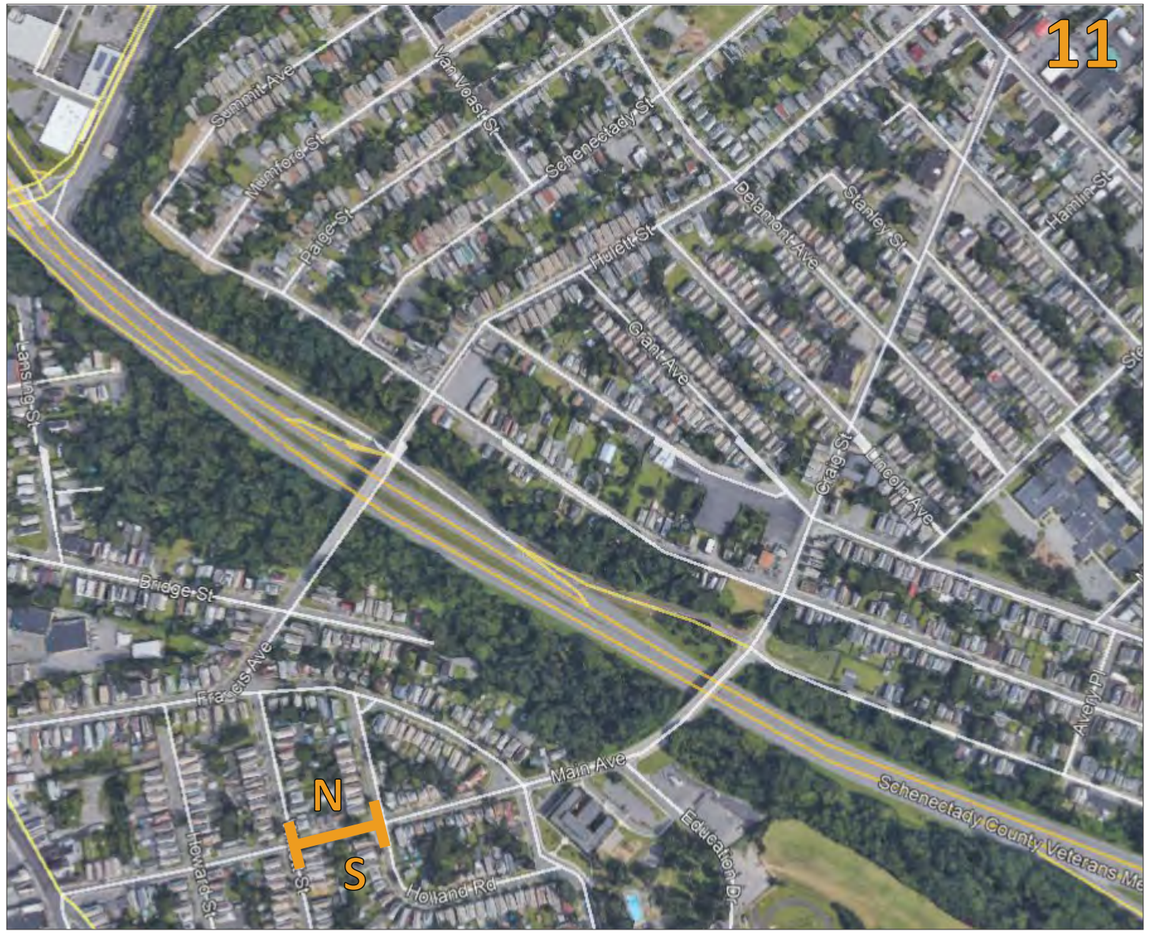



North Side Facing East:







Road Width: 26’- 26’6”

Width from Back of Sidewalks: 41’10”- 44’

Characteristics (SOUTH):

Sidewalk Condition: Fair-Good

Curb Condition: poor

Buffer Zone: 2’-4’ landscape strip

Opportunity Parcels: None

Driveway Transitions: 1 long (2 bay garage + wide drive-way)

Utility Poles: None

Trees: None

Notes: Updated intersection sidewalk

Characteristics (NORTH):

Sidewalk Condition: Fair-Poor

Curb Condition: Poor

Buffer Zone: 2’-4’ landscape strip

Opportunity Parcels: None

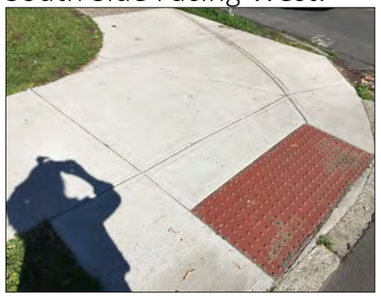
Driveway Transitions: 1 long (3 bay garage)

Utility Poles: 4

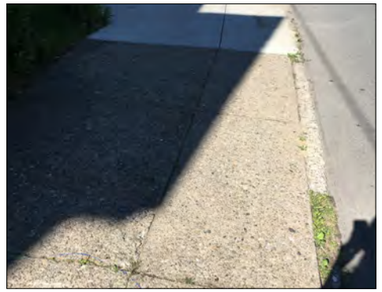
Trees: 1

Craig Street Block 12: Willett St - Howard St

South Side Facing West:



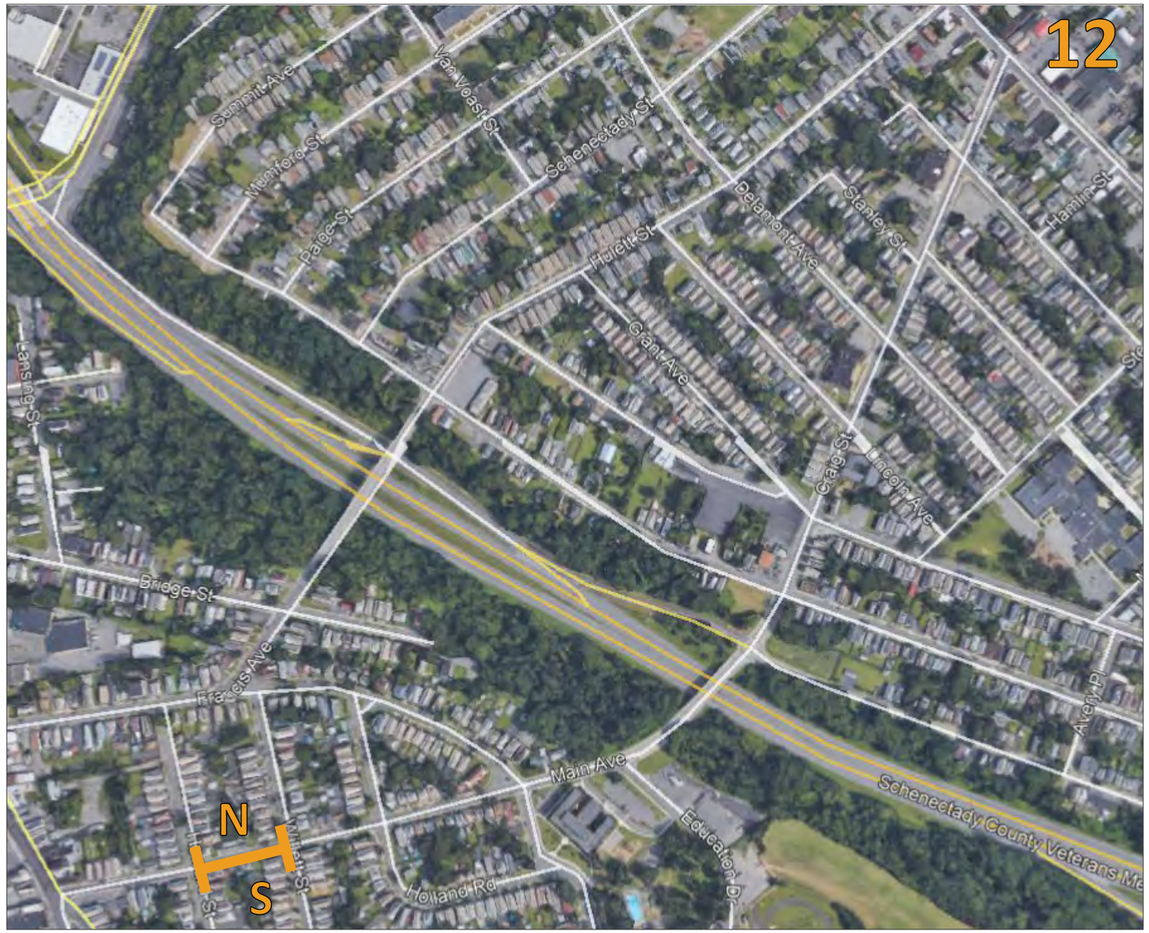





North Side Facing East:





Road Width: 26’
Width from Back of Sidewalks: 40’8”- 41’1”

Characteristics (SOUTH):
Sidewalk Condition: Good
Curb Condition: Poor
Buffer Zone: 2’-4’ landscape strip
Opportunity Parcels: None
Driveway Transitions: 1 long (2 bay garage + driveway)
Utility Poles: 1
Trees: None
Notes: Updated intersection sidewalk

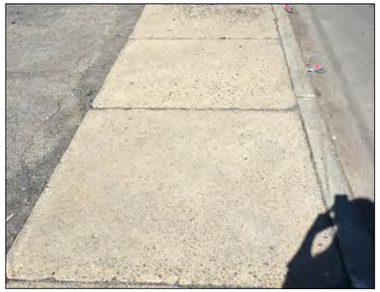
Characteristics (NORTH):
Sidewalk Condition: Poor
Curb Condition: Poor
Buffer Zone: 2’-4’ landscape strip
Opportunity Parcels: None
Driveway Transitions: 1 long (8 bay garage)
Utility Poles: 3
Trees: 2
Notes: Updated intersection sidewalk

Craig Street Block 13: Howard St - Crane Ave

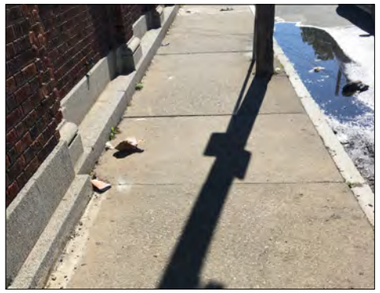
South Side Facing West:



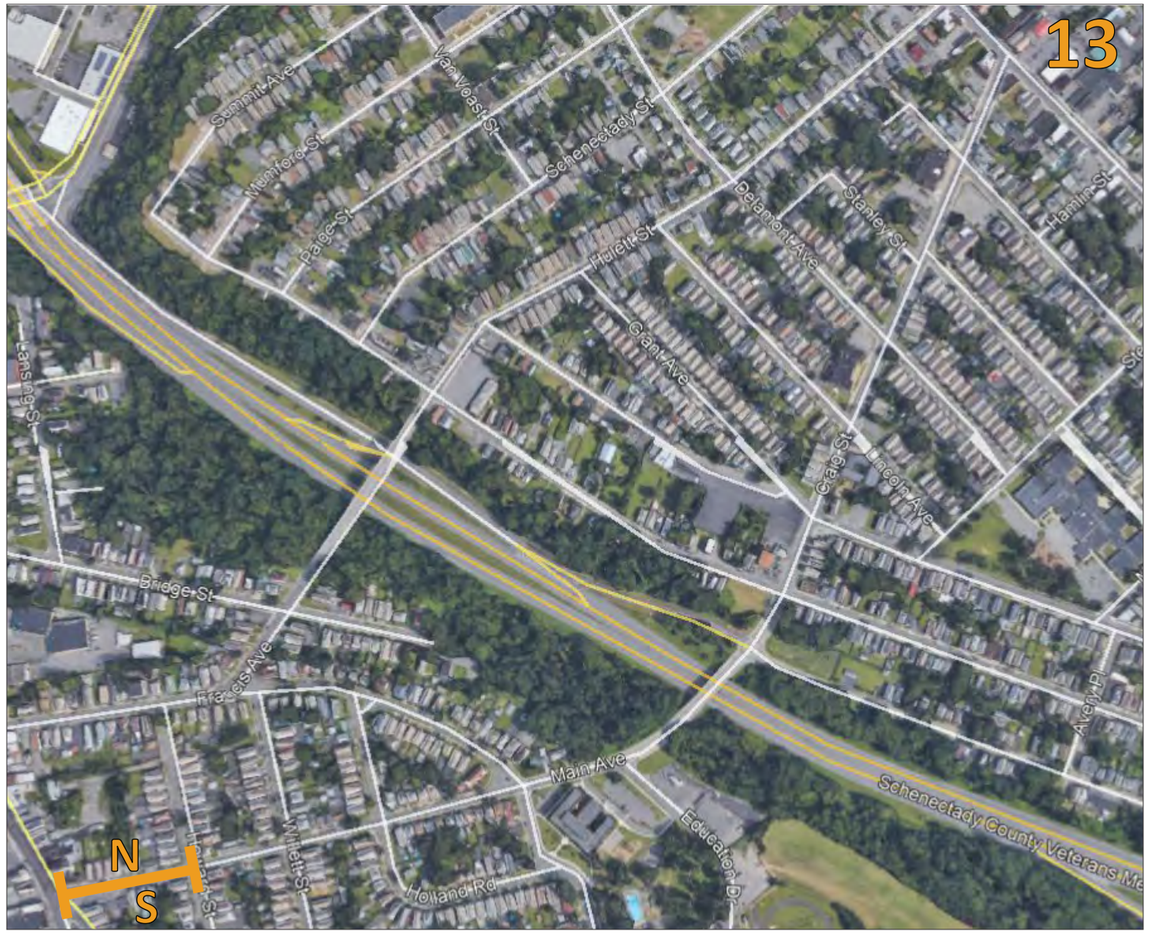





North Side Facing East:





Road Width: 26’

Width from Back of Sidewalks: 36’- 43’

Characteristics (SOUTH):

Sidewalk Condition: Good-Fair asphalt & concrete

Curb Condition: Poor

Buffer Zone: None

Opportunity Parcels: Corner of Crane St

Driveway Transitions: 6 (2 of which are at corner of Crane parking lot)

Utility Poles: 3

Trees: None

Notes: Updated intersection sidewalk

Characteristics (NORTH):

Sidewalk Condition: Good-Fair asphalt & concrete

Curb Condition: Poor

Buffer Zone: None

Opportunity Parcels: None

Driveway Transitions: 2 & 1 long(5 bay garage)

Utility Poles: 2

Trees: None

Notes: Updated intersection sidewalk (West end at Crane needs new detectable warning plate)

ENVIRONMENTAL JUSTICE

Introduction

Per federal requirements, the Capital District Transportation Committee (CDTC) undertakes an analysis of Environmental Justice in all Community and Transportation Linkage Planning Program (Linkage Program) initiatives to evaluate if transportation concepts and recommendations impact Environmental Justice populations. Impacts may be defined as those that are positive, negative and neutral as described in CDTC's Environmental Justice Analysis document, published December 2017. The goal of this analysis is to ensure that both the positive and negative impacts of transportation planning conducted by CDTC and 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 CDTC's compliance with Title VI of the Civil Rights Act of 1964, which states that "no person in the United States shall, on the basis 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 that are some form of a recipient of FTA, which CDTC is not.

Data and Analysis

CDTC staff created demographic parameters using data from the 2010 United States Census as well as data from the 2010-2014 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 low-income or 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 household income falls below the poverty line.

The transportation patterns of low-income and minority populations in CDTC's planning area are depicted in Table 1, using the commute to work as a proxy for all travel. The greatest absolute difference between the defined minority and non-minority population is in the Drive Alone and Transit categories: The non-minority population is 17.9% more likely to drive alone, slightly more likely to work at home, 9.8% less likely to take transit, and is also less likely to carpool, walk, or use some other method to commute. The greatest absolute difference between the defined low-income population and the non-low-income population follows the same trend, with the non-low-income population 19.9% more likely to drive alone and 10.6% less likely to commute via transit.

Table 1. Commute Mode 4-County NY Capital Region

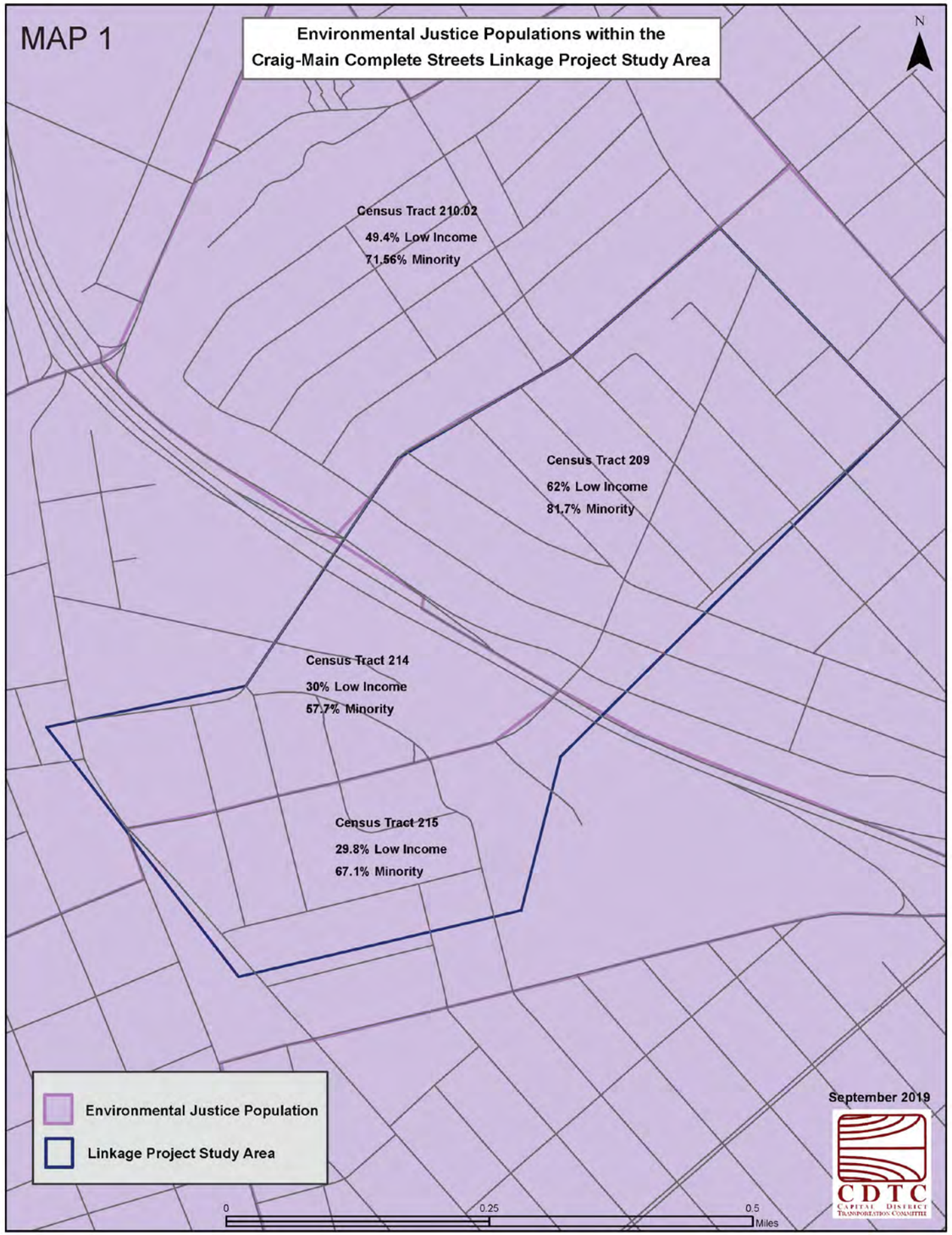
By Race/Ethnicity	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
All Workers (16+)	80.5%	7.7%	3.3%	1.2%	3.6%	3.7%
White Alone Not Hispanic or Latino	83.3%	7.1%	1.8%	1.1%	2.9%	3.9%
Minority	**65.4%**	10.5%	**11.6%**	2.1%	**7.5%**	2.9%
By Income	**Drive Alone**	**Carpool**	**Transit**	**Other**	**Walk**	**Work at Home**
At/Above 100% Poverty Level	82.3%	7.6%	2.7%	1.2%	2.7%	3.6%
Below 100% Poverty Level	**62.4%**	**9.7%**	**13.3%**	**1.9%**	**9.2%**	**3.5%**
By Age	**Drive Alone**	**Carpool**	**Transit**	**Other**	**Walk**	**Work at Home**
16-19 Years	**58.4%**	**14.6%**	6.0%	3.1%	**15.6%**	2.4%
20-64 Years	81.3%	7.5%	3.2%	1.2%	3.2%	3.6%
65+ years	81.7%	5.3%	2.2%	0.9%	2.3%	7.6%
By English Ability	**Drive Alone**	**Carpool**	**Transit**	**Other**	**Walk**	**Work at Home**
Speak English Very Well	71.5%	11.0%	4.9%	1.8%	6.8%	3.9%
Speak English Less than Very Well	68.0%	13.2%	5.6%	2.2%	7.6%	3.4%
By Disability Status	**Drive Alone**	**Carpool**	**Transit**	**Other**	**Walk**	**Work at Home**
Without any Disability	81.1%	7.4%	3.0%	1.2%	3.6%	3.6%
With a Disability	**69.7%**	11.6%	7.6%	2.2%	4.2%	4.7%
By Gender	**Drive Alone**	**Carpool**	**Transit**	**Other**	**Walk**	**Work at Home**
Male	80.8%	7.3%	2.9%	1.5%	4.0%	3.6%
Female	80.3%	8.0%	3.7%	1.0%	3.3%	3.7%

Data: CDRPC, from American Community Survey 2014 5-year estimates, tables S0802, B08105H, B08101, B08122, S0801, B08113, and S1811. Other includes taxi, motorcycle, and bicycle.

