

**APPENDIX
RESIDENT VIEWS ON NEIGHBORHOOD NEEDS**

A planning effort such as this one relies greatly on local input on issues and needs, for only so much about the mobility and quality of life challenges faced by the community can be gleaned from examinations of the transportation system itself. Toward this end, the Study benefited from the recent work of the McKownville Improvement Association (McKIA) on community outreach.

Two of the McKIA’s recent efforts provided important insights to the Study. One, the development of the Proposal for Western Avenue, was discussed in the treatments of sidewalks both in this section and in the “Proposed Strategy Elements” section. The other was a survey of neighborhood residents concentrating on needs in a variety of areas including sidewalks, streetscaping, lighting, transit service and local destinations. The preface to the summary of survey findings includes the following indications of the degrees of interest and concern residents have for the future of the neighborhood:

“More than ten percent of McKownville households, 96 of about 800 residences, took the time to complete the survey. Many provided additional comments....The report on Western Avenue was produced by the 34 members of the Planning Group. Later more than a dozen neighbors circulated a petition asking McKownville residents to indicate general support for the Western Avenue proposal and 316 signatures were obtained.”

Some of the key findings of this survey related to the areas of concern covered in this Corridor Study are presented below. While the results may not meet the requirements of statistical significance, if the responses are indeed representative of the views of the community as a whole, they do arguably paint a clear picture of the vision residents have for the area.

Question: “Do you want...”	Yes (percent of all Yes/No responses)	No (percent of all Yes/No responses)	No Opinion/ Left Blank
<i>Pedestrian and Bicycle Accommodations</i>			
...sidewalks and curbs along the (following) important cross streets?			
Church Road	53 (90%)	6 (10%)	37
Fuller Road	73 (95%)	4 (5%)	19
McKown Road	65 (94%)	4 (6%)	27
Schoolhouse Road	62 (93%)	5 (7%)	29
...walk lights at these locations? <i>(Intersections named: Schoolhouse; Fuller/Executive Park Drive; Norwood; Fuller/Mercer; Fuller/ Providence; Fuller/University at southernmost entrance; Fuller/Western)</i>	30 (94%)	2 (6%)	64
...existing walking paths in McKownville (between Abele Park and McKown Road, between Parkwood and Elmwood, etc) to be clearly marked?	70 (86%)	11 (14%)	15

Question: “Do you want...”	Yes (percent of all Yes/No responses)	No (percent of all Yes/No responses)	No Opinion/ Left Blank
...the McKownville pond at Stuyvesant to be made into an attractive park for strolling, picnicking and winter ice skating and necessary changes made to reduce the flooding of western Avenue?	85 (94%)	5 (6%)	6
...a Town park/playground for the residents of Providence/Warren/Mercer streets (because it is the one area that is cut off from both Abele Park and the university, the latter often used as a park)	45 (73%)	16 (27%)	35
...a walking path created along our stream in McKownville (the stream, a branch of the Krumkill, runs from the pond near Stuyvesant southeast behind Burger King and becomes an open stream behind the Holiday Inn and then passes under McKown Road near Short Street and is at the end of Brookwood, Arcadia and Hillcrest and near Ayre Drive and Dillenbeck)?	57 (80%)	14 (20%)	25
...walking paths to be created from Highland/Country/Oak/Shady to Able Park (without having to use Schoolhouse Road), from Mercer/Providence/Warren to Stuyvesant (without having to use Fuller Road) and from McKown Road to Highland/Country/Oak/Shady (without having to use Western)?	62 (84%)	12 (16%)	22
<i>Transit Service and Facilities</i>			
...CDTA to provide express nonstop buses from Stuyvesant Plaza to and from downtown during rush hour?	37 (72%)	14 (28%)	45
...the reinstatement by CDTA of the Four Malls bus?	36 (69%)	16 (31%)	44
<i>Traffic Operations and Safety</i>			
...stop signs at these intersections? <i>(Locations named: Fuller/Mercer/University; Western/Arcadia; generally along Western (the latter named 2 times))</i>	29 (85%)	5 (15%)	62
<i>Streetscaping and Motorist Behavior</i>			
...more trees and shrubbery to be planted along the Northway, Thruway and University drives to eliminate the sight of traffic and reduce traffic noise?	73 (92%)	6 (8%)	17
...trees to be planted by the Town along these streets? <i>(Streets named: Western Avenue (named 4 times), at I-87 and Western area, Burger King/China Buffet/Fuller Road areas (named 2 times each))</i>	42 (89%)	5 (11%)	49
...more streetlights installed along these streets? <i>(Streets named: Fuller Road (named 3 times); Providence Street (named 2 times); McKown Road; Arcadia Avenue (named 2 times); Elmwood (named 2 times); Ayre Drive; Dillenbeck Drive; Parkwood Street)</i>	44 (83%)	9 (17%)	43

Question: “Do you want...”	Yes (percent of all Yes/No responses)	No (percent of all Yes/No responses)	No Opinion/ Left Blank
Gateways			
...the open space (the fields and hills) between the Northway entrance and exit, and between Schoolhouse Road and the Thruway, to be made more attractive with flowering bushes, trees, and other plantings?	50 (85%)	9 (15%)	8

While there are some misconceptions underlying some of these questions – as one example, trees and shrubbery are not effective noise barriers – the survey responses point to a clear sense of the accommodations of different modes and aesthetic character which residents desire for the neighborhood.

The survey responses are also consistent with the insights gleaned from Public Meetings held in March and July. At both of these meetings, concerns, issues or ideas fell into the following categories, approximately in the same rank order by number of comments:

- Barriers/Connections/Destinations (for walking and cycling)
- Bike and Ped Infrastructure/Where Needed
- Streetscaping/Refuges/Lighting/Trees
- Safety/Speed/Traffic *(10 comments)*
- Neighborhood Character and Commercial Development
- Technology/Traffic Signals
- Gateways
- Personal Mobility
- Transit
- Regulations
- Signage
- Local Services