APPENDIX A : EXISTING CONDITIONS & EXISTING DOCUMENTS

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ZONING AND LAND USE

A comprehensive zoning code helps to positively shape the community by regulating building size (height and width), lot coverage (placement of buildings), density, and land use by type. The majority of the study area is zoned two-family residential with additional building uses including mixed-use commercial, multi-use family residential, single-family residential, neighborhood retail, and recreation/open space. The study area zoning is shown on Figure A.1.

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

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

- Libraries:
  - Phyllis Borot
  - Mt. Pleasant

- Parks:
  - Orchard Park
  - Quackenbush Park
  - Jerry Burrell Park
  - Wallingford Park

- Sampling of Not-for-Profit Organizations:
  - Boys and Girls Club – Nonprofit organization that promotes social, educational, health, leadership, and character development. A new facility is under construction at the intersection of Main Avenue and Education Drive.
  - C.O.C.O.A. House – Nonprofit organization located on Stanley Street with the mission to provide academic enrichment and sustainable life skills in a safe after school environment for inner city youth in Schenectady.
  - Electric City Barn – Innovative hub located at the intersection of Craig Street and Emmett Street that provides space and programming for emerging artists, craftsmen, and creative businesses.
  - Hamilton Hill Arts Center – Nonprofit organization located on Schenectady Street that promotes knowledge, preservation, and development of African and African Diasporic art and culture.
  - Miracle on Craig Street – Nonprofit organization that is focused on health and wellness, anticipated to occupy the Carver Community Center in Fall 2019.
  - Schenectady Community Action Program – Nonprofit organization located on Albany Street with the mission to end poverty and promote health wellness, and safety.
EXISTING STREETSCAPE GAPS ANALYSIS

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

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

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

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

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

Figure A.3: Corridor Streetscape Gap Analysis
The Craig-Main corridor connects the Hamilton Hill and Mont Pleasant neighborhoods with a .9 mile roadway that is separated by the NYS DOT bridge. Characteristics of the roadway vary on the Hamilton Hill and Mont Pleasant sides of the bridge.

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

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

There are three signalized intersections on Craig Street that operate on pre-timed signal timing plans. There are no marked crosswalks across Craig Street at these intersections, although they may have been present previously, and crosswalks across the side streets are generally faded. There are no pedestrian indicators at these signals. There is a fourth signal at the Main Avenue/Crane Street/Chrysler Avenue intersection at the west end of the corridor. This signal operates under semi-actuated control with pedestrian indicators and marked crosswalks across the north and east legs. The Main Avenue/Willett Street and Main Avenue/Forest Road intersections operate under 4-way stop sign control. The Willett Street intersection has crosswalks marked across all four approaches while the Forest Road intersection provides crosswalks across the south and east legs of the intersection.
Automatic traffic recorders (ATR’s) were installed at on Main Avenue and Craig Street for one full week in March 2019 to document traffic characteristics including daily traffic volumes, peak travel times, and travel speed information. Intersection turning movement counts were also conducted during March 2019 to facilitate the development of a traffic simulation model. The existing traffic data is summarized in the tables and charts below to the right.

### AUTOMOBILE TRAFFIC CHARACTERISTICS (SPEEDS, VOLUMES & OPERATIONS)

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

Figures A.6 and A.7 show the directional traffic volumes for a typical weekday on Main Avenue and Craig Street respectively. The data shows that eastbound traffic on Main Avenue peaks during the morning as commuters are traveling towards the schools in the study area, and westbound traffic peaks during the afternoon. Relative to corridor level-of-service, Main Avenue and Craig Street maintain high levels of service related to mid-block capacity thresholds that compare the number of travel lanes with the estimated amount of daily traffic. Mainline traffic conditions were evaluated using guidelines reported in CDTC’s Congestion Management System for regional and corridor planning work. Mainline highway capacity deficiencies are identified by comparing mid-block traffic demand against estimated mid-block capacities. The segment capacity for a single lane of traffic is 1,000 vehicles per hour (vph). With that said, volumes on Main Avenue and Craig Street are well below this capacity threshold, therefore indicating that there is sufficient capacity for existing conditions.
Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Evaluations of the signalized intersections were made using Synchro Version 10 software which automates the procedures in the Highway Capacity Manual published by the Transportation Research Board (TRB). Levels of service range from A to F, with LOS A conditions considered excellent (less than 10 seconds of delay), while LOS F represents conditions with very long delays (greater than 50 seconds at unsignalized intersections or 80 seconds at signalized intersections). Table 3.2 summarizes the existing LOS results in the study corridor.