Map 1 provides an overview of the Craig-Main Complete Streets Study project area in the City of Schenectady. The Craig-Main Complete Streets Study project 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. Table 2 depicts the percent of low income and minority populations in study area Census Tracts (CT).

Table 2. Study Area Minority and Low Income Populations

Category	Regional Rate	CT 209	CT 214	CT 215
Minority	19.3%	81.7%	57.7%	67.1%
Low Income	11.4%	62.0%	30.0%	29.8%



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

- The project website documented the projects process and includes many photographs and plan images.
- A local community resident was hired as liaison to assist with public outreach
- Project team members engaged directly with community members at informal street side locations within the study area.
- Two stakeholder meetings were held, each with multiple topic sessions led by a community leader
- A three-day design workshop was held within the study area to collect input directly from community members. The workshop achieved a high level of community involvement with free performances, foods from local restaurants, and incentives to visit each input station and provide feedback
- An additional meeting was held at the request of a community leader to inform the community on a controversial design idea that could have an impact on one of the neighborhoods in the project area
- Opportunities for public comment were advertised on social media and the project website and accepted throughout the study process.
- Two public meetings were held in addition to the many public outreach events and workshops
- Final products will be posted to CDTC's website, the project website (https://www.craig-mainconnection.com/), the City of Schenectady website and on social media.

Conclusion

CDTC defines plans and projects that have a primary focus on transit, cycling, walking, or carpooling as having a "positive" impact on Environmental Justice areas. As the primary purpose of the Craig-Main Complete Streets Study is to improve bicycle and pedestrian infrastructure along the Craig-Main 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 Craig – Main Complete Streets Study will have a positive impact on the affected populations. The Study makes recommendations for improved, bicycle and pedestrian infrastructure, streetscape enhancements, transit improvements, infill development, and improvements to nearby parks and recreation facilities which, if implemented will provide positive benefits for Environmental Justice populations in the Study Area.

ENVIRONMENTAL MITIGATION

Introduction

Per federal requirements, the Capital District Transportation Committee (CDTC) undertakes an Environmental Features Scan in all Community and Transportation Linkage Planning Program (Linkage Program) initiatives. The Environmental Features Scan identifies the location of environmentally sensitive features, both natural and cultural in relation to project study areas. 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. CDTC is not an implementing agency.

Data and Analysis

CDTC 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
- 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

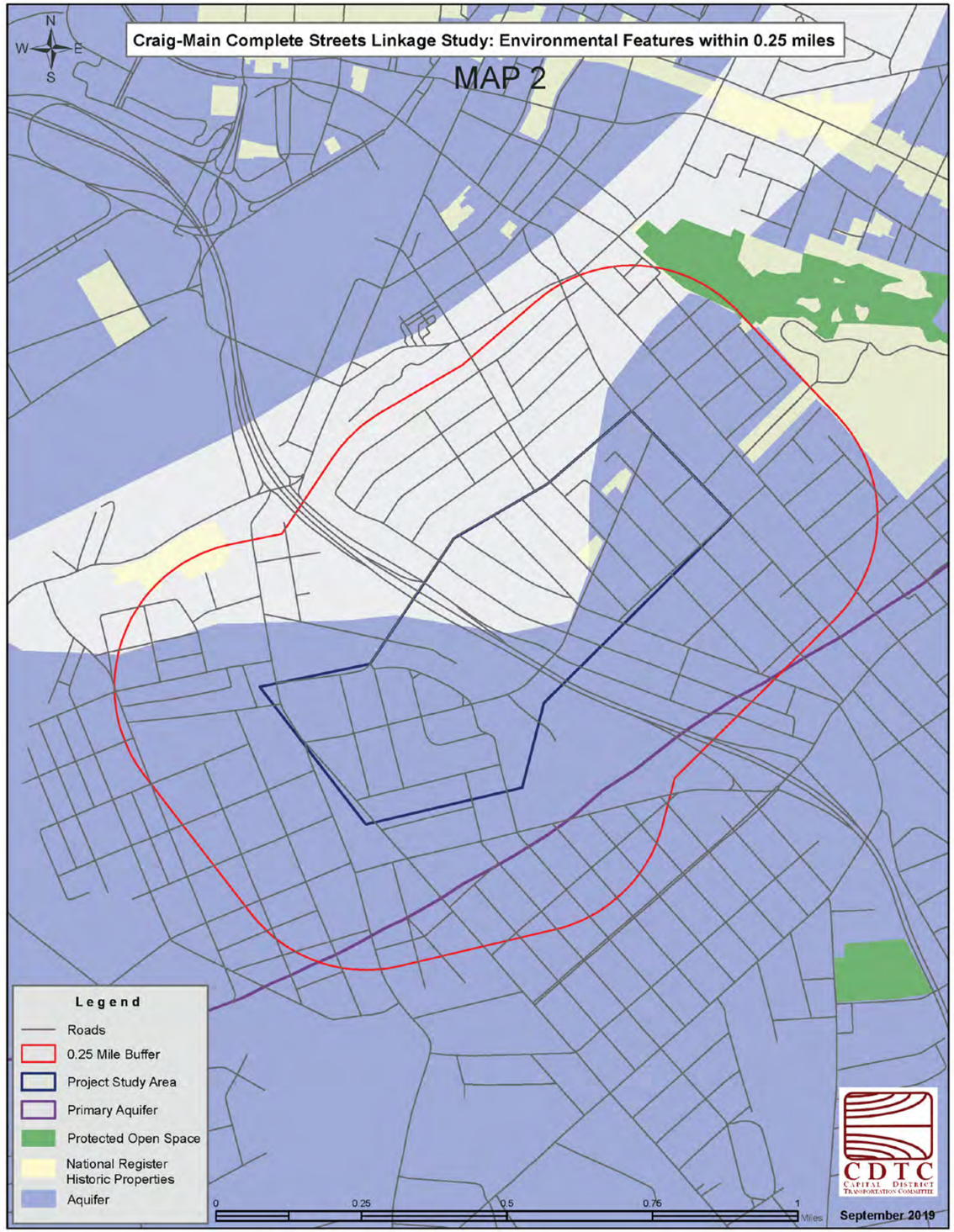
Map 2 provides an overview of the environmentally sensitive (cultural and natural) features located within the Craig – Main Complete Streets Study project area as well as within a quarter mile buffer of the defined study area boundary.

Conclusion

The environmental features scan identified the following environmentally sensitive features within the .25 – mile buffer of the project study area:

- Primary Aquifer
- Protected open space
- National Register of Historic Places Properties

The primary purpose of the Craig-Main Complete Streets Study is to improve bicycle and pedestrian infrastructure along the Craig-Main corridor and increase the safety of all modes of transportation throughout the project study area. The Study makes recommendations for improved, bicycle and pedestrian infrastructure, streetscape enhancements, transit improvements, infill development, and improvements to nearby parks and recreation facilities. The proposed recommendations, if implemented, have no known impact on the environmentally sensitive features found in the study area.



EXISTING DOCUMENTS

2017 City of Schenectady Bike Infrastructure Master Plan

Summary taken from excerpts of the City of Schenectady Bike Infrastructure Master Plan with minor modifications and additions.

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.

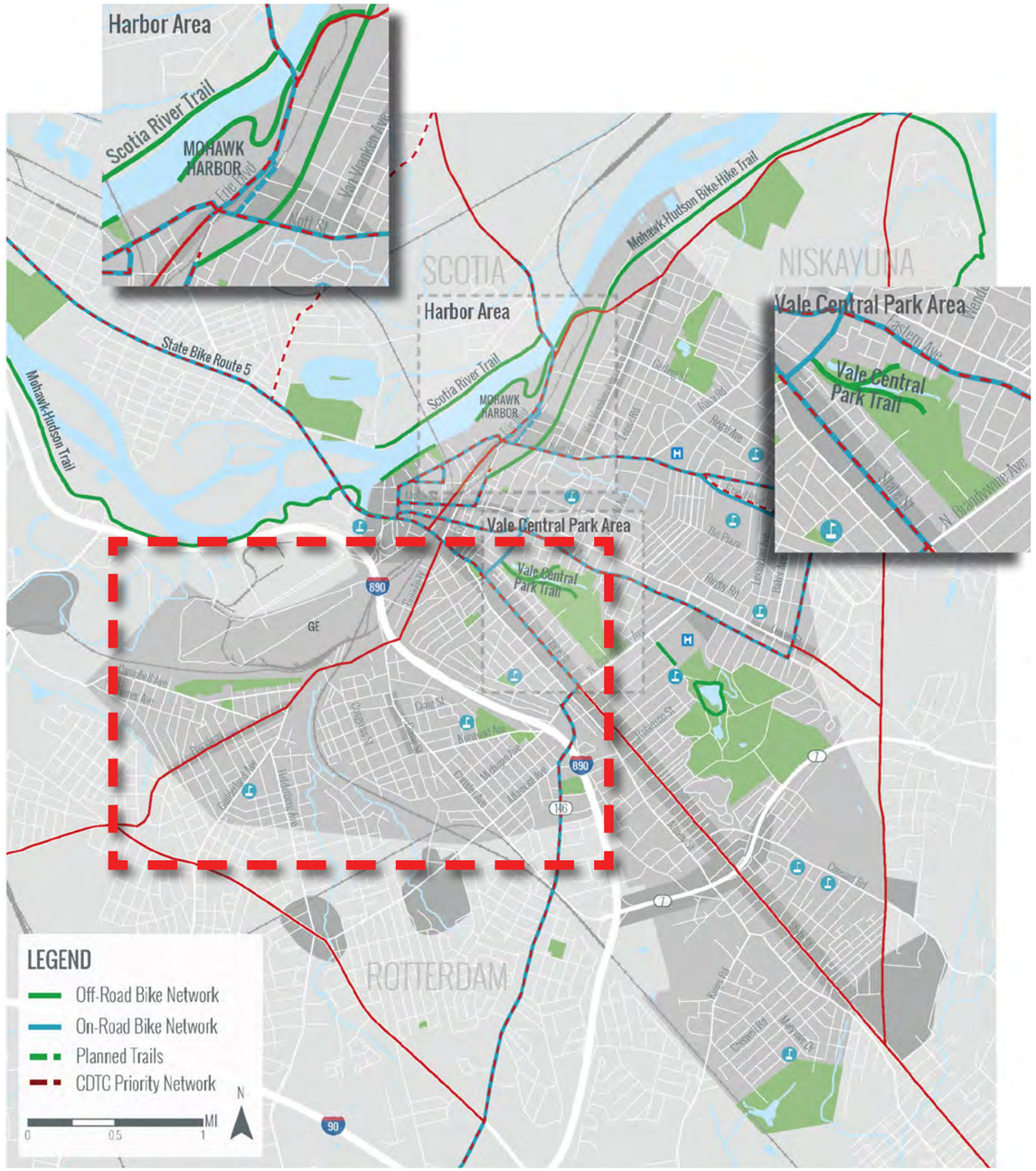
The goals of the Bike Master Plan were to:

+ 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

SUMMARY OF INFORMATION PROVIDED:

- 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

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



City of Schenectady's Existing Bicycle Network (2017)
Graphic Credit: *City of Schenectady Bike Infrastructure Master Plan*

Bike Infrastructure Conditions in the Study Area

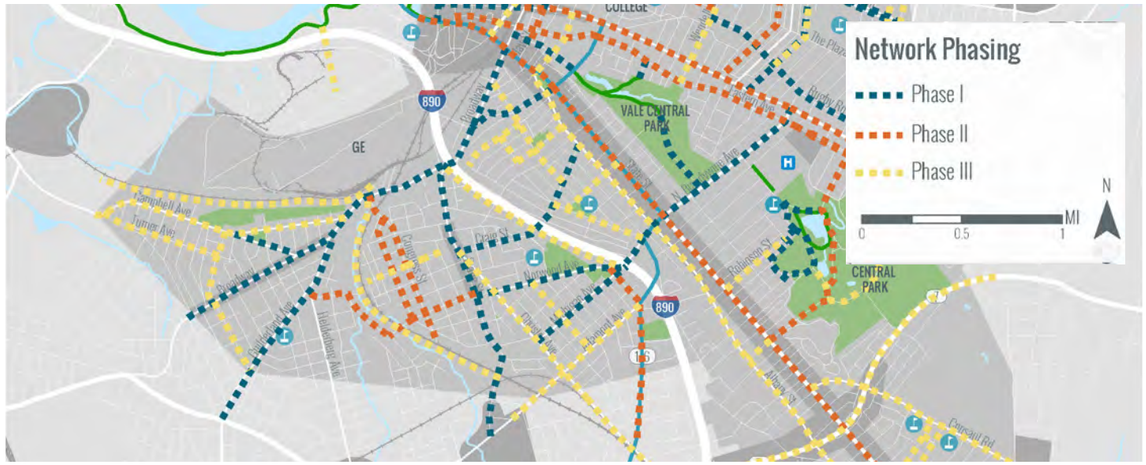
The Bicycle Infrastructure Master Plan notes that the Craig Street - Main Avenue Corridor is an important conduit between residents and many important local destinations, including schools, commercial centers, parks, and community centers. Some of the key factors noted in the Master Plan that should 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, relatively low traffic volumes on Craig Street - Main Avenue, and a wide Right-of-Way on Duane Avenue for connecting to other parts of the city.

Crash Data
While not in the areas of greatest concern for bicycle and pedestrian accidents, most of the Craig Street - Main Avenue Corridor falls within the areas of the city that are categorized as having notable levels of accidents.

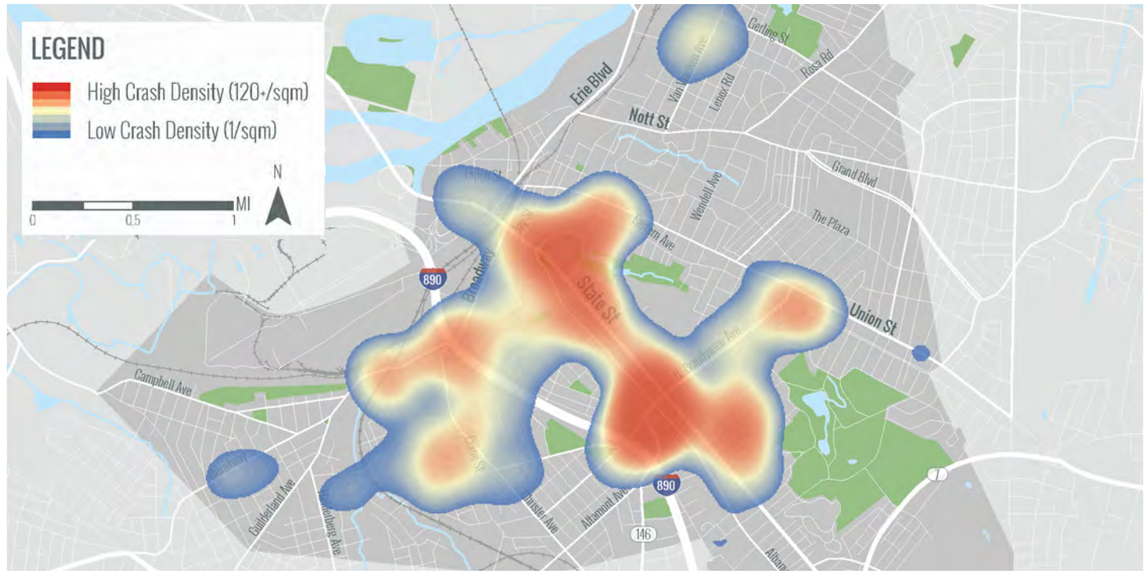
Wayfinding
Recommendations for bike infrastructure related signage include bicycle boulevard signage along the corridor and locating wayfinding kiosks at the Pleasant Valley Elementary and Martin Luther King Jr. Elementary Schools.

