

APPENDIX C

Public Survey Results

Q1 What neighborhood do you live in?

Answered: 356 Skipped: 11

#	RESPONSES	DATE
1	Ida Yarbrough (818 N Manning)	8/18/2022 3:46 PM
2	Ida Yarbrough (36 N Manning)	8/18/2022 3:45 PM
3	Ida Yarbrough (802 N Manning Blvd)	8/18/2022 3:44 PM
4	Ida Yarbrough	8/18/2022 3:42 PM
5	Ida Yarbrough (840 N Manning Blvd.)	8/18/2022 3:40 PM
6	Guilderland	5/18/2022 5:08 PM
7	Pine Hills	5/10/2022 1:34 PM
8	Park South	4/21/2022 10:14 AM
9	Village of Colonie	4/16/2022 2:31 PM
10	Delmar	4/12/2022 7:14 PM
11	Westmere	4/9/2022 2:27 AM
12	Beverwyck	4/8/2022 11:27 PM
13	Buckingham Lake	4/8/2022 10:39 PM
14	Eagle Hill	4/8/2022 3:08 PM
15	Whitehall	4/8/2022 1:49 PM
16	Mansion	4/7/2022 9:14 AM
17	Buckingham Pond	4/7/2022 6:28 AM
18	Buckingham pond	4/6/2022 8:50 PM
19	Colonie	4/6/2022 8:01 PM
20	Bethlehem	4/6/2022 4:42 PM
21	East Greenbush	4/6/2022 2:33 PM
22	Latham	4/6/2022 1:07 PM
23	Delmar	4/6/2022 1:00 PM
24	Schenectady	4/6/2022 11:58 AM
25	New Scotland	4/6/2022 11:10 AM
26	Delmar	4/6/2022 11:07 AM
27	Center Square	4/6/2022 10:57 AM
28	Guilderland	4/5/2022 8:34 PM
29	Between central and fuller road	4/5/2022 8:13 PM
30	Buckingham Pond	3/28/2022 12:42 AM
31	Downtown	3/17/2022 7:53 AM
32	Downtown	3/16/2022 8:38 PM
33	Elmira	3/16/2022 6:13 PM

34	Delaware Ave	3/14/2022 6:56 AM
35	Whitehall Neighborhood	3/9/2022 11:14 AM
36	Helderberg	3/8/2022 11:36 AM
37	Near SUNY Albany Uptown Campus	3/6/2022 3:27 PM
38	Ten Broeck Triangle	3/2/2022 1:06 PM
39	Center Square	2/26/2022 11:34 AM
40	Pine Hills/Winchester Gables	2/25/2022 10:55 PM
41	Buckingham pond	2/25/2022 7:46 PM
42	McKownville (Guilderland)	2/25/2022 10:28 AM
43	Troy	2/25/2022 9:30 AM
44	West Albany	2/24/2022 8:56 PM
45	Upper Washington	2/24/2022 4:57 PM
46	Center Square	2/23/2022 10:14 AM
47	The Dunes	2/18/2022 10:02 AM
48	Guilderland	2/17/2022 10:07 AM
49	delaware ave	2/17/2022 9:34 AM
50	West Albany	2/15/2022 4:53 PM
51	Pine Hills	2/15/2022 10:07 AM
52	Colonie, off Central Ave	2/13/2022 1:51 PM
53	Normanskill	2/13/2022 11:02 AM
54	Woodlawn/Pine hills	2/12/2022 8:03 PM
55	Delaware Ave	2/10/2022 8:46 PM
56	Pine Hills (Albany)	2/9/2022 10:15 PM
57	WEST HILL AREA OF ALBANY	2/9/2022 9:54 PM
58	Center Square	2/9/2022 9:38 PM
59	McKownville	2/9/2022 4:23 PM
60	N/A	2/9/2022 1:37 PM
61	Westland hills	2/9/2022 7:40 AM
62	Delso	2/9/2022 7:15 AM
63	Connecticut	2/8/2022 11:49 PM
64	Helderberg	2/8/2022 11:47 PM
65	Crestwood/Buckingham	2/8/2022 8:28 PM
66	Pine Hills	2/8/2022 8:23 PM
67	McKownville	2/8/2022 6:12 PM
68	Delso	2/8/2022 5:33 PM
69	Buckingham Pond	2/8/2022 4:53 PM
70	Helderberg	2/8/2022 4:51 PM
71	Albany	2/8/2022 4:03 PM

Patroon Creek Greenway Feasibility Study Survey

SurveyMonkey

72	point of woods	2/8/2022 4:02 PM
73	Glenmont	2/8/2022 3:42 PM
74	Woodlawn (Schenectady)	2/8/2022 3:14 PM
75	Delaware ave	2/8/2022 2:36 PM
76	The Dunes	2/8/2022 2:34 PM
77	Helderberg	2/8/2022 12:58 PM
78	Delaware Avenue - albany	2/8/2022 10:26 AM
79	Helderberg	2/8/2022 10:17 AM
80	Hackett Blvd	2/8/2022 10:15 AM
81	Pine Hills	2/8/2022 9:26 AM
82	Buckingham Pond	2/8/2022 9:18 AM
83	South End	2/8/2022 8:24 AM
84	Heldeberg	2/8/2022 8:18 AM
85	Pine Hills	2/8/2022 8:16 AM
86	Delaware Ave	2/8/2022 8:14 AM
87	Melrose	2/8/2022 8:06 AM
88	Buckingham Pond/New Scotland	2/8/2022 8:00 AM
89	Center Square	2/8/2022 7:19 AM
90	Pine Hills, Albany	2/8/2022 6:44 AM
91	guilderland	2/8/2022 6:31 AM
92	New Scotland near St. Peter's	2/7/2022 5:57 PM
93	upper Washington Avenue - next to westland Hills park off of Lincoln Ave.	2/7/2022 2:56 PM
94	Delaware Ave.	2/7/2022 12:26 PM
95	Melrose	2/7/2022 6:03 AM
96	Center Square	2/6/2022 3:40 PM
97	West End	2/6/2022 3:23 PM
98	central avenue	2/6/2022 1:27 PM
99	Eagle Hill	2/6/2022 11:13 AM
100	Albany, pine hills	2/6/2022 9:58 AM
101	Colonie NY	2/5/2022 3:13 PM
102	Buckingham pond	2/5/2022 2:01 PM
103	Helderberg	2/5/2022 12:53 PM
104	Second Ave	2/5/2022 12:32 PM
105	Troy	2/5/2022 6:40 AM
106	Loundonville	2/4/2022 2:18 PM
107	Bellevue	2/4/2022 8:03 AM
108	Delmar	2/4/2022 7:29 AM
109	Buckingham Pond	2/3/2022 5:28 PM

110	Buckingham pond	2/3/2022 4:38 PM
111	Crestwood-Buckingham Pond	2/3/2022 4:26 PM
112	Heldeberg	2/3/2022 4:18 PM
113	Malta	2/3/2022 4:03 PM
114	Helderberg	2/3/2022 3:50 PM
115	Downtown Albany	2/3/2022 3:33 PM
116	East Greenbush	2/3/2022 3:25 PM
117	Delmar	2/3/2022 3:22 PM
118	Center Square	2/3/2022 12:12 PM
119	Helderberg	2/3/2022 11:39 AM
120	Helderberg neighborhood	2/3/2022 11:26 AM
121	Guilderland	2/3/2022 10:56 AM
122	Park South	2/3/2022 9:22 AM
123	Eagle Hill	2/3/2022 8:09 AM
124	Center Square	2/3/2022 12:13 AM
125	Delaware Ave/Helderberg	2/2/2022 11:07 PM
126	By St Peter's Hospital	2/2/2022 10:52 PM
127	East Greenbush NY	2/2/2022 9:28 PM
128	Pine Hills	2/2/2022 9:27 PM
129	North of Albany	2/2/2022 9:20 PM
130	Niskayuna	2/2/2022 9:19 PM
131	Selkirk	2/2/2022 9:03 PM
132	Halfmoon but work in albany	2/2/2022 9:00 PM
133	Normanskill	2/2/2022 8:30 PM
134	Bethlehem	2/2/2022 8:01 PM
135	Pine Hills	2/2/2022 7:59 PM
136	Upper Washington	2/2/2022 7:57 PM
137	Clifton Park	2/2/2022 7:56 PM
138	Buckingham Pond	2/2/2022 7:00 PM
139	Guilderland pine bush	2/2/2022 6:47 PM
140	Eagle Hill	2/2/2022 6:15 PM
141	Delmar	2/2/2022 6:12 PM
142	Arbor hill	2/2/2022 5:41 PM
143	Clifton Park	2/2/2022 5:30 PM
144	Albany Pine Hills	2/2/2022 4:42 PM
145	Buckingham Lake	2/2/2022 4:29 PM
146	Pinebush	2/2/2022 4:26 PM
147	Central Square	2/2/2022 4:13 PM

Patroon Creek Greenway Feasibility Study Survey

SurveyMonkey

148	Guilderland	2/2/2022 3:55 PM
149	Lone Pine Village, Guilderland	2/2/2022 3:47 PM
150	Buckingham Pond	2/2/2022 3:41 PM
151	Pine Bush	2/2/2022 3:32 PM
152	Latham	2/2/2022 3:21 PM
153	New scotland	2/2/2022 2:56 PM
154	Delmar	2/2/2022 2:52 PM
155	Colonie	2/2/2022 2:50 PM
156	Westmere	2/2/2022 2:46 PM
157	Eagle Hills	2/2/2022 2:39 PM
158	Not a city resident, Troy resident	2/2/2022 2:31 PM
159	Troy	2/2/2022 2:20 PM
160	Glenmont	2/2/2022 2:16 PM
161	Altamont	2/2/2022 2:15 PM
162	Melrose	2/2/2022 2:14 PM
163	Clifton park	2/2/2022 2:12 PM
164	Troy	2/2/2022 2:04 PM
165	I can only see one other house from my house. So it's not really a neighborhood	2/2/2022 1:59 PM
166	selkirk	2/2/2022 1:57 PM
167	Albany dunes	2/2/2022 1:53 PM
168	Pine Hills	2/2/2022 1:43 PM
169	I live in near EGB/Castleton but use to live in center square	2/2/2022 1:34 PM
170	Pine hills	2/2/2022 1:28 PM
171	west sand lake	2/2/2022 1:27 PM
172	Niskayuna	2/2/2022 1:25 PM
173	Ballston Lake	2/2/2022 1:24 PM
174	Rotterdam NY	2/2/2022 1:23 PM
175	Center Square	2/2/2022 1:22 PM
176	Slingerlands	2/2/2022 1:21 PM
177	Uptown (by UAlbany)	2/2/2022 12:53 PM
178	Pine Hills	2/1/2022 9:33 PM
179	Troy	2/1/2022 7:09 PM
180	Pine Hills	2/1/2022 6:24 PM
181	West Albany/ Roesellville	2/1/2022 5:37 PM
182	Western Ave	2/1/2022 3:55 PM
183	Delaware Avenue	2/1/2022 3:49 PM
184	West Albany	2/1/2022 3:42 PM
185	Washington Park	2/1/2022 3:38 PM

Patroon Creek Greenway Feasibility Study Survey

SurveyMonkey

186	Ten Broeck	2/1/2022 1:22 PM
187	Pine Hills	2/1/2022 11:35 AM
188	Buckingham Pond/Gardens	2/1/2022 11:23 AM
189	Pine Hills	2/1/2022 11:12 AM
190	Melrose	2/1/2022 11:06 AM
191	Melrose	2/1/2022 11:05 AM
192	Buckingham	2/1/2022 10:59 AM
193	East Greenbush	2/1/2022 10:15 AM
194	pine hills	2/1/2022 9:53 AM
195	Helderberg	2/1/2022 9:29 AM
196	Near the Honest Weight Coop	2/1/2022 9:25 AM
197	Center Square	2/1/2022 9:23 AM
198	Melrose	2/1/2022 9:15 AM
199	Honest Weight area	2/1/2022 9:11 AM
200	Melrose	2/1/2022 9:11 AM
201	winchester gables	2/1/2022 8:52 AM
202	Center Square	2/1/2022 8:52 AM
203	McKownville	2/1/2022 8:04 AM
204	Pine Hills	2/1/2022 5:59 AM
205	Governor's mansion	2/1/2022 1:18 AM
206	Buckingham Pond	1/31/2022 10:48 PM
207	Pine Hills	1/31/2022 10:33 PM
208	Delmar	1/31/2022 10:21 PM
209	Delaware Avenue	1/31/2022 10:18 PM
210	Helderbergs	1/31/2022 9:00 PM
211	Midtown/Park South	1/31/2022 8:49 PM
212	Troy	1/31/2022 8:41 PM
213	Uptown near SUNY	1/31/2022 8:14 PM
214	Deleware Ave	1/31/2022 8:06 PM
215	Pine hills	1/31/2022 8:04 PM
216	Delaware	1/31/2022 7:54 PM
217	Pine bush	1/31/2022 7:50 PM
218	Melrose	1/31/2022 7:30 PM
219	Arbor Hill	1/31/2022 7:28 PM
220	Mansion	1/31/2022 7:22 PM
221	McKownville	1/31/2022 7:12 PM
222	Eagle Hill	1/31/2022 7:07 PM
223	Delaware Ave	1/31/2022 6:57 PM

Patroon Creek Greenway Feasibility Study Survey

SurveyMonkey

224	Delmar	1/31/2022 6:24 PM
225	Park	1/31/2022 6:24 PM
226	Chateau Ct	1/31/2022 6:15 PM
227	Roessleville	1/31/2022 6:15 PM
228	Park South	1/31/2022 6:07 PM
229	Delmar	1/31/2022 5:56 PM
230	Upper Washington Avenue	1/31/2022 5:52 PM
231	Helderberg	1/31/2022 5:35 PM
232	center square	1/31/2022 5:33 PM
233	Benson near Albany High	1/31/2022 5:28 PM
234	Schenectady	1/31/2022 5:27 PM
235	east greenbush	1/31/2022 5:21 PM
236	Harriman State Campus	1/31/2022 5:20 PM
237	Heldeberg	1/31/2022 5:18 PM
238	Delaware Ave	1/31/2022 5:17 PM
239	Shaker Park	1/31/2022 5:17 PM
240	Delaware/Whitehall	1/31/2022 5:15 PM
241	Pine Hills	1/31/2022 5:05 PM
242	Buckingham Lake	1/31/2022 5:03 PM
243	Pine Hills	1/31/2022 5:03 PM
244	Pine Hills	1/31/2022 5:03 PM
245	Melrose Ave	1/31/2022 5:02 PM
246	Buckingham	1/31/2022 5:02 PM
247	Latham	1/31/2022 5:00 PM
248	Rensselaer	1/31/2022 4:57 PM
249	Crescent Ave	1/31/2022 4:57 PM
250	helderberg	1/31/2022 4:55 PM
251	SUNY	1/31/2022 4:54 PM
252	Amtrak	1/31/2022 4:52 PM
253	Loudonville	1/31/2022 4:48 PM
254	Pine Hils	1/31/2022 4:47 PM
255	Buckingham Pond	1/31/2022 4:31 PM
256	Loudonville	1/31/2022 4:29 PM
257	Buckingham Lake	1/31/2022 4:23 PM
258	Schenectady NY	1/31/2022 4:20 PM
259	Helderberg	1/31/2022 4:19 PM
260	Buckingham Pond	1/31/2022 4:17 PM
261	Pine Bush	1/31/2022 4:15 PM

Patroon Creek Greenway Feasibility Study Survey

SurveyMonkey

262	Sheridan Hollow	1/26/2022 11:07 PM
263	pine hills	1/26/2022 8:54 PM
264	Melrose	1/25/2022 11:59 AM
265	Hudson-Park	1/25/2022 7:58 AM
266	Albany Normanskill	1/24/2022 7:48 PM
267	Helderberg	1/24/2022 3:42 PM
268	Livingston Avenue, West Hill, Albany, NY	1/23/2022 5:43 PM
269	Pine Hills	1/23/2022 10:25 AM
270	Center Square	1/22/2022 6:19 PM
271	West Hill	1/21/2022 7:23 PM
272	Village of Menands	1/21/2022 6:34 PM
273	Center Square	1/21/2022 3:26 PM
274	Center square	1/21/2022 8:00 AM
275	I live in Troy	1/20/2022 10:07 PM
276	Helderberg	1/20/2022 9:46 PM
277	Center Square	1/20/2022 8:25 PM
278	Buckingham Lake	1/20/2022 3:02 PM
279	Whitehall	1/20/2022 2:25 PM
280	Buckingham	1/20/2022 1:37 PM
281	West Albany	1/20/2022 1:14 PM
282	Melrose	1/20/2022 1:05 PM
283	Delaware	1/20/2022 12:52 PM
284	Niskayuna	1/20/2022 12:42 PM
285	Woodlawn	1/20/2022 12:40 PM
286	Helderberg	1/20/2022 12:38 PM
287	Pine Hills	1/20/2022 12:36 PM
288	Pine Hills	1/20/2022 12:35 PM
289	Park South Albany	1/20/2022 12:26 PM
290	Schenectady...	1/20/2022 12:26 PM
291	melrose	1/20/2022 12:25 PM
292	Center square	1/20/2022 12:19 PM
293	Pine Hills	1/20/2022 11:46 AM
294	Delaware Avenue	1/20/2022 11:41 AM
295	Pine Hills	1/20/2022 11:19 AM
296	Hudson-Park	1/20/2022 10:50 AM
297	Pine Hills	1/20/2022 10:03 AM
298	Sheridan Hollow (Downtown)	1/20/2022 9:46 AM
299	Center Square	1/20/2022 9:34 AM

Patroon Creek Greenway Feasibility Study Survey

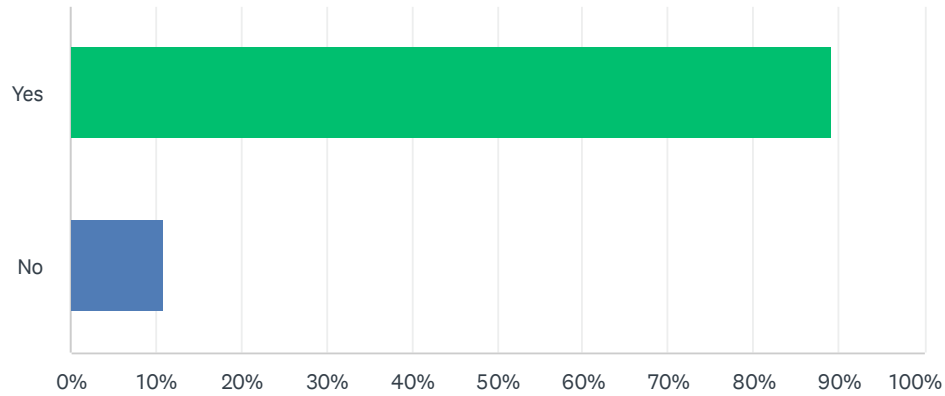
SurveyMonkey

300	Washington Park	1/20/2022 9:03 AM
301	Center Square	1/20/2022 7:57 AM
302	Schodack	1/20/2022 5:38 AM
303	Whitehall	1/19/2022 10:58 PM
304	Whitehall	1/19/2022 10:21 PM
305	West End	1/19/2022 10:05 PM
306	New Scotland	1/19/2022 9:34 PM
307	Helderberg	1/19/2022 9:10 PM
308	Loudonville/Southgate	1/19/2022 4:25 PM
309	Troy, but work in Albany	1/19/2022 3:58 PM
310	Delaware Ave Neighborhood, Albany	1/19/2022 1:22 PM
311	Center Square	1/19/2022 12:54 PM
312	Helderberg	1/19/2022 12:52 PM
313	I actually live in Troy, but this trail would be connectable through the bike network if built so I am interested.	1/19/2022 12:21 PM
314	Schenectady Central Park	1/19/2022 12:19 PM
315	Center Square	1/19/2022 11:59 AM
316	North Albany	1/19/2022 11:39 AM
317	Uptown/Rapp Rd	1/19/2022 11:21 AM
318	Sheridan Hollow	1/19/2022 11:14 AM
319	Pine Hills / New Albany	1/19/2022 8:20 AM
320	The Dunes	1/18/2022 4:35 PM
321	Washington Park	1/18/2022 4:19 PM
322	Westmere	1/18/2022 2:57 PM
323	Pine Hills	1/18/2022 2:54 PM
324	Pine Hills	1/18/2022 2:11 PM
325	Washington Park	1/18/2022 9:29 AM
326	Near Coming Preserve	1/17/2022 6:27 PM
327	woodlawn (schenectady)	1/17/2022 4:26 PM
328	Normans Kill	1/17/2022 4:05 PM
329	downtown	1/17/2022 3:21 PM
330	Upper Washington	1/17/2022 10:47 AM
331	Normans Kill NA	1/17/2022 8:50 AM
332	Hudson Park	1/16/2022 6:02 PM
333	I live in Schenectady but frequently bike and walk in Albany.	1/16/2022 1:44 PM
334	Pine Hills, Albay NY	1/16/2022 1:09 PM
335	Pine Hills, Albany	1/16/2022 11:38 AM
336	Buckingham Pond	1/16/2022 10:45 AM
337	Ten broeck Triangle	1/16/2022 9:29 AM

338	Pine bush area/pinehurst estates	1/15/2022 10:09 PM
339	Melrose	1/15/2022 9:02 PM
340	Washington Heights	1/15/2022 9:00 PM
341	Washington Park	1/15/2022 4:55 PM
342	Pine Hills	1/15/2022 3:04 PM
343	BuckinghamLake	1/15/2022 1:52 PM
344	Delaware/Whitehall	1/15/2022 1:12 PM
345	helderberg Ward 9	1/15/2022 10:01 AM
346	Hudson Park	1/15/2022 9:43 AM
347	Buckingham pond	1/15/2022 12:40 AM
348	Colonie	1/14/2022 9:38 PM
349	Pine hills	1/14/2022 4:43 PM
350	Center Square	1/14/2022 3:54 PM
351	whitehall	1/14/2022 3:51 PM
352	Pine Hills	1/14/2022 2:17 PM
353	New Scotland/ Woodlawn	1/14/2022 1:55 PM
354	Troy NY	1/14/2022 1:36 PM
355	Heidelberg	1/14/2022 12:49 PM
356	Normanskill	1/14/2022 8:58 AM

Q2 Do you own a bicycle?