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

<table>
<thead>
<tr>
<th>Intersection</th>
<th>General</th>
<th>2019 Existing</th>
<th></th>
<th></th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>AM Peak Hour</td>
<td>PM Peak Hour</td>
<td></td>
</tr>
<tr>
<td>Main Ave/Crane St/Christian Ave</td>
<td>S</td>
<td>B (16.0)</td>
<td>B (17.5)</td>
<td></td>
</tr>
<tr>
<td>Crane St WB</td>
<td>LTR</td>
<td>B (13.2)</td>
<td>B (15.0)</td>
<td></td>
</tr>
<tr>
<td>Crane St NB</td>
<td>TRL</td>
<td>A (8.5)</td>
<td>A (7.7)</td>
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</tr>
<tr>
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<td>LTR</td>
<td>B (10.8)</td>
<td>B (10.5)</td>
<td></td>
</tr>
<tr>
<td>Overall</td>
<td></td>
<td>A (9.2)</td>
<td>A (9.5)</td>
<td></td>
</tr>
<tr>
<td>Main Ave/Forest Rd</td>
<td>U</td>
<td>A (8.7)</td>
<td>B (10.3)</td>
<td></td>
</tr>
<tr>
<td>Main Ave EB</td>
<td>LTR</td>
<td>A (9.3)</td>
<td>A (9.6)</td>
<td></td>
</tr>
<tr>
<td>Main Ave WB</td>
<td>LTR</td>
<td>A (9.0)</td>
<td>A (9.2)</td>
<td></td>
</tr>
<tr>
<td>Forest Rd NB</td>
<td>LTR</td>
<td>A (8.8)</td>
<td>A (8.5)</td>
<td></td>
</tr>
<tr>
<td>Forest Rd SB</td>
<td>LTR</td>
<td>A (8.8)</td>
<td>A (8.5)</td>
<td></td>
</tr>
<tr>
<td>Overall</td>
<td></td>
<td>A (9.2)</td>
<td>A (9.5)</td>
<td></td>
</tr>
<tr>
<td>Craig St/Wythe St/890 Ramp</td>
<td>U</td>
<td>B (13.0)</td>
<td>B (13.8)</td>
<td></td>
</tr>
<tr>
<td>Wythe St WB</td>
<td>LTR</td>
<td>A (7.5)</td>
<td>A (7.9)</td>
<td></td>
</tr>
<tr>
<td>Craig St SB</td>
<td>LTR</td>
<td>A (7.0)</td>
<td>A (7.9)</td>
<td></td>
</tr>
<tr>
<td>Overall</td>
<td></td>
<td>A (7.5)</td>
<td>A (7.9)</td>
<td></td>
</tr>
<tr>
<td>Craig St/Delamont Ave</td>
<td>S</td>
<td>C (22.0)</td>
<td>C (22.0)</td>
<td></td>
</tr>
<tr>
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<td>C (23.0)</td>
<td></td>
</tr>
<tr>
<td>Delamont Ave WB</td>
<td>LTR</td>
<td>C (22.0)</td>
<td>C (22.0)</td>
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</tr>
<tr>
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<td>LTR</td>
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<td>A (5.4)</td>
<td></td>
</tr>
<tr>
<td>Craig St SB</td>
<td>LTR</td>
<td>A (5.5)</td>
<td>A (5.3)</td>
<td></td>
</tr>
<tr>
<td>Overall</td>
<td></td>
<td>B (10.3)</td>
<td>A (9.9)</td>
<td></td>
</tr>
<tr>
<td>Craig St/Emmett St</td>
<td>S</td>
<td>B (17.2)</td>
<td>B (17.2)</td>
<td></td>
</tr>
<tr>
<td>Emmett St EB</td>
<td>LTR</td>
<td>B (18.4)</td>
<td>B (18.0)</td>
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</tr>
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<td>Emmett St WB</td>
<td>LTR</td>
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<td>A (6.2)</td>
<td></td>
</tr>
<tr>
<td>Craig St NB</td>
<td>LT</td>
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<td></td>
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<td>Craig St SB</td>
<td>TR</td>
<td>A (6.6)</td>
<td>A (6.5)</td>
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</tr>
<tr>
<td>Overall</td>
<td></td>
<td>A (6.4)</td>
<td>A (6.5)</td>
<td></td>
</tr>
</tbody>
</table>

Table 3.2: Existing LOS Results

Legend:
- S: Traffic signal on unsignalized approaches
- L: Left turn
- T: Through
- R: Right turn
- U: Unsignalized
- AM: AM peak hour
- PM: PM peak hour

Figure A.8: Table: Level of Service Summary
Figure A.9: Existing AM Peak Hour Traffic Volumes

Figure A.10: Existing PM Peak Hour Traffic Volumes
Pedestrian counts were conducted simultaneously with the March 2019 vehicle counts. Figure A.11 shows the number of pedestrian crossings within the study area. It should be noted that these counts only account for pedestrians crossing at the observed intersections and does not include mid-block crossings or pedestrians traveling around corners.