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



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

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

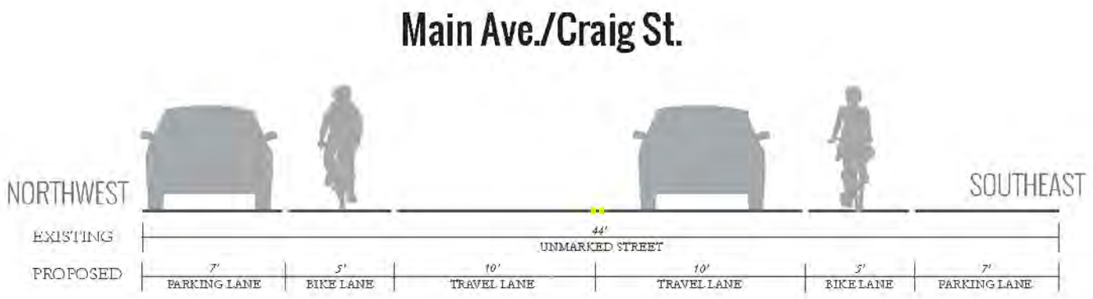


Close-Up of City of Schenectady Bicycle Collision Density (2010-2015)
Graphic Credit: *City of Schenectady Bike Infrastructure Master Plan*

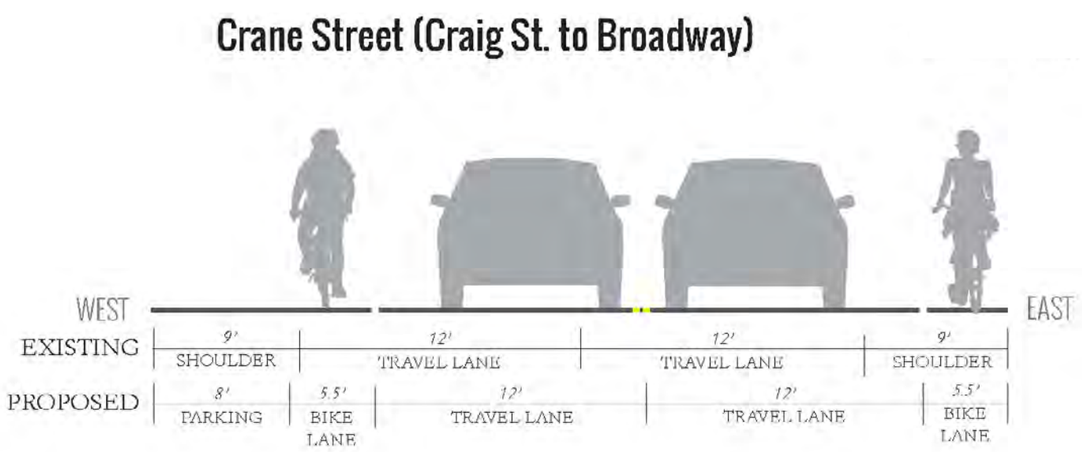
Bike Infrastructure Master Plan: Demonstration Project

Summary taken from excerpts of the City of Schenectady Bike Infrastructure Master Plan with minor modifications and additions.

As an approach to public education and engagement undertaken as part of the Schenectady Bike Infrastructure Master Plan, City-led bike infrastructure demonstration projects were conducted. One demonstration project was conducted in the Hamilton Hill/Mont Pleasant neighborhoods. The project was connected to a larger event in partnership with the Boys and Girls Club of Schenectady and was called Bike Fest. In September of 2016, Craig Street was temporarily striped with a bicycle lane, a shared use lane and new crosswalks. At both locations, riders were provided with information on the installed infrastructure and were encouraged to ride their bikes and provide feedback on the various components. Tying the second demonstration to the Bike Fest event brought out over 200 participants of all ages, with a concentration of school-age participants.



Existing and Proposed Conditions at Main Ave/ Craig St.
Graphic Credit: *City of Schenectady Bike Infrastructure Master Plan*



Existing and Proposed Conditions at Crane St.
Graphic Credit: *City of Schenectady Bike Infrastructure Master Plan*

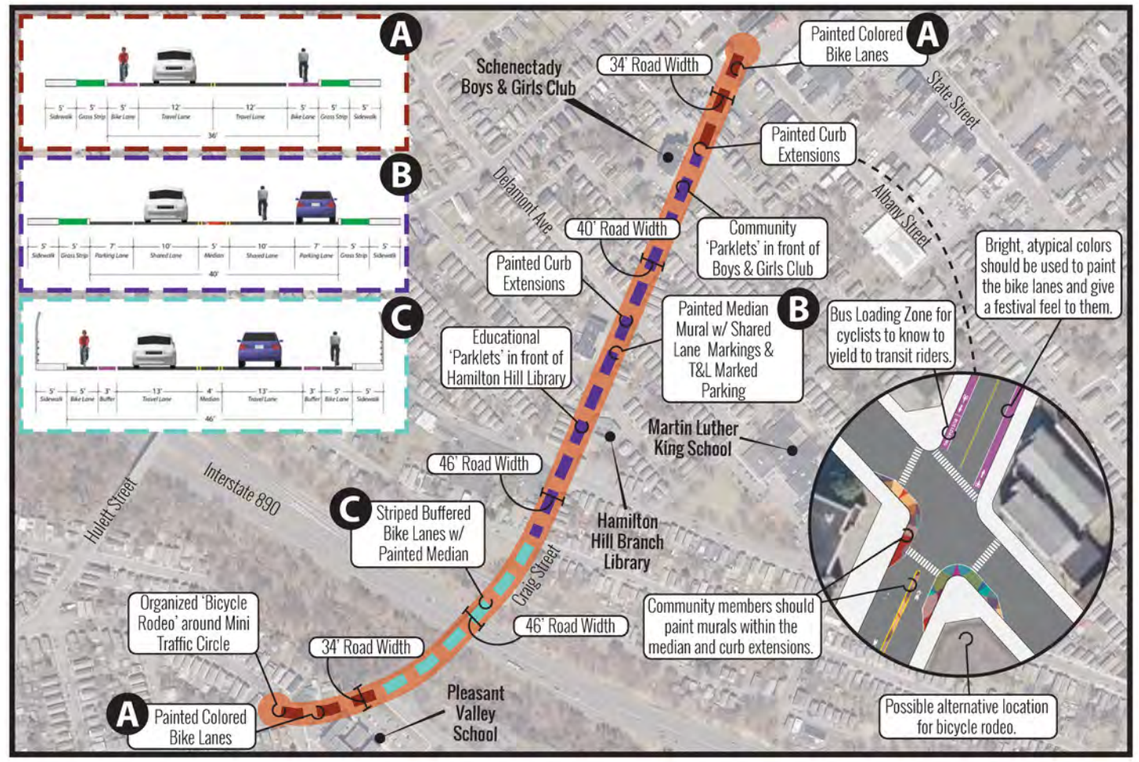


Image: City of Schenectady Bike Fest
Image Credit: *City of Schenectady Bike Infrastructure Master Plan*

CITY OF SCHENECTADY COMPREHENSIVE PLAN 2020

The neighborhood comprehensive plans for the Mont Pleasant and Hamilton Hill neighborhoods provide 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 the proposed complete streets study will directly or adjacently influence. Examples include inventories of streets for pavement, sidewalk and landscape buffer conditions, analyzing vacant or abandoned properties for proposed redevelopment opportunities, designing traffic scaling and intersection improvements, evaluating on-street parking and public transportation, as well as analyzing pedestrian and bicycle amenities.

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
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
Phyllis Bornt Branch Library and Literacy Center
Hamilton Hill Arts Center

Image: The Phyllis Bornt Branch Public Library and Family Literacy Center was completed in 2017.
Image Credit: *Schenectady County*

In comparison to City-wide averages, the population of Mont Pleasant is much older; household size is slightly larger and there is a higher concentration of low and moderate income families.

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

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

While the owner occupancy rate in the Hamilton Hill and Vale Neighborhood is only 24%, the percentage has increased over the past decade reflecting a very positive trend for the neighborhood.

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

Hamilton Hill Demographics
Credit: *City of Schenectady Comprehensive Plan 2020*

CITY OF SCHENECTADY 2017 SMART CITY REPORT

Summary taken from excerpts of the City of Schenectady Smart City Report with minor modifications and additions.

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

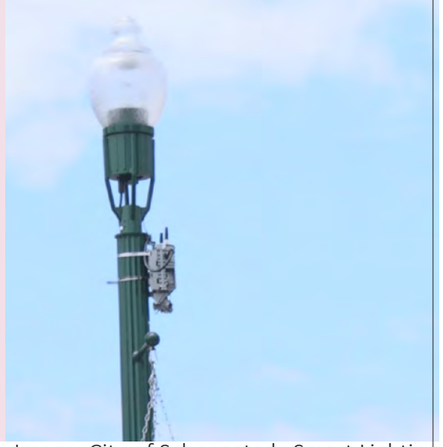


Image: City of Schenectady Smart Lighting
Image Credit: *City of Schenectady*

Image: Schenectady Smart Lighting
Image Credit: *Marc Schultz of the Daily Gazette*

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

Image: Smart City Initiative
Image Credit: The Daily Gazette

2016 NYS PEDESTRIAN SAFETY ACTION PLAN

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.

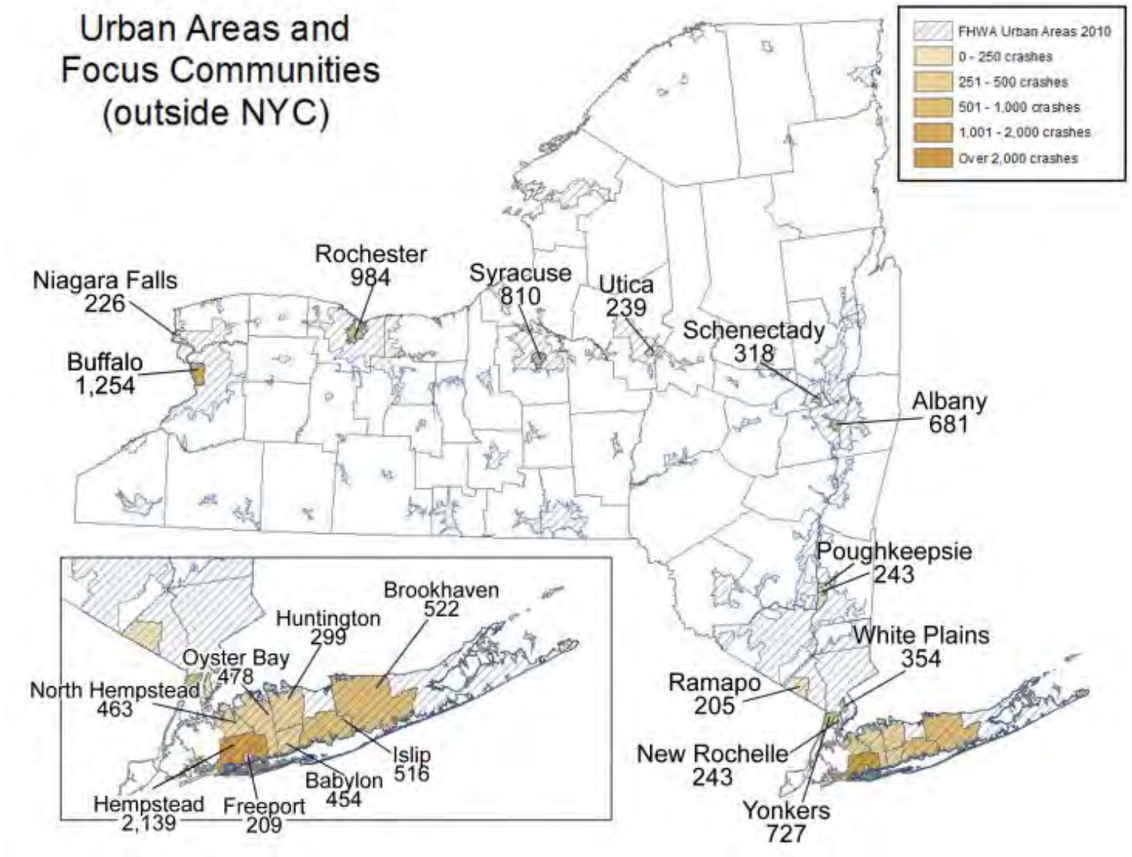
Nearly 50% of all pedestrian crashes outside of New York City occur in 20 focus communities, the City of Schenectady being number 13 on that list. These communities are given extra attention in order to improve pedestrian safety through engineering, education and public awareness, and enforcement.

KEY PEDESTRIAN CRASH STATISTICS:

- 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

Key Statistics taken from excerpts of the NYS Pedestrian Safety Action Plan

Image: Pedestrian Safety Crosswalk implemented on Erie Boulevard in Schenectady NY
Image Credit: Google Earth



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

NEIGHBORHOOD REVITALIZATION STRATEGY AREA

Summary taken from excerpts of the 2018-2019 Neighborhood Revitalization Strategy Area (NRSA) Summary with minor modifications and additions.

The City of Schenectady is an entitlement community funded by U.S. Department of Housing and Urban Development with Community Development Block Grant (CDBG) funds. This classification allows the City of Schenectady to designate specific areas as a Neighborhood Revitalization Strategy Area (NRSA). The NRSA designation allows greater flexibility in the use of CDBG funding for projects and activities that would promote the revitalization of particular areas.

The City of Schenectady's Neighborhood Revitalization Strategy area includes Eastern Avenue, Vale, and Hamilton Hill neighborhoods. The city, in conjunction with the federal Department of Housing and Urban Development Block Grant Program, will set aside money each year for revitalization projects in this proposed targeted area.

The NRSA is currently an on-going effort with the City and its residents. Some suggested projects included in the proposal from the City are the demolition or rehabilitation of vacant and dilapidated homes by the Capital Region Land Bank with the hopes of converting them into low-income to moderate-income housing. A number of projects are concentrated in and around the Craig Street - Main Avenue Corridor and it is intended that this Complete Streets project will play an important role in the area's continued revitalization.

NRSA ASSESSMENTS:

- Economic Conditions
- Ethnic and Racial Changes in Targeted Neighborhoods & Concentrated Areas of Poverty
- Transit
- Employment & Educational Opportunities
- Critical Housing Challenges

Assessments taken from excerpts of the 2018-2019 Neighborhood Revitalization Strategy Area(NRSA) with minor modifications and additions.

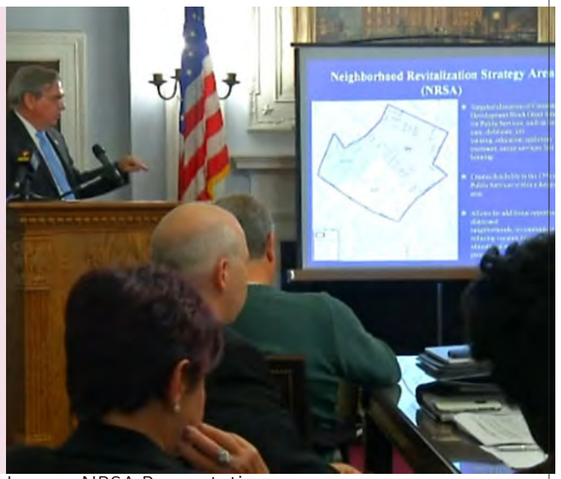
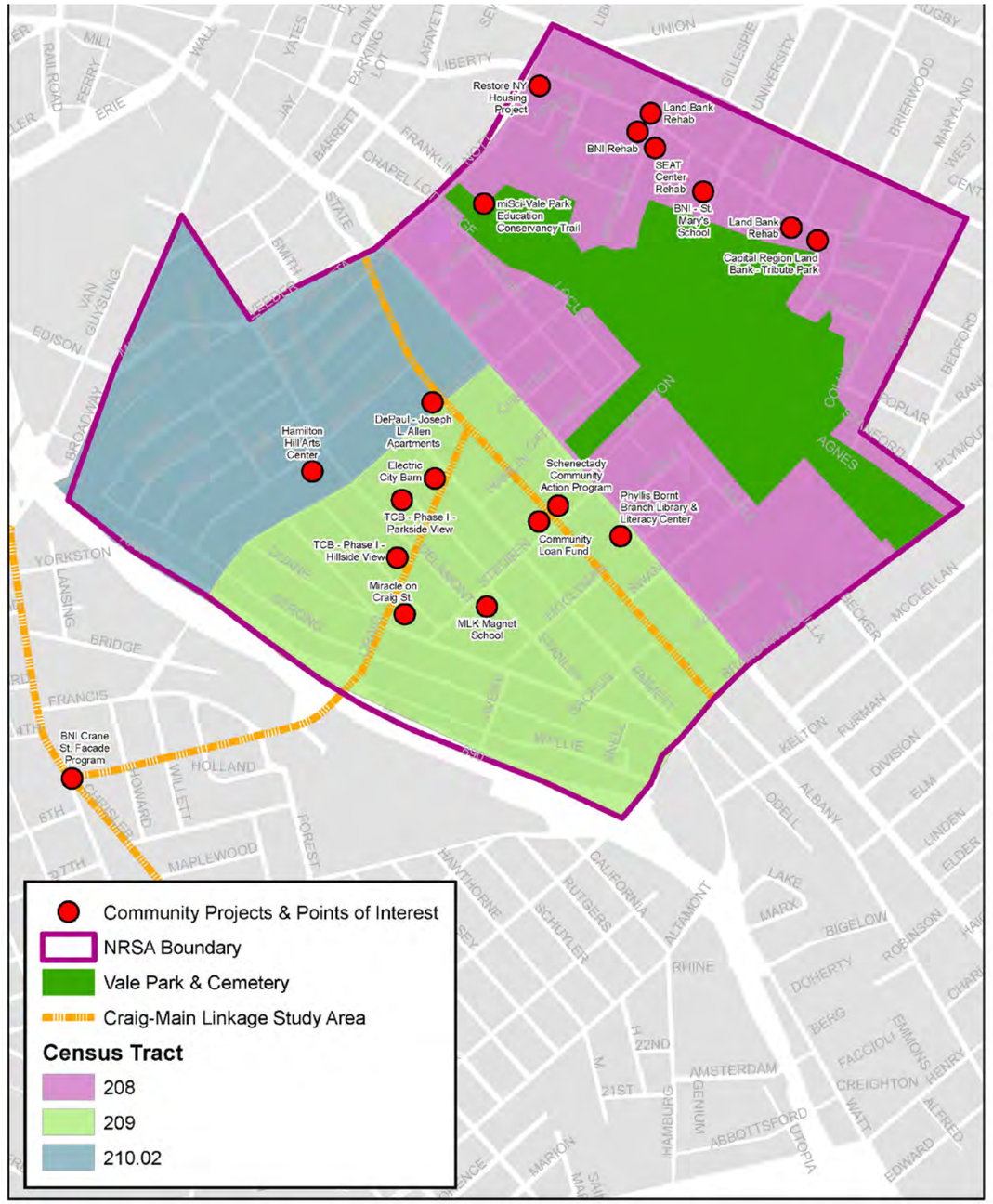


Image: NRSA Presentation
Image Credit: Spectrum News



NRSA Boundary with Community Projects & Points of Interest
Credit: Neighborhood Revitalization Strategy Area

NATIONAL GRID IMPLEMENTATION PLAN FOR THE SMART CITY

National Grid testing smart lights in Stockade
Credit: Times Union

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

The City of Schenectady will see 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.