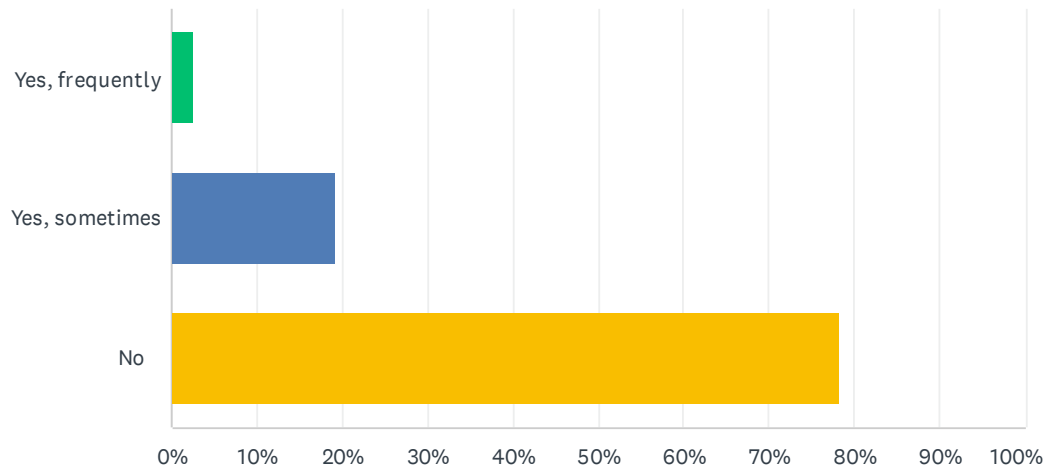
Answered: 365 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	89.04%	325
No	10.96%	40
TOTAL		365

Q3 Do you use the CDPHP Cycle! Bikeshare?

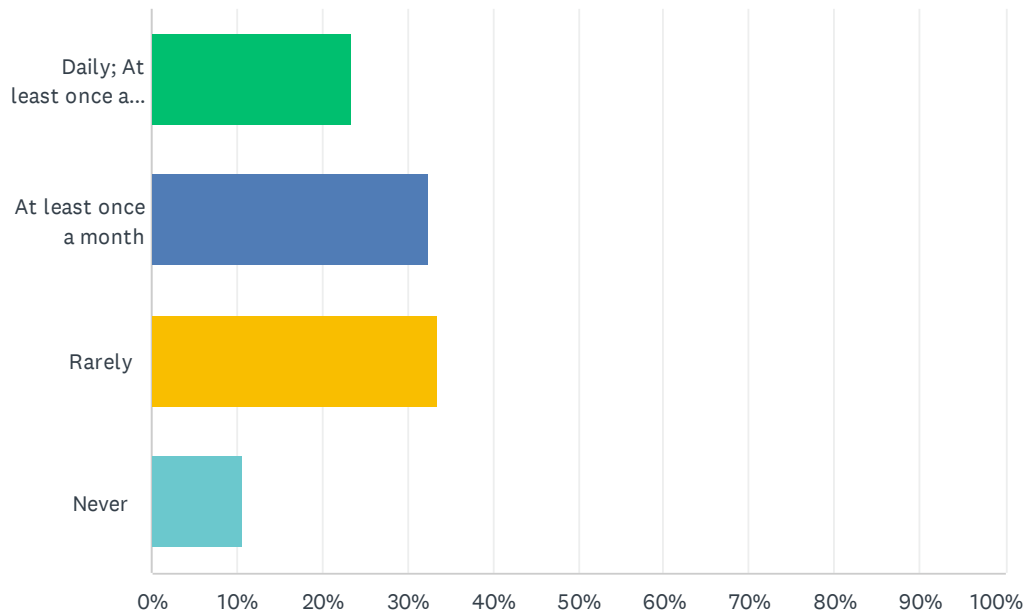
Answered: 365 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes, frequently	2.47%	9
Yes, sometimes	19.18%	70
No	78.36%	286
TOTAL		365

Q4 How often do you ride a bike in the City of Albany?

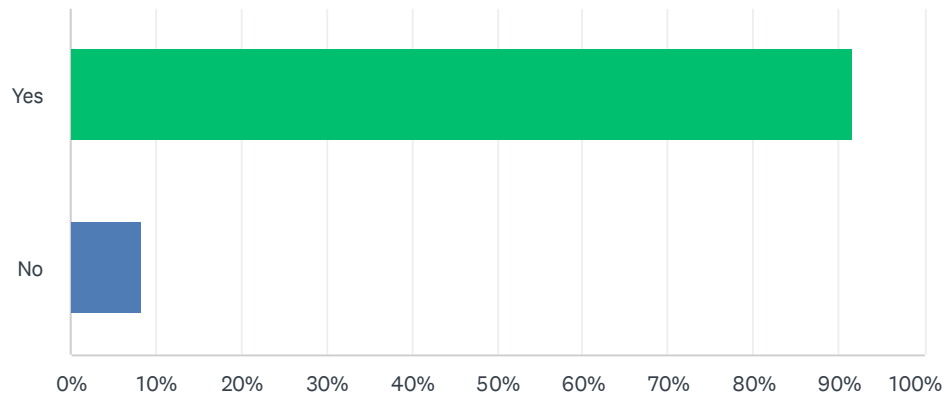
Answered: 364 Skipped: 3



ANSWER CHOICES	RESPONSES	
Daily; At least once a week	23.35%	85
At least once a month	32.42%	118
Rarely	33.52%	122
Never	10.71%	39
TOTAL		364

Q5 Do you have access to a bicycle helmet and other safety gear?

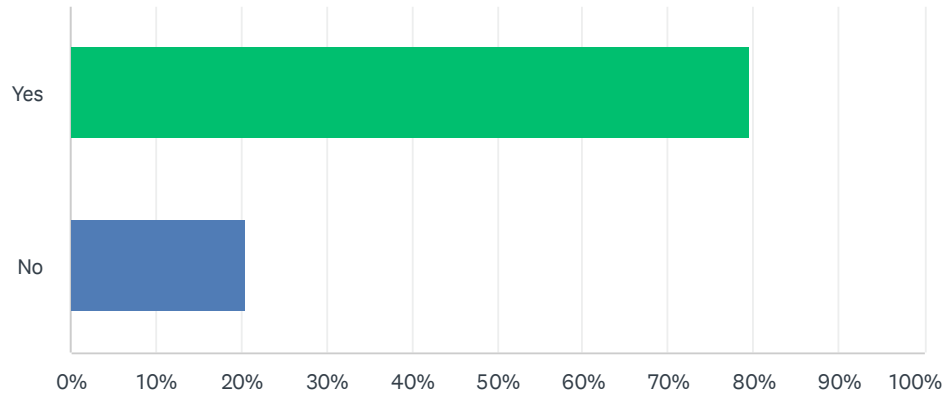
Answered: 364 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	91.76%	334
No	8.24%	30
TOTAL		364

Q6 Are there places in or around the City of Albany you would like to bike to, but don't currently feel comfortable?

Answered: 358 Skipped: 9



ANSWER CHOICES	RESPONSES
Yes	79.61% 285
No	20.39% 73
TOTAL	358

#	IF YES, PLEASE LIST THOSE PLACES AND EXPLAIN WHY YOU DON'T FEEL COMFORTABLE BIKING TO THEM:	DATE
1	Bike trail downtown, Washington Park	8/18/2022 3:44 PM
2	Clinton Ave	8/18/2022 3:42 PM
3	I would love to bike to work and my daily errands, but the roads are simply too dangerous, and the multi-use trails do not travel to places that are convenient	5/18/2022 5:08 PM
4	Downtown: I have to ride on Quail which is busy to get to the Madison Ave bike lane. Biking on Madison after the bike lane ends is also uncomfortable. The Mohawk-Hudson Bike Trail: I would have to cross over Central and stay on busy roads before I got to the Clinton bike lane.	5/10/2022 1:34 PM
5	The lack of bike lanes in the downtown area on central, western, and washington ave prevent me from easily riding my bike down to the mall or the river. I love the bike path along the hudson, and would love to see more bike lanes connecting the northeastern part of the city (washington park and up) to downtown/the bike path.	4/21/2022 10:14 AM
6	From Six Mile Waterworks down Fuller Road to SUNY Albany	4/16/2022 2:31 PM
7	Delaware Ave not bike friendly in spite of the sharrows.	4/12/2022 7:14 PM
8	i would bike anywhere with a protected bike lane and would love to bike commute	4/9/2022 2:27 AM
9	Walmart and Crossgates are basically inaccessible by bike because they require you to use either Western Ave or the Washington Ave extension. Bikes are not legally allowed to ride on those roads due to the high speed limit. Colonie Center and Northway Shopping Center are also inaccessible because the only safe and legal place to cross highway 90 is at Northern Blvd on the other side of the city. To cross you'd have to use either Central Ave, Fuller Road, or Everett Road, and none of those are safe for bicycles.	4/8/2022 11:27 PM
10	Most major roads, including Madison Avenue with the bike lanes. People don't respect the lane	4/8/2022 10:39 PM

and it feels more dangerous to swerve around parked cars into traffic than to just be in traffic all the time.

11	Restaurants on New Scotland Ave, Warehouse District, Harriman State Office Campus, Palace/McGeary's area, Jennings Landing	4/8/2022 3:08 PM
12	Most shopping centers/stores near Wolf/Central. There's either no truly safe area for a bike or nonexistent bike parking when you get there.	4/8/2022 1:49 PM
13	Madison Avenue, western Avenue, Washington avenue. No protected bike lanes	4/6/2022 8:50 PM
14	East - West (downtown to Stuyvesant Plaza and Guilderland along Western Ave) East-West (downtown toward Colonie along Central Avenue)	4/6/2022 2:33 PM
15	The busy roadways leading to downtown	4/6/2022 1:07 PM
16	Broadway bars and restaurants. Poorly lit and unfriendly envir for walkwrs and cyclists.	4/6/2022 1:00 PM
17	Connections from other bikes trails not clear or hard to figure out	4/6/2022 11:58 AM
18	Anywhere in downtown or along the waterfront.	4/6/2022 11:10 AM
19	From the rail trail/Corning Preserve to the Empire State Plaza. There is no good way to get between the two by bike due to lack of shoulders, bike lanes, etc.	4/6/2022 11:07 AM
20	State st.... No bike lanes Downtown shopping.... no bike lanes	4/5/2022 8:34 PM
21	I-90 is an impassable barrier. Try going from Honest Weight Food Coop, up Everett Rd, towards The Crossings park. Or, try biking the Fuller Rd traffic circles - just nuts.	3/28/2022 12:42 AM
22	Any place that does not have dedicated bike lanes or trails	3/17/2022 7:53 AM
23	Anywhere around downtown.	3/16/2022 6:13 PM
24	Central Ave corridor. It is too conjested and I was "doored" by someone double parked on this street.	3/14/2022 6:56 AM
25	I like biking up the Clinton Ave bike lanes - but it gets very hairy when you are going down near chapel street at the end of the day. Cars going everywhere, plus steep decline. I'd like an easier way to travel toward Schenectady. Currently the safest way is to go all the way downtown and catch the Empire State Trail. But then I have to go miles out of my way.	3/6/2022 3:27 PM
26	Central Ave commercial stretch isn't biking friendly. Would be nice to have a connection to those shops. Generally speaking, any roadway without bike lane is a bit dangerous with driver's many distractions.	3/2/2022 1:06 PM
27	South End - Streets are in bad shape. Plus people have attempted to rob me.	2/26/2022 11:34 AM
28	Literally anywhere, but I'm not comfortable riding in the road and I'm not super close to any rail trail access. It'd be nice to have a easy route to the Pine Bush or waterfront, though!	2/25/2022 10:55 PM
29	Normandside farm.	2/25/2022 7:46 PM
30	Crossgates Mall, The Honest Weight Food Co-op: the routes to get there are too traffic-heavy. Especially the Crossgates Mall the road speed is too fast.	2/25/2022 10:28 AM
31	Pretty much any arterial due to vehicle speeds and lack of infrastructure, which limits routes in/out of the city. May secondary roads within the city for similar reasons. Residential roads due to risk of getting doored, driver inattention.	2/25/2022 9:30 AM
32	As a resident of the east end of Sand Creek road, the Everett Road bridge is the best way to access Albany. This bridge is very difficult to navigate by bike. Trail Route #1 through Tivoli Park would open up access to Albany for all walkers/bikers north of 90.	2/24/2022 8:56 PM
33	Busy streets like Central Avenue	2/24/2022 4:57 PM
34	Downtown or trying to go out to go east/west through the city.	2/23/2022 10:14 AM
35	I'd like to be able to bike to my dentist which is located in Stuyvesant Plaza but there is no safe way to bicycle there due to the difficulties of bicycling on Fuller Road or Western Avenue.	2/18/2022 10:02 AM
36	Biking on Albany's busy streets can be very risky. I prefer off road biking.	2/17/2022 10:07 AM

37	Guilderland on Western ave and Schenectady on Central ave. The exchanges at the Interstates (I-90 at Western and I-87 at Central, in Albany) are extremely unsafe for bikes. Bike lanes (if existent) cross traffic lanes of on/off ramps but cars pay no heed.	2/17/2022 9:34 AM
38	ei. Lower/Upper Madison ave when the bike lane disappears	2/15/2022 10:07 AM
39	along Central Ave in Colonie from Colonie Center to Price Chopper and reverse - there are no slower roads that connect, there's no shoulder on Central Ave, if riding on sidewalk, turning traffic does not look. Also, there seems to be no pedestrian/bike accessibility over the Patroon Island Bridge.	2/13/2022 1:51 PM
40	I would cycle to Honest Weight Co-op and do my shopping with a bike trailer but the traffic lanes are frightening along Central and the busier roads that intersect with it.	2/10/2022 8:46 PM
41	I live near Washington Park, but I also live on Washington Avenue near Western Avenue. I do not ride because of car traffic.	2/9/2022 9:54 PM
42	Markets	2/9/2022 9:38 PM
43	Traffic can be a hazard	2/9/2022 4:23 PM
44	Some folks bike to work and parking at work is challenging, so I'd like to drive into Albany and bike to work from there. Biking in Albany makes me uncomfortable because of traffic and the state of the roads.	2/9/2022 1:37 PM
45	to routes along the river	2/9/2022 7:40 AM
46	There are more areas of the city that I don't feel comfortable than ones I do. Several great bike lanes have been put in which has been helpful however many lack good connections to one another. Also more access to services, stores, grocery; which this path should help with, is always welcomed.	2/9/2022 7:15 AM
47	Many places in Albany are unsafe, and the city is doing a poor job of controlling crime.	2/8/2022 11:49 PM
48	Corning Preserve; Downtown; golf course. all require going down streets with fast moving traffic. I esp don't like going down steep hills with cars around, behind me.	2/8/2022 11:47 PM
49	I don't feel safe on most Albany streets as there are no designated and seperate bike lanes. Also, car drivers often don't see me and I have nearly been hit numerous times.	2/8/2022 8:28 PM
50	Honest Weight Coop Empire State Plaza Washington Park	2/8/2022 6:12 PM
51	I would like to bike from Delso out to Colonie for work but it's very dangerous with no bike lanes	2/8/2022 5:33 PM
52	Most places without a bike lane	2/8/2022 4:51 PM
53	Honest weight coop, waterfront	2/8/2022 3:42 PM
54	I am answering as a person who works, walks, and runs in downtown Albany, rather than a cyclist. A reason that I run through the South End, but never run through the Livingston Ave. area (even though I want to reach western Albany County) is that crossing anywhere near the Northern Blvd. and Everett Rd. interchanges feels unsafe, as a matter of traffic movement and design that prioritizes cars over pedestrians. The narrowness of travel space Livingston Ave. in particular puts bikers in an even more precarious position; I would love to see transit boosted and parking cut back.	2/8/2022 3:14 PM
55	Delaware ave	2/8/2022 2:36 PM
56	Washington Avenue Extension. It's unsafe w cars going at 45 mph. Also constant debris on road. Really a shame considering my location.	2/8/2022 2:34 PM
57	Central Ave	2/8/2022 12:58 PM
58	Anything off of and around central avenue. Through parts of Delaware Avenue I, Washington Avenue past SUNY, crossing northway exits and entrances, etc. Wolf road!	2/8/2022 10:26 AM
59	U Albany, Western Ave, downtown	2/8/2022 10:15 AM
60	Most city streets. The Traditional "Bike Lanes" that the city currently deploys are not sufficient biking infrastructure. It is car focused with bikers, an afterthought. These types of biking lanes are dangerous for bikers as there is no real separation from fast moving 2000+ lbs. metal	2/8/2022 9:26 AM

boxes (cars) and it is dangerous for the drivers of cars as a biker losing balance or who experiences a mechanical issue could find themselves into the roadway and an obstruction to traffic. At an absolute minimum Separated Bike Lanes should be deployed along major corridors with Buffered Bike Lanes making up the gaps where Separated Bike Lanes absolutely cannot be used. Patroon Creek Greenway should have Separated Bike Lanes when on city streets and Off-Road Trails where feasible. If the city wants to invest in bike infrastructure I think that investment is best used on building real biking infrastructure not just painting lines on an existing roadway and calling it good enough. Go all the way or don't invest at all.