### Table: Craig-Main Corridor Pedestrian Crossing Summary

<table>
<thead>
<tr>
<th>Intersection</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Crossing</td>
<td>Crossing</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td>Craig-Main</td>
<td>Side Street</td>
<td></td>
</tr>
<tr>
<td>Crane Street/</td>
<td>15</td>
<td>64</td>
<td>79</td>
</tr>
<tr>
<td>Chelster Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forest Road</td>
<td>92</td>
<td>62</td>
<td>154</td>
</tr>
<tr>
<td>Wyle Street</td>
<td>7</td>
<td>83</td>
<td>90</td>
</tr>
<tr>
<td>Delamont Avenue</td>
<td>27</td>
<td>40</td>
<td>67</td>
</tr>
<tr>
<td>Emmett Street</td>
<td>19</td>
<td>55</td>
<td>74</td>
</tr>
<tr>
<td>Total</td>
<td>160</td>
<td>304</td>
<td>464</td>
</tr>
</tbody>
</table>

The data shows a total of 464 pedestrian crossings during the AM peak, and 374 crossings during the PM peak hour. The busiest crossing location is the Main Avenue/Forest Road intersection with 154 crossings during the AM peak hour and 116 during the PM peak hour, likely due to the heavy influence of the Pleasant Valley Elementary and Mont Pleasant Middle schools. It is important to note that this is the only study area intersection in which pedestrians crossing the mainline outweigh those crossing the side street, indicating that people likely walk along Craig-Main until they reach Forest Road to cross.

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

Figure A.10 depicts the resulting segment pedestrian LOS ratings for Main Avenue and Craig Street, and shows that pedestrians generally experience LOS A/B while walking along the corridor, with higher levels of service experienced where a sidewalk buffer exists. However, as previously noted, sidewalk conditions in the corridor vary, and therefore pedestrians must negotiate areas where the sidewalk is heaved or crumbling. Additionally, during school dismissal periods, field observations indicate that the high pedestrian volume result in sidewalks being overcapacity resulting in pedestrians walking in the roadway.
FIGURE A.13 shows the number of bicyclists observed at each intersection during the peak hour vehicle counts, with additional bicycle counts supplemented by CDTC. The data shows that bicycle activity is generally low on Main Avenue, with the majority of bicyclists in the Craig-Main corridor observed on Craig Street. This could be due to the narrow width of Main Avenue which may dissuade cyclists from riding in mixed traffic.

BICYCLE TRAFFIC CHARACTERISTICS (VOLUMES, OPERATIONS)

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

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

Figure A.14 summarizes the resulting BLOS ratings for Main Avenue and Craig Street, and shows that bicyclists generally experience BLOS C/F while riding in the corridor. The analysis shows average BLOS in the middle of the corridor due to the wide roadway and low parking utilization, while the east and west ends of the corridor experience poorer BLOS due to the narrower roadway and higher parking utilization. Further, the pavement condition on Craig Street east of Strong Street factors into the poorer BLOS scores. It is noted that the model does not consider conflict points from intersecting driveways and roadways, or bus stops. Such locations may be considered difficult for bicyclists to negotiate and increase discomfort within the corridor.
The Capital District Transportation Authority (CDTA) provides transit service throughout Schenectady, Albany, Rensselaer, and Saratoga counties. CDTA Route 353 provides bus service between Scotia and Rotterdam and operates along the Craig-Main corridor. Route 353 is classified as a neighborhood route and operates seven days per week with service from 5:00 a.m. to 11:00 p.m. on weekdays and 9:00 a.m. to 8:00 p.m. on weekends. Buses are scheduled to arrive every half hour on weekdays and 45 minutes on weekends.

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

Based on data provided by CDTA, the bus stop located at Main Avenue/Crane Street/Chrisler Avenue has the highest ridership within the Craig-Main corridor, followed by the Craig Street/Emmett Street stop. It is noted that the majority of boardings in the corridor occur in the eastbound direction and the majority of alightings occur in the westbound direction, indicating that passengers are likely traveling to and from downtown Schenectady.
Crash data was provided by CDTC for the most recent five years of available data (December 1, 2013 to November 30, 2018), for the approximate one mile Craig-Main corridor from Crane Street to Albany Street. The source data was a spreadsheet summarizing crash data from the NYS DOT Accident Location Information System (ALIS). In total, 164 crashes occurred within the corridor over the five year period. Tables 3.5 through 3.6 summarize the crash analysis.

<table>
<thead>
<tr>
<th>Type</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Vehicle</td>
<td>156</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>6</td>
</tr>
<tr>
<td>Bicycle</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>164</td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

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

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

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

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

The crashes and patterns experienced in the corridor will be considered as improvements in the study area are identified. Figure A.18 shows the location of crashes throughout the corridor.
On-street parking is generally provided on one side of Main Avenue and both from Crane Street/Chrisler Avenue to Forest Road. Continuing east, parking is provided on both sides of Craig Street, although alternate side parking restrictions are in effect from 1:00 a.m. to 6:00 a.m. every day of the week. There are approximately 230 on-street parking spaces within the study area as illustrated in Figure A.19 which shows the existing parking inventory in the study area.

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

The results of the parking utilization counts are depicted in Figures A.30 and A.21. The data shows that on average, 15% to 20% of the available on-street parking spaces in the corridor are utilized. Utilization does vary by block-face with parking near the Crane Street businesses and in front of Pleasant Valley Elementary School being highly utilized during the day. Blocks where residences face the street, or where amenities are present (Electric City Barn, Hillside View Apartments) appear to correlate with increased parking utilization.