Summary taken from excerpts provided by the Downtown Schenectady Improvement Corp with minor modifications and additions.

COMMUNITY BUILDERS MASTER PLAN

The Community Builders, Inc. worked closely with the Schenectady County Metroplex Development Authority and the Capital Region Land Bank on plans to demolish almost 40 blighted buildings in Schenectady and to implement new affordable housing. Phase 1 included rehabilitation of two former school buildings, one which now provides senior housing and one which houses both apartments and the Electric City Barn, Schenectady's new makers space.
A second phase is currently underway with new residential units being constructed on both the northwest and southwest sides of the Craig and Albany Streets intersection, as well as several other scattered sites within the Hamilton Hill Neighborhood.

Neighborhood Development Map for Hillside View Apartments (Phase 1)
Credit: The Community Builders, Inc.

THRIVING NEIGHBORHOODS CHALLENGE

Thriving Neighborhoods Challenge calls on Schenectady residents to make neighborhoods better
Credit: News Channel 13 WNYT

The Schenectady Foundation has come together with local foundations, philanthropists, the City of Schenectady and other change-makers to fund the Challenge, a grant competition open to all residents and all neighborhoods in the city. Participation in the Challenge begins with the conception of an idea to affect change in the community. Neighborhood Challenges develop neighborhood leadership, organization, and resident involvement and collaboration on projects that matter most to the community. One common theme in 2018, the first year of the Challenge grant, was implementing artful ways to combat street litter. Another was place-making through the implementation of local art.

Summary taken from excerpts provided by the Schenectady Foundation with minor modifications and additions.

CAPITAL REGION ECONOMIC DEVELOPMENT COUNCIL STRATEGIC PLAN

The Capital Region Economic Development Council Strategic Plan established a set of goals that provide a framework for implementation and execution of this plan: Leverage and collaborate (utilize existing partnerships and create new ones), Open new doors (Identify existing funding sources and created new collaborative sources of funding), Prepare for tomorrow (Leverage strength of education system to create a future workforce), Build a super highway (Ensure that a 21st century infrastructure exists so the region can be accessible to build and grow), Bring cities to life (Revitalization), Celebrate and optimize our surroundings (Attract visitors, new residents, and businesses by optimizing rural assets and working landscapes), Showcase our beauty (Use natural environment, history, arts and culture to create anchors), and Spotlight our strengths.
Summary taken from excerpts from the CREDC Strategic Plan with minor modifications and additions.

Credit: The Daily Gazette

APPENDIX B : SURVEY RESULTS

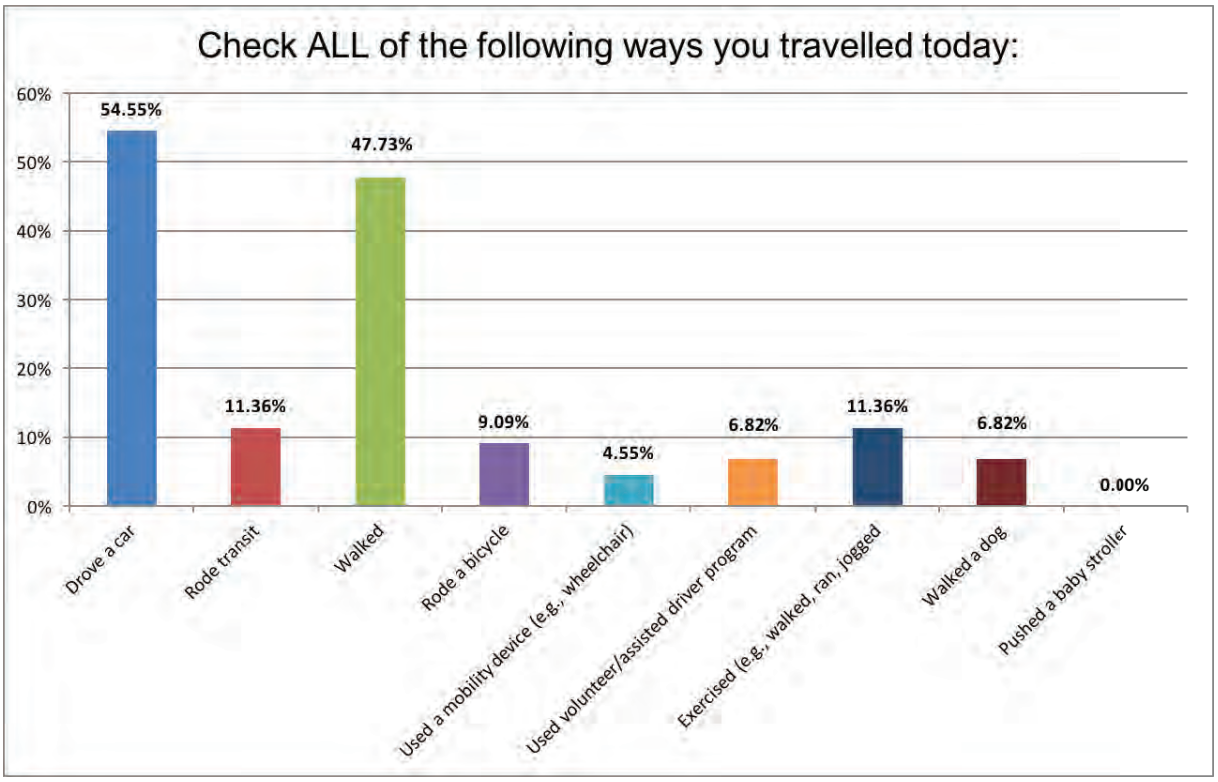
Surveys

Craig-Main Connection Intercept Survey

The Craig-Main Connection Intercept Survey posed seven questions, asking people to identify the ways they travelled, what they liked about the corridor, three things they would change about the corridor, possible public spaces that would benefit the corridor, and a theme about their neighborhood they would like to visually celebrate along the corridor. Respondents were also asked to rank the importance of a range of streetscape improvements. The intercept survey was distributed from April 2019 to June 2019 at multiple events including stakeholder workshops, curbside conversations and the launch party. Forty-nine people filled out the intercept survey. The results of the survey are summarized by question below.

Question 1

The most common modes of travel (on the day of survey response) included driving a car (55%) and walking (48%). Over 11% of respondents had ridden transit or exercised. Seven percent (7%) used a volunteer or assisted driver program and close to 5% used a mobility device.



Question 2 (open-ended)

People were asked to name something they liked about the Craig-Main Corridor. The range of responses mentioned, among other things, the corridor's diversity, neighborhood connections, cleanliness, family activities and community togetherness, bus service, peacefulness, accessibility, convenience and walkability to small businesses.

Full list of responses:

- *H Hill*
- *It's very peaceful*
- *Everything*
- *Diverse*
- *Nothing*
- *Beautification*

- *The people*
- *More lighting and streets need fixing*
- *The air*
- *It's clean*
- *The family activities and community togetherness*
- *The way the bus runs*
- *The people*
- *Clean and hardwood floors look great*
- *Community sticks together*
- *It's peaceful*
- *Accessible, convenient*
- *Friendly drivers*
- *It runs a lot*
- *It's on the bus line*
- *Not much*
- *How wide it is*
- *History of the neighborhood*
- *All the ideas*
- *Revitalized neighborhood/youth corridor*
- *Traffic, drugs*
- *More spread out it seems*
- Walkability to small businesses
- Connection between neighborhoods
- The access it provides from one community to another
- Giving new life to the area
- The Carver Center when it was opened
- Crane St. and 8th Ave.
- Nothing

Question 3 (open-ended)

People were asked to name three things about the Craig-Main Corridor that they would change. Common responses included improving the sidewalks, better lighting and better/safer parks. Others mentioned the need for well-maintained, safer and cleaner streets (trash cans) and a desire for adding public art.

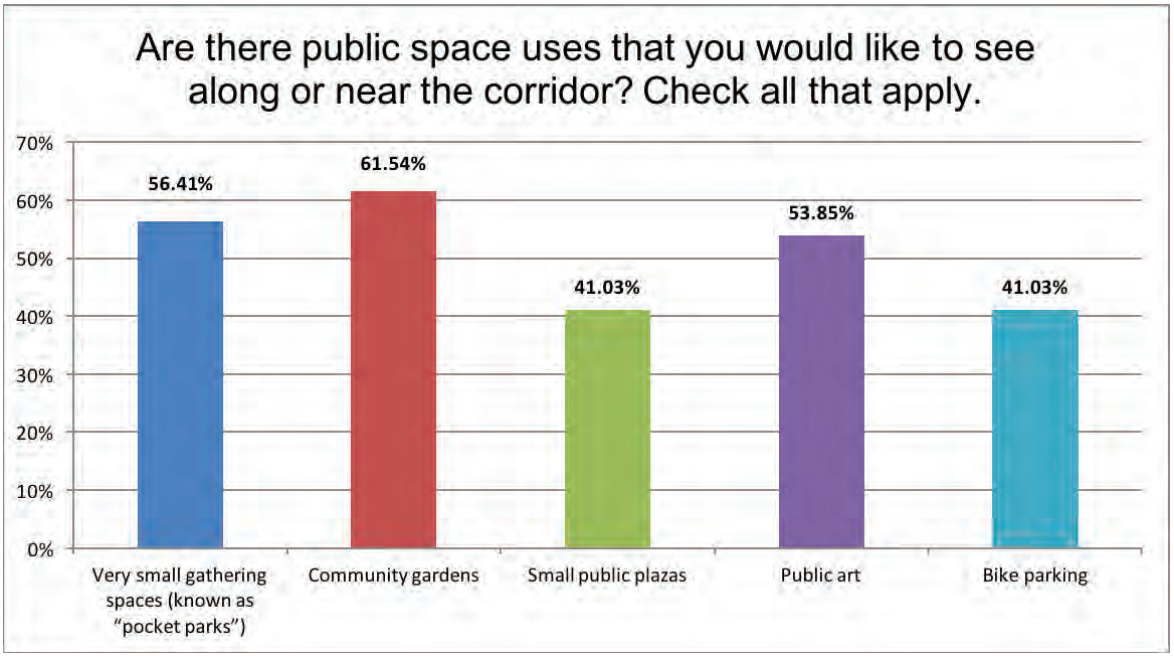
Full list of responses:

- *a formal event*
- *a swing set in the back*
- *add more plants*
- *add trash cans*
- *additional plants would make the facility look more warm*
- *art*
- *art*
- *beautification - arts - gardens*
- *better lighting*
- *better lighting/aimed away from buildings*
- *better parks*
- *better sidewalks*
- *better walkways*
- *better walkways*
- *big sidewalks*
- *bigger, cleaner park for the kids*
- *bike lanes made safe for young children*
- *black cultural art and history*
- *bus schedule*
- *bus shelter*
- *clean*
- *clean*
- *clean up garbage*
- *cleaner streets - litter management*
- *curfew*
- *wastebaskets around the facility*
- *drugs*
- *extend hours to later*
- *extend times between runs*
- *faster response time from police when it's a domestic issue*
- *fix pot holes*
- *greenspace/greenery*
- *harassment*
- *housing*
- *infrastructure*
- *kid friendly and accessible*
- *lighting*
- *lights*
- *littering*
- *location*
- *loud music*
- *loud music*
- *more art*
- *more businesses for customers/employees*
- *more color*
- *more colorful*
- *more family activities*
- *more garbage cans*
- *more lights, lamppost*
- *more programs for the teens*
- *more safety on all levels - especially lights, cameras, streets*
- *more security*
- *more trash cans*
- *more trees*
- *motor bike*
- *need a community center - Reopen Carver!*
- *not a lot of trees*
- *not many cross walks or cameras in a five block area*

- *blockage of drains*
- *nothing*
- *painted divider line on Craig and Main*
- *parks*
- *parks*
- *places for kids to play*
- *pot holes*
- *pot holes*
- *pot holes*
- *potholes*
- *pride in the corridor*
- *redo houses between Lincoln and Duane*
- *reduce amount of concrete*
- *right in front of my apartment building*
- *school travel*
- *security for neighborhood parks*
- *sidewalk*
- *sidewalks*
- *sidewalks*
- *sidewalks*
- *sidewalks (albany and craig streets)*
- *sidewalks*
- *slower speeds (albany and craig streets)*
- *smoother sidewalks*
- *snowtime - it floods my driveway*
- *something that represents community*
- *speed limits/lights on streets*
- *speeding cars*
- *stalking*
- *stop speeding cars*
- *the garbage out front (garbage cans)*
- *the laundry (should accept dollar bills)*
- *sidewalk*
- *trash*
- *view*
- *time*
- *to stop the motor bikes*
- *traffic*
- *traffic lights*
- *traffic lights*
- *traffic problems, speeding, double parking*
- *trash cans (albany and craig streets)*
- *violence*
- *wider and repaved sidewalks*
- *wider streets*

Question 4

A majority of survey takers would like to see community gardens (62%), pocket parks (56%) and public art (54%) as public spaces along the corridor. Roughly 40% of respondents were interested in seeing small public plazas and bike parking along the corridor. Other suggestions for public space included after school programs, a youth club, public games and supplies, a handball court, a sports field, and community display boards for sharing information.



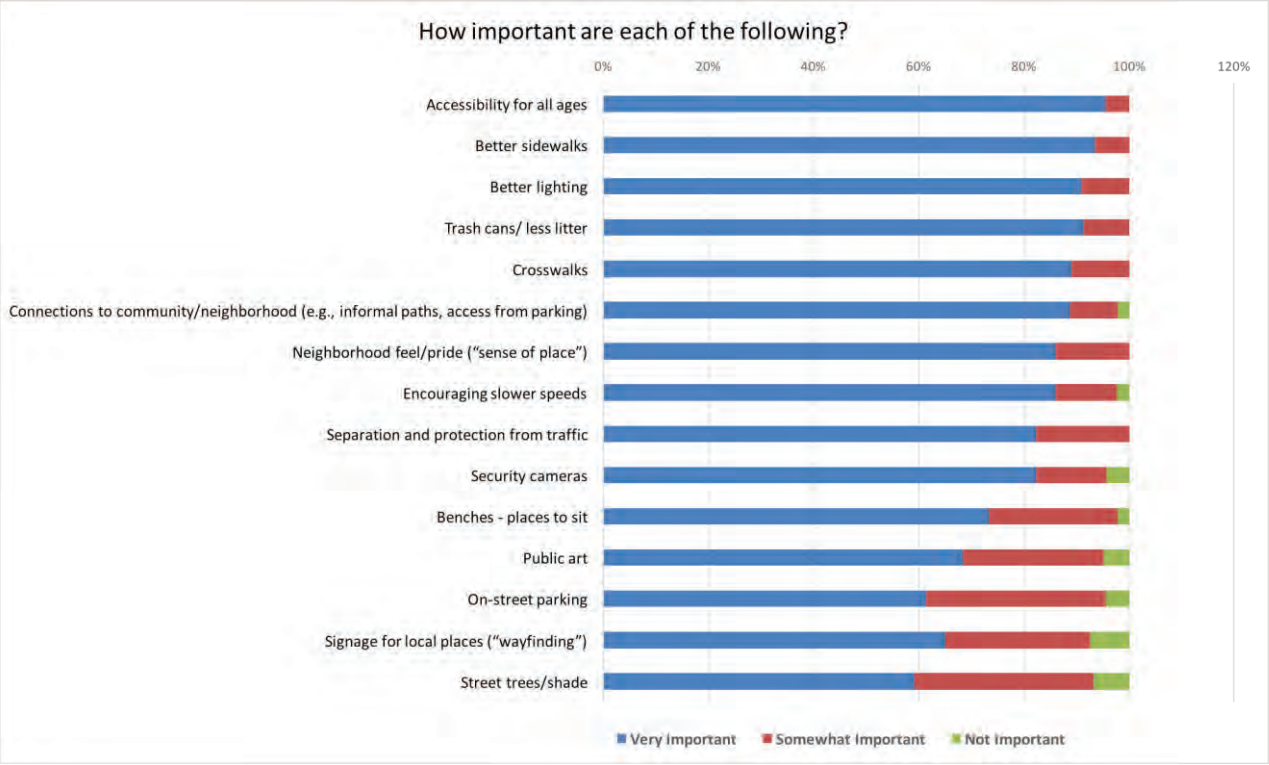
Question 5 (open-ended)

People were asked to name one thing about their neighborhood that they would visually celebrate along the corridor. Common responses included building community, murals, historic events and gardens.

- *Historic event*
- *Build community*
- *Build community*
- *Honor an event*
- *One day block party for the kids*
- *One drop*
- *Use a mural to inspire happiness, build community*
- *Build communities and honor important historic events*
- *Common Unity*
- *Clean up date after winter and summer and add more trash cans*
- *A garden would be tremendous*
- *Mural for inspiration*
- *Mural*
- *The love in the community*
- *Mural to inspire happiness*
- *Murals*
- *Murals to inspire hope*
- *gardens, flower beds*
- *Murals and artwork created by the community. Pocket parks and gardens to feed families.*
- *Inspire happiness*
- *Mural, build community, historic event*
- *Phoenix Walks Project - Celebrating/ recognizing Arts Center, Cocoa House, Carver*
- *The schools in the neighborhood*
- *Built community, by celebrating black art and history!*

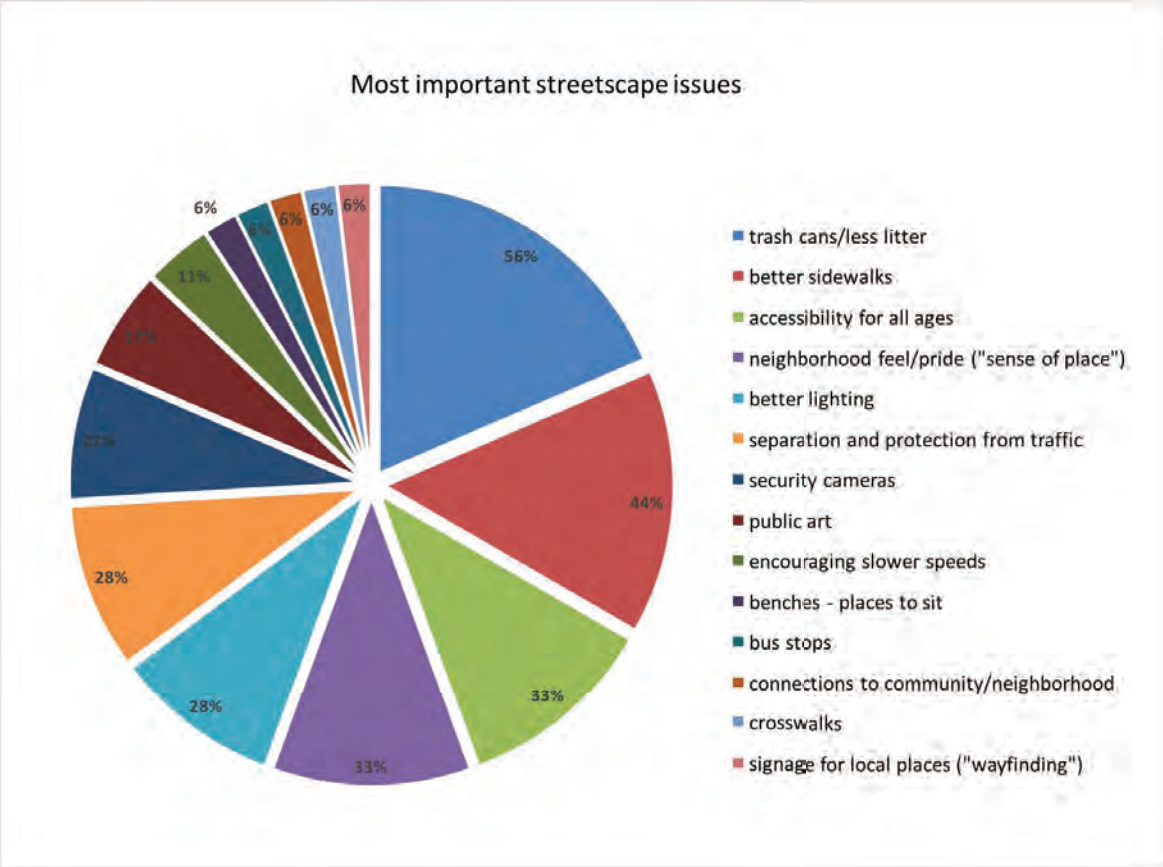
Question 6

Survey takers indicated whether a range of streetscape improvements were very important, somewhat important or not important to them. Most respondents indicated that all options were very important to them, with accessibility for all ages, better sidewalks and lighting, and availability of trash cans/less litter at the top of the list.