61	Along major arterials	2/8/2022 9:18 AM
62	In town - on city streets if there is no bike lane, it is DANGEROUS!! I ride to the COOP, to Westgate and home. From Madison Ave to the river, there is no connection between bike lanes. Dumb! and going west, Central Ave is treacherous. Also, lord knows, the potholes are killers throughout the city, especially downtown neighborhoods.	2/8/2022 8:24 AM
63	New Scotland Ave., Western Ave., Washington Park - too close to cars, also road conditions are poor. Historic sites - Ten Broeck, Schuyler Mansion, Cherry Hill	2/8/2022 8:18 AM
64	Stuyvesant Plaza/Western Ave, Corning Preserve, the cross county (?) trail (delmar)	2/8/2022 8:16 AM
65	I'm looking for long stretches of bike path (off road); I don't care where they go. For safety, but also for exercise uninterrupted by major street crossings	2/8/2022 8:14 AM
66	Along Western Ave between Allen St and Manning Blvd.	2/8/2022 8:06 AM
67	Arbor Hill and South End, Central Ave.	2/8/2022 8:00 AM
68	More times than places. Avoid rush hour	2/8/2022 6:44 AM
69	I would like to bike this trail. Not 'comfortable' as it does not yet exist	2/8/2022 6:31 AM
70	traffic and careless impatient drivers	2/7/2022 5:57 PM
71	From home to work - Central Ave would be most of my route and it is just so, so busy!	2/7/2022 2:56 PM
72	The dream is a separated bike lane running North/South that connects Arbor Hill, Center Square, Delaware neighborhoods with one or two East/West separated bike lanes that run along Washington/Central and/or Madison from the riverfront to U Albany/Crossgates Mall. This would enable me to safely and directly bike to most commerce and art points within the city.	2/6/2022 3:40 PM
73	Central Ave, too many cars, not too safe	2/5/2022 3:13 PM
74	Honest Weight and the bike trails. I don't want to mingle with cars. I can't get to the bike trails from my house without transversing busy streets, so I would have to drive to them	2/5/2022 12:53 PM
75	I only bike at the state campus and the rural outlying towns because city riding is too perilous.	2/4/2022 8:03 AM
76	Empire State Plaza, Washington Park	2/4/2022 7:29 AM
77	Downtown	2/3/2022 5:28 PM
78	Pretty much everywhere in the city is dangerous to bike except where there are bike lanes. I'd like to see a bike lane from Buckingham dr to manning Blvd on Mew Scotland. That would make bike travel much safer for myself and my family. Preferable all the way down new Scotland to Washington Park.	2/3/2022 4:38 PM
79	Anywhere in the city	2/3/2022 4:26 PM
80	Busy roads without bike lanes. I am usually forced to ride on the sidewalk, because I also ride with my child on the back and don't feel safe.	2/3/2022 4:18 PM
81	There's hardly a safe connection from my neighborhood to anywhere. People ride on the sidewalk on Hackett for fear of the speeding cars.	2/3/2022 3:50 PM
82	The east side of the Hudson River in the area of Rensselaer county.	2/3/2022 3:33 PM
83	I avoid streets with vehicle traffic and prefer dedicated bike/walking trails	2/3/2022 3:25 PM
84	Pine Bush, UAlbany, my work place (Tech Valley HS). Don't feel comfortable because cycling on Blessing Rd, Schoolhouse Rd., Fuller Rd, Western Ave is like taking your life into your	2/3/2022 3:22 PM

	hands.	
85	I would repair and use my bicycle if I felt more safe on Albany streets or had off-street alternatives to get to events, shopping and appointments at UAlbany, on Western and New Scotland Aves., and the warehouse district.	2/3/2022 12:12 PM
86	So many! New Scotland Ave, the whole stretch of it, feels dangerous and there is no dedicated bike lane. The stretch further out towards Slingerlands has such wide lanes, but cars drive like there are two lanes in each direction, way too fast and impatiently. I don't like biking in much of downtown where car traffic is heavier and double parking is common. Even on the (great, new) Madison Ave bike lane there are so often cars parked in it (regular and delivery) and no barrier between car traffic or parked cars. Biking on S and N Main can feel treacherous, and of course Central Ave feels absolutely nuts with the traffic and double-parking.	2/3/2022 11:39 AM
87	Really, the streets are in such bad repair in so many areas, it would be hard to single any out. But here's one: New Scotland Ave is scary because people drive pretty fast, and lots of cars are parked along there, so hugging the edge feels dangerous because of potential "dooring."	2/3/2022 11:26 AM
88	Six Mile. All of central ave. Upper Washington Ave near the campuses. Anywhere with no proper bike lanes and heavy car traffic.	2/3/2022 9:22 AM
89	Western Ave	2/3/2022 8:09 AM
90	Central Ave. No shoulder, sidewalk is unpleasant. Western needs a bike lane as well	2/3/2022 12:13 AM
91	No specific area, but I don't feel safe riding on Western/Central/Madison, too much traffic going too fast, need more bike lanes.	2/2/2022 11:07 PM
92	Pretty much using a bike for alternate transportation in Albany, but most roads are not biker friendly.	2/2/2022 10:52 PM
93	I bike to work in nice weather. I currently work downtown and use the bike paths on Madison. If I worked on the State Campus I'd likely stop biking to work and drive.	2/2/2022 9:27 PM
94	Love bike trails	2/2/2022 9:20 PM
95	Clinton ave Washington ave can't get from downtown to colonie	2/2/2022 9:00 PM
96	I have to ride on sidewalks on Central Ave and even then need to contend with cars going in and out of parking lots. So unless I'm just crossing over Central Ave I tend to use my car to access businesses there. Delaware Ave in Bethlehem is bad, too. If I had business in Latham, how would I get there by bike from Delmar?	2/2/2022 8:01 PM
97	Upper Madison and New Scotland area to Broadway. There is heavy traffic and often double parked cars in the route	2/2/2022 7:59 PM
98	All over	2/2/2022 7:57 PM
99	I would bike to Washington Park but there are no safe routes.	2/2/2022 7:56 PM
100	downtown	2/2/2022 7:00 PM
101	Don't feel comfortable biking along roads where people park on the roads. Narrow roads.	2/2/2022 6:47 PM
102	Traffic and lack of safe places to ride on the road	2/2/2022 6:15 PM
103	Central ave	2/2/2022 6:12 PM
104	Downtown. Too much traffic	2/2/2022 4:26 PM
105	It's difficult To bike the streets connecting to the bike path to go toward Troy/thacher park.	2/2/2022 4:13 PM
106	Roads are too busy	2/2/2022 3:55 PM
107	Western Ave--traffic doesnt pay attention, drives to fast, runs lights	2/2/2022 3:32 PM
108	Alternate route to Rt 9 would be great. It's difficult to navigate a safe route between Albany and going north towards Saratoga.	2/2/2022 3:21 PM
109	Western Ave due to traffic	2/2/2022 2:56 PM
110	I still don't feel save riding alongside cars	2/2/2022 2:46 PM

111	Western Ave, New Scotland, Central Ave. Traffic, double parking, hostility of motorist to cyclist.	2/2/2022 2:39 PM
112	Anywhere downtown.	2/2/2022 2:16 PM
113	Downtown Albany - Western / Washington Ave. aren't the most comfortable corridors.	2/2/2022 2:14 PM
114	Most of the City. I typically go on longer rides. Over 20 miles, so looking for continuous trails like Rail Trail, Corning Preserve north out to Niskayuna	2/2/2022 2:12 PM
115	Connecting riverside with downtown and hedgelber hudson bikeway	2/2/2022 2:04 PM
116	i actually run (long distances) and all the bike paths and running with cars around can be scary, red lights runs, way too many on their phones driving etc	2/2/2022 1:57 PM
117	Ualbany	2/2/2022 1:53 PM
118	Central Ave. Western Ave. Downtown	2/2/2022 1:43 PM
119	I would love to bike around downtown, city center, park street, Washington park and out towards St. Peter's hospital. Also anything that connects all the parks and other green ways so bikes and pedestrians could use them would be great! The roads are not well maintained. In areas with "bike" lanes a lot of the car traffic doesn't respect that it's a bike lane. Would like more protection from cars	2/2/2022 1:34 PM
120	Honest Weight Food Coop, downtown, Corning Preserve	2/2/2022 1:31 PM
121	Wish I could bike to work, but roads don't feel safe to bike on	2/2/2022 1:28 PM
122	roads	2/2/2022 1:27 PM
123	Midtown and downtown restaurants, shops, etc., crossgates and Colonie mall. Most roads aren't safe enough for cycling.	2/2/2022 1:25 PM
124	Bike trails are not all connected and do not feel comfortable biking on the roadways.	2/2/2022 1:24 PM
125	I would love to ride/explore other places w/in Albany on a safe bike path.	2/2/2022 1:23 PM
126	Near my house	2/2/2022 1:21 PM
127	The general downtown area near Empire State Plaza. It's very dangerous to get down there; no dedicated bike lane all the way from UAlbany.	2/2/2022 12:53 PM
128	Safe access to Corning Preserve, less car exposure	2/1/2022 6:24 PM
129	Most city streets, because you have to bike too close to cars. I would prefer separated bike paths.	2/1/2022 3:49 PM
130	Most destinations require me to ride on Central Avenue, which is too dangerous for me.	2/1/2022 3:42 PM
131	From my house to the HWH trail. To work @ Broadway.	2/1/2022 1:22 PM
132	Most roads	2/1/2022 11:35 AM
133	To the river, to Washington Park, anywhere really	2/1/2022 11:23 AM
134	Wherever there are no bicycle lanes	2/1/2022 11:05 AM
135	Just not enough bike lanes. Only ride bike in designated bike lanes.	2/1/2022 10:59 AM
136	Part of the rail trail from. Niskayuna that connects to Albany and waterfront	2/1/2022 10:15 AM
137	Central Ave/West Albany -- Road condition, absence of bike lanes and neighborhood crime issues all make this area feel unsafe for bicycling	2/1/2022 9:53 AM
138	No where it is dangerous with the road rage	2/1/2022 9:31 AM
139	New Scotland Ave, Morton down to bike trail, Delaware Ave out to Bethlehem	2/1/2022 9:29 AM
140	Honest Weight coop: too much heavy traffic without a safe path for a disabled person to move along.	2/1/2022 9:25 AM
141	Central Avenue Wolf Road	2/1/2022 9:23 AM

142	Businesses on streets without bike lanes (Central, Western, Washington)	2/1/2022 9:15 AM
143	Too much traffic. People tend to double park and drive aggressively on Central Ave.	2/1/2022 9:11 AM
144	Just to the store or a bar. Barely any bike lanes, no bike parking or locks.	2/1/2022 9:11 AM
145	Honest Weight Food Co-op	2/1/2022 8:52 AM
146	Honest weight food coop	2/1/2022 8:52 AM
147	Downtown	2/1/2022 8:04 AM
148	Central avenue, Lark street, Delaware avenue, New Scotland avenue, and all of these are due to the lack of bicycle lanes that are separated by physical barriers such as brick or cement curbs to protect against being hit by cars. The traffic on all of these streets is also intimidating for me despite my experience cycling in cities.	2/1/2022 1:18 AM
149	1. Delaware Avenue west to Delmar. So sorry Bethlehem voters turned down the traffic calming project. Sad. Short sighted. 2. crossing bridge over I-90 on Everett Road- impossible by bike.	1/31/2022 10:33 PM
150	Honest weight, Delaware ave between delmar and Madison Ave	1/31/2022 10:21 PM
151	Throughout Pine Hills the drivers are very aggressive. Going out Western past SUNY the path is a joke. Lots of aggressive drivers and unprotected paths throughout the city. Potholes make it worse.	1/31/2022 10:18 PM
152	Most of Albany. I ride to delmar and then around there and on the rail trail	1/31/2022 9:00 PM
153	Honest Weight, Regal, Northway Mall- dealing with Central Ave; Delmar via Delaware- traffic especially over the highway near Normanskill	1/31/2022 8:49 PM
154	Western Ave East of the Northway to west of the Northway because the traffic is so unsafe; downtown to the Corning Preserve - not sure if there is a safe route amid all the on/off ramps and highways	1/31/2022 8:14 PM
155	Too many cars- new Scotland avenue, narrow bike lanes	1/31/2022 8:04 PM
156	Central Ave, wash ave ext	1/31/2022 7:54 PM
157	In traffic	1/31/2022 7:50 PM
158	City streets, traffic	1/31/2022 7:30 PM
159	Pearl Street-too much traffic Broadway-Parts of it are isolated	1/31/2022 7:28 PM
160	I can usually get just about anywhere using less commonly used roads, less traffic. I appreciate the Madison Ave. bike lanes for east-west travel.	1/31/2022 7:22 PM
161	West Hill, Washington Ave	1/31/2022 7:12 PM
162	The majority of the city does not feel comfortable for biking. There are few bike lanes, and existing bike lanes are narrow and unprotected - there should be a barrier/buffer between traffic and bike lanes.	1/31/2022 7:07 PM
163	Downtown, but traffic is hazardous	1/31/2022 6:57 PM
164	Guns	1/31/2022 6:24 PM
165	Central, Western, Everett rd	1/31/2022 6:24 PM
166	I feel kind of trapped in my neighborhood by Central Ave. and Everett Road. They terrify me! I need a safe way to navigate them. I would love to be able to ride my bike to get groceries at Honest Weight Food Co-op, get down to Lark to shop and eat, and even ride down the the riverfront for Live at Five and other events, or even just ride the bike path. The only place I feel safe riding right now is to The Crossings - I can take side streets, only cross over Sand Creek, and ride in the back way. I would be really excited to be able to safely bike places instead of using my car!	1/31/2022 6:15 PM
167	Most places! Any place without a bike lane, really. I do it, but it feels like the cars are uninterested in my safety.	1/31/2022 6:07 PM

168	honest weight co-op, St.Peter's hospital, Along Broadway from Albany to Cohoes.	1/31/2022 5:33 PM
169	Any main streets except weekend mornings. Road conditions are atrocious and cars do what they want.	1/31/2022 5:28 PM
170	almost everywhere because of auto and bus traffice	1/31/2022 5:21 PM
171	Anywhere on Rt. 20 which is my main way to get places.	1/31/2022 5:20 PM
172	There are probably plenty of them	1/31/2022 5:17 PM
173	Downtown, but I am nervous of the traffic. Also, Henry Johnson Blvd would be my route, but I don't think it's safe. I don't think Clinton is safe either.	1/31/2022 5:17 PM
174	I'm older and do not feel comfortable sharing Western Ave with cars	1/31/2022 5:03 PM
175	Tivoli Park, isolated. Corning Preserve. And the Hudson Rail trail. I either have to drive my car to the Hudson River or to Slingerlands. I have to ride my bike on city streets for at least 2 miles to get to them. I don't feel safe riding on the streets and I am not supposed to ride on the sidewalks. I would use the 6 mile waterworks and the Pine Bush if I could ride my bike there.	1/31/2022 5:03 PM
176	SUNY Albany and State Campus Too much traffic	1/31/2022 5:02 PM
177	There are no same ways to cross Rt 90 from the north to get to Albany.	1/31/2022 5:00 PM
178	Hudson River	1/31/2022 4:57 PM
179	I much prefer biking on a bike trail vs riding on city streets; so I use transport my bike to a 'trail' of some sort.	1/31/2022 4:57 PM
180	Tivoli Park. Scared for my safety.	1/31/2022 4:48 PM
181	Speeding traffic on all roads	1/31/2022 4:47 PM
182	Downtown Albany--Pedaling on Western west of Allen is scary. A road diet on Western west of Allen, to match that east of Allen, would be great.	1/31/2022 4:31 PM
183	I would bike to the Honest Weight Food Coop but don't feel safe on streets without bike lanes which include S & N Main Streets	1/31/2022 4:19 PM
184	Delaware Ave Neighborhood/port area No good/direct north South route parallel to rt 9 North Albany/Sand Creek Everett Rd; same reason Same with Allen/ Manning midtown north south route	1/26/2022 11:07 PM
185	downtown, arbor hill, out to stuyvesant. Much of western ave where there is no bike line; also out krumkill	1/26/2022 8:54 PM
186	I live in Melrose and work downtown. I would love to bike to work, but the two times that I've tried to I didn't feel safe biking Washington Ave and even fell off the bike on to the sidewalk. I also have concerns of neighborhood safety. It would be close for me to bike from Central Ave. onto Clinton, but because of the news on gang activity and such I have not tried it and rarely drive that way. I would also like to bike to parks, like Washington Park or Six Mile Water Works but there are no bike lanes from Washington Ave that would take me there. I was also be more enticed to bike if ebikes were available. I would not have to be as concerned with going up the hill from downtown.	1/25/2022 11:59 AM
187	Access to Bethlehem bike trail	1/25/2022 7:58 AM
188	New Scotland Avenue from Slingerlands to washington Park. On-road is too dangweous.	1/24/2022 7:48 PM
189	Tivoli Lake Preserve needs signs and lights.	1/23/2022 5:43 PM
190	Going north from Pine Hills and crossing major streets (Western, Washington, Central) to get to points north. Leaving the relative safety of Madison Ave bike lanes going east past Lark or west past Allen.	1/23/2022 10:25 AM
191	Central Avenue, the whole of it in Albany.	1/22/2022 6:19 PM
192	Just anywhere. Due to the illegal quads an dirt bikes, gun violence. You take a chance.	1/21/2022 7:23 PM
193	Generally, I'm sometimes reticent to bike around the city when there's no bike lanes.	1/21/2022 6:34 PM