**Figure A.19: Existing Parking Inventory**

**Figure A.20: Evening Parking Utilization**

**Figure A.21: Daytime Parking Utilization**
EXISTING STREETSCAPE CONDITION PHOTO INVENTORY

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

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

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

**Characteristic Definitions:**

**Road Width:** Measurement from face-of-curb to face-of-curb includes area of drive aisles and on-street parking

**Width from Back of Sidewalks:** Measurement from back of sidewalk to back of sidewalk. Includes sidewalk, buffer zone, curb, and road

**Sidewalk Condition:** Appearance, physical integrity, and material of pedestrian zone

**Curb Condition:** Material, appearance, physical integrity, and reveal of curb

**Buffer Zone:** Material (landscape, asphalt, concrete, pavers, none, etc.)

**Opportunity Parcels:** Parcel with no function or purpose that contributes to the deterioration of the walking experience

**Driveway Transitions:** Existence of driveway transitions in the sidewalk that may disrupt the walking/biking experience and safety

**Utility Poles:** The existence of utility poles

**Trees:** The existence of street trees (Large tree, Small Tree)

**Notes:** Any additional notes
Craig Street Block 1: Albany St - Emmett St

East Side Facing South:

West Side Facing North:

Road Width: 35'- 35'4"
Width from Back of Sidewalks: 52'- 53'

**Characteristics (EAST):**
- Sidewalk Condition: Good
- Curb Condition: Granite / Good
- Buffer Zone: None
- Opportunity Parcels: Private future development at Albany St
- Driveway Transitions: 4
- Utility Poles: 5
- Trees: 1 Stump (12')
- Notes: Future development at Albany St

**Characteristics (WEST):**
- Sidewalk Condition: Good
- Curb Condition: Granite / Good
- Buffer Zone: None
- Opportunity Parcels: Private future development at Albany St
- Driveway Transitions: 4
- Utility Poles: None
- Trees: None
- Notes: Future development at Albany St
Craig Street Block 2: Emmett St - Stanley St

East Side Facing South:

Characteristics (EAST):
- Sidewalk Condition: Poor
- Curb Condition: Concrete / Poor
- Buffer Zone: None
- Opportunity Parcels: Private parking lot at corner of Emmett and Craig
- Driveway Transitions: 1
- Utility Poles: 4
- Trees: None
- Notes: Updated intersection sidewalk needed on north end

Road Width: 37’- 39’
Width from Back of Sidewalks: 57’- 58’

West Side Facing North:

Characteristics (WEST):
- Sidewalk Condition: Great
- Curb Condition: Granite / Great
- Buffer Zone: Narrow grass buffer (>2’) in some areas, none in others
- Opportunity Parcels: None
- Driveway Transitions: 3
- Utility Poles: None
- Trees: None
- Notes: Updated intersection sidewalk

Craig - Main Street Complete Streets Study
Craig Street Block 3: Stanley St - Delamont Ave

East Side Facing South:

West Side Facing North:

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

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

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

East Side Facing South:

West Side Facing North:

Road Width: 40.5’- 42.5’
Width from Back of Sidewalks: 61’4”- 63’3”

Characteristics (EAST):
- Sidewalk Condition: Fair-Poor
- Curb Condition: Poor
- Buffer Zone: poor small grass strip, paved (2’-4’)
- Opportunity Parcels: City owned corner of Lincoln Ave
- Driveway Transitions: 4
- Utility Poles: None
- Trees: 2 Small
- Notes: Updated intersection sidewalk needed on both ends

Characteristics (WEST):
- Sidewalk Condition: Good
- Curb Condition: Concrete / Fair-Poor (little-to-no reveal)
- Buffer Zone: Paved
- Opportunity Parcels: None
- Driveway Transitions: None
- Utility Poles: 2
- Trees: None
- Notes: Updated intersection sidewalk needed on north end (Delamont Ave)
Craig Street Block 5: Lincoln Ave - Duane Ave

East Side Facing South:

West Side Facing North:

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

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

**Characteristics (WEST):**
- Sidewalk Condition: Fair-Good
- Curb Condition: Poor-Good
- Buffer Zone: Fair grass strip/ paved
- Opportunity Parcels: None
- Driveway Transitions: 4 (4 bay garage)
- Utility Poles: 2
- Trees: None
- Notes: Unusual elevated sidewalk with railing
  Updated intersection sidewalk needed on both ends
Craig Street Block 6: Duane Ave - Strong St

East Side Facing South:

West Side Facing North:

Road Width: 44'6" - 45'6"
Width from Back of Sidewalks: 62'11" - 63'3"

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

**Characteristics (WEST):**
- Sidewalk Condition: Fair-Poor / Asphalt & Concrete
- Curb Condition: Poor
- Buffer Zone: None
- Opportunity Parcels: Large private parking lot corner of Duane Ave
- Driveway Transitions: 1 (Parking obstructing Sidewalk)
- Utility Poles: 5
- Trees: None
- Notes: Illegal and unsafe parking condition at corner of Strong St. 1 house and 1 auto body shop front block. Updated intersection sidewalk. Intersection sidewalk on north end gets washed out by parking lot runoff
Craig Street Block 7: Strong St - Wyllie St

East Side Facing South:

West Side Facing North:

Road Width: 40'6" - 41'6"
Width from Back of Sidewalks: 56'5" - 61'6"

**Characteristics (EAST):**
- Sidewalk Condition: Fair-Good Concrete
- Curb Condition: Fair/Good Concrete
- Buffer Zone: None
- Opportunity Parcels: None
- Driveway Transitions: None
- Utility Poles: 1
- Trees: None
- Notes: Community Garden

Note: Needs updated intersection sidewalk on South end (Wyllie St)

**Characteristics (WEST):**
- Sidewalk Condition: Fair-Good Concrete
- Curb Condition: Fair/Good Concrete
- Buffer Zone: None
- Opportunity Parcels: City owned lot at Strong
- Driveway Transitions: None
- Utility Poles: 1
- Trees: None
- Notes: Needs updated intersection sidewalk on South end (890 ramp)
Craig/Main/Bridge Street Block 8: Wyllie - Education Dr. (Bridge)

EXISTING CONDITIONS & EXISTING DOCUMENTS

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

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

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

East side facing South:

West side facing North:
# EXISTING CONDITIONS & EXISTING DOCUMENTS

### Road Width:
- North Side Facing East: 33'6" - 45'6"
- South Side Facing West: 42'7" - 57'5"

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

### Characteristics (SOUTH):
- **Sidewalk Condition:** Fair-Good
- **Curb Condition:** Poor concrete
- **Buffer Zone:** None
- **Opportunity Parcels:** None
- **Driveway Transitions:** 2
- **Utility Poles:** 2
- **Trees:** None
- **Notes:** Pleasant Valley School

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*Craig Street Block 9: Education Dr - Forest Rd*

*North Side Facing East:*

*South Side Facing West:
### EXISTING CONDITIONS & EXISTING DOCUMENTS

#### Craig Street Block 10: Forest Rd - Holland Rd

**South Side Facing West:**

- **Road Width:** 25'10"
- **Width from Back of Sidewalks:** 44'6" - 45'5"

**Characteristics (NORTH):**

- **Sidewalk Condition:** Fair-Poor
- **Curb Condition:** Concrete Poor
- **Buffer Zone:** 2'-4' landscape strip
- **Opportunity Parcels:** None
- **Driveway Transitions:** 5
- **Utility Poles:** 4
- **Trees:** 3
- **Notes:** Needs updated intersection sidewalk at East end crossing Forest Road

#### Characteristics (SOUTH):**

- **Sidewalk Condition:** Good
- **Curb Condition:** Concrete Poor
- **Buffer Zone:** 2'-4' landscape strip
- **Opportunity Parcels:** None
- **Driveway Transitions:** 10
- **Utility Poles:** None
- **Trees:** 2
- **Notes:** Needs updated intersection sidewalk at east side crossing Forest Road

**North Side Facing East:**

- **Road Width:** 25'10"
- **Width from Back of Sidewalks:** 44'6" - 45'5"

**Characteristics (SOUTH):**

- **Sidewalk Condition:** Good
- **Curb Condition:** Concrete Poor
- **Buffer Zone:** 2'-4' landscape strip
- **Opportunity Parcels:** None
- **Driveway Transitions:** 10
- **Utility Poles:** None
- **Trees:** 2
- **Notes:** Needs updated intersection sidewalk at east side crossing Forest Road

**Characteristics (NORTH):**

- **Sidewalk Condition:** Fair-Poor
- **Curb Condition:** Concrete Poor
- **Buffer Zone:** 2'-4' landscape strip
- **Opportunity Parcels:** None
- **Driveway Transitions:** 5
- **Utility Poles:** 4
- **Trees:** 3
- **Notes:** Needs updated intersection sidewalk at East end crossing Forest Road
Craig Street Block 11: Holland Rd - Willett St

South Side Facing West:

North Side Facing East:

EXISTING CONDITIONS & EXISTING DOCUMENTS

Road Width: 26’ - 26’6”
Width from Back of Sidewalks: 41’10” - 44’

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

Characteristics (NORTH):
- Sidewalk Condition: Fair-Poor
- Curb Condition: Poor
- Buffer Zone: 2’-4’ landscape strip
- Opportunity Parcels: None
- Driveway Transitions: 1 long (3 bay garage)
- Utility Poles: 4
- Trees: 1
Craig Street Block 12: Willett St - Howard St

South Side Facing West:

North Side Facing East:

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

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

**Characteristics (NORTH):**
- Sidewalk Condition: Poor
- Curb Condition: Poor
- Buffer Zone: 2’-4’ landscape strip
- Opportunity Parcels: None
- Driveway Transitions: 1 long (8 bay garage)
- Utility Poles: 3
- Trees: 2
- Notes: Updated intersection sidewalk
Craig Street Block 13: Howard St - Crane Ave

South Side Facing West:

Road Width: 26’
Width from Back of Sidewalks: 36’ - 43’

Characteristics (SOUTH):
- Sidewalk Condition: Good-Fair asphalt & concrete
- Curb Condition: Poor
- Buffer Zone: None
- Opportunity Parcels: Corner of Crane St
- Driveway Transitions: 6 (2 of which are at corner of Crane parking lot)
- Utility Poles: 3
- Trees: None
- Notes: Updated intersection sidewalk