Question 7

When asked to identify the three streetscape improvements from question six that were most important to them, a majority (56%) identified the need for trash cans/less litter as most important, followed by better sidewalks and accessibility for all ages.

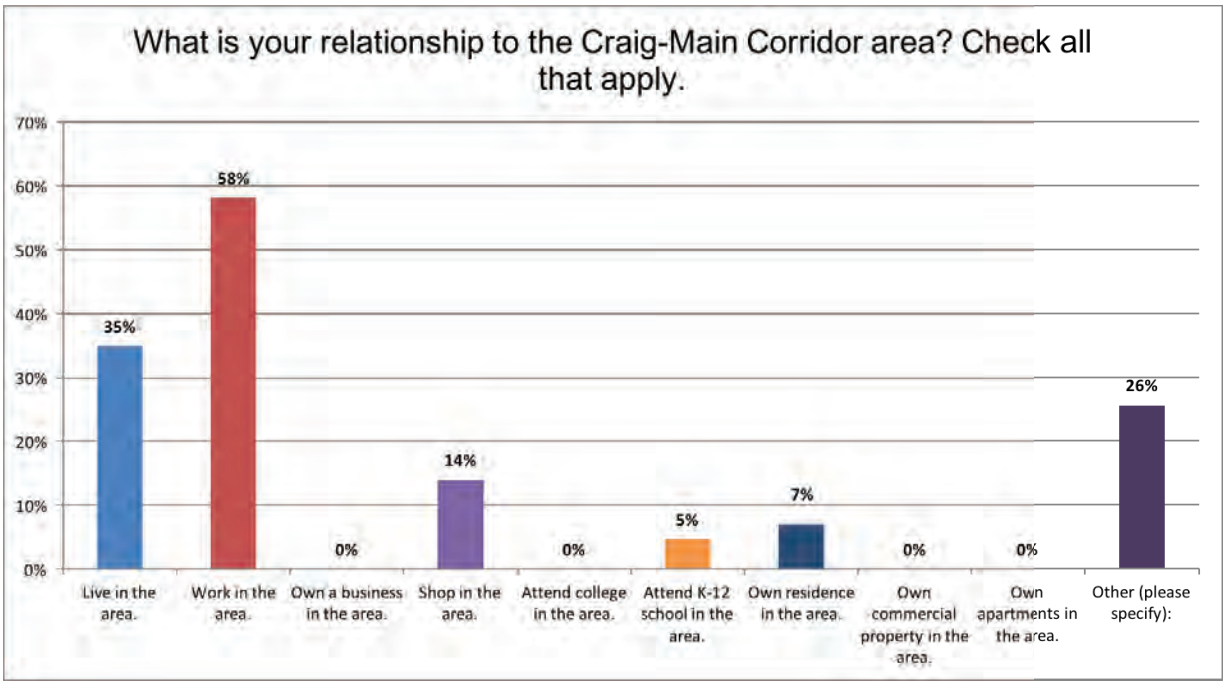


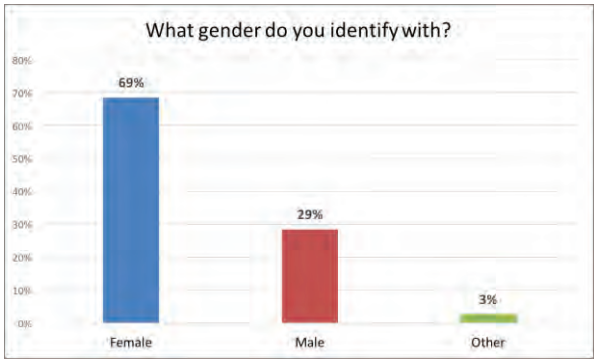
Craig-Main Connection Full Survey

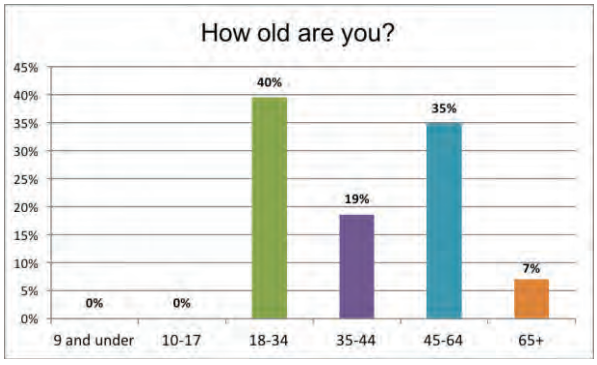
The Craig-Main Connection Full Survey posed a total of 44 questions addressing residents' experiences with and opinions about what would improve modes of transit along the corridor. The survey was made available from April 2019 to June 2019 both online and at multiple locations including the Phyllis Bornt Library and Literacy Center, the Mont Pleasant Library, the Electric City Barn and Schenectady City Hall. Surveys were also available at multiple events, including stakeholder workshops and the launch party. Forty-four people took the full survey. The results of the survey are summarized by question below.

Questions 1-5

These questions collected survey respondents' contact and personal demographic information. A majority of respondents (58%) work in the Craig-Main Corridor area and 35% live in the area. The majority of respondents (69%) identify as female; 40% are in the 18-34 age range and 35% are in the 45-64 age range.

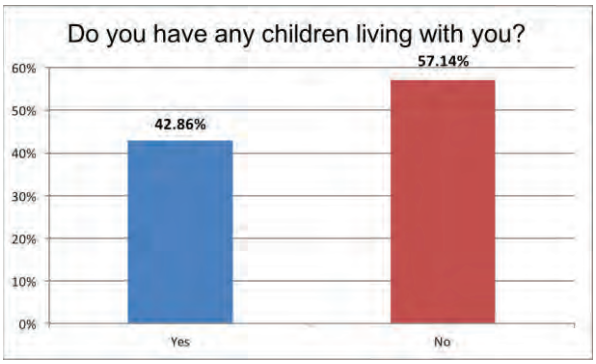


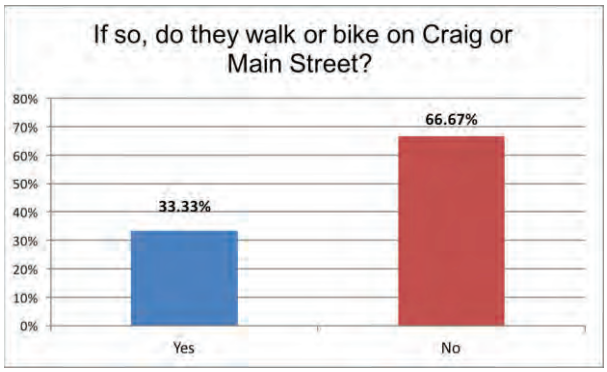


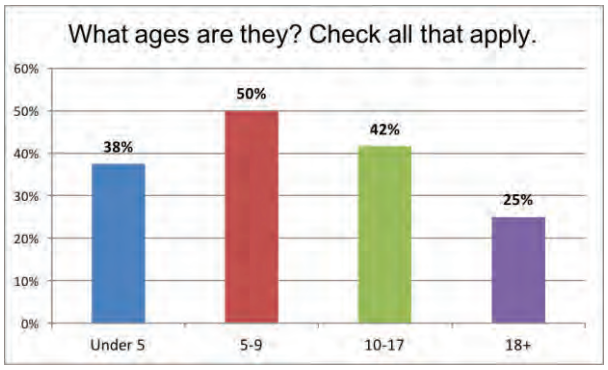


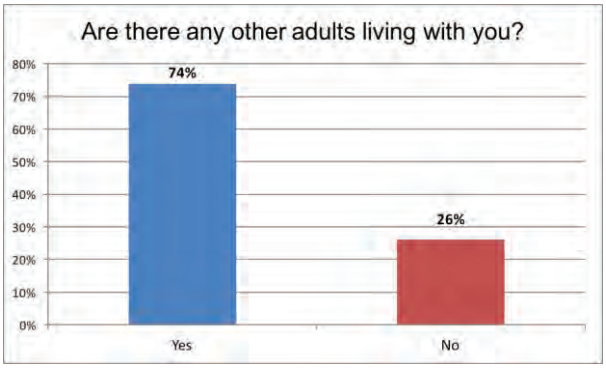
Questions 6-10

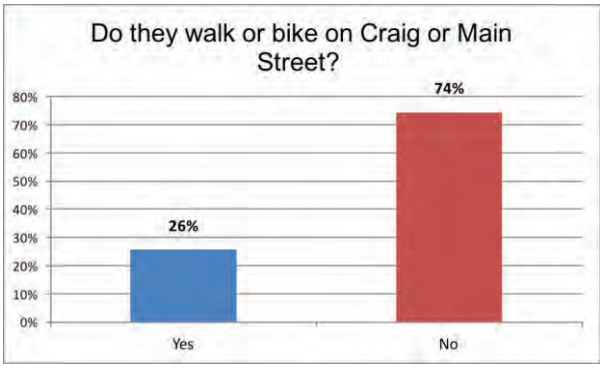
The majority of respondents (57%) did not have children living with them but did live with other adults (74%). Of those who did have children living with them, 33% indicated their children walk or bike on the Craig-Main Street Corridor. Of those living with another adult, 26% indicated the other adults walk or bike on the Craig-Main Street Corridor.





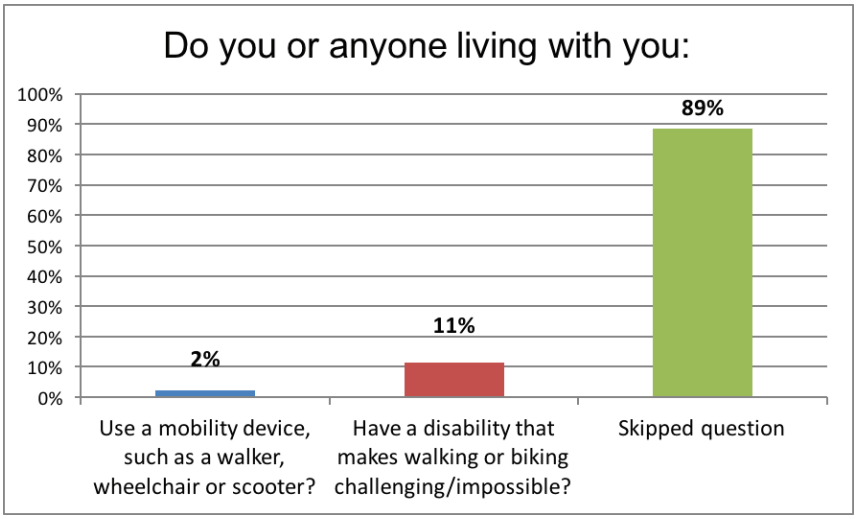






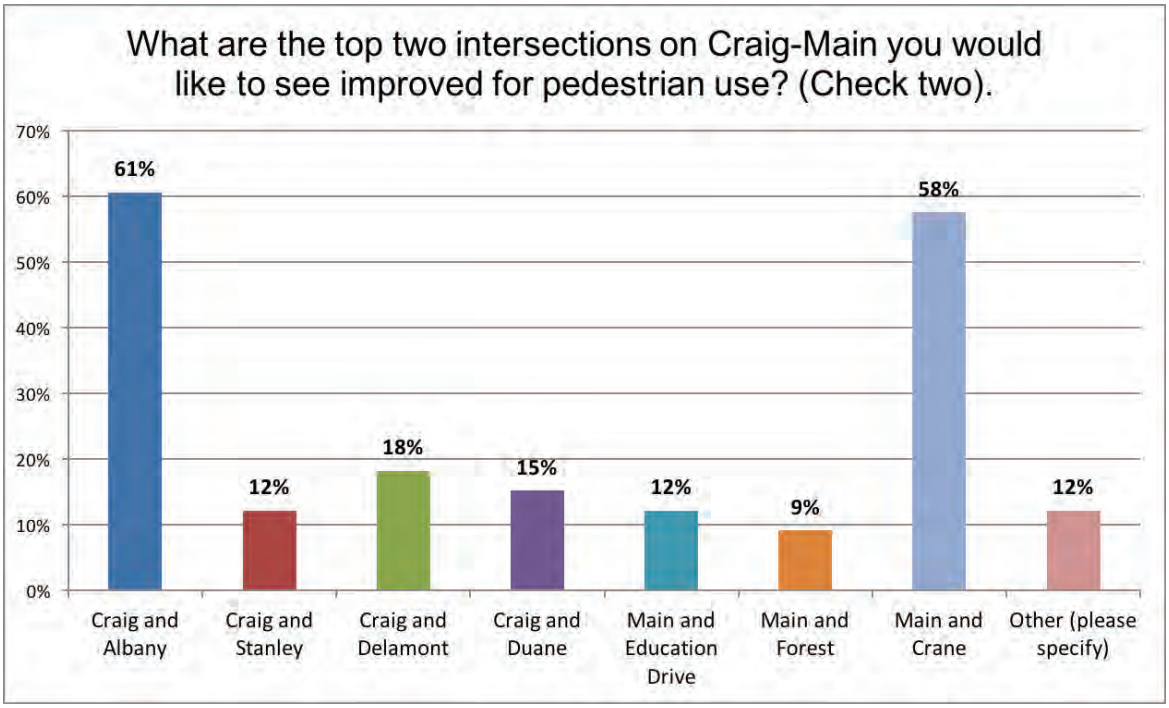
Question 11

Eleven percent (11%) of survey respondents indicated they have a disability that makes walking or biking challenging or impossible.



Question 12

Over 60% of survey takers indicated they would most like to see pedestrian improvements at the Craig and Albany Street intersection; 58% indicated they would most like to see pedestrian improvements at the Main and Crane Street intersection.



Question 13 (open ended)
Respondents provided a range of answers to the question "What would make these intersections better?" with an emphasis on sidewalks and overall safety.

***Full responses*:**

- *Safer sidewalks, benches to sit, more lighting @ nite.*
- *better sidewalks, bicycle lanes, speed limit signs (occasional electronic speed monitors), speed bumps, better police patrols (and ticketing for auto speeding)*
- *We need a safer way for students to get to school. They need a safe path which is clear of a lot of traffic AND well monitored, especially when they are walking to and home from school (times vary depending on whether it's an elementary school or middle school)*
- *safety, criminal element on streets all the time*
- *Try to make it look more friendly it looks like you're about to get hurt around every corner I walk to and from work and it's always scary.*
- *I don't know if this is even possible, but some kind of covered walkway on the overpass. During the snowy weather, the sidewalks aren't always cleared and the kids are all forced to walk on the street. The road goes downhill here and I always worry about cars sliding out of control and someone getting hit.*
- *Better lighting. Security cameras. Wireless access.*
- *Teach the drivers that pedestrians have the right of way*
- *Clearer intersection crosswalks*
- the wheelchair cutouts are done.
- *Better sidewalks, lighting, curbs, fix houses on the block*
- *roads need to be repaired*
- *Make Chrisler Ave a one way south between Main and Norwood. This would eliminate a signal phase at the intersection (add a lead turn only phase for southbound crane street). This would allow for either 2-sided parking, angled parking, a bike lane on the roadway, or relocation of the curbs to allow for the installation of street trees to soften the area.*
- *Sign, more awareness that it's a school*
- *Great question, I will have to think on this.*
- *Landscaping, cross walks*
- *Streets and sidewalks*
- *Better walkways and cleaned*
- *The streets to be repaved*
- *Safety*
- *Speed bumps*
- *More appealing to children in terms of appearance*
- *"New pavement on Craig Street*
- *Reopening Carver Community Center"*
- *more visible traffic lights, pedestrian walkways, large bike lanes, improved sidewalks, energy efficient and bright lighting*
- *No opinion*
- *Elimination of blight, walkable sidewalks, less trash*
- *making sure*

Question 14
Respondents identified the following locations along the Craig-Main Corridor as places they would have most interest in traveling to:

I would like to walk to:

- *A healthy lunch spot*
- *Restaurants*
- *We take people home from the Pantry.*
- *SiCM Food Pantry*
- *The store and library*
- *Willie St garden*

- *Craig and Lincoln*
- *Crane Street*
- *Craig Albany*
- *Albany Street*

I would like to bike to:

- *Anywhere*
- *Home*
- *Main and education*
- *Crane Street*
- *Quackenbush Park*

I would like to take public transit to:

- *Work, shopping, and entertainment*
- *Down town*
- *Shopping areas (with grocery stores)*
- *Walmart/price chopper*
- *Crane Street*

I use a mobility device and would like greater access to:

- *bus stops without concern of being hit by cars speeding*

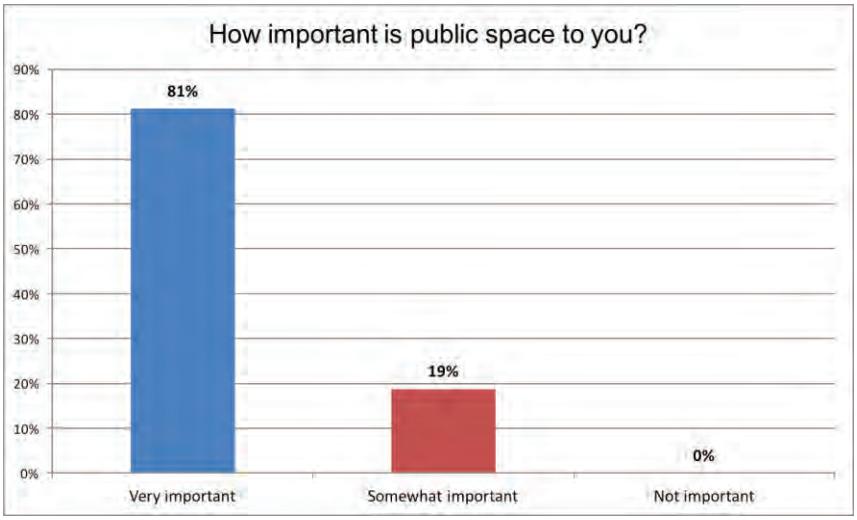
Question 15 (open ended)

Survey takers listed the following public spaces along the corridor that they enjoy visiting, including the library, Jerry Burrell Park and Quakenbush Park.