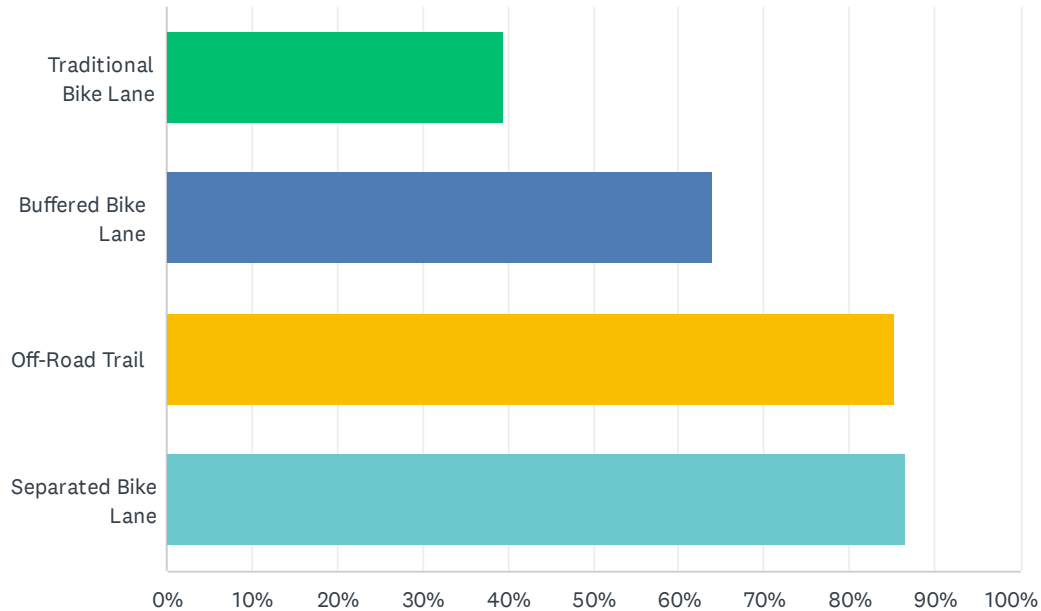
194	Honest Weight Food Co-op	1/21/2022 3:26 PM
195	Everywhere where the bike lane is the same as a car lane, except for quiet residential areas such as some portions of pine hills.	1/21/2022 8:00 AM
196	I feel unsafe biking on major roads, car speeds needs to decrease or proper separation exist to improve biking conditions	1/20/2022 10:07 PM
197	It's difficult to feel safe when riding a bike in Albany! CARS RUIN CITIES!!	1/20/2022 8:25 PM
198	Yes, everywhere! In other cities I have lived I have used a bike for all my transportation. I do Bike in Albany, but I always feel like it is unsafe due to car drivers having little awareness for cyclists and the city having very poor cycling infrastructure.	1/20/2022 2:25 PM
199	I would like to bike to my office downtown but don't feel that Northern Boulevard or Central Avenue would be safe options for a bicycle	1/20/2022 1:14 PM
200	Many of our roads I don't feel comfortable riding my bike. All of the reasons have to do with not having appropriate space to feel safe and not clearly marked lanes and poorly maintained roads...	1/20/2022 12:52 PM
201	Corning Preserve, Mohawk-Hudson bikeway in Albany, restaurants on Western ave or Lark St, Central Park Can't really get there safely from other parts of town -- city streets are generally not that safe for bicycle traffic	1/20/2022 12:42 PM
202	Streets where cars speed	1/20/2022 12:40 PM
203	Getting up and down the hill between midtown and downtown is not easy. New Scotland Ave is a death trap. Most main streets even when marked with bike lanes do not feel safe. I use the Cape Cod Rail Trail quite often in the summer which is a great example of how to do this right. There are a lot of places to park and take short or long rides to get to various amenities. It follows main roads but is completely separated from traffic for the most part with some side street connectors. Generally shaded and wooded.	1/20/2022 12:38 PM
204	I don't feel comfortable riding on most city streets. But a big problem in Albany is cyclists on sidewalks.	1/20/2022 12:35 PM
205	Difficult biking from downtown up the hill to lark st. Only decent street is all the way over on Clinton. Need one more on the south side (up State St to Washington perhaps?). It's also terrible to cross central ave anywhere coming from the mohawk Hudson bike path. Everett is also terrible.	1/20/2022 12:26 PM
206	Central Ave: It's incredibly dangerous having to weave around double parked vehicles with speeding traffic. Washington Ave, especially West of Brevator: Speeding cars and constant merging traffic from on/off ramps. Everett Rd (btween Central and I90): Everett is 5 lanes wide with aggressive panhandlers to boot, especially during commuter hours. THERE'S NO GREAT WAY TO CROSS I90! I would like to bicycle commute to my office job in Colonie near the Crossings, but there's no good way to cross I90 during rush hour unless you're close to downtown. Everett (see above), Fuller Rd requires riding down the limited-access Washington Ave or a lengthy detour along Western. And Northen Blvd is too far out of the way if you live west of, say Quail St.	1/20/2022 12:25 PM
207	Warehouse district - hard to bike to from lark.	1/20/2022 12:19 PM
208	Most roads. Nervous about cars.	1/20/2022 11:41 AM
209	To bike in the city is to take your life in your hands. Drivers do not look for or care about cyclists. I have never let my children bike here (except on the bike trails!) with one exception -- the Madison Avenue bike lane.	1/20/2022 11:19 AM
210	Anything uptown, I'd love for a better connection down washington. Also we need better maintenance of current bike lines in winter. The riverfront bike path is a death trap.	1/20/2022 10:50 AM
211	downtown, washington avenue, western avenue	1/20/2022 10:03 AM
212	Most of the city due to a lack of protected bike lanes. I try to stick to trails. Major roads like Madison, Lark, Washington, New Scotland because of the lack of protected lanes, the busy, sidewalks, the parked cars on both sides of the road, and high traffic volumes.	1/20/2022 9:46 AM
213	I often walk my bike to the Corning Preserve to ride, or ride on side streets to the Harriman	1/20/2022 9:34 AM

	Campus to ride laps there. I enjoy cycling but I do not feel safe on many streets in Albany, especially Madison where drivers consistently double-park over the bike lane and there is no protection from traffic.	
214	Biking to UAlbany uptown campus. I used to do this daily until I had too many close calls. Washington Ave Extension is a death trap for cyclists.	1/20/2022 9:03 AM
215	Most streets	1/20/2022 7:57 AM
216	Don't have a good way to cross the Hudson River to bike to Albany	1/20/2022 5:38 AM
217	I would like to be able to bike to work at Siena College in Loudonville; there isn't a way across I90 that feels safe, especially not on the west side of Albany where I live.	1/19/2022 10:58 PM
218	Anywhere across I-90 unless I go by the Hudson River bike path. Western Ave is also scary to ride on.	1/19/2022 10:21 PM
219	1. Everett Rd. Traffic too heavy and no accommodations for bicyclists. 2. New Scotland crossing I-87. Same reason. 3. Delaware crossing I-87. Same. 4. Lake St. Not enough north-south routes across town; dangerously narrow. 5. Quail St. Similarly, not enough north-south routes across town; dangerously narrow. 6. Central Ave. Too much fast-moving traffic, no set-aside accommodations for people on bikes.	1/19/2022 9:34 PM
220	I never use my bike because motorists do not respect cyclists and bike lanes are not separated.	1/19/2022 9:10 PM
221	SUNY Albany: not accessible from the Colonie side Lark Street: difficult to reach from Shaker Road due to traffic	1/19/2022 4:25 PM
222	To UAlbany, no dedicated bike paths to there	1/19/2022 3:58 PM
223	Anywhere along Central Ave	1/19/2022 1:22 PM
224	Washington Avenue, Western Avenue	1/19/2022 12:54 PM
225	I don't really feel safe biking anywhere in the city because there are no protected bike lanes. The City should do a better clearing sidewalks and bike lanes - dedicated snow removal and de-icing.	1/19/2022 12:52 PM
226	There are several interesting neighborhoods around Albany that I would love to bike to, I just don't like sharing the road with cars.	1/19/2022 12:21 PM
227	I try as much as I can to avoid the major east-west and north-south routes, even though these are often most direct. As a commuter from Schenectady, my biggest obstacle is having a safe, direct route to/from Schenectady near the main Central/State corridor.	1/19/2022 12:19 PM
228	I absolutely refuse to bike on Washington Ave anywhere between Western and New Karner - too narrow and fast, and where it is wide enough, the shoulder cross-slope is dangerous. I also avoid biking anywhere with cobblestones/bricks. I feel nervous biking on the unprotected lanes on Madison, Clinton, and Northern Blvd. Really, really don't like biking on New Scotland, Hackett, Morton, or Whitehall. I ride on Central, but it's busy for sure. I won't touch Everett. I'd like to be able to bike to Crossgates, UAlbany, Crossgate Commons, and Stuyvesant Plaza. It'd also be amazing to be able to access Wolf Road.	1/19/2022 11:59 AM
229	Northern Boulevard - the hills to get up there are steep, and the level of traffic is intimidating	1/19/2022 11:39 AM
230	To downtown	1/19/2022 11:21 AM
231	West of downtown- Western Ave, Central Ave, Washington Ave.	1/18/2022 4:19 PM
232	Any major thoroughfare with parked cars and especially four lane roads. For example, Washington and Central Avenues. Also, Western Ave. Everett Road is absolutely a nightmare.	1/18/2022 2:54 PM
233	Literally everywhere. There are no protected bike lanes - the few painted lanes just don't feel safe and are always blocked by cars. There needs to be a connected network of protected bike lanes connecting all the neighborhoods so you can actually get from one place to another.	1/18/2022 9:29 AM
234	Pearl St	1/17/2022 6:27 PM
235	CENTRAL AVE not safe not safe at all for bikes!	1/17/2022 4:26 PM
236	basically other Albany/Colonie/Troy/Rensselaer neighborhoods. Why? It's not obvious... few	1/17/2022 3:21 PM

	safe routes, crazy traffic/drivers who appear to "aim" at cyclists, limited bike lanes/dedicated trails.	
237	Washington Avenue east because there is no bike lane. I would like to bike to Washington Park on a safer road.	1/17/2022 10:47 AM
238	New Scotland Ave & DElaware ave (Traffic) & Arbor Hill(safety)	1/17/2022 8:50 AM
239	Downtown to uptown (UAlbany)	1/16/2022 6:02 PM
240	Central Ave and approaches to the city from the west.	1/16/2022 1:44 PM
241	Any where near or on Central Ave. , Everett Rd., and Washington Ave.	1/16/2022 1:09 PM
242	Cycling from uptown to the river, heading north out of Albany.	1/16/2022 11:38 AM
243	Washington Avenue and Central Avenue are the very worst. NS Avenue is precarious due to the lack of striping. The challenge in crossing I90 is very real - especially Everett road which is totally unsuitable for bikes or pedestrians.	1/16/2022 10:45 AM
244	I would like to bike to Corning Preserve from N Ferry or Colonie St. I like plan C for Platrron Creek trail but not along Broadway to Skyway. Broadway too busy. I recommend vering off bt N Ferry or Lawrence st to connect to Corning Preserve. Better parking and still access to Skyway and other bike trial connections.	1/16/2022 9:29 AM
245	Washington ave	1/16/2022 3:55 AM
246	I live off route 155/new karner. 155/new karner does not have adequate shoulders and is too dangerous to bike on.	1/15/2022 10:09 PM
247	Downtown Albany, specifically the Smith building, since there are no safe storage facilities.	1/15/2022 9:02 PM
248	The idea of riding through that fuller road traffic circle to get to 6 mile reservoir is scary.	1/15/2022 4:55 PM
249	I would like to bike to place like Buckingham Lake/ Park because it is a long walk, but my experiences as a pedestrian make me untrustworthy of drivers generally so cyclingin the street seems dangerous.	1/15/2022 3:04 PM
250	Busy streets with traffic like Delaware Avenue & Whitehall Road	1/15/2022 1:12 PM
251	New Scotland avenue corridor - no bike lanes - speed LIMIT not enforced	1/15/2022 10:01 AM
252	Around Hudson Park, Center Square, and downtown to the river front. There are not easy or protected ways to access these areas of the city on bikes. Vehicular traffic tends to be aggressive so we bike by driving to protected areas like the river front or other bike/rail trails in the area.	1/15/2022 9:43 AM
253	Rail trail, too much street riding to get there, wish there were connecter off road trails from my neighborhood that looped in. Stuyvesant plaza but western Ave is too busy to bike on. I would like the lanes on western to be redone like Madison Ave with 1 lane each direction plus a turning lane to make room for buffered bike lanes and make people slow down. Huge trucks drive 55mph through the residential part (SUNY to the point) so it's very unsafe for bikes.	1/15/2022 12:40 AM
254	On the streets	1/14/2022 9:38 PM
255	Main thoroughfares, warehouse district	1/14/2022 4:43 PM
256	Work in Colonie- Central Ave is most direct, but doesn't feel safe by bike, due to speed and volume of car traffic.	1/14/2022 3:54 PM
257	central ave. crazy drivers	1/14/2022 3:51 PM
258	Central Avenue neighborhoods, Fuller Road,	1/14/2022 2:17 PM
259	Anyplace that isn't on a bike trail, I hate riding on the street with motor vehicles	1/14/2022 1:36 PM
260	I wish there were a bike line on New Scotland Road/Avenue. It's a wide road that allows people to feel comfortable speeding and the two-lane section is poorly marked and a disaster. I do not feel comfortable biking on it although I do see people biking frequently so there must be a demand.	1/14/2022 8:58 AM

Q7 Would any of the following changes make you more likely to bike in your neighborhood (Please select all that apply)?

Answered: 367 Skipped: 0



ANSWER CHOICES	RESPONSES	
Traditional Bike Lane	39.51%	145
Buffered Bike Lane	64.03%	235
Off-Road Trail	85.29%	313
Separated Bike Lane	86.65%	318
Total Respondents: 367		

Q8 Please describe your idea of the perfect trail. For example, think about things you would like to see or do along the trail:

Answered: 285 Skipped: 82

#	RESPONSES	DATE
1	Off-Road	8/18/2022 3:46 PM
2	N/A	8/18/2022 3:45 PM
3	Clean bike trail that is clutter-free and safe biking areas	8/18/2022 3:44 PM
4	Greenery is great. And for air quality reasons, I'd for it to not directly parallel a major highway. Otherwise, when there is a trail, I'm just happy I'm on a trail	5/18/2022 5:08 PM
5	The perfect trail is one that is implemented in the cheapest and fastest way possible.	5/10/2022 1:34 PM
6	It depends. I love city riding, but its difficult in albany because of the lack of bike lanes and abundance of potholes. I would love to see any type of maintained bike lane that does not have these hazards in it.	4/21/2022 10:14 AM
7	Multi-use path separated and protected from motor vehicles with bathrooms and places to stop and have a snack or refreshment.	4/16/2022 2:31 PM
8	Safe area, scenic view, Bathroom/portapotty	4/12/2022 7:14 PM
9	native landscaping and good lighting, proximity to shops and restaurants, good pavement	4/9/2022 2:27 AM
10	Wider than the thin paved bike trails to make it easier to pass people, especially if there are pedestrians on the trail. Lighting so it isn't creepy at night. Access points so it's practical to use for getting around. Nearby bathrooms and drinking water. I think the main factor is that the perfect trail goes to places I want to go, and it doesn't require me to ride directly alongside traffic on busy roads. Protected bike lanes are fine, and separated is even better. It doesn't necessarily need to go through the middle of the woods, or be a completely separate route, as long as I'm not riding directly alongside traffic.	4/8/2022 11:27 PM
11	Rest areas with benches, water access, shade/shelter, rest rooms, bikeshare stations, e-bike charging connections, fix-it racks and pumps, and wayfinding. Maybe even a kiosk/pylon with a QR code to provide feedback, flag obstructions/maintenance issues, and count bicyclists to measure trail users. Plenty of access points so it isn't just an end-to-end corridor.	4/8/2022 10:39 PM
12	Options to park the bike at amenities/destinations, benches, trash cans, water stations, lighting at night, not too steep, actually passes through destinations I'd like to go to.	4/8/2022 3:08 PM
13	Trails to me are good for recreation but are not good for the conversation of getting bike lanes added to cities. It allows them to be built largely for the suburbs while ignoring the benefits to people and businesses downtown that could really use it.	4/8/2022 1:49 PM
14	Natural settings, river/streamside, parks, etc. Alternatively, with convenient stops near cafes, markets, groceries, etc.	4/7/2022 9:14 AM
15	Natural setting	4/6/2022 8:50 PM
16	+no mud holes	4/6/2022 8:01 PM
17	I love off road trails that bring you to towns (where you can eat, shop, etc) or public parks (e.g., Peebles Island). I avoid on-the-road bike lanes as I do not feel comfortable sharing the road with cars and pedestrians.	4/6/2022 2:33 PM
18	Nature, access to cafes, places to stop to rest and/or eat lunch	4/6/2022 1:07 PM
19	Coffee shops	4/6/2022 11:58 AM
20	Would love access to things outside of my community and in the city: parks, concerts, coffee shops, bars shopping, etc. It would have to be safe without possibility of drivers running into	4/6/2022 11:10 AM

	me or my children.	
21	The ideal trail would have stops along the way for snacks, entertainment, etc.	4/6/2022 11:07 AM
22	Top of the list is to be as safe as possible given the amount of land available	4/5/2022 8:34 PM
23	A separated trail where you have access to all the main shops and stops along the way for my commute	4/5/2022 8:13 PM
24	More important: governments must start take responsibility for maintaining them: repaving tree root damage and pot holes (MHBHT finally fixed 2021; Uncle Sam Trail still a disgrace) ; ice and snow removal (Helderberg Hudson unusable even by hikers in winter!).	3/28/2022 12:42 AM
25	- has destinations to see interesting things - safe to bike and walk - connects neighborhoods	3/17/2022 7:53 AM
26	See old Railroad features	3/16/2022 8:38 PM
27	The perfect trail uses every bit of abandoned railroad, and leaves as much railroad history as possible.	3/16/2022 6:13 PM
28	Repurposed rail line linking cities, 20+ miles in length. Good for endurance training.	3/14/2022 6:56 AM
29	Easy access to food markets and health care facilities.	3/9/2022 11:14 AM
30	Separated bike lane or off road.	3/8/2022 11:36 AM
31	Usually I like to ride, but I'd be happy with signs to restaurants or a coffee shop in case I need to stop. Bike repair stations are good. Benches or tables.	3/6/2022 3:27 PM
32	Off road - in the woods, with as few auto crossings or interactions as possible.	2/26/2022 11:34 AM
33	Stops at local watering holes in addition to park access.	2/25/2022 10:55 PM
34	My favorite trail is one that is independent of traffic and not simply following a road.	2/25/2022 10:28 AM
35	As primarily a bike user: Minimal road crossings. Wide enough for bikers to comfortably pass walkers and other bikers.	2/24/2022 8:56 PM
36	Enjoy the quietness of nature	2/24/2022 4:57 PM
37	A safe lane to bike completely separated from cars and traffic.	2/23/2022 10:14 AM
38	The perfect off-road trail goes through a nature area. The ideal commuter route is a separated bike lane.	2/18/2022 10:02 AM
39	My ideal bike trail has as few car interactions as possible. Riding through natural areas is ideal but is not always possible in Albany.	2/17/2022 10:07 AM
40	I like the trails that go from town to town. I like to be able to get off the trail in town and go to businesses. I use my bike to commute, so I run errands and frequent businesses as a bike commuter. If the trail goes through the city, I like it to be very well marked and established in a safe way. I also like when the most car-congested areas are avoided (through the woods at those points is great, or otherwise separated from the road), so I don't have to breath their exhaust during heavy traffic times since I'm likely to be commuting at the same time as them.	2/17/2022 9:34 AM
41	Scenic, water fountain, restroom, bench for breaks	2/15/2022 10:07 AM
42	trail that is shortest distance between work and home	2/13/2022 1:51 PM
43	Access to outdoor activities like hiking, climbing, trail running, mountain biking, etc.	2/13/2022 11:02 AM
44	Some trails should be for getting to parts of the busier inner city to avoid a car use but other trails are for pleasure riding and traveling 30 miles for a casual ride.	2/10/2022 8:46 PM
45	1. It gets cleared in the winter. 2. it is easy to access by bicycle from neighborhoods in the city. 3. It goes near places I want to go (shopping, recreation). 4. It goes by interesting historical places.	2/9/2022 10:15 PM
46	Lookouts, stop stations with picnic tables, and other areas for more comfortable rest (such as Adirondack chairs).	2/9/2022 9:54 PM
47	Native vegetation, water	2/9/2022 9:38 PM

48	Green - woods or maintained lawns or meadows	2/9/2022 4:23 PM
49	As much greenery as possible, particularly native greenery.	2/9/2022 1:37 PM
50	avoid roadways	2/9/2022 7:40 AM
51	I would much rather bike through a natural landscape, however added safety while biking around town is a higher priority.	2/9/2022 7:15 AM
52	Along water Safe area, or feels safe because busy. No panhandlers (a tremendous problem at Everett that is unsafe and slows traffic) Free, safe parking	2/8/2022 11:49 PM
53	trails that go someplace - a destination to recreate, dine or shop or trails that have natural beauty.	2/8/2022 11:47 PM
54	I like to ride long distances in the 15-25 mile range. I love riding the Helderberg/Hudson trail connecting to the Hudson/Mohawk trail to Watervliet and Troy. The views are great along the Normanskill and the Hudson River. I would love to stop for lunch at a nice cafe.	2/8/2022 8:28 PM
55	One that offers access to the nature, but is still connected to the surrounding community.	2/8/2022 8:23 PM
56	Some buffering from traffic and noise. Avoidance of high traffic intersections.	2/8/2022 6:12 PM
57	A functional, buffered bike lane would be more than adequate for what I need.	2/8/2022 5:33 PM
58	A perfect trail is wide, smoothly paved, and winds through woods (for summer shade) and past waterways (for summer cooling.)	2/8/2022 4:53 PM
59	View opportunities, access to businesses, a focus on walkability in addition to biking	2/8/2022 4:51 PM
60	Shops, trees	2/8/2022 3:42 PM
61	Benches and other comfort/exercise installations. Places to dispose of dog waste - making that easy is the best way to incentivize it. Above all, frequent opportunities to enter and exit the trail.	2/8/2022 3:14 PM
62	Separated bike like	2/8/2022 2:36 PM
63	There are no trails here that are cycling friendly. Only Washington Ave Extension.	2/8/2022 2:34 PM
64	A trail that really connects communities	2/8/2022 12:58 PM
65	Perfect trail Is either off road or a truly separated bike lane. Traditional bike lane as illustrated above is more dangerous than no bike lane. Seeing nature is nice, but it's also great to do urban riding, shopping, etc.	2/8/2022 10:26 AM
66	have a buffer,shaded partly,away from traffic and street crossings	2/8/2022 10:15 AM
67	Bike safely.	2/8/2022 9:26 AM
68	Functional routing that enables me to access different parts of the city without riding on busy roads.	2/8/2022 9:18 AM
69	Through park/woods, not in car traffic whenever possible, paved or not pebbles, well cleared and well marked.	2/8/2022 8:24 AM
70	Rest areas with bathrooms and water available. Opportunities for local businesses to set up concessions.	2/8/2022 8:18 AM
71	Green Spaces, Residential neighborhoods, minimum # street crossings	2/8/2022 8:16 AM
72	ice cream and bathrooms	2/8/2022 8:14 AM
73	A dedicated bike trail similar to the trail at the Corning Preserve or at the Albany Rail Trail.	2/8/2022 8:06 AM
74	One with trees along the sides.	2/8/2022 8:00 AM
75	Trees and water.	2/8/2022 7:19 AM
76	Safety. If it's a neighborhood known to have had gun violence, I'd want to see police patrolling	2/7/2022 5:57 PM
77	Surface without potholes, trees, nature, rest stops - toilets and water	2/7/2022 2:56 PM
78	Areas for recreation ; restrooms; food/concessions available	2/7/2022 6:03 AM