North Side Facing East:

Characteristics (NORTH):
- Sidewalk Condition: Good-Fair asphalt & concrete
- Curb Condition: Poor
- Buffer Zone: None
- Opportunity Parcels: Corner of Crane St
- Driveway Transitions: 2 & 1 long (5 bay garage)
- Utility Poles: 2
- Trees: None
- Notes: Updated intersection sidewalk (West end at Crane needs new detectable warning plate)
EXISTING CONDITIONS & EXISTING DOCUMENTS

ENVIRONMENTAL JUSTICE

Introduction

Per federal requirements, the Capital District Transportation Committee (CDTC) undertakes an analysis of Environmental Justice in all Community and Transportation Linkage Planning Program (Linkage Program) initiatives to evaluate if transportation concepts and recommendations impact Environmental Justice populations. Impacts may be defined as those that are positive, negative and neutral as described in CDTC’s Environmental Justice Analysis document, published December 2017. The goal of this analysis is to ensure that both the positive and negative impacts of transportation planning conducted by CDTC and its member agencies are fairly distributed and that defined Environmental Justice populations do not bear disproportionately high and adverse effects.

This goal has been set to:

• Ensure CDTC’s compliance with Title VI of the Civil Rights Act of 1964, which states that “no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance,”

• Assist the United States Department of Transportation’s agencies in complying with Executive Order 12898 stating, “Each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

• Address FTA C 4702.18 TITILE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS, which includes requirements for MPOs that are some form of a recipient of FTA, which CDTC is not.

Data and Analysis

CDTC staff created demographic parameters using data from the 2010 United States Census as well as data from the 2010-2014 American Community Survey (ACS). Threshold values were assigned at the census tract level to identify geographic areas with significant populations of minority or low-income persons. Tracts with higher than the regional percentage of low-income or minority residents are identified as Environmental Justice populations. Minority residents are defined as those who identify themselves as anything but white only, not Hispanic or Latino. Low-income residents are defined as those whose household income falls below the poverty line.

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

Table 1. Commute Mode 4-County NY Capital Region

<table>
<thead>
<tr>
<th>By Race/Ethnicity</th>
<th>Drive Alone</th>
<th>Carpool</th>
<th>Transit</th>
<th>Other</th>
<th>Walk</th>
<th>Work at Home</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Workers (16+)</td>
<td>80.5%</td>
<td>7.7%</td>
<td>3.3%</td>
<td>1.2%</td>
<td>3.6%</td>
<td>3.7%</td>
</tr>
<tr>
<td>White Alone Not Hispanic or Latino</td>
<td>83.3%</td>
<td>7.1%</td>
<td>1.8%</td>
<td>1.1%</td>
<td>2.9%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Minority</td>
<td>65.4%</td>
<td>10.5%</td>
<td>11.6%</td>
<td>2.1%</td>
<td>7.5%</td>
<td>2.9%</td>
</tr>
<tr>
<td>By Income</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>At/Above 100% Poverty Level</td>
<td>82.3%</td>
<td>7.6%</td>
<td>2.7%</td>
<td>1.2%</td>
<td>2.7%</td>
<td>3.6%</td>
</tr>
<tr>
<td>Below 100% Poverty Level</td>
<td>62.4%</td>
<td>9.7%</td>
<td>13.3%</td>
<td>1.9%</td>
<td>9.2%</td>
<td>3.5%</td>
</tr>
<tr>
<td>By Age</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-19 Years</td>
<td>58.4%</td>
<td>14.6%</td>
<td>6.0%</td>
<td>3.1%</td>
<td>15.6%</td>
<td>2.4%</td>
</tr>
<tr>
<td>20-64 Years</td>
<td>81.3%</td>
<td>7.5%</td>
<td>3.2%</td>
<td>1.2%</td>
<td>3.2%</td>
<td>3.6%</td>
</tr>
<tr>
<td>65+ years</td>
<td>81.7%</td>
<td>5.3%</td>
<td>2.2%</td>
<td>0.9%</td>
<td>2.3%</td>
<td>7.6%</td>
</tr>
<tr>
<td>By English Ability</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speak English Very Well</td>
<td>71.5%</td>
<td>11.0%</td>
<td>4.9%</td>
<td>1.8%</td>
<td>6.6%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Speak English Less than Very Well</td>
<td>68.0%</td>
<td>13.2%</td>
<td>5.6%</td>
<td>2.2%</td>
<td>7.6%</td>
<td>3.4%</td>
</tr>
<tr>
<td>By Disability Status</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drive Alone</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Without any Disability</td>
<td>81.1%</td>
<td>7.4%</td>
<td>3.0%</td>
<td>1.2%</td>
<td>3.6%</td>
<td>3.6%</td>
</tr>
<tr>
<td>With a Disability</td>
<td>69.7%</td>
<td>11.6%</td>
<td>7.6%</td>
<td>2.2%</td>
<td>4.2%</td>
<td>4.7%</td>
</tr>
<tr>
<td>By Gender</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>80.8%</td>
<td>7.3%</td>
<td>2.9%</td>
<td>1.5%</td>
<td>4.0%</td>
<td>3.6%</td>
</tr>
<tr>
<td>Female</td>
<td>80.3%</td>
<td>8.0%</td>
<td>3.7%</td>
<td>1.0%</td>
<td>3.3%</td>
<td>3.7%</td>
</tr>
</tbody>
</table>