- *Library*
- *None currently - benches would be a good start (seniors need to sit occasionally)*
- *I usually drive in this area passing from work*
- *Jerry Burrell*
- *Jerry Burrell Park*
- *Quackenbush pPark/pool*
- *"Quackenbush Park*
- *Boys & Girls Clubs*
- *Girls Inc*
- *Schools*
- *Playground*
- *Library and park*
- *Education drive*
- *Jerry Burrell Park*

Question 16

A large majority (81%) of respondents indicated that public space is very important to them.

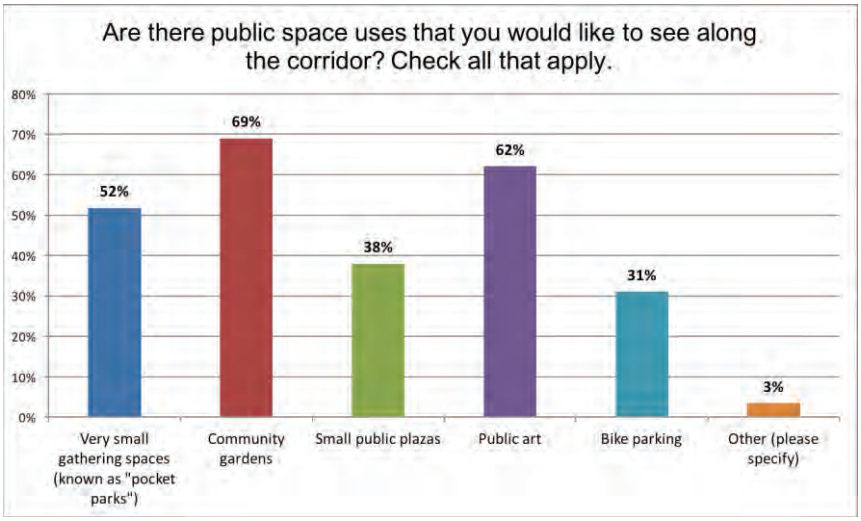


Comments included:

- *It's great to be able to get out there and be safe too.*
- *it enhances community engagement and relationships - it takes a village*
- *I care about my students having access to as many opportunities as possible*
- *It allows for people to congregate and forms community*
- *Promotes a since of Community and adds beauty.*
- *Because public space is for all and should be safe for all and inviting to all*
- *With these two neighborhoods being some of our lowest income and area's with the highest food insecurity. Using public space to provide fresh food to the residents could really help those who have so little at least have something to eat. The maker spaces could also teach canning and jam classes to show them how to preserve the food that is produced during the summer months to last all year.*
- *It helps to create community, it's important that it's well maintained and cared for.*
- *We need to become a better/safer community unit. Community is my passion.*
- *It is the backbone of the community*
- *so my kids can play*
- *To go to work*
- *Creates community*
- *So that children have a safe place to*
- *Gives an outlet for the children and young adults to go.*
- *Makes driving to work, lunchtime & neighborhood projects more enjoyable*

Question 17

A majority of respondents indicated they would like to see community gardens (69%), public art (62%) and pocket parks (52%) along the Craig-Main Corridor.



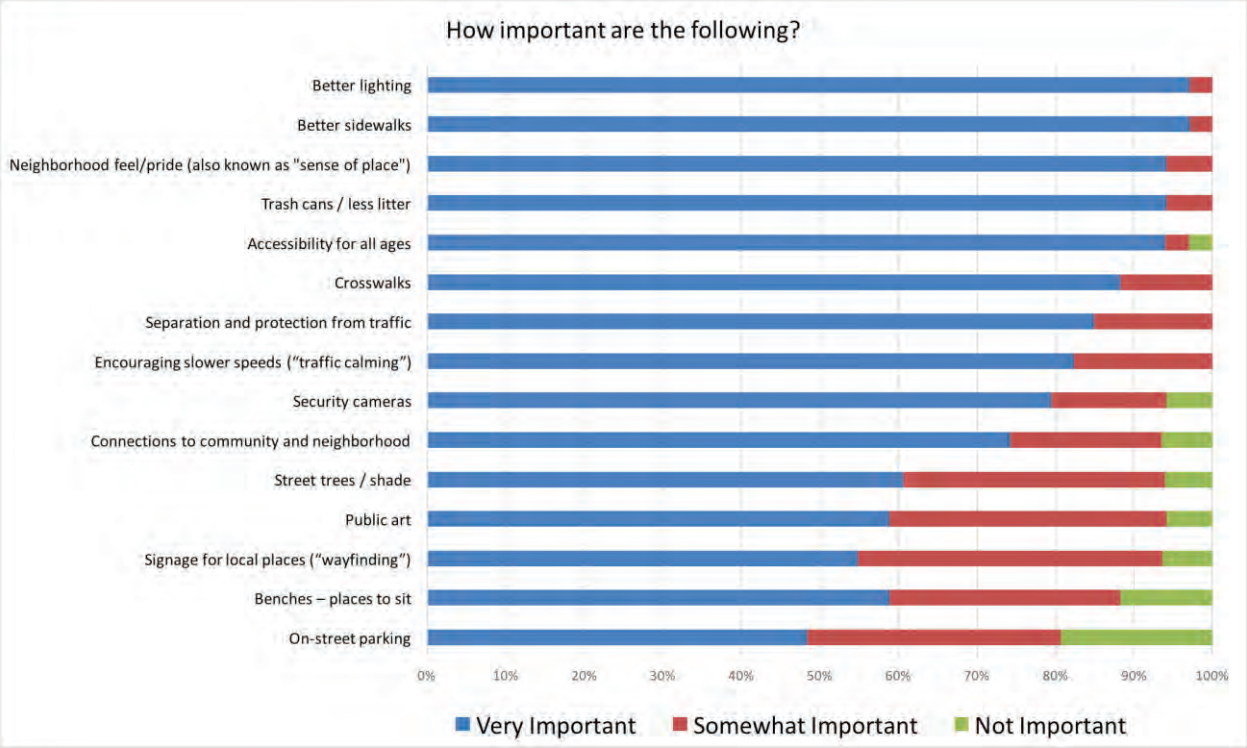
Question 18 (open ended)

Responses to the question "How would you use new public spaces" included the following:

- *Sit and enjoy fresh air.*
- *Make it neighborhood friendly.*
- *I probably wouldn't personally use them.*
- *Outdoor work and meeting space.s*
- *Gathering spaces, public art would allow for increased community pride.*
- *Gardens that are kept up, Benches, Trash Cans, Flowers, Some Art.*
- *Depends on what it is.*
- *Community gatherings -weather permitting.*
- *They would brighten up the entire area.*
- *Bring my children.*
- *Attend public gatherings.*
- *Refer others to the spaces.*
- *To spend time in and just get away.*
- *I would let the kids show off their creativity.*

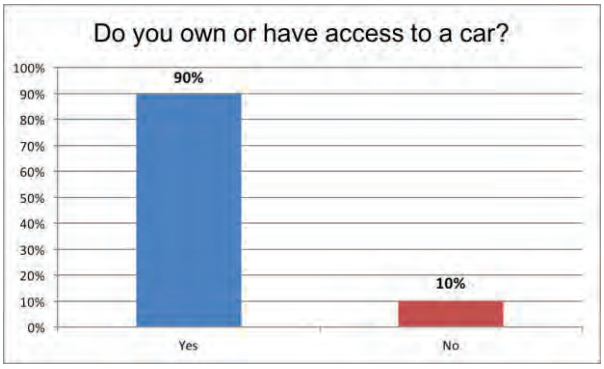
Question 19

A majority of survey respondents indicated that they found a wide range of streetscape improvements (listed in chart below) to be very important.



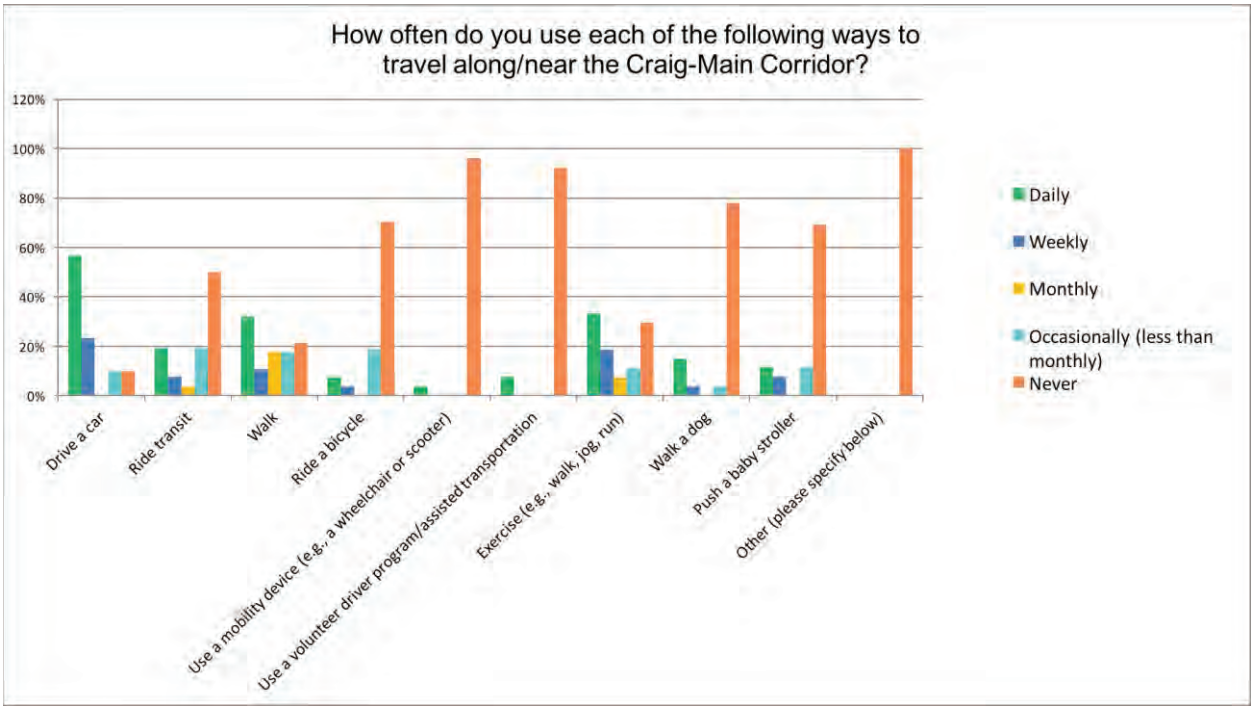
Question 20

Ninety percent (90%) of respondents said they own or have access to a car.



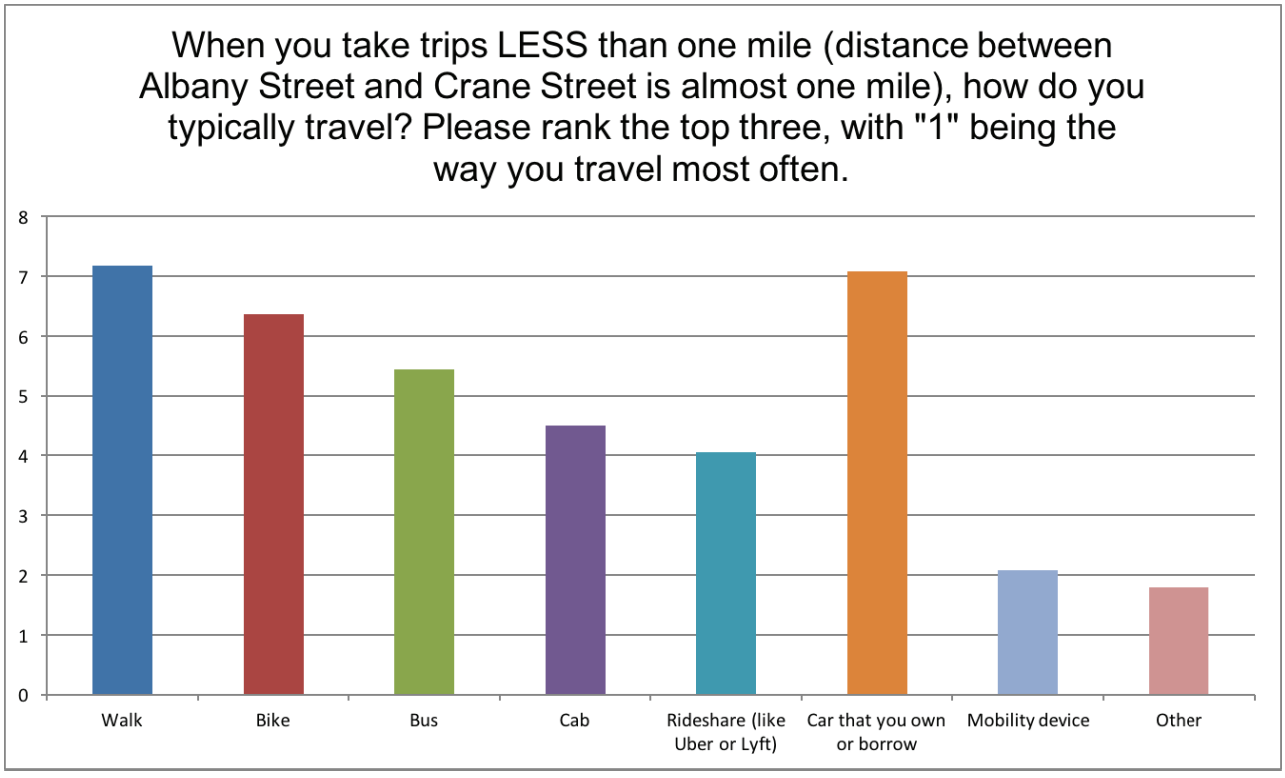
Question 21

A majority of respondents indicated that they drive a car daily.



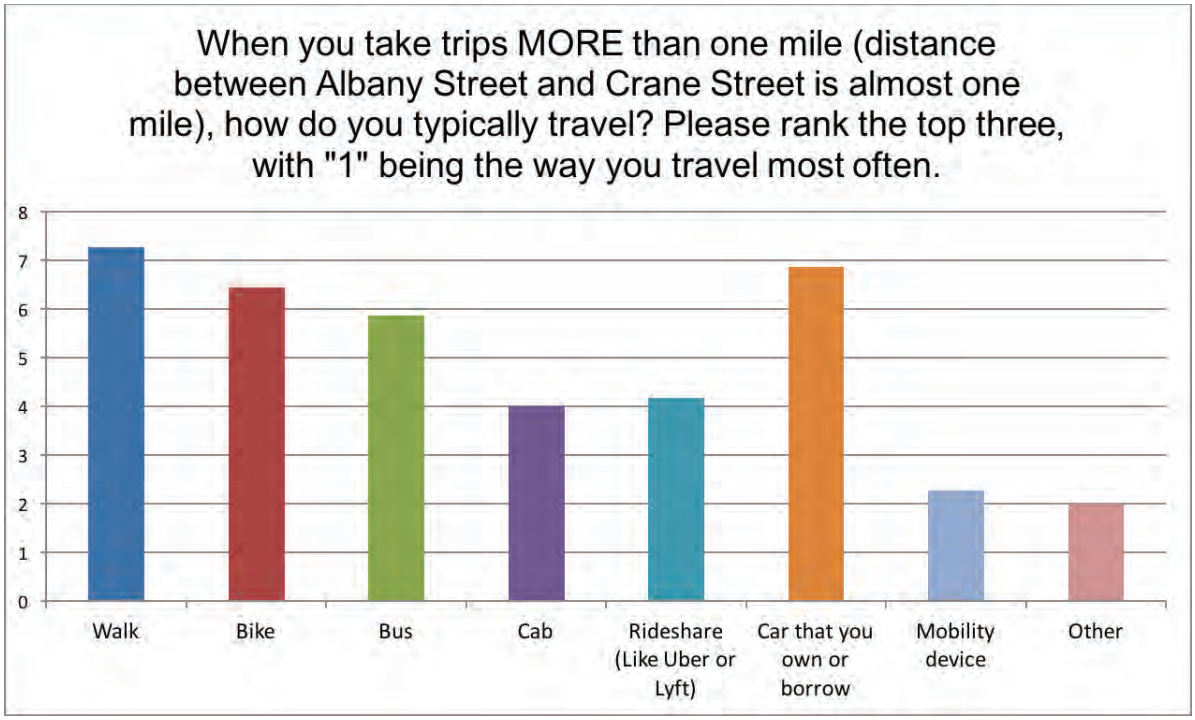
Question 22

Survey takers indicated that they most often walk, use a car that they own/borrow, or bike for trips less than one mile.



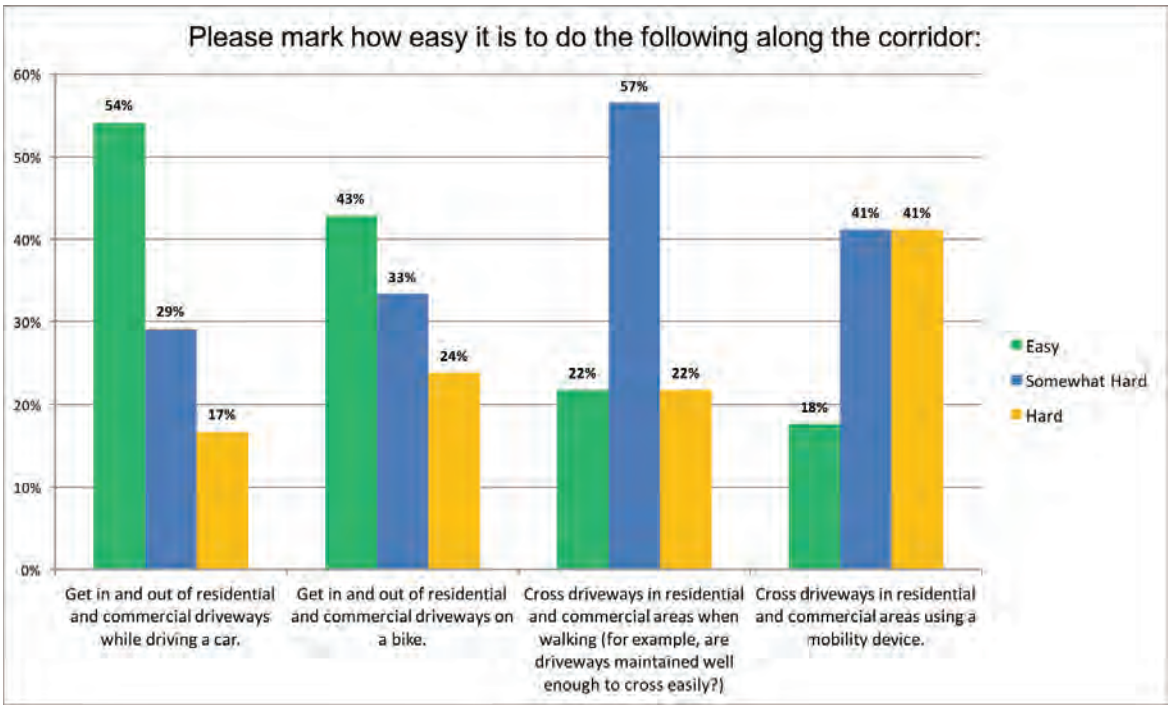
Question 23

Survey takers indicated that they most often walk, use a care that they own/borrow, or bike for trips more than one mile.