79	For me it needs to be functional and safer than merely painting on the road	2/6/2022 3:40 PM
80	Safety	2/6/2022 3:23 PM
81	A lane separated from cars.	2/6/2022 9:58 AM
82	GREEN such as plants, and LIGHT, to safely ride at night	2/5/2022 3:13 PM
83	long flat stretches, or very gentle hills, smooth roads, lots of greenery, places to stop for coffee or whatever that are not accessible by cars	2/5/2022 12:53 PM
84	nature	2/5/2022 12:32 PM
85	Dirt trail that could be a bike, walk & run trail	2/4/2022 2:18 PM
86	Connecting to coffee shops and small businesses. Bathrooms and water accessible.	2/4/2022 8:03 AM
87	A nicely maintained trail with a water fountain along it.	2/4/2022 7:29 AM
88	Would be ideal if the pathway had easy access, at some points, to food and drinks.	2/3/2022 5:28 PM
89	Connectors into neighborhoods to tie in closely to the community	2/3/2022 4:26 PM
90	Greenery and scenery	2/3/2022 4:18 PM
91	Separate lane without cars	2/3/2022 4:03 PM
92	Got to escape traffic noise and exhaust fumes. The Corning Preserve trail north to Cohoes is pretty good.	2/3/2022 3:50 PM
93	A trail where pedestrians and cyclists would minimally interfere with one another. A perfect trail has several good views of the landscape along the way.	2/3/2022 3:33 PM
94	I like shaded areas with trees, the occasional park bench for a rest, and being near the water.	2/3/2022 3:25 PM
95	Perfect = separated from traffic, scenic, quiet. Would like to see nature. Would be wonderful to have occasional places to get a snack or use a bathroom.	2/3/2022 3:22 PM
96	Mostly clear separation from traffic--some degree of physical barrier, not just paint.	2/3/2022 12:12 PM
97	I wouldn't feel comfortable on a secluded trail -- by bike is better than walking, but I'd want to feel safe and visible. I'd love to see stores and restaurants pop up around a bike trail (like is starting to happening with Albany Co Rail Trail). Make it a destination! Connect parks and neighborhoods. Have some of the bike repair stations like at the libraries.	2/3/2022 11:39 AM
98	Near water, away from noisy traffic, places to get refreshment, access to toilets.	2/3/2022 11:26 AM
99	Places to stop for refreshment. Bike Repair stops.	2/3/2022 10:56 AM
100	More nature. Pop shops along the trail featuring small businesses from the area. Artists expressing their work. Information stands along the trail.	2/3/2022 9:22 AM
101	Wide enough to accommodate bikes and pedestrians, well marked, maintained surface, lots of entry and exit points	2/3/2022 12:13 AM
102	Occasional bike safety stations, greenery	2/2/2022 11:07 PM
103	Run!	2/2/2022 10:52 PM
104	Where cars cannot hit me.	2/2/2022 9:28 PM
105	Mostly off-road or separate bike lanes. Plenty of access points.	2/2/2022 9:27 PM
106	Any trail where I am safe from cars I would be really grateful to have	2/2/2022 9:00 PM
107	The perfect trail gets me from A to B on my bicycle without fear of dying (or of getting a puncture). It also serves other people's priorities so that they love it too.	2/2/2022 8:01 PM
108	The trail will be free from garbage, and be wide enough to accommodate dogs, runners and walkers. Also, well lit and far from heavy tree lines or bushes for safety sake	2/2/2022 7:59 PM
109	Water fountains	2/2/2022 7:57 PM
110	It would be nice to have access to stores and shops from the bike.	2/2/2022 7:56 PM

111	I like the rail trails, but I like access to the city more	2/2/2022 7:00 PM
112	A paved flat trail separated from the road with a little shade, benches along the way, a public bathroom with a water fountain, a coffee shop along the way, nice view.	2/2/2022 6:47 PM
113	Separation from vehicles, treelined would be nice.	2/2/2022 6:15 PM
114	Walkable to downtown or waterfront. Has coffee, food trucks, ice cream	2/2/2022 6:12 PM
115	Long and connecting to trails of neighboring towns. Would be great to have food stops along the way.	2/2/2022 5:30 PM
116	I like the ability to go for a long ride, view nature and be away from car traffic.	2/2/2022 4:42 PM
117	Greenery	2/2/2022 4:29 PM
118	Ideally would love to just see nature around it in the non downtown areas. But having a path thru downtown to see the site safely down there would be pretty fantastic as well	2/2/2022 4:26 PM
119	I would love an off road trail with sections that are buffered as needed.	2/2/2022 4:13 PM
120	Paved trail Porta potties	2/2/2022 3:55 PM
121	Packed dirt paths. Restrooms and water periodically. Easy parking.	2/2/2022 3:47 PM
122	Bike trail that is safe to get to from my neighborhood. Occasional access to refreshments (drinks, etc.). Parking for people who want to meet me there.	2/2/2022 3:41 PM
123	Trail that makes it seems like you are in the woods	2/2/2022 3:32 PM
124	Our trails lack sources for water to refill water bottles. So many places would be well fit to add a small water spigot that wouldn't interfere with the water system.	2/2/2022 3:21 PM
125	Any natural growth, trees, ponds	2/2/2022 2:50 PM
126	Something for runners and bikers.	2/2/2022 2:46 PM
127	Well groomed. Clean and safe.	2/2/2022 2:31 PM
128	Wildlife-promoting boxes/plants/structures. Exercise stations. Bike repair stations. Ideally water fountains, although I appreciate the greater infrastructure.	2/2/2022 2:16 PM
129	A path through a quiet, scenic area where I can go for exercise or to unwind	2/2/2022 2:15 PM
130	Wide (about 10ft.), pedestrian level lighting, sufficient wayfinding signage, bathrooms, shade trees, smooth asphalt	2/2/2022 2:14 PM
131	Clear markings for run, walk, cycle. Bike stations (tire pump), bike racks to be able to bike too, bathrooms, water to fill bottles	2/2/2022 2:12 PM
132	Water Fountains please	2/2/2022 2:04 PM
133	Well paved, no potholes or roots, scenic, far enough from roads so I don't need to listen to cars.	2/2/2022 1:59 PM
134	connection to other trails	2/2/2022 1:57 PM
135	Paved and wide	2/2/2022 1:53 PM
136	Nice scenery and an occasional snack/coffee shop	2/2/2022 1:43 PM
137	Off road trails and separate bike lanes so that bikers and pedestrians could use them safely would be nice.	2/2/2022 1:34 PM
138	Parks, grocery shopping.	2/2/2022 1:31 PM
139	Path clear of large obstructions and having scenic views	2/2/2022 1:28 PM
140	no cars	2/2/2022 1:27 PM
141	Well maintained (no liter and any pavement damage is fixed), goes for a very long ways with road interference (too many crossings or trails is disjointed).	2/2/2022 1:24 PM

142	Places to stop & buy food/drinks; explore further on foot (so would need a place to lock bike up to safely); events along the way (destination bike trip).	2/2/2022 1:23 PM
143	Would love to stop and grab a smoothie with friends	2/2/2022 1:21 PM
144	Truly just HAVING one would be enough. With that said, from my travels around the country, it is particularly nice when a bike trail is off-road and has businesses either along it or extremely close of interest to someone out riding. (ie. a convenience store/cafe for a snack, bike shop, of course, etc.)	2/2/2022 12:53 PM
145	Wide enough. I am 81 years old & no longer cycle, but 40 years ago, before I moved to Albany & stopped because of the hostile traffic, a bicycle was my preferred vehicle.	2/1/2022 9:33 PM
146	It is great to have trails that help you get to the things you need (parks, stores, groceries, etc) so it makes cycling for errands more attractive.	2/1/2022 7:09 PM
147	Pocket parks, natural areas	2/1/2022 6:24 PM
148	Access to nature, separation from cars.	2/1/2022 3:49 PM
149	paved, well maintained, shady in summer, little or no car traffic	2/1/2022 3:42 PM
150	Separated bike lanes are safest!	2/1/2022 3:38 PM
151	Restaurant, greenery, ever day business like pharmacy, grocery store, etc.	2/1/2022 1:22 PM
152	IDK	2/1/2022 11:35 AM
153	nature, parks, shops, farmers markets	2/1/2022 11:23 AM
154	Safe, nature	2/1/2022 11:06 AM
155	The City of Albany has become much friendlier to bicyclists. Informing the general public about the rights of bicycle riders would help cut down on those who call out things like, "get on the sidewalk" or who beep incessantly whenever they have to slow down because of the narrowing of lanes shared.	2/1/2022 11:05 AM
156	Not part of auto traffic or other motorized vehicles.	2/1/2022 10:15 AM
157	Scenery + destinations along the way (stores, restaurant/cafes, post office etc)	2/1/2022 9:53 AM
158	Scenery trees flowers	2/1/2022 9:31 AM
159	Just a smooth trail would be great.	2/1/2022 9:29 AM
160	Flowers, trees, birdwatching, places to sit near the trail. A few places to get a snack or have a picnic. I am disabled, and I would love to be able to rent or borrow an electric or hand tricycle!	2/1/2022 9:25 AM
161	Separated from the road, place to fill water bottle, place to pump tires if needed, benches	2/1/2022 9:23 AM
162	I enjoy trails that are integrated into neighborhoods - you can say hi to neighbors and stop for an ice cream.	2/1/2022 9:15 AM
163	The perfect trail would include a mix of flowers and pleasant smelling herbs such as mint, lavender, rosemary etc.	2/1/2022 9:11 AM
164	Rail trail perfect example of off-road trail.	2/1/2022 9:11 AM
165	breakout points for travel and meet up	2/1/2022 8:52 AM
166	Varied types with access at specific areas for food and drink and rest rooms in other areas	2/1/2022 8:04 AM
167	a compacted earth trail or one made with a resin based stabilized material	2/1/2022 1:18 AM
168	Multiple entrances and exits with easy access.	1/31/2022 10:48 PM
169	Places to eat and a age bike lane	1/31/2022 10:21 PM
170	Away from traffic noise. Lots of connections, not too cut off from everything. Good signage. Good crossings at ALL intersections with car traffic. Lighting would be nice.	1/31/2022 10:18 PM
171	Separated bike lane or off road trails are safest for families	1/31/2022 9:00 PM
172	Scenic, history markers, interesting plantlife, separated from traffic/city noises	1/31/2022 8:49 PM

173	Ideally a trail that is away from car traffic but has access to fun things, like a sandwich or ice cream shop, the Hudson, or a park	1/31/2022 8:14 PM
174	A barrier between bikes and cars! Nature and some historic spots along the trail.	1/31/2022 8:04 PM
175	Picnic tables, snacks, comfy chairs .	1/31/2022 7:54 PM
176	Benches nearby	1/31/2022 7:50 PM
177	Safe. Greenery and/or scenery. Wide paths.	1/31/2022 7:30 PM
178	Trees, bushes, wild life, porta potty	1/31/2022 7:28 PM
179	Natural beauty, connect different parts of the city, great place of kids to ride	1/31/2022 7:22 PM
180	I'd like to see trees, water, not so many cars or buildings, no trash around. The trail must have a really smooth surface (as I have a neck issue and gravel aggravates it). Places to stop with a view, or a bench, or a cafe :)	1/31/2022 7:12 PM
181	Shops, restaurants, public institutions (e.g. libraries), parks, bodies of water...	1/31/2022 7:07 PM
182	A "pedestrian only" lane is important - bikers tend to be rude and hog the whole trail.	1/31/2022 6:57 PM
183	Go along river	1/31/2022 6:24 PM
184	Bike lanes are great in theory, but they don't really work if the standard car driver mentality isn't right. In places I've lived on the West coast, drivers are very respectful of yielding to bikes and pedestrians. Albany, not so much. So my ideal bike trail is simply a very safe trail, where there is some physical protection from traffic for riders and walkers. Everything else is gravy. But ideally, it would be great to be connected to a wide variety of activities via a trail: shopping, restaurants, and entertainment. And also usable for commuters. Such a trail would be such a major improvement for the area!	1/31/2022 6:15 PM
185	Perfect? No car sounds. As much foliage/greenery as possible. Regular and well-marked exit/entrance paths, not just trailheads at one end or the other.	1/31/2022 6:07 PM
186	Water features such as natural ponds, historic buildings or landmarks, lots of trees and shrubs.	1/31/2022 5:56 PM
187	Rest stops with access to restrooms which are kept sanitary	1/31/2022 5:52 PM
188	Places to get food.	1/31/2022 5:35 PM
189	More CDPHP stations. Most important is a barrier to separate traffic from bikes.	1/31/2022 5:33 PM
190	Using corning trail, Delmar trail etc. Biking streets in Albany is dangerous.	1/31/2022 5:28 PM
191	Nature, water, historical buildings, eatery	1/31/2022 5:27 PM
192	casual places to eat, shade, ice cream, historical markers	1/31/2022 5:21 PM
193	No cars in the same lane. That's pretty much it.	1/31/2022 5:20 PM
194	The perfect trail would have the vegetation kept trimmed back, there would be places to stop and rest or meditate, potable water stops, a path similar to what is found in the woods or the Pine Bush, rather than paved. Something that is good for walking, jogging, running, and biking.	1/31/2022 5:18 PM
195	Rest stops, water fountains, picnic areas	1/31/2022 5:17 PM
196	Getting out into a natural environment would be just fine with me. I don't necessarily need to "see" anything.	1/31/2022 5:17 PM
197	Safety from vehicles, access to parks,	1/31/2022 5:15 PM
198	I love to walk and will walk up to 10 miles (or more) in a day. I'd like walking trails.	1/31/2022 5:05 PM
199	adjacent places for food & drink; hard pavement; separation from autos	1/31/2022 5:03 PM
200	Shade like trees and places to rest	1/31/2022 5:03 PM
201	Bike Trail would need to have flat smooth surface. I don't mind hills. Tree roots are not to cause bumps. Room on the shoulders to pull off and rest. A bike repair station at the ends. Restroom facilities would be great that are maintained daily. Well lit trail for evening travel. If the trail is not suited for evening travel that is O.K. with me. Dawn to Dusk hours are fine. For	1/31/2022 5:03 PM

cars, various open parking areas. Signage is very important with rules of the trail, to include a strict less than 20 mile and hour speed limit, especially for engine powered bikes. Maps of the trail, at various key ends could include services in the neighborhoods to encourage use of businesses. These same businesses could be charged a one time only fee to "advertise" their business and funds to go to the Greenway operations. If their restrooms are open to the public, that could be included on the information kiosk. Signs to also include the foot traffic flow. Bikers yield to pedestrians. Bikers must announce verbally or with their bells to the walkers that they are passing on the left. Reminders along trail of some of these things is best. I am not sure if dogs on a leash should be allowed. You would have to include rules about waste removal. You may have to advise dog owners where the dog parks are. If path crosses streets, clear designations and stop signs on the trail. Signage on the road for autos to yield to path would be needed. I don't know if you are going to plow the trails in snow or ice. Will it be geared towards winter sports? It does not have to be. If not, then regular path clearing would be needed.

202	Flat or relatively so. Woods, parks, nature trails	1/31/2022 5:02 PM
203	I would like to have better options to get across Rt 90. It is a barrier between Colonie and Albany	1/31/2022 5:00 PM
204	Safety. Call boxes. Even pavement. Nature. Water. Trees. Benches. Picnic tables. Bathrooms. Police on bikes. Lights at dusk. Open spaces.	1/31/2022 4:57 PM
205	smooth, not too hilly, would love some destinations but I usually just ride for the exercise	1/31/2022 4:57 PM
206	Local businesses with food and drink and cultural opportunities	1/31/2022 4:54 PM
207	Off road trail when possible.	1/31/2022 4:48 PM
208	Connect neighborhoods to business districts. Off road trail would be best, but everything helps.	1/31/2022 4:31 PM
209	Historical markers to read; reminders of bike riding rules (many bikers don't know they're supposed to follow motor vehicle laws); coffee shop or deli	1/31/2022 4:19 PM
210	fist bump walkers; seating; replaces road.	1/26/2022 11:07 PM
211	protected bike lanes!!	1/26/2022 8:54 PM
212	Ideally, I would like to have a system that provided both a commuter bike lane that I could go to work with or go to the local coffee shop, bodega, or haircutters and a recreational one along a waterway or through nature.	1/25/2022 11:59 AM
213	Bethlehem bike trail and Corning Preserve trail are already ideal.	1/25/2022 7:58 AM
214	rest areas, on/off spots posting nearby businesses, historic sites. trash receptacles.	1/24/2022 7:48 PM
215	natural settings, opportunities for rest stops, limited volume parking areas at key spots	1/24/2022 3:42 PM
216	kiosks that describe educational information, seating for seniors, individuals with disabilities. Wheelchair accommodations. Wide Walk-Ways. Paved Walk-Ways.	1/23/2022 5:43 PM
217	The nice thing about the Helderberg trail is that it offered a wide variety of scenery from woodland, farmland, suburban, urban.	1/23/2022 10:25 AM
218	A trail that goes through natural areas like woods, that is also close to residential areas and amenities like restaurants and bike repair shops.	1/22/2022 6:19 PM
219	Crossings in Colonie or the bike path in Bethlehem.	1/21/2022 7:23 PM
220	Easy access to the trail; bike repair stations; multiple destinations / access points.	1/21/2022 6:34 PM
221	Easy to find, easy access to local businesses to stop for a snack, coffee, beer.	1/21/2022 3:26 PM
222	Places to stop for coffee or lunch. Varied scenery.	1/21/2022 8:00 AM
223	I think a trail should have everything. A trail should be a destination and a conduit	1/20/2022 10:07 PM
224	I prefer functional convenient trails.	1/20/2022 9:46 PM
225	A trail should be useful, not just for leisure, but for commuting as well.	1/20/2022 8:25 PM
226	Connectivity! A good trail needs to connect with existing cycle routes and go somewhere	1/20/2022 2:25 PM

useful. It should be safe, ideally separated from car traffic and minimize interruptions and/or stops. Build fast, safe routes to places people want to go and they will cycle! You don't need artistic lighting and interpretive signs.