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

Map 1 provides an overview of the Craig-Main Complete Streets Study project area in the City of Schenectady. The Craig-Main Complete Streets Study project study area is included in the Environmental Justice area based on the study area Census Tracts having a higher than regional average percentage of minority and low income residents. Table 2 depicts the percent of low income and minority populations in study area Census Tracts (CT).

Table 2. Study Area Minority and Low Income Populations

<table>
<thead>
<tr>
<th>Category</th>
<th>Regional Rate</th>
<th>CT 209</th>
<th>CT 214</th>
<th>CT 215</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minority</td>
<td>19.3%</td>
<td>81.7%</td>
<td>57.7%</td>
<td>67.1%</td>
</tr>
<tr>
<td>Low Income</td>
<td>11.4%</td>
<td>62.0%</td>
<td>30.0%</td>
<td>29.8%</td>
</tr>
</tbody>
</table>
Consideration for including low income and minority populations in the planning process was given in the following ways:

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

**Conclusion**

CDTC defines plans and projects that have a primary focus on transit, cycling, walking, or carpooling as having a “positive” impact on Environmental Justice areas. As the primary purpose of the Craig-Main Complete Streets Study is to improve bicycle and pedestrian infrastructure along the Craig-Main corridor and increase the safety of all modes of transportation throughout the project study area, which includes neighborhoods with Environmental Justice populations, it has been determined that the Craig–Main Complete Streets Study will have a positive impact on the affected populations. The Study makes recommendations for improved, bicycle and pedestrian infrastructure, streetscape enhancements, transit improvements, infill development, and improvements to nearby parks and recreation facilities which, if implemented, will provide positive benefits for Environmental Justice populations in the Study Area.

**ENVIRONMENTAL MITIGATION**

**Introduction**

Per federal requirements, the Capital District Transportation Committee (CDTC) undertakes an Environmental Features Scan in all Community and Transportation Linkage Planning Program (Linkage Program) initiatives. The Environmental Features Scan identifies the location of environmentally sensitive features, both natural and cultural in relation to project study areas. Although the conceptual planning stage is too early in the transportation planning process to identify specific potential impacts to environmentally sensitive features, the early identification of environmentally sensitive features is an important part of the environmental mitigation process. It should also be noted here that as specific projects advance through the project development process, the applicable NEPA and SEQRA regulations requiring potential environmental impact identification, analysis and mitigation will be followed by the implementing agencies as required by federal and state law. CDTC is not an implementing agency.
Data and Analysis

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

- Sole source aquifers
- Aquifers
- Reservoirs
- Water features (streams, lakes, rivers and ponds)
- Wetlands
- Watersheds
- 100 year flood plains
- Rare animal populations
- Rare plant populations
- Significant ecological sites
- Significant ecological communities
- State historic sites
- National historic sites
- National historic register districts
- National historic register properties
- Federal parks and lands
- State parks and forests
- State unique areas
- State wildlife management areas
- County forests and preserves
- Municipal parks and lands
- Land trust sites
- NYS DEC lands
- Adirondack Park
- Agricultural districts
- NY Protected Lands
- Natural community habitats
- Rare plant habitats
- Class I & II soils

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

Conclusion

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

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

The primary purpose of the Craig-Main Complete Streets Study is to improve bicycle and pedestrian infrastructure along the Craig-Main corridor and increase the safety of all modes of transportation throughout the project study area. The Study makes recommendations for improved, bicycle and pedestrian infrastructure, streetscape enhancements, transit improvements, infill development, and improvements to nearby parks and recreation facilities. The proposed recommendations, if implemented, have no known impact on the environmentally sensitive features found in the study area.
In 2017, The City of Schenectady initiated the Bicycle Infrastructure Master Plan to provide the framework for creating a bike friendly City. The Master Plan sought to update past bike plans through an extensive public process and resulted in an extensive set of bicycle infrastructure projects, policies and programs that the City can undertake to become bike friendly.

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

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

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

City of Schenectady’s Existing Bicycle Network (2017)
Graphic Credit: City of Schenectady Bike Infrastructure Master Plan
The Bicycle Infrastructure Master Plan notes that the Craig Street - Main Avenue Corridor is an important conduit between residents and many important local destinations, including schools, commercial centers, parks, and community centers. Some of the key factors noted in the Master Plan that should be taken into account as part of this study include:

**Barriers and Opportunities**
Opportunities noted in the study area include the Crane Street commercial area, relatively low traffic volumes on Craig Street - Main Avenue, and a wide Right-of-Way on Duane Avenue for connecting to other parts of the city.

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

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

**Bicycle Parking**
According to the Master Plan, there is currently no formal bike parking infrastructure within the study area.
Bike Infrastructure Master Plan: Demonstration Project

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

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

Existing and Proposed Conditions at Crane St.

Graphic Credit: City of Schenectady Bike Infrastructure Master Plan

Crane Street (Craig St. to Broadway)

Existing and Proposed Conditions at Crane St.

Graphic Credit: City of Schenectady Bike Infrastructure Master Plan
The neighborhood comprehensive plans for the Mont Pleasant and Hamilton Hill neighborhoods provide existing facilities and amenities in the area as well as existing land use and neighborhood specific demographic statistics. The two neighborhoods share common goals that the proposed complete streets study will directly or adjacently influence. Examples include inventories of streets for pavement, sidewalk and landscape buffer conditions, analyzing vacant or abandoned properties for proposed redevelopment opportunities, designing traffic scaling and intersection improvements, evaluating on-street parking and public transportation, as well as analyzing pedestrian and bicycle amenities.

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Pleasant Valley Elementary School
The Career Center at Steinmetz
Mont Pleasant Branch Library
Fire Station #3
Stelmack Park, 10th & Webster Park
Orchard Park, Wallingford Park
Michigan Avenue Park
Quackenbush Park
Grout Park
Mont Pleasant Athletic Field
Dr. Martin Luther King Jr. Elementary School
Washington Irving Adult Education Center
Jerry Burrell Park
Vale Park
Hometown Health Services
The Head Start Program
Carver Community Center
Phyllis Bornt Branch Library and Literacy Center
Hamilton Hill Arts Center

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

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

EXISTING SMART CITY PROJECTS:

- Mobile Citizen Request Tracker (report issues or request City services)
- Updated City Website
- Property Assessed Clean Energy Financing (PACE)
- Upgrade Light Posts with HID Efficiency with Cameras
- Electric Vehicles & Amenities
- Clean Energy Community Designation
- MicroGrid Project
- Schenectady Innovation Hub
- Routing and Fleet Management
The New York State Pedestrian Safety Plan provides statewide data identifying current safety conditions and recommends a distinct set of engineering, education, and enforcement countermeasures that can be accomplished to improve pedestrian safety.

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

**KEY PEDESTRIAN CRASH STATISTICS:**

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

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

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

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

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

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

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

THRIVING NEIGHBORHOODS CHALLENGE

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

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

COMMUNITY BUILDERS MASTER PLAN

The Community Builders, Inc. worked closely with the Schenectady County Metroplex Development Authority and the Capital Region Land Bank on plans to demolish almost 40 blighted buildings in Schenectady and to implement new affordable housing. Phase 1 included rehabilitation of two former school buildings, one which now provides senior housing and one which houses both apartments and the Electric City Barn, Schenectady’s new makers space.

A second phase is currently underway with new residential units being constructed on both the northwest and southwest sides of the Craig and Albany Streets intersection, as well as several other scattered sites within the Hamilton Hill Neighborhood.

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

CAPITAL REGION ECONOMIC DEVELOPMENT COUNCIL STRATEGIC PLAN

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

Summary taken from excerpts from the CREDC Strategic Plan with minor modifications and additions.

Credit: The Daily Gazette
APPENDIX B : SURVEY RESULTS

**Surveys**

Craig-Main Connection Intercept Survey  
Craig-Main Connection Full Survey
Craig-Main Connection Intercept Survey

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

Question 1

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

![Check ALL of the following ways you travelled today:](chart-image)

Question 2 (open-ended)

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

**Full list of responses:**
- H Hill
- It’s very peaceful
- Everything
- Diverse
- Nothing
- Beautification
The people
More lighting and streets need fixing
The air
It's clean
The family activities and community togetherness
The way the bus runs
The people
Clean and hardwood floors look great
Community sticks together
It's peaceful

Accessible, convenient
Friendly drivers
It runs a lot
It's on the bus line
Not much
How wide it is
History of the neighborhood
All the ideas
Revitalized neighborhood/youth corridor
Traffic, drugs
More spread out it seems

Walkability to small businesses
Connection between neighborhoods
The access it provides from one community to another
Giving new life to the area
The Carver Center when it was opened
Crane St. and 8th Ave.
Nothing

Question 3 (open-ended)
People were asked to name three things about the Craig-Main Corridor that they would change. Common responses included improving the sidewalks, better lighting and better/safer parks. Others mentioned the need for well-maintained, safer and cleaner streets (trash cans) and a desire for adding public art.

Full list of responses:
• a formal event
• a swing set in the back
• add more plants
• add trash cans
• additional plants would make the facility look more warm
• art
• art
• beautification - arts - gardens
• better lighting
• better lighting/aimed away from buildings
• better parks
• better sidewalks
• better walkways
• big sidewalks
• bigger, cleaner park for the kids
• bike lanes made safe for young children
• black cultural art and history
• bus schedule
• bus shelter
• clean
• clean
• clean up garbage
• cleaner streets - litter management
curfew
wastebaskets around the facility
drugs
extend hours to later
extend times between runs
faster response time from police when it's a domestic issue
fix pot holes
greenspace/greenery