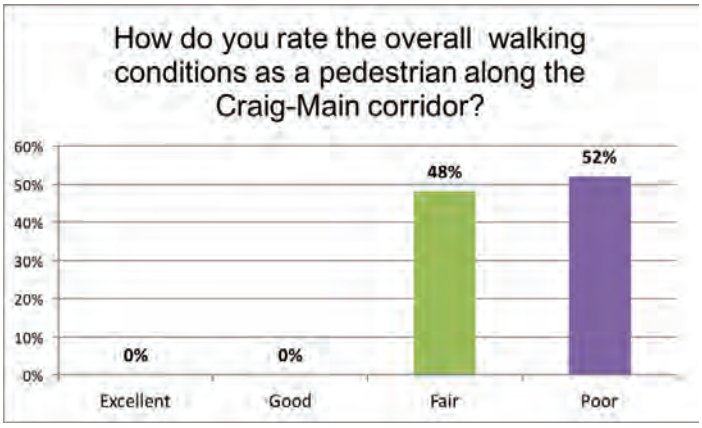
Question 24

A majority of survey takers (54%) indicated it is easy to get in and out of residential/commercial driveways while driving a car along the corridor but somewhat hard to cross driveways in residential/commercial areas when walking (57%).



Question 25

A majority of respondents (52%) rated overall walking conditions along the corridor as poor; the rest rated conditions as fair (48%).

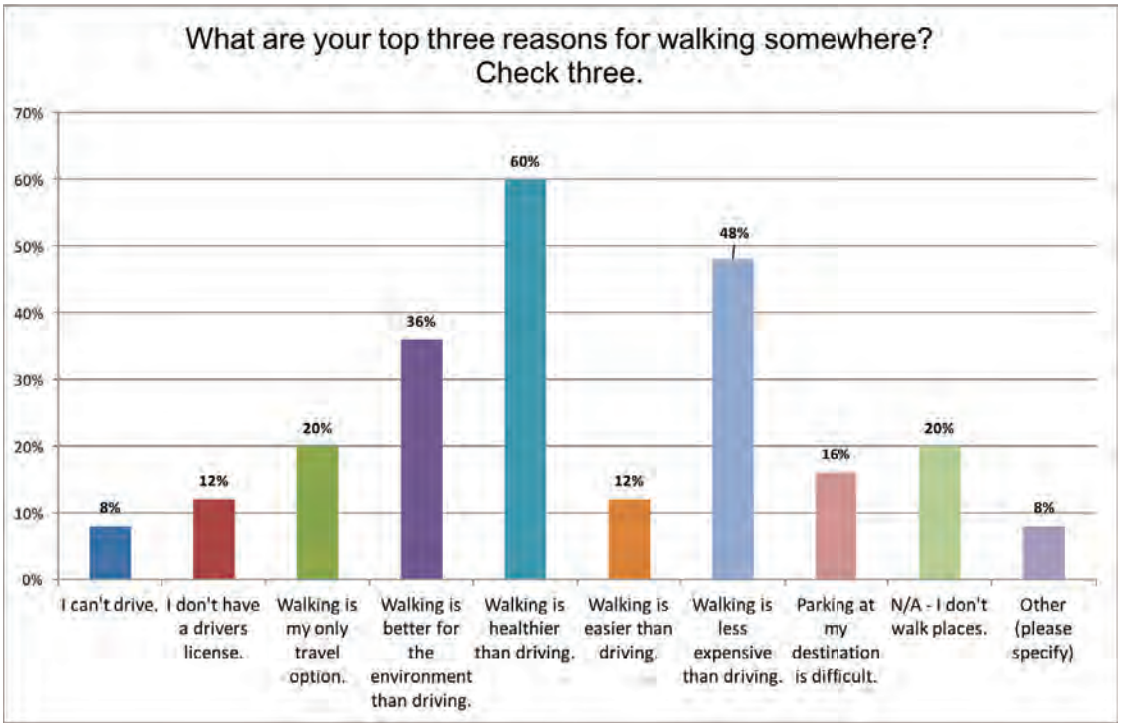


Comments:

- *Some sidewalks are better than others; inclement weather in winter makes things harder.*
- *sidewalks are in poor condition, especially difficult for strollers, wheelchairs, and bicycles*
- *Feels dangerous to walk along the area.*
- *Most sidewalks and roads are in very poor condition. Personal safety is a concern.*
- *The sidewalks are broken and bumpy, making it hard for people in wheelchairs or with strollers to navigate.*
- *sidewalks are in horrible condition, and the bike markings from the bike event 3 years ago are disjointed and confusing now.*
- *Doesn't feel really safe*
- *The streets/sidewalks need serious attention. There are huge potholes and cracks that disrupt walkability/drivability*
- *Sidewalks are often unkept and uneven.*
- *cracked and broken sidewalks*
- *Able to get around still, even though streets are rough*
- *Lighting, conditions of sidewalks and streets*
- *The sidewalks are horrendous*
- *Not the best. Ground not level*
- *Holes cracks in sidewalks.*
- *Sidewalks in disrepair*
- *Trash*

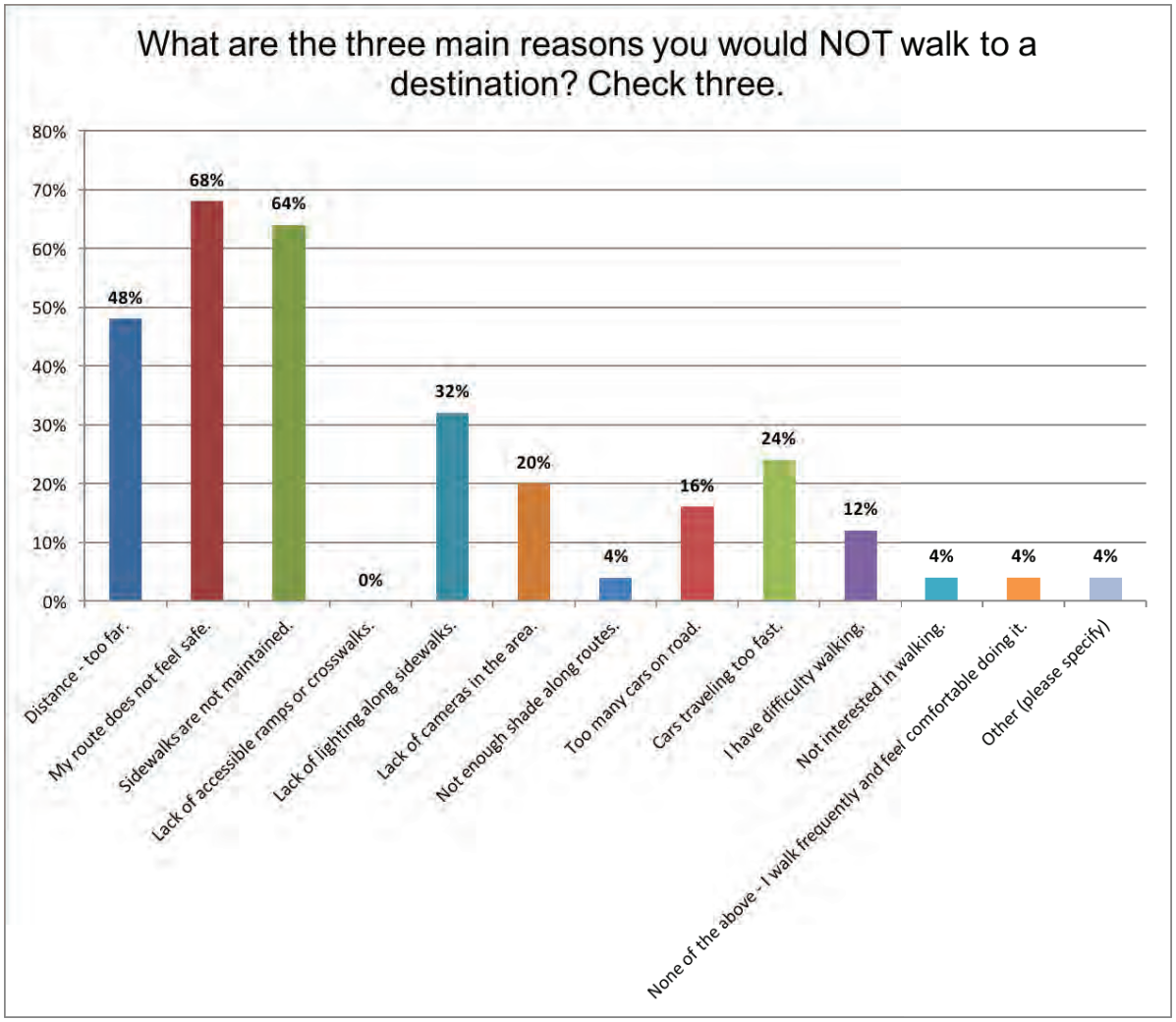
Question 26

The majority of respondents indicated that they walk places because walking is healthier than driving (60%). Other reasons selected included because walking is less expensive than driving (48%) and walking is better for the environment than driving (36%).



Question 27

A majority of respondents indicated the primary reasons they would not walk to a destination included their route not feeling safe (68%) and poorly-maintained sidewalks (64%).

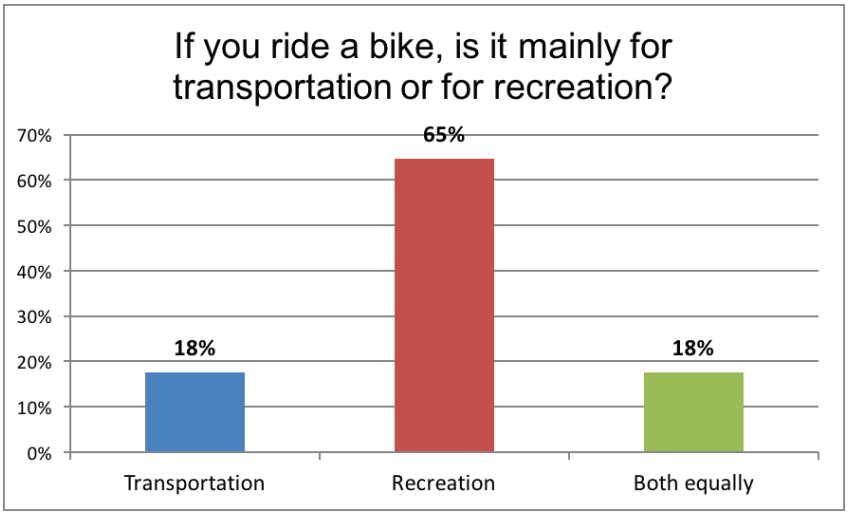


Question 28

Most respondents indicated it was somewhat or very likely that they would choose to walk (for trips less than one mile) if the streets were improved for walking.

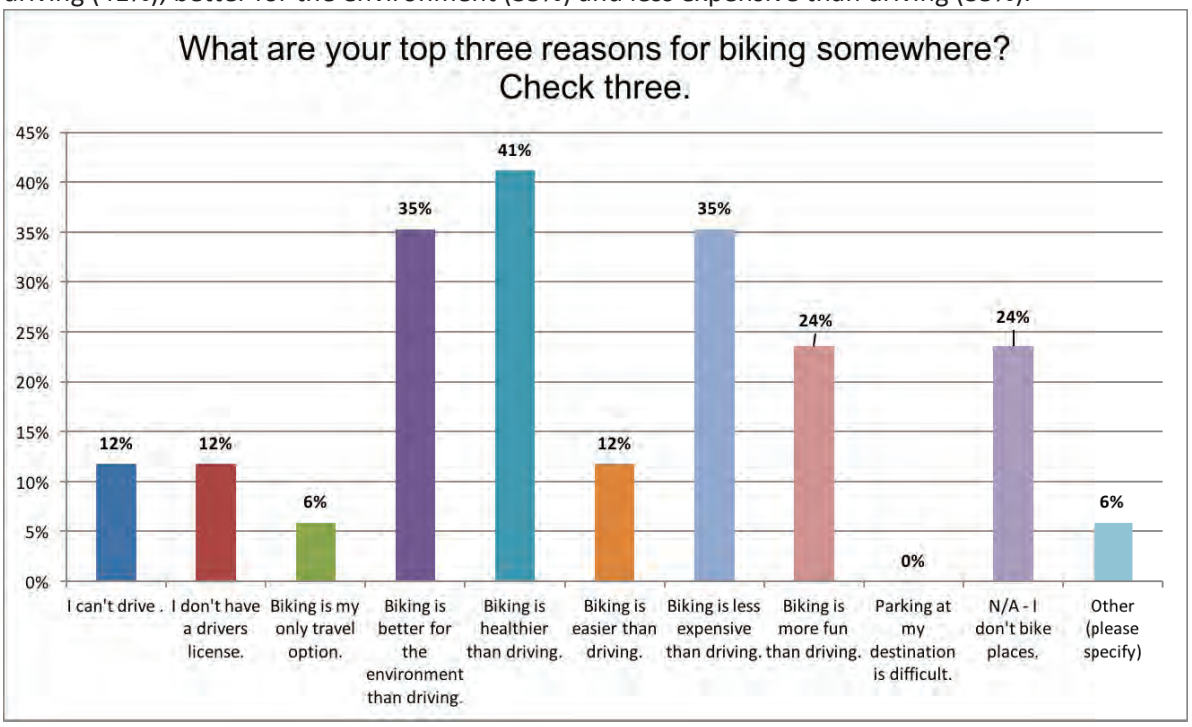
Question 29

Of those who ride bikes, the majority (65%) ride primarily for recreation.



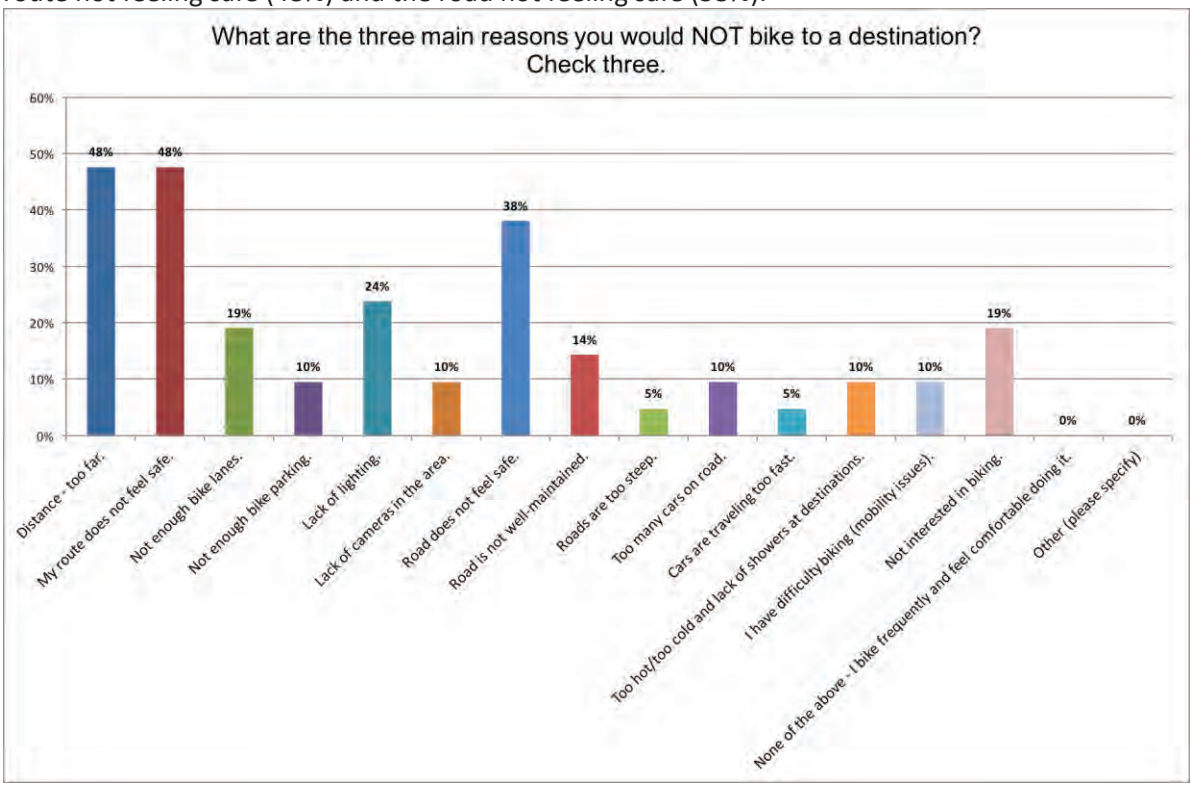
Question 30

The three most common reasons provided for biking somewhere included that biking is healthier than driving (41%), better for the environment (35%) and less expensive than driving (35%).



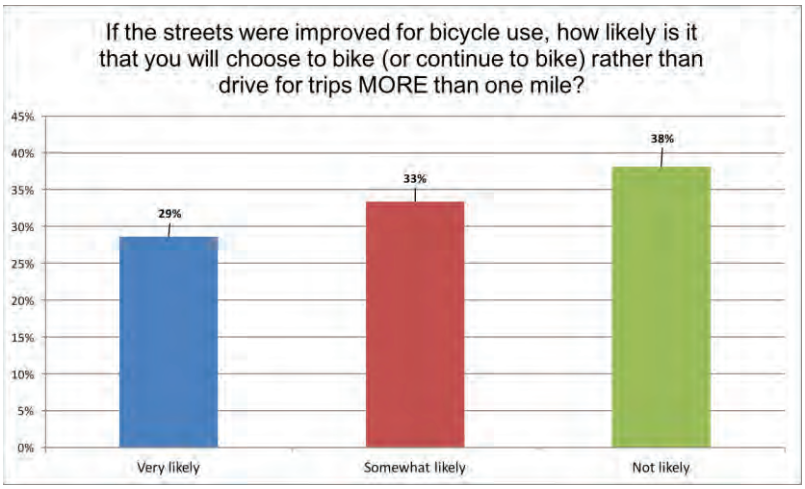
Question 31

The three most common reasons provided for NOT biking to a destination included distance (48%), the route not feeling safe (48%) and the road not feeling safe (38%).