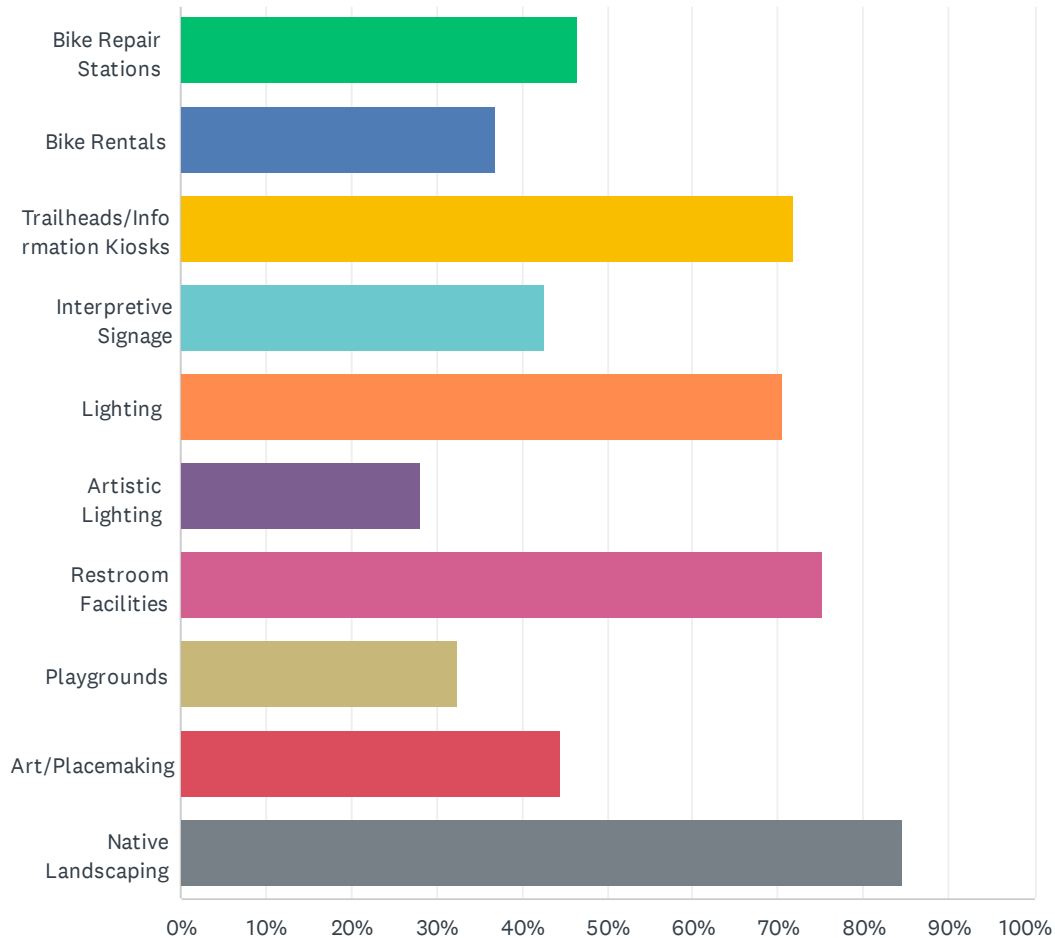
227	TBH, just get from one place to another safely. But, sure, greenspace and waterways are lovely!	1/20/2022 12:52 PM
228	I would LOVE to be able to bike with either an ice cream shop or a bar (or both!) as the destination.	1/20/2022 12:42 PM
229	water features, benches / picnic tables, signs / maps, nearby restaurants or bars	1/20/2022 12:40 PM
230	Swimming/beach, bathrooms, access to food trucks/restaurants, maybe mapping out historic places/living walls so you're going to see things.	1/20/2022 12:38 PM
231	A trail that would take me past parks and wooded areas but drop me off near a place where I could buy food and drink or take a picnic.	1/20/2022 12:35 PM
232	Separated or buffered bike lane is preferred, but even a separate bike line is nice. Love the one on Madison and the one connecting the bike trails in south Albany. I love seeing highlights of Albany along the trails and how they connect to destinations.	1/20/2022 12:26 PM
233	Honestly, any trail not shared with cars is a godsend. Bike repair stations are pretty handy though.	1/20/2022 12:25 PM
234	Protected, goes through nature and neighborhoods / businesses	1/20/2022 12:19 PM
235	An urban trail separated somehow from car traffic would be AMAZING -- would use for errands and commuting, not just recreation. It could be transformative for Albany neighborhoods!	1/20/2022 11:19 AM
236	A separated walk and bike trail is ideal. Ample pet waste receptacles helps keep it clean. Signs that point out local amenities and interesting points of nature or history are also encouraged.	1/20/2022 10:50 AM
237	nature and a way not to use a car	1/20/2022 10:03 AM
238	Playgrounds along the trail for breaks with my kid, water fountains, shaded picnic tables for lunch breaks, connections to other trails, bathrooms. Playgrounds and bathrooms are the most important though. It's so hard to bike with kids without these amenities.	1/20/2022 9:46 AM
239	I enjoy Corning Preserve's trail a lot, or the Pine Bush. I enjoy trails that have trees for shade and room for both cyclists to pass walkers or runners. Lighting can definitely help to make people feel safer. And at least a port-a-john can make a runner's day much better on a long run.	1/20/2022 9:34 AM
240	It has to be safe. That is number one. It would be wonderful to have fitness stations, but that's a want not a need. It has to be a useful commuting connection first, and a recreational amenity second.	1/20/2022 9:03 AM
241	Greenery, visual interest (ponds, interesting buildings), benches, restaurants	1/20/2022 5:38 AM
242	Green space, playground, quiet from city/road noises. Wide enough that people trying to get exercise can safely pass families out together.	1/19/2022 10:58 PM
243	Two separate sets of lanes - one for walkers & slow movers, and one for commuters and faster riders. Access to ice cream is also important. Parks and playgrounds along the way for the kids. In a natural setting with good opportunities to view nature.	1/19/2022 10:21 PM
244	Connections in and through where people live to other Off-road trails for relaxation. Connections in and through where people live and where they want to shop or do business. BOTH bike and Walk.	1/19/2022 10:05 PM
245	Patches of wildflowers in the spring; minimal numbers of road crossings. Drinking fountains and bathrooms. Plenty of shade trees. Smooth pavement.	1/19/2022 9:34 PM
246	Trails connecting parks and other trails would be great. So would separated bike lanes connecting the co-op with colleges.	1/19/2022 9:10 PM
247	Fairly straight (not many dog-legs or zigzags) and direct; Regular, frequent access to neighborhoods and parks (ideally with access to local businesses; Physically separated from traffic, ideally far enough to be quiet; Vehicular crossings raised and infrequent	1/19/2022 4:25 PM

248	Well-maintained, wooded if possible, occasional store	1/19/2022 3:58 PM
249	Well maintained. Doesn't have to be flat, but not too challenging for younger kids. Ways to easily get on and off the trail. Incorporating recreational and cultural stops, along with amenities (e.g. bathroom)	1/19/2022 1:22 PM
250	Seating for places to rest and look around,	1/19/2022 12:54 PM
251	I like the separated bike lane using shrubbery. I would also like signage along the trail to make it safer for pedestrians too. I'd like to be able to see history, perhaps have some spots where you have the opportunity to try different terrains.	1/19/2022 12:52 PM
252	The natural world is definitely a plus, and is the primary reason why I am a big fan of the Mohawk Hudson trail. I like the idea of a trail through Tivoli Park and the Pine Bush. In regards to Albany specifically, I think a trail that allows people to check out the beautiful older architecture of the city, specifically in Arbor Hill and the South End, would be nice as well. I also like that this trail connects to the UAlbany trail network, which will encourage students and faculty to ride their bikes all the way down to the river which in turn connects to the entire Empire State Trail network.	1/19/2022 12:21 PM
253	Practicality -- is it one the way to/from major destinations like downtown, Central Ave, other centers (such as my home in Schenectady) No road crossings -- Road crossings should be few and low traffic. Having to cross major avenues and highways is a big deterrent. Connectivity to transit -- places where I can easily access major bus routes, especially BusPlus, which provides security in case my bicycle breaks down or the weather takes a turn for the worse Connectivity to nearby amenities -- walkable business districts, parks Access to water -- water fountains to refill water bottles, tools for airing up tires, etc. Commuter cleanup -- having a shower facility downtown where I could wash up after bicycling in would be a game changer. Currently I always take the bus to work because there is no place to clean up after I arrive. Online presence -- think about informational resources that can be placed online: Google Maps (add it to street view), Apple Maps, openstreetmap, social media, etc. that shape how people find the trail and associated amenities	1/19/2022 12:19 PM
254	My ideal trail isn't just recreational, but connects to businesses and retail plazas. Also, with lots of bike parking! I'd also prefer that the trail is fully off-road or protected.	1/19/2022 11:59 AM
255	Interesting sightseeing spots, great pull-off locations with benches or tables to rest at. Information on historic places or locations along the trail. Art! and bathrooms!	1/19/2022 11:39 AM
256	paved with access to amenities along the route	1/18/2022 4:35 PM
257	Easy on/off to services and amenities like the post office, the bank, drugstore, etc. Also, I don't always want to bike a lot, I want on and off.	1/18/2022 4:19 PM
258	Stores, places to eat	1/18/2022 2:57 PM
259	Trails that are scenic and can avoid the difficult traffic areas. Like the trails I saw in Denmark & Sweden.	1/18/2022 2:54 PM
260	Trees/shade, many connections to destinations/businesses in town (i.e. I don't want to get on the trail and not be able to get off for several miles), well maintained, well lit	1/18/2022 9:29 AM
261	Along water you can see almost uninterruptedly	1/17/2022 6:27 PM
262	The BEST bike lane for me is a separate bike lane following a waterway ,,,,	1/17/2022 4:26 PM
263	A perfect trail would be paved, easy to bike to from my home, have access to shopping and eating, be separated from traffic and have sections where nature can be enjoyed.	1/17/2022 4:05 PM
264	separate from traffic, food options, art exhibits, great lighting, lane markers!!! - since people around here can't comprehend how to walk/run/etc on a trail with other users (stick to the right, etc.); although to me a trail is a means to get to "stuff" - the trail doesn't need to be the destination.	1/17/2022 3:21 PM
265	I would like to see as much nature as possible. If the trail goes through a developed are it would be nice if trees, bushes could be planted to soften the views of the surrounding developed areas.	1/17/2022 10:47 AM
266	Bathrooms or outhouses , water	1/17/2022 8:50 AM

267	Stop signs should be changed to yield for bikes. Separated bike lanes on intersections. Continues walkways in neighborhoods.	1/16/2022 6:02 PM
268	Frequent access and close to neighborhood activities.	1/16/2022 1:44 PM
269	Safe connections to non-trail streets and roads so that the trail is more than just another recreational feature with no real world function.	1/16/2022 1:09 PM
270	Trail would include restrooms at regular intervals. Places to lock one's bike. A spot to stop for a smoothie/water/ice cream along the way. A trail that had clearly delineated pedestrian and bicycle paths with minimal street crossings.	1/16/2022 11:38 AM
271	I like separated bike lane best. Especially on busy street. I like whow bike lane was done on South Pearl.	1/16/2022 9:29 AM
272	Not be able to hear highway traffic	1/16/2022 3:55 AM
273	Informational kiosks, wayfinding, lighting	1/15/2022 10:09 PM
274	Just a simple trail going through nature, without a lot of sign clutter.	1/15/2022 9:02 PM
275	Safe way to reach the river, Tivoli park, 6 mile reservoir and back to Washington park.	1/15/2022 4:55 PM
276	Ideally a trail is wide enough to accommodate traffic in both directions. There would be high visibility and easy-to-read signs with mile markers and information about the destinations along the path.	1/15/2022 3:04 PM
277	places to rest (I'm a senior), wide enough to accommodate racing bicycles and pedestrians (maybe pedestrian lanes on the bike trail	1/15/2022 10:01 AM
278	Protected areas that separate bikes from vehicular traffic. For example, the bike path along Madison Ave is a defacto deliver land. Bikes can not safely use this as intended due to double parking by delivery drivers, residents that double park, or construction crews. APD doesn't enforce keeping these lane clear so, in actuality, they don't function as bike lanes at all. The perfect lane would be dedicated and seperate from vehicular traffic.	1/15/2022 9:43 AM
279	Art, benches or picnic tables and independent businesses to get food/drinks like smoothies, sandwiches, ice cream. Like the section of Delmar rail trail that goes behind Delaware Ave so you can stop for snacks.	1/15/2022 12:40 AM
280	Interest stops along the route and benches	1/14/2022 9:38 PM
281	Ability to stop for beverage, bike repair, views...	1/14/2022 4:43 PM
282	along the water	1/14/2022 3:51 PM
283	Paved surface, scenic views, clear sightlines (no hidden curves), regular areas for rest with benches, simple bike parking and basic bike tools available	1/14/2022 2:17 PM
284	A perfect trail links places to work and places to stop. A great trail is, ironically, one that makes you want to get off the bike. Ice cream, libations, great views and good eats will always make a trail a top contender.	1/14/2022 1:55 PM
285	My favorite trails have interesting features. I love the port section of the Helderberg Hudson Trail, as well as the middle section between Voorheesville and Slingerlands with the railroad bridge. I would use the Mohawk-Hudson Bikeway more if it had better screening from 787, had less garbage/sewage, and could be accessed from the Warehouse District.	1/14/2022 8:58 AM

Q9 What kind of amenities would you like to see along the Patroon Creek Greenway? Please select your top 5.

Answered: 363 Skipped: 4



ANSWER CHOICES	RESPONSES	
Bike Repair Stations	46.56%	169
Bike Rentals	36.91%	134
Trailheads/Information Kiosks	71.90%	261
Interpretive Signage	42.70%	155
Lighting	70.52%	256
Artistic Lighting	28.10%	102
Restroom Facilities	75.21%	273
Playgrounds	32.51%	118
Art/Placemaking	44.63%	162
Native Landscaping	84.57%	307
Total Respondents: 363		

Q10 Are there any other amenities you would like to see along the Patroon Creek Greenway that are not shown above? Please list those amenities below:

Answered: 144 Skipped: 223

#	RESPONSES	DATE
1	No	8/18/2022 3:46 PM
2	No	8/18/2022 3:44 PM
3	N/A	8/18/2022 3:42 PM
4	Plowing in winter	5/18/2022 5:08 PM
5	*All these things above seem great, but if the cost will prevent future projects, these frills should be avoided.	5/10/2022 1:34 PM
6	coffee or snack shop	4/16/2022 2:31 PM
7	Food & drink vendors	4/12/2022 7:14 PM
8	Access points along the trail to make it more connected to the rest of the city	4/8/2022 11:27 PM
9	Water fountains or places to fill a water bottle separate from restrooms.	4/8/2022 10:39 PM
10	Business access. The greenway does not need to be separate from businesses.	4/8/2022 1:49 PM
11	Rain/storm shelter	4/7/2022 9:14 AM
12	Drinking water	4/6/2022 8:01 PM
13	Signs to local businesses that can easily be reached from the trail - restaurants, bars, parks, playgrounds, etc.	4/6/2022 2:33 PM
14	Crosswalks that alert cars to stop	4/6/2022 1:07 PM
15	Easy access to convenience stores for snacks, drinks.	4/6/2022 1:00 PM
16	Signage at the entrance of Tivoli Park at Park Street	4/6/2022 10:57 AM
17	Benches for resting	4/5/2022 8:34 PM
18	Directional signs at all exit points. E.g. the new Menands connector on Mohawk Hudson Bike Hike Trail has NO signage pointing to Broadway. Don't make the same mistakes.	3/28/2022 12:42 AM
19	- food / drink vendors or cafes	3/17/2022 7:53 AM
20	Direct access to a food market	3/9/2022 11:14 AM
21	ecosystem supports. specifically supporting native pollinators of the area. probably best done through wildflower beds which you already reference here.	3/2/2022 1:06 PM
22	Coffee / Juice Shack	2/26/2022 11:34 AM
23	Water fountains!!	2/25/2022 10:55 PM
24	Navigational signage, to landmarks and other bike-friendly routes.	2/24/2022 8:56 PM
25	Safe connections to neighborhoods so that this can facilitate point to point bike travel and not just people biking to the trailhead.	2/23/2022 10:14 AM
26	Parking	2/18/2022 10:02 AM
27	Well marked on/off ramps with local businesses listed. All of the options above would be great! If you put playgrounds or other crowd-attracting amenities, please put large and clear signage	2/17/2022 9:34 AM

ahead of them on the trail so we don't hit pedestrians. Bikers don't seem to always want to slow down unfortunately.

28	water fountain	2/15/2022 10:07 AM
29	lots of access points from local roads - at least very 1/2 mile	2/13/2022 1:51 PM
30	Drinking water	2/13/2022 11:02 AM
31	Water fountain	2/12/2022 8:03 PM
32	water refill stations	2/10/2022 8:46 PM
33	Food and coffee vending machines. Put them in the same place as the restrooms.	2/9/2022 10:15 PM
34	More bathrooms and water filling stations.	2/9/2022 9:54 PM
35	I'd be happy with just a few of those listed above. A trail is the most important thing.	2/9/2022 1:37 PM
36	safe passage. Not a lot of having to negotiate difficult traffic situations (crossing multiple lanes in an area where drivers are switching lanes)	2/8/2022 11:47 PM
37	Parking lot	2/8/2022 8:28 PM
38	Places to lock bicycle near pedestrian shopping areas	2/8/2022 6:12 PM
39	Benches. Dog-waste disposal posts and frequently-serviced trash cans. Doubling down on something above, well-maintained public restrooms are underrated and worth the cost!	2/8/2022 3:14 PM
40	Artistic lighting	2/8/2022 2:36 PM
41	I would like if I could park at 6 mile waterworks then bike to the Honest Weight Food Coop! That would be efficient & health forward but a benefit to my underserved neighbors.	2/8/2022 2:34 PM
42	Bike racks.	2/8/2022 10:26 AM
43	mile markers,parking	2/8/2022 10:15 AM
44	Safe trail that is maintained on a regular basis.	2/8/2022 8:18 AM
45	Resting places (benches),	2/8/2022 8:16 AM
46	food vendors	2/8/2022 8:14 AM
47	no	2/8/2022 8:06 AM
48	Coffee shop	2/8/2022 8:00 AM
49	Water fountain to refill water bottles	2/7/2022 5:57 PM
50	food. benches	2/7/2022 2:56 PM
51	Benches to sit and enjoy the day	2/5/2022 3:13 PM
52	coffee/bakery	2/5/2022 12:53 PM
53	A water fountain.	2/4/2022 7:29 AM
54	Picnic areas.	2/3/2022 3:50 PM
55	Some sort of seating along the route like a park bench or stone slab to sit on.	2/3/2022 3:25 PM
56	Ice Cream shops or other places to get a snack or a drink.	2/3/2022 3:22 PM
57	These are all such great ideas! I can't think of any others at the moment.	2/3/2022 11:39 AM
58	Water.	2/3/2022 12:13 AM
59	Water fountains.	2/2/2022 10:52 PM
60	Coffee shop	2/2/2022 9:20 PM
61	Historical trail about events from the past that took place in Albany.	2/2/2022 8:30 PM
62	Maintained trash bins, dog poop bags, etiquette signage	2/2/2022 8:01 PM

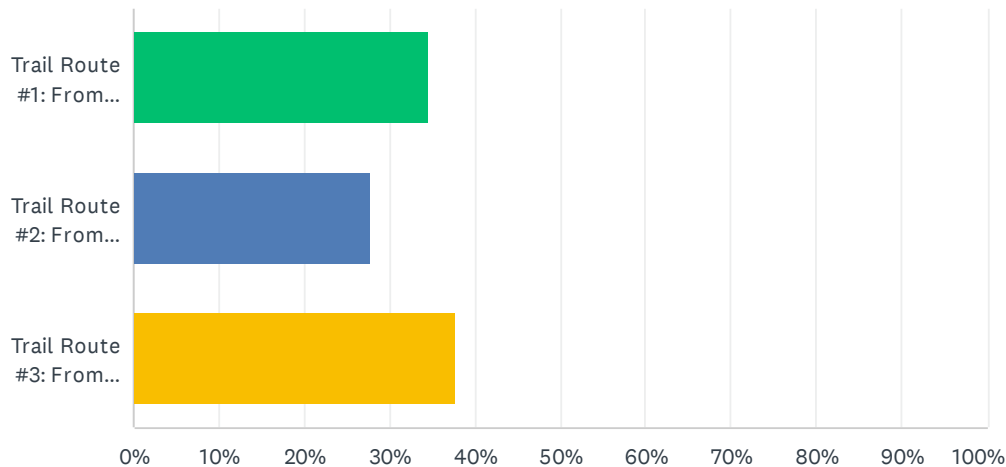
63	Safety call boxes	2/2/2022 7:59 PM
64	-	2/2/2022 7:57 PM
65	Location for food trucks	2/2/2022 6:12 PM
66	Restrooms available year round, and a plowed/ maintained stretch of the trail (2-5 miles) in winter for running and bike access in the colder months. Lighting in this area will also be crucial.	2/2/2022 4:42 PM
67	Trail market. Walking or running options,not just biking.	2/2/2022 3:47 PM
68	Water spigots !	2/2/2022 3:21 PM
69	No	2/2/2022 2:15 PM
70	Bike racks at/near restroom locations.	2/2/2022 2:14 PM
71	Looks like you've got it covered!	2/2/2022 2:12 PM
72	Water fountains! I currently use the rail trail a lot and find it extremely frustrating there are no restrooms- thankful Stewarts is there and always nice	2/2/2022 1:57 PM
73	No	2/2/2022 1:43 PM
74	Besides the lists above, free places to park and safely get in the trails for those who don't have direct or safe access to the trails. Also places to safely meet other if you want to have group meet ups from.	2/2/2022 1:34 PM
75	security cameras	2/2/2022 1:27 PM
76	Water fountains	2/2/2022 1:24 PM
77	Water fountains.	2/2/2022 12:53 PM
78	place to stop for snacks, drinks, ice cream	2/1/2022 3:42 PM
79	Bike docking stations for locking up and exploring neighborhoods or businesses.	2/1/2022 3:38 PM
80	Places to rest or tie up your bike so you can rest, socialize, get food, shop etc.	2/1/2022 1:22 PM
81	Shaded area/s	2/1/2022 11:35 AM
82	these are great Ideas above!	2/1/2022 11:23 AM
83	You have covered much of what would make it more likely that people would ride their bikes. Central Avenue is a war zone and taming the traffic would make it safer.	2/1/2022 11:05 AM
84	Way to contact help if necessary.	2/1/2022 10:15 AM
85	Please, include disability access!	2/1/2022 9:25 AM
86	Small kiosk with light snacks/drinks	2/1/2022 9:11 AM
87	Vending machine or assign by places one can buy food/drink if need be.	1/31/2022 9:00 PM
88	Water	1/31/2022 8:41 PM
89	Easy access to small businesses along the way	1/31/2022 8:14 PM
90	Picnic tables	1/31/2022 7:54 PM
91	Water	1/31/2022 7:50 PM
92	Maps that make it really clear where you are and where you're headed. Simpler than an information kiosk, although those are great, too.	1/31/2022 7:22 PM
93	Water station?	1/31/2022 7:12 PM
94	Dog waste bag stations/trash receptacles, seating	1/31/2022 6:57 PM
95	Access to small local cafes with natural food	1/31/2022 5:56 PM
96	Direct Line Emergency Phones, surveillance monitoring	1/31/2022 5:52 PM

97	No. The less the better.	1/31/2022 5:28 PM
98	If there is landscaping signs with names of the trees/plants are great.	1/31/2022 5:27 PM
99	Water bottle refilling stations/water fountains	1/31/2022 5:20 PM
100	Benches for enjoying the day and nature.	1/31/2022 5:18 PM
101	Picnic stops, water, food trucks/vendors Some way to reduce highway noise !!!	1/31/2022 5:17 PM
102	Water station, for drinking.	1/31/2022 5:17 PM
103	Free water (vending machines, perhaps)	1/31/2022 5:05 PM
104	Water	1/31/2022 5:03 PM
105	Comments Re above: Lighting should be low energy, non glare, non-light polluting as much as possible. Native landscaping to me means using the resources that are already there and allowing for healthy growth. The plants would have to be trimmed off the trail. I imagine a strong volunteer coordinator would be necessary to encourage community participation.	1/31/2022 5:03 PM
106	Benches. Age in mid 80's	1/31/2022 5:02 PM
107	Places to get water Shaded trails	1/31/2022 5:02 PM
108	Benches. Picnic tables. Even, paved road w/ wide pathways for passing. Eliminating e bikes. Signage share the roads and safety. Bridges over water. Scenic w/historic points of interest. Trash barrels. Keeping traffic at bay. Could joggers join in?	1/31/2022 4:57 PM
109	Solar pathway to store energy for lighting at night. Heated pipes under the pathway to melt snow so it could really stay clear in the areas where the trail is not in an urban center. Kiosks at nodal locations for food trucks	1/25/2022 11:59 AM
110	drinking fountains well-placed.	1/24/2022 7:48 PM
111	"Lean-to" or shelter structures for use during inclement weather, emergency situations. Provisions to contact emergency services. Wheelchair accommodations. Paved Walk-Ways.	1/23/2022 5:43 PM
112	Not necessarily an amenity, but the City of Albany should consult with the Town of Colonie as a trail here would benefit businesses in the town near the trail and probably be used by town residents.	1/22/2022 6:19 PM
113	Watering stations	1/21/2022 7:23 PM
114	No cars.	1/20/2022 9:46 PM
115	Benches Trash cans	1/20/2022 8:25 PM
116	Places to stop for a picnic	1/20/2022 12:42 PM
117	I think the sunscreen dispensers at Albany County Rail Trail area good idea	1/20/2022 12:40 PM
118	Water bottle filling station	1/20/2022 12:26 PM
119	PROTECTED BIKE LANES! Drivers do no respect shared roadways at all. Stop settling for some basic restriping	1/20/2022 12:25 PM
120	Benches along trail. Picnic tables.	1/20/2022 11:41 AM
121	Sign pointing out nearby bike shops for repair/assistance.	1/20/2022 10:50 AM
122	Fitness stations that both adults and kids can use.	1/20/2022 9:03 AM
123	Bike rack (especially one that can accommodate bike with trailer), picnic table or benches with trash cans so people don't litter	1/19/2022 10:58 PM
124	Ice cream/ hydration station. Secure bike parking near shops and restaurants (e.g. a bike parking garage, or the metal cage things that enclose an entire bike - something where someone can ride a nice bike, not bring a lock with them, and have the bike still be there when they get back.	1/19/2022 10:21 PM
125	Stores and restaurants to obtain beverages and food. This enables longer walks and bike trips - for better health benefits.	1/19/2022 10:05 PM

126	Benches, nature observation spots.	1/19/2022 9:10 PM
127	places to safely lock up my bike so I can visit local businesses.	1/19/2022 12:54 PM
128	Water station; emergency phones; weather shelter; heated bike bath for use in winter. charging station. Connected to a few different bus lines	1/19/2022 12:52 PM
129	Just some nice simple picnic areas would be nice. That's always a popular thing to do on bike trails.	1/19/2022 12:21 PM
130	Water fountains	1/19/2022 12:19 PM
131	All of these amenities look great! It'd also be great to have bike parking (especially near businesses, trailheads, and restrooms) and benches. Also maybe information on bus routes or destination wayfinding!	1/19/2022 11:59 AM
132	Ice skating locations or other winter time activities	1/19/2022 11:39 AM
133	Potable water. Access to nearby restaurants/shopping. Charging stations.	1/17/2022 4:05 PM
134	Save intersections according to the Ottawa intersection guide.	1/16/2022 6:02 PM
135	Signalized street crossings that make cars stop, not jus warning lights.	1/16/2022 1:44 PM
136	Restrooms	1/16/2022 1:09 PM
137	Food and Water	1/16/2022 11:38 AM
138	Wayfinding signage - connect the trail to the city by pointing out "2 blocks to xx destination -->" or similar. Promotional signage "2 blocks to xxx restaurant -->" or similar	1/16/2022 10:45 AM
139	seating/locations for resting/eating, trash cans, access to trails with parking where available for people who can only get to the trail by vehicle	1/15/2022 3:04 PM
140	The ability for local, seasonal businesses to operate. Ice cream or refreshments, for example.	1/15/2022 9:43 AM
141	Food like smoothies, sandwiches, ice cream	1/15/2022 12:40 AM
142	Seating	1/14/2022 2:17 PM
143	Picnic tables, food truck access, good wayfinding.	1/14/2022 1:55 PM
144	Visual screening, if needed in certain sections depending on the route.	1/14/2022 8:58 AM

Q11 Which route do you prefer for the Greenway connecting Everett Road to Tivoli Preserve?

Answered: 358 Skipped: 9



ANSWER CHOICES	RESPONSES
Trail Route #1: From Everett Road, the trail heads north and then follows Exchange Street east through an industrial area. The trail uses an existing tunnel to go under I-90 and then continues off-road past the railyard, through the woods, and then uses two existing, but abandoned, railroad bridges to cross the railroad tracks and enter Tivoli Preserve.	34.64% 124
Trail Route #2: From Everett Road, the trail continues south for about a block and then follows Watervliet Avenue Ext. past the Honest Weight Food Co-op. The trail crosses Watervliet Avenue and continues east along Commerce Avenue past several industrial uses. At the Field of Dreams baseball field, the trail continues south along Terminal Street past Freihofer's Bakery. The trail then follows Livingston Avenue east for one block and then continues off-road into Tivoli Preserve.	27.65% 99
Trail Route #3: From Everett Road, the trail continues south for about a block and then follows Watervliet Avenue Ext. past the Honest Weight Food Co-op. The trail crosses Watervliet Avenue and continues east along Commerce Avenue past several industrial uses. At the Field of Dreams baseball field, the trail continues east off-road past the Post Office, travels through the woods around Bimbo Bakeries factory, and then enters the northwest corner of Tivoli Preserve.	37.71% 135
TOTAL	358

#	ARE THERE OTHER ROUTES WE SHOULD EXPLORE OR OTHER DESTINATIONS AND SERVICES WE SHOULD CONSIDER CONNECTING TO BETWEEN EVERETT ROAD AND TIVOLI PRESERVE?	DATE
1	No	8/18/2022 3:46 PM
2	N/A	8/18/2022 3:42 PM
3	I think Trail Route #1 is the safest and has the highest potential to separate motor vehicles and bicycles as much as possible. That being said, if Trail Route #2 can be done without sharrows or bicycle gutters, there is definitely value in passing the Food Co-op.	5/18/2022 5:08 PM
4	Trail routes 2 and 3 should be built if possible. Route 3 functions well as a direct commuting route but it bypasses the connections to the residential area on Livingston.	4/8/2022 10:39 PM
5	I am in favor of whatever option most limits time on city streets and maximizes off road riding. Maybe this is trail 1?	4/6/2022 2:33 PM
6	Personally, I am not a fan of riding on Livingston Ave because it is a busy street. Also - I can't	3/6/2022 3:27 PM

remember how much of a hill is on Terminal. That said - Option 2 provides more residential access - so if there were community members that wanted access - Option 2 would be better.

7	I chose option 3 because it would improve bicycle transit for me between my home in McKownville and the Honest Weight Food Coop, which would make biking there an option that has not felt safe or appealing until now. However, I think for recreation the option 1 would be much nicer for bikers, eg if I simply want to ride from my home all the way down to the river, because it avoids the bridge over the highway at Everett Road and stays off-road more. Therefore I would like to encourage both options to be developed.	2/25/2022 10:28 AM
8	Not sure on space allocation and feasibility with working with the landowners/railroad, but option 3 to Watervliet ave, continuing north to the RR ROW & west under 90 & Everett. This routing (if feasible) would keep the city integration in routes 2/3, access to the COOP, and still avoid problematic intersections on Everett.	2/25/2022 9:30 AM
9	(not an answer to this question) : Option 2 requires making a left onto Watervliet Ave. Ext. from Everett Road. I travel this area in my car and would not wish to do it on a bike.	2/17/2022 10:07 AM
10	I chose route 3 because it is easily accessible from neighborhoods near Tivoli Preserve and the Central Avenue corridor and goes past desirable destinations like the Co-op. Route 2 is also acceptable, but an off-road section connecting to the preserve makes option 3 nicer. Route 1 travels through the area between the RR tracks and I-90, which is not accessible from the nearby neighborhoods and would require significant investment to refurbish the abandoned railroad bridges.	2/9/2022 10:15 PM
11	#2 or #3 would be great!	2/9/2022 1:37 PM
12	I can't figure out how bikers will cross and travel along Everett road safely. I am not familiar with the landscaping along option 1 to understand if that would be more attractive than 2 or 3. as between 2 and 3, I would choose 3. But might overall prefer 1...just don't know.	2/8/2022 11:47 PM
13	It might be worth considering multiple routes. Does there have to be only one?	2/8/2022 8:23 PM
14	I would like to see the link along Terminal Street to Livingston included - marked and upgraded as necessary - even though I prefer accessing the Tivoli Preserve near Bimbo Bakeries.	2/8/2022 3:14 PM
15	All of these areas seem unsafe	2/8/2022 2:36 PM
16	I frequently ride to the coop and Watervliet Ave and commerce avenue are very dangerous for cyclists. Lots of fast moving traffic exiting the highway.	2/8/2022 10:26 AM
17	You really have to consider having both 1 & 2. Even though I prefer #1 , it would be a big mistake to box out West Hill residents	2/8/2022 8:16 AM
18	Crossing I90 on the Everett Rd bridge would be a huge deterrent. Even with the best bike lanes can't see a family feeling comfortable with that.	2/8/2022 8:14 AM
19	Whichever route is quieter and more peaceful, I'm for that one!	2/4/2022 2:18 PM
20	A connector through the Rt. 85 corridor past Central Ave. to the proposed bike/hike trail is badly needed.	2/3/2022 3:50 PM
21	Nope, but please make sure it goes past Honest Weight!	2/2/2022 11:07 PM
22	no preference less traffic the better it's not the best area...	2/2/2022 1:57 PM
23	I don't know these areas well enough to comment but I like that 2 of them seem to take you near the co-op which is nice to have grocery store access.	2/2/2022 1:34 PM
24	I think both 1 & 3 should be chosen. This gives people options. If they want to go to the coop or bakery or ball field they can, or if they just want to bike to be outside or recreate they can take the less congested route.	2/1/2022 1:22 PM
25	IDK	2/1/2022 11:35 AM
26	concerned about crossing on Everett Road ... if protected lane is not possible, may be better to use Trail Route #1	2/1/2022 9:53 AM
27	The Everett Road overpass bridge is a very scary place to bike. I've done it many times, but it feels like taking my life in my hands every time. There should be a protected lane for bikes if	2/1/2022 9:23 AM

	this trail is to feel at all inviting for all but the most intense cyclists (you won't get families otherwise).	
28	Both 2 & 3 should exist, so there's more connection to the neighborhood but people going through don't have to go out of their way up the hill to Livingston.	1/31/2022 10:18 PM
29	The coop is great! 2 or 3	1/31/2022 9:00 PM
30	Pine bush, Washington Ave extension area, Madison Ave ext	1/31/2022 7:50 PM
31	I think route 1 is really nice for bringing folks through the woods and having a real nature experience, or at least being more off road than the others. But I also like the way #2 and #3 link to the local communities. Is it possible to do both have have it be an optional loop?	1/31/2022 7:22 PM
32	Even though selfish me thinks Option #1 would get me safely out of my neighborhood better, I really do think that the trail should go past Honest Weight since it is such a community hub. But, maybe rider/pedestrian safety on that stretch of Everett between Central and Exchange could be addressed, too. I cringe whenever I see people trying to maneuver it!	1/31/2022 6:15 PM
33	n'a	1/31/2022 5:52 PM
34	Options 2 & 3 look good	1/31/2022 5:03 PM
35	It sounds like you cannot avoid these heavily industrial areas. I would encourage those businesses to enhance their outward appearance somehow. I am not going to designate a certain trail. I just don't the particulars along these routes, nor have the experience, capabilities or know how to make any choices.	1/31/2022 5:03 PM
36	I like the tunnel under Rt 90 I would like to safely travel Everett rd	1/31/2022 5:00 PM
37	I would prefer a loop that combines Route 1 with Rout 3	1/31/2022 4:23 PM
38	The rt 3 connector is a good path to mark and have public even if left undeveloped; Commerce Ave is pretty wide already; my primary priority is a connector that allows one to go from one side of I90 to the other and access corporate woods, Palisade Dr, and so on by bike from West Hill and Arbor Hill. An Actual foot and bike path along Everret would a big step, as it is uncrossable on foot or bike; saftey anyway, as it is car only space currently; if one has to park at this bike head after driving the length of Evertt from Central Ave would be a failure to extend bike use as a priority.	1/26/2022 11:07 PM
39	This is a tough question. I have major concerns about having a bike lane on Everette Road. The amount of vehicles and traffic that is on that part of the bridge can be really unsafe. Additionally there are many panhandlers along that route. Staying on 1, the Exchange Street route would be safer with less conflict points and may be a good marketing point for the First Prize warehouse project turn to apartments, but I also like the utility of Everett Rd onto Watervliet which could connect neighborhoods to commerce and retail. I would certainly hope that at some point all the options could be build, but Everett Rd would have to be MUCH safer. Is it possible to build a separate connection to reduce the contact points between cars and bicyclist or pedestrians? Coordinating those traffic lights with bike traffic lights could cause complications, delays, and a bottleneck to a major shopping area with Honest Weight, Shoprite, Price Chopper, and Hannaford.	1/25/2022 11:59 AM
40	Either route 2 or 3 seems preferable. Not sure of the value of extra distance for route 2.	1/25/2022 7:58 AM
41	While I prefer Option 1 as an off-road path, a shared-path or other connection through Livingston Ave and Commerce Street to Everett Rd is a great community opportunity.	1/24/2022 3:42 PM
42	I love that the trail goes to Honest Weight. This is very important to me. It is the main place I ride my bicycle to, along with many other Albany residents, and it is not at all accessible by bike right now.	1/21/2022 3:26 PM
43	We should do both, a trail should be mainly off road, but branches on street to nearby destinations. This is why we should do 1 and 2, with an emphasis on 1	1/20/2022 10:07 PM
44	Route 1 has the added appeal of serving the proposed redevelopment of the Tobin center.	1/20/2022 1:14 PM
45	No, but I just want to say it makes so much sense for the trail to go by Honest Weight	1/20/2022 12:42 PM
46	We desperately need a safe way to cross I90 and the railroad tracks at Everett. If there is no way to access the greenway from Albany, what's the point? Who's going to be able to even get	1/20/2022 12:25 PM

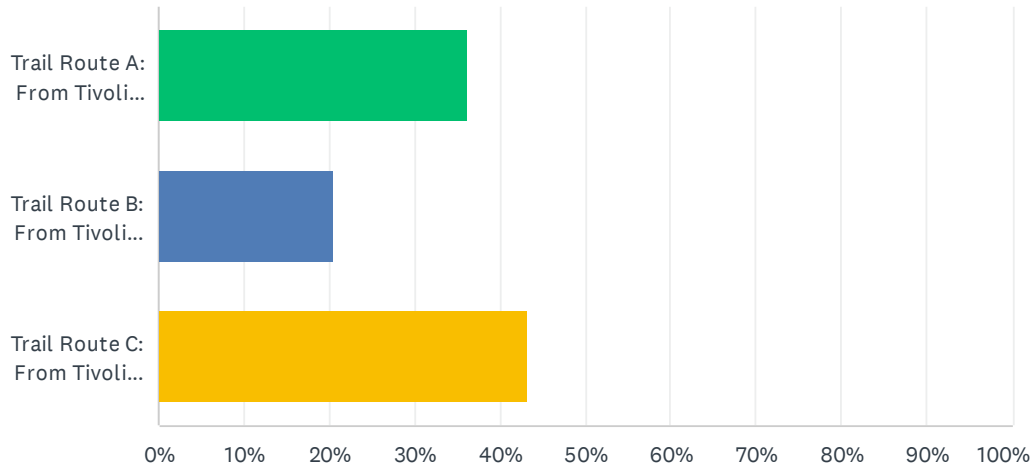
on the thing? For that reason alone, I vote for a southern route. I think #2 is better than #3 because it brings the greenway into West Hill, an area historically under served and disinvested that is a pedestrian nightmare wedged between Central and I90. Also it would connect Swinburne park and Tivoli along the way. Exchange St is already relatively safe to bicycle on as is.

47	Dip the route as far into neighborhoods as you can to keep it to populated areas and boost development of small businesses along the route!	1/20/2022 11:19 AM
48	I think 2 and 3 are ideal. 3 is more direct, but adding a connection to the street grid is preferred. Making a connected network is the most important.	1/20/2022 10:50 AM
49	I chose number three because we should try to avoid being close to highways	1/20/2022 9:46 AM
50	It would really be nice to have a safe way to cross I90 at Everett road. It would be nice to have connecting bike lanes going north-south to Central Ave and Madison Ave to make access to the greenway possible, to make it easier to use.	1/19/2022 10:58 PM
51	The key thing for me is to make the Everett road I-90 crossing safe for bicycles and pedestrians.	1/19/2022 10:21 PM
52	One of the major Health Disparities is lack of access to places to move (walk, bike) in some neighborhoods, contributing to heart disease and overweight. Trail route #2 (assuming upgrade to intended use) will encourage moving by providing a designated safe area for this both within the neighborhood and connecting the neighborhoods to Green areas for recreation and shopping.	1/19/2022 10:05 PM
53	Trail Route 3 is probably better, but I would personally appreciate access from Colonie, and the railroad and I-90 are a big barrier to that, and the more access the better, even if it were just "spur lines" to the rest of the trail.	1/19/2022 4:25 PM
54	I think this is a good balance of on road and off road. If on road, however, it is imperative that there is a protected lane.	1/19/2022 12:54 PM
55	Bus lines	1/19/2022 12:52 PM
56	Unless the interchange at I-90 and Everett Road is reconstructed, it is very important that the trail does NOT go through the interchange. It is one of the worst interchanges in the entire region, and it would be a MAJOR discouragement to cyclists and pedestrians. While I would support that, I highly doubt that this project can influence NYSDOT to that extent, in which case the option bypassing the interchange is the only viable one.	1/19/2022 12:21 PM
57	I prefer #1 because my main use of this section is as a through-route. Also, I feel there are already relatively quiet/safe ways to get through the north end of Albany where #2 and #3 go. I think if a bicycle boulevard/on-road route were designated on quieter streets in that neighborhood that connect with #1 that would be ideal. Everett Road should have a separate bicycle/pedestrian crossing route regardless of which option is chosen. Crossing that bridge presently is a nerve-rending experience. Possible Empire State Trail connection: To get from Albany to Schenectady, one of my preferred current routes is to take a meandering route that is almost entirely off busy streets from the western end of Route #1 (Exchange St -> Osborne Rd -> Sand Creek Rd -> Louis Dr -> Winfred -> Wertman -> Prince -> Maria), then through The Crossings trail network -> Albany-Shaker -> ALB airport connector trail -> Shaker Trail -> Mohawk-Hudson Bike Path. Although a bit convoluted to describe, this route would not necessarily entail much development. Nearly all of it is on quiet, bike-friendly streets. The exceptions are a short stretch on Sand Creek (that never poses much trouble for me) and Albany-Shaker roads. Assuming the bicycle connections are improved on Albany Shaker over time (the bike path currently ends at a busy highway on ramp but presumably will eventually be extended to Wolf Rd or the Crossings even), this could provide a safe and relatively direct connection between the Mohawk-Hudson trail and the greenway. It would also cut significant mileage compared with following the Mohawk Hudson Path all the way, which entails a big detour north into Cohoes and back. With some signage it might gain popularity.	1/19/2022 12:19 PM
58	Terminal Street is narrow with a very steep, difficult hill. While Commerce Ave should be connected in, it would need a protected bike lane. Commerce has a lot of fast, large trucks - it's scary to bike on! I wouldn't bike it with kids without a concrete protected bike lane. Exchange Place feels more comfortable currently. Regardless, Everett would need a concrete protected bike lane! (Also, a bridge over the railroad would be very, very cool.	1/19/2022 11:59 AM

59	No. Please stay as far away from Everett road as possible, that roads is unsafe and I hate walking/biking there, especially over the bridge	1/19/2022 11:39 AM
60	Route needs to be protected, in order for cyclists to be safe from cars.	1/18/2022 4:19 PM
61	Staying off road is a strong preference for me, just like what I saw in Denmark and Sweden. Trail Route 1 is so scary, if sharing Everett Rd with the heavy traffic. And dealing with one crossing the road and making a left turn with all of those anxious drivers trying to beat the red light will result in death or nasty injury unless there is an ingenious way to avoid this.	1/18/2022 2:54 PM
62	please keep this trail off-road as much as possible.	1/17/2022 3:21 PM
63	At points along whatever trail is adopted, there needs to be safe and signed connections to off-trail features and destinations. Failure to make such connections will limit the value of the trail and will not support cycling by those who rely on their bicycles for transportation.	1/16/2022 1:09 PM
64	Trail route 1 seems far preferable, less road cycling, more interesting. BUT, I'd also like to see the Trail route 3 connector to avoid the big hill at Terminal Street. Also, these route descriptions do not describe the topography, which is important when selecting a route.	1/16/2022 11:38 AM
65	It's hard to imagine number 1. (Sounds cool though!). To me getting safely across (or under) Everett road is the trick. The area between central ave and 90 is very bike unfriendly.	1/15/2022 4:55 PM
66	I don't know. I chose #2 because I think it would provide the greatest amount of access to the trail via public transportation.	1/15/2022 3:04 PM
67	It should go past as many restaurants as possible and spend as much time off road as possible.	1/15/2022 12:40 AM
68	Route 1 is preferred - but the connection to Livingston Ave/Ontario St should be included as a connection between the neighborhood and the greenway. Any alternative will need to include significant improvements to Everett Road - I'm a very comfortable cyclists (generally in that "fearless" category), but I avoid Everett Road as a cycling location. Also - would like to see pavement resurfacings in industrial areas (and regular maintenance), to ensure that surfaces are suitable for bicycles.	1/14/2022 2:17 PM
69	No, but I wanted to add that option #1 sounds more interesting, but I think there is more value in options #2 and #3 traveling through more populated neighborhoods.	1/14/2022 8:58 AM

Q12 Which route do you prefer for the Greenway connecting Tivoli Preserve to Albany Skyway?

Answered: 356 Skipped: 11



ANSWER CHOICES	RESPONSES
Trail Route A: From Tivoli Preserve, the trail heads south along Northern Boulevard passing Livingston School Apartments. After crossing U.S. 9, the trail continues along Manning Boulevard and passes the Arbor Hill Fire Department, Arbor Hill Park, Arbor Hill Elementary School, and Ida Yarbrough Apartments. After crossing Livingston Avenue, the trail continues south along Ten Broeck Street and then proceeds east along Clinton Avenue past the Palace Theater. At Broadway, the trail proceeds east over the Albany Skyway and to the Hudson River waterfront.	36.24% 129
Trail Route B: From Tivoli Preserve, the trail travels off-road through the woods, past the KIPP Tech Schools, under U.S. 9, behind Capital Woods Apartments, and then connects to Lark Drive. From Lark Drive, the trail follows the roadway past Arbor Hill Elementary to Arbor Drive and then continues south along Manning Boulevard past Ida Yarbrough Apartments. After crossing Livingston Avenue, the trail continues south along Ten Broeck Street and then proceeds east along Clinton Avenue past the Palace Theater. At Broadway, the trail proceeds east over the Albany Skyway and to the Hudson River waterfront.	20.51% 73
Trail Route C: From Tivoli Preserve, the trail travels off-road through the woods, past the KIPP Tech Schools, under U.S. 9, and then crosses the railroad (via a new proposed bridge) to connect to Tivoli Street. The trail then follows Tivoli Street (the historic path of Patroon Creek) passing by several industrial uses. At Broadway, the trail heads south along the roadway, passing through the City's Warehouse District. At Clinton Avenue, the trail proceeds east over the Albany Skyway and to the Hudson River waterfront.	43.26% 154
TOTAL	356

#	ARE THERE OTHER ROUTES WE SHOULD EXPLORE OR OTHER DESTINATIONS AND SERVICES WE SHOULD CONSIDER CONNECTING TO BETWEEN TIVOLI PRESERVE AND THE ALBANY SKYWAY?	DATE
1	No	8/18/2022 3:46 PM
2	Regardless of Route taken here, it is just important that there is real separation between cyclists and motorists to avoid deadly accidents and allow an uninterrupted right-of-way for both types of transportation.	5/18/2022 5:08 PM
3	Routes A and C if possible.	4/8/2022 10:39 PM
4	Nearly all of #A already has bike lanes. You don't have an infinite amount of funds, so it makes sense to leverage what's there. But (1) Clinton in front of the Palace needs repaving, and (2)	3/28/2022 12:42 AM

protected bike lanes (preferably 2-way on the north side of Clinton) are required due to very-heavy traffic at the Clinton-Pearl intersection.

5	There are abandoned tracks just west of I-787. They start at the Cornell Preserve parking lot. You could lift them up to F.W. Webb, then cut between F.W. Webb and the Riverside Substation to the end of Tivoli Street. https://www.openstreetmap.org/way/5594888	3/16/2022 6:13 PM
6	I prefer the route C, which travels down Broadway, provided that developing this route would add infrastructure to improve bicycle safety along Broadway (ie at least a Traditional Bike Lane as pictured above), as it would give me access to Broadway businesses as well. Otherwise route B would have more off-road time and feel safer with less traffic.	2/25/2022 10:28 AM
7	I chose route A because it is the most accessible from the nearby neighborhoods and would result in bike infrastructure along this route which would be beneficial to people not specifically using the trail. Also, it goes past historical spots like Ten Broeck mansion. And, the B and C options require traversing a ravine under route 9 that would either require major construction or a fairly steep section of trail. I really like that all of the options hook up with the new skyway.	2/9/2022 10:15 PM
8	Although I like C the best, A might be the least steep of the three and therefore be more pragmatic.	2/8/2022 8:23 PM
9	I hope that this route can further energize the dense residential/mixed-use development underway along Broadway, and that any zoning changes which could encourage that density are being considered.	2/8/2022 3:14 PM
10	Whichever of these options seems the safest and least number of obstacles. All options go past the section that is currently populated with motorcycle drag racing - not safe for cyclists or pedestrians	2/8/2022 10:26 AM
11	I just want to add that for many years I walked this general route up from the Corning Preserve through the Tivoli Preserve along the railroad up to First Prize Center. I would have loved to have a path so this would be great.	2/8/2022 10:17 AM
12	Ideally a combination to tie in Tivoli, Skyway and Ten Broeck. Is it possible to offer option of on trail and connecting runs to sites?	2/8/2022 8:18 AM
13	How about an elevator ? That hill is brutal for some of us. :)	2/8/2022 8:16 AM
14	I'm not too familiar with these roads. Whichever works best.	2/4/2022 2:18 PM
15	All the options have merit. If only one can be built is it possible to reserve the land so the others might be built at a future date?	2/3/2022 3:50 PM
16	I think all three of these proposed routes have benefits. I chose Route A because of the likelihood that it will also connect other points within the neighborhood as it stays on Livingston, Ten Broeck into downtown but I also see the appeal of Route C taking a less trafficked route and following the historic path of the creek.	2/3/2022 11:39 AM
17	safety is obviously a concern on this one whichever one	2/2/2022 1:57 PM
18	I would walk the passageway!	2/1/2022 9:33 PM
19	IDK	2/1/2022 11:35 AM
20	Manning has tons of roadspace to transition to bike lanes -- it's the route I prefer to go already when heading from Tivoli to the river, I think it makes the most sense. I like that it connects to Arbor Hill elementary school this way, and that it would serve the dual purpose of helping to calm traffic on Manning (that road is way too wide as is, people fly through there).	2/1/2022 9:23 AM
21	Huck Finn playland is right there - would be a cool connection for family rides from both directions.	1/31/2022 10:18 PM
22	I like the initial off road portion between KIPP and Lark Drive. I think Lark Drive is better than Tivoli Street. Tivoli Street is lonely and industrial where Lark Drive is a neighborhood that could benefit from a trail connection.	1/31/2022 7:22 PM
23	n'a	1/31/2022 5:52 PM
24	No, but I think C would allow a user to hit some of the popular restaurants downtown.	1/31/2022 5:17 PM
25	No choice, no comment	1/31/2022 5:03 PM

26	I commuted from lark st to the warehouse district for a year and used/tried various routes to see which was easier uphill. I found Clinton Ave to be best to get the lark (already has a lane), with the B route being the most gradual ride to get all the way up to the elevation that Tivoli park is at, but is low traffic so improvement isn't really needed. I pick C but getting lanes on streets like TenBrook and Livingston are needed too. And of course, A bike route continuing up Broadway to get to North Albany, which remains minus the 22 and now express bus, completely cut off from the city grid.	1/26/2022 11:07 PM
27	It would be nice to build all three options at some point, but my priority would be for A or B as it could also serve the community and encourage children to walk or bike to school. I like Route C too as I think there would be opportunities for economic development with trendy restaurants and loft apartments being served. I would recommend that if the City of Albany was interested to build a development fund as developers invest in lofts, restaurants, etc. to put in to build Route C that would serve them.	1/25/2022 11:59 AM
28	Route C would be a boon for the warehouse district and provide an area to stop for food and a beverage. Far preferable to the other options!	1/25/2022 7:58 AM
29	If not already in-place, shared lanes could easily be accommodated on Route A as well as my preferred Route C	1/24/2022 3:42 PM
30	combine both A and C to make it useful for both on street and off street	1/20/2022 10:07 PM
31	Route C also allows users to see Nipper atop the old Arnoff warehouse on Broadway	1/20/2022 1:14 PM
32	Ok, so same as above. If you don't build the greenway close to where people live, it makes it hard to use and reduces it's visibility. If we build a path and nobody uses it, the naysayers will point to its light use as a reason to not fund and build more bike infrastructure. Route A exposes the path the most pedestrians, increases walkability of an entire neighborhood, passes through a historic area, and is a much more gradual climb to boot. Once again, protected lanes are key!	1/20/2022 12:25 PM
33	Showing off the tenbroeck mansion would be a nice touch.	1/20/2022 10:50 AM
34	I only choose option C assuming the trail will be a protected bike lane. Any of the roadway options should be protected bike lanes not sharrows or unprotected lanes because these roads are not safe for bicyclists otherwise.	1/20/2022 9:46 AM
35	Anything to bring the route into the urban core is great. This enables future connections if desired and impacts the most people.	1/20/2022 9:34 AM
36	(Route A isn't a bad one; the bike lane on Northern by the Livingston School apartments is actually quite nice, so biking on that road feels pretty safe. But route B would let someone biking ride through a green space, which would be nice).	1/19/2022 10:58 PM
37	I'd be happier with a route that went up Morton St. and connected to the Hackett multi-use path, then went north, perhaps along Delaware Ave to connect in. I try to avoid the neighborhoods these 3 paths go through (my wife doesn't feel safe on Morton either, though). I feel like other investments in these communities is necessary before investing in a recreational bike route.	1/19/2022 10:21 PM
38	You have the options (Option 2 and Route A - "Community Collectors") and should make it a priority to connect PEOPLE to the proposed greenways and Corning Preserve, rather than the other choices which connect NEW GREENWAYS to other GREENWAYS (and which also makes it difficult for any of the PEOPLE to access any of the new greenways). Make the overall Greenway accessible and support Community Health!	1/19/2022 10:05 PM
39	A note - I bike along that section of Broadway frequently. Traffic is heavy and there are sections where the pavement is beat up. It is not as pleasant as Route A; it seems to me Route A will interface more effectively with the Skyway.	1/19/2022 9:34 PM
40	The trail needs to be separated—especially on Broadway. Thank you for soliciting input. The maps are very helpful. I hope the trail runs by the co-op.	1/19/2022 9:10 PM
41	I think it's good to connect with the schools. One road portions of the trail should have protected bike lanes.	1/19/2022 12:54 PM
42	Bus lines	1/19/2022 12:52 PM

43	Route B has exactly the kind of architecture I was talking about. Ten Broeck Street is really one of the best places in the city for that. I only choose B over A because of B is more off-road, which is more appealing, but Route A would also be okay as Northern and Manning are wide enough to allow for safe and adequate bicycle infrastructure. Route C is a much worse idea, as Broadway already has lots of car traffic (and BRT!) to deal with - it will discourage cyclists.	1/19/2022 12:21 PM
44	Strongly prefer B, especially with signed/on-road connection to Lark St/Capitol area near start for those trying to access from south/southwest (maybe via Thornton/Lexington?). A separated lane or bicycle boulevard on Clinton St would be helpful to provide an alternative route closer to businesses and residences in this neighborhood.	1/19/2022 12:19 PM
45	Route C actually seems like the best one, because Broadway has room for a protected bike lane, but I can't imagine money being available to build a bridge over the railroad and there's no chance of adding a level railroad crossing. The Lark Dr route could be good, but Lark and Arbor Dr are a bit narrow and fast with cars turning. Manning would also be a great route, if it had a protected bike lane! Northern Boulevard would need to be properly protected and the slip lane to McCrossin Ave eliminated (I know several bikers who've been hit at that slip lane - it's scary). Ten Broeck is also narrow/nerve-wracking to bike on with unprotected lanes, so maybe an alternative is a diversion down Livingstone to Broadway with protected bike lanes.	1/19/2022 11:59 AM
46	I like Route A in addition Route C, but I really think there should be protected bike lanes on Broadway up to the warehouse business/restaurant district. Broadway is so wide and the road space is so underutilized, it's a no-brainer to use some space for bike lanes. I like the connection from the skyway to Clinton in Route A - right now the bike lanes on Clinton (which also need an overhaul) stop before the intersection with Pearl St and it's super dangerous.	1/18/2022 9:29 AM
47	Thank you!	1/17/2022 4:26 PM
48	please keep this trail off-road as much as possible.	1/17/2022 3:21 PM
49	I think the bikeway should stay away from areas that have had shootings	1/17/2022 8:50 AM
50	See comment on Everett Rd. to Tivoli. Some of the elements in "Trail Rout C" are currently designed solely for motor vehicle traffic. An integral part of the Greenway plan, unlike the Empire State Trail, is that these on-road segments be designed by those with expertise in safe bicycle travel and not by those steeped in a NYSDOT-style "all cars, all the time" philosophy.	1/16/2022 1:09 PM
51	Trail route C offers the most off-road cycling path, along with following the historic path of Patroon Creek, and when on-road, takes cyclists on a less traveled street.	1/16/2022 11:38 AM
52	I like plan C but at Broadway head east onto N Ferry, Lawrence, or Colonie St to connect to Corning Preserve.	1/16/2022 9:29 AM
53	once at the waterfront over the Livingston Avenue Bridge to Rensselaer. NOT the unsafe Dunn Memorial	1/15/2022 10:01 AM
54	Maximize restaurant stops with areas for outdoor seating esp in warehouse district restaurants and breweries so you can stop and get a bite to eat and have a drink outside.	1/15/2022 12:40 AM
55	I would encourage an alternate to Route B - remain on Lark Drive to North Pearl Street, head north under the railroad tracks and turn right on Van Woert St. Left on Broadway and quick right on Ferry Street, down to a right on Erie Blvd and a left on Colonie Street. As proposed, the Albany Skyway would not make for a functional addition to a greenway network and lacks any safe connection through the streets in the immediate Clinton Street area. The Patroon Greenway should not rely on the Albany Skyway.	1/14/2022 2:17 PM
56	No, again wanted to add that I think any option that crosses Route 9 at grade would be difficult for users given the way people drive there.	1/14/2022 8:58 AM