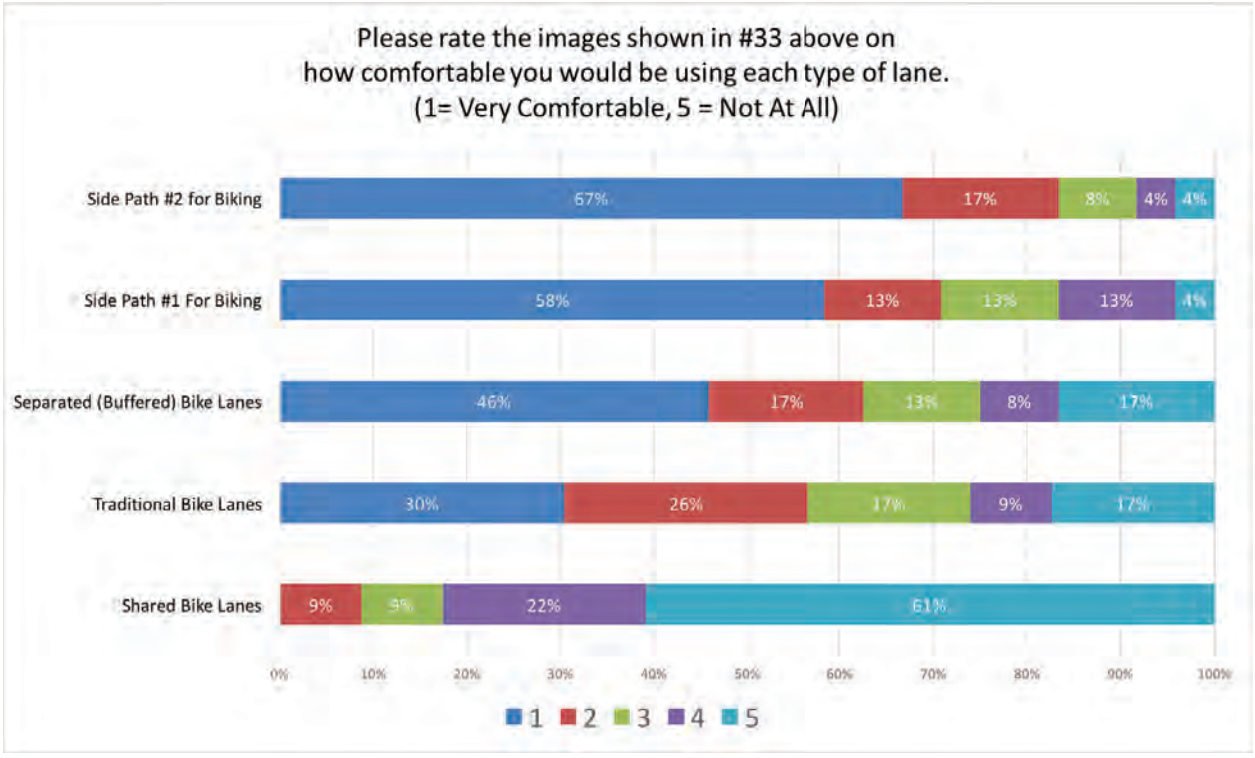
Question 32

Twenty-nine percent (29%) of respondents indicated that if streets were improved for bicycle use, they would very likely choose to bike for trips longer than one mile.



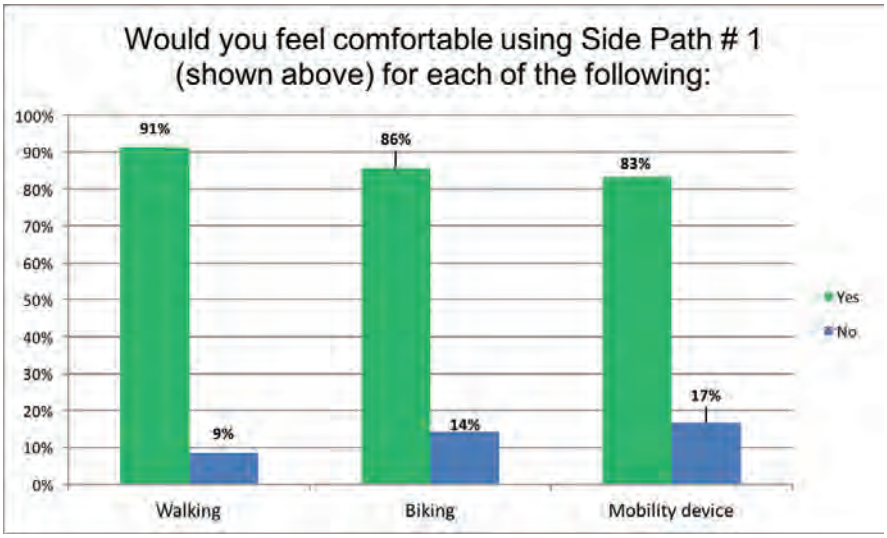
Question 33/34

Survey takers were asked to rate how comfortable they would be using different types of biking lanes on a scale of 1-5 (where 1 = very comfortable and 5 = not at all comfortable). The majority indicated they would be very comfortable with the two types of side paths for biking. Most were fairly comfortable with separate/buffered bike lanes and traditional bike lanes. The majority were uncomfortable with the idea of bike lanes shared with traffic lanes.



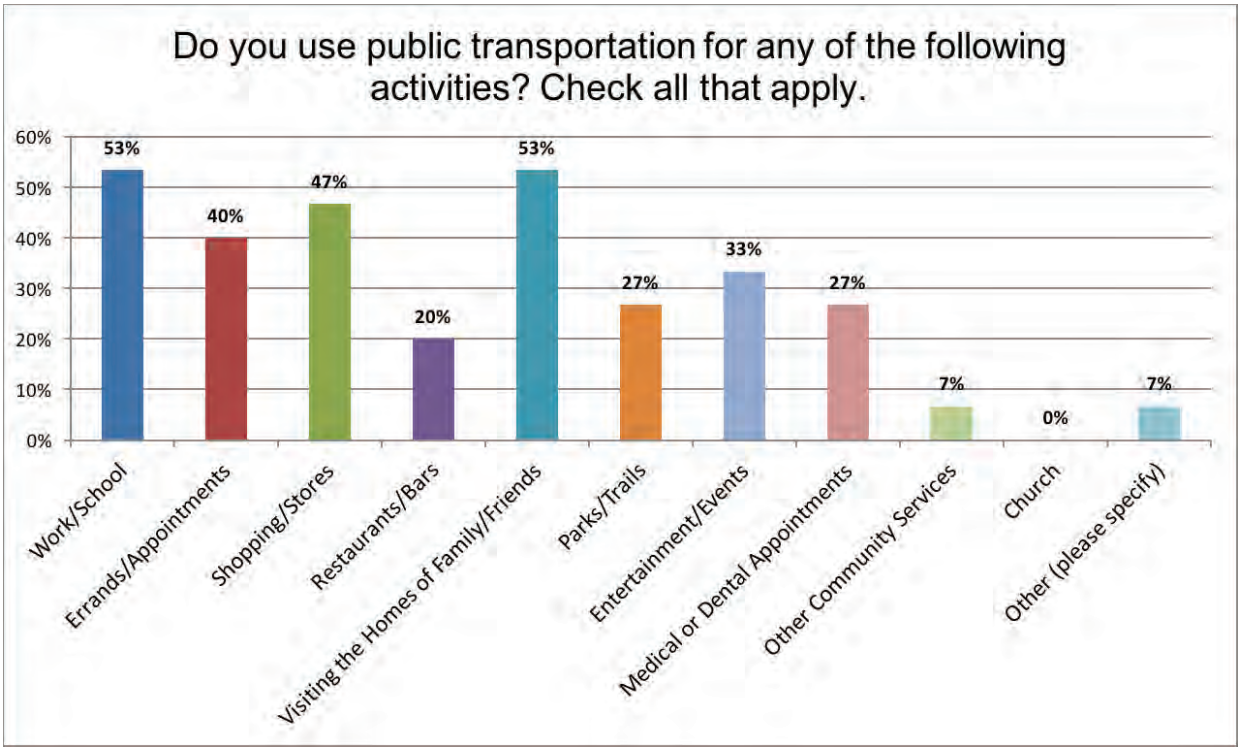
Question 35

A large majority of survey takers indicated they would be comfortable using side path #1 for walking (91%), biking (86%) and mobility devices (83%).



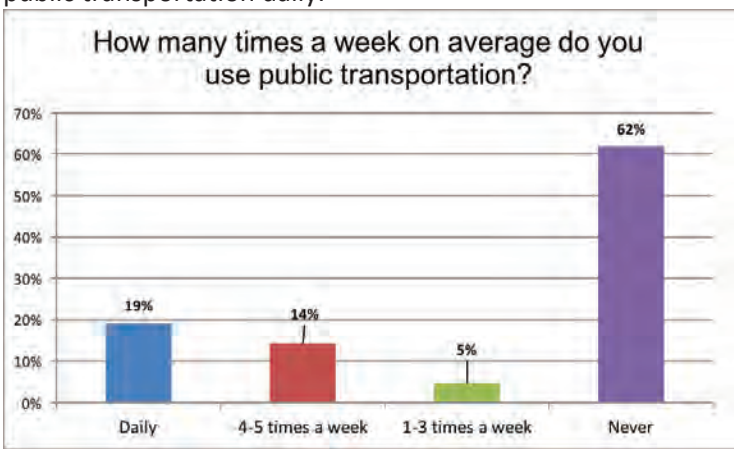
Question 36

A majority of survey takers take public transportation for work/school (53%) and visiting the homes of family and friends (53%).



Question 37

A majority of survey takers (62%) indicated they never take public transportation. Close to 20% take public transportation daily.



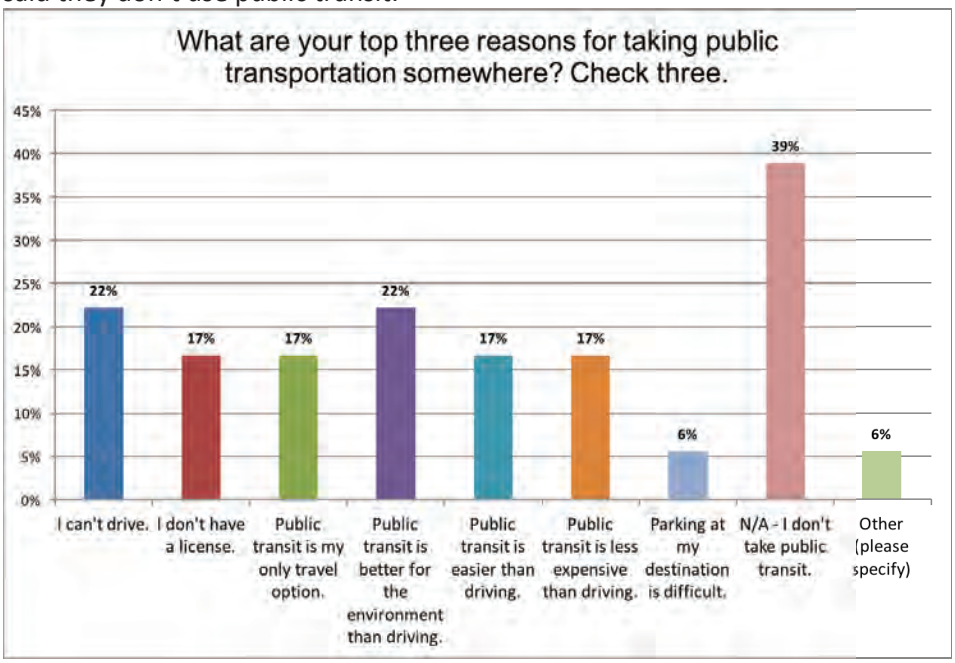
Question 38

Survey respondents indicated the following as some of the places they visit most often using public transportation:

- *Walmart*
- *Colonie*
- *Work*
- *Benefits services*
- *Doctors' appointment*
- *Visiting friends/family*
- *Going to school*
- *Visiting the mall*

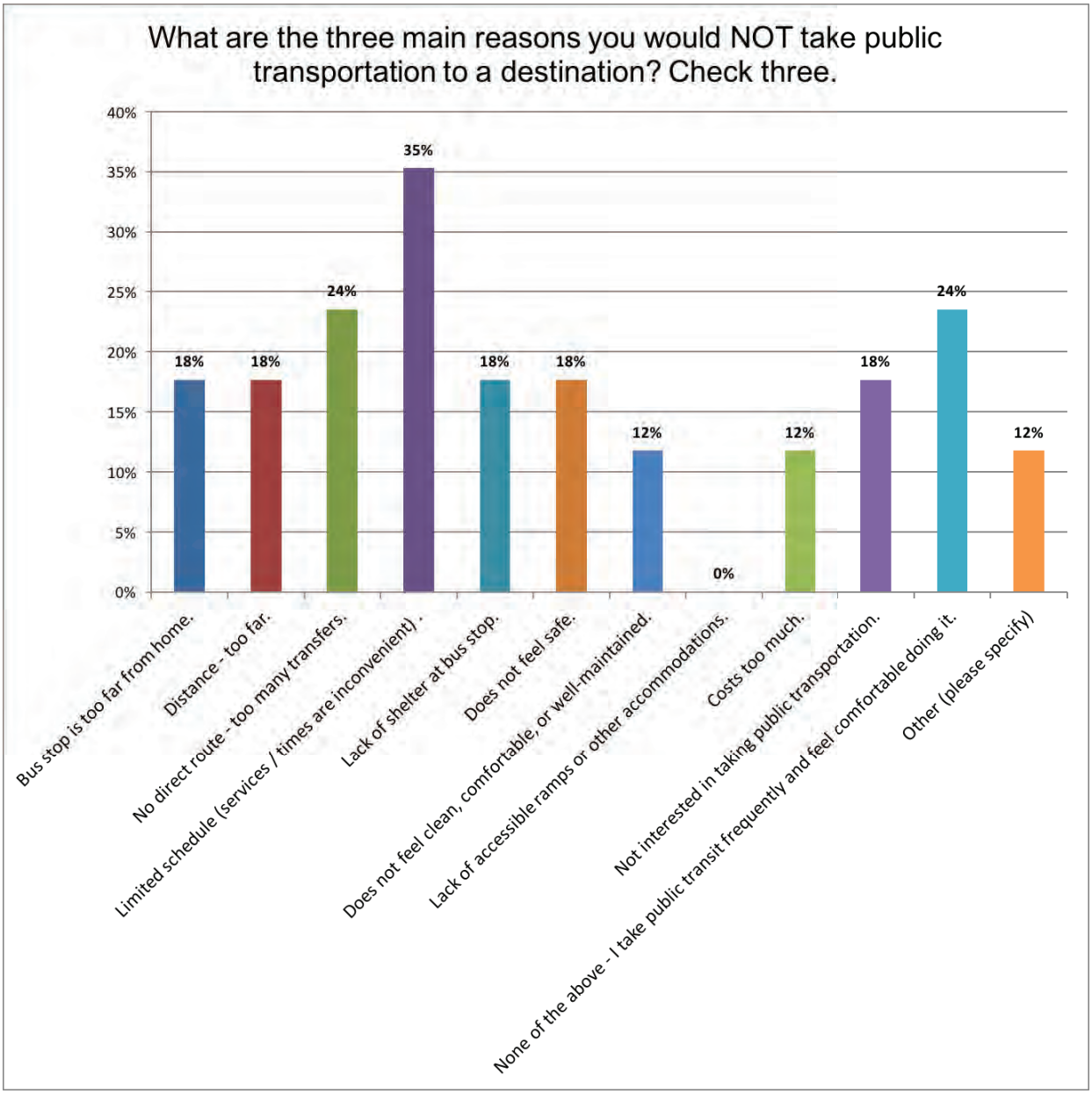
Question 39

Survey takers indicated their top reasons for taking public transportation included that they can't drive (22%) and that public transit is better for the environment for driving (22%). Almost 40% of respondents said they don't use public transit.



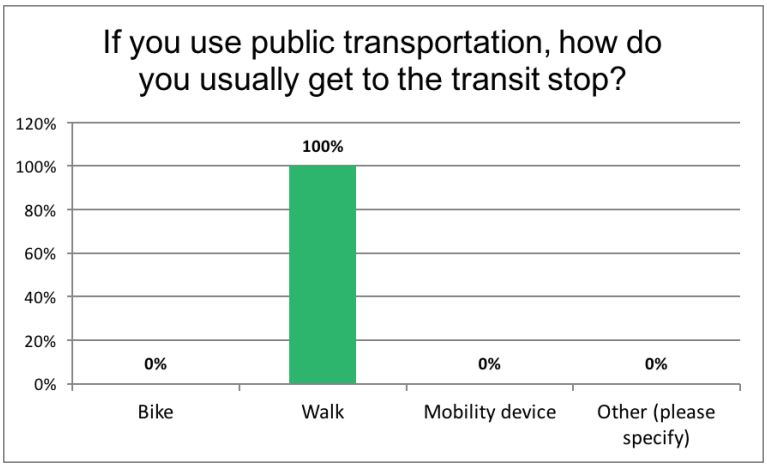
Question 40

The top reasons provided for NOT taking public transportation to a destination included limited or inconvenient transit schedules (35%) and the lack of direct routes (24%). Twenty four percent (24%) of respondents indicated they take public transit frequently and feel comfortable doing so.



Question 41

All respondents (100%) indicated that if they take public transportation, they get to the transit spot by walking.



Question 42

Respondents provided the following comments that they felt would help the City to develop a plan for the Craig-Main Corridor:

- *You need little parks, gathering areas, better walking conditions, and trash cans (not that they'd be used). And when you get done with the Craig-Main Connections, how about Mont Pleasant?*
- *Vehicles speeding is a major safety concern / exiting a parked car on Craig St. is risky due to cars that drive too close (and fast) to parked cars / are speed bumps or something similar an option based on proximity to senior housing and three schools?*
- *Integrating attractive public art and landscaping are essential in creating a neighborhood in which the residents feel proud, valued and included.*
- *I believe it is very important that the Craig Street Corridor mirrors a place where families are encouraged to thrive in every area of their lives. Thank you.*
- *This survey is a great tool to obtain feedback from the community. Their input is vital to this project because residents can voice their everyday struggles living and getting around their neighborhood*
- *Mainly fix streets and sidewalks. Plant more trees and put in more garbage cans. Put in more cameras and brighter street lights. Add splash park on 5th and Congress.*
- *Speed bumps*
- *Reopen Carver Community Center*
- *New streets, New sidewalks, Better lighting, Crosswalk at the corner of Craig and Strong Street, Visible bus stops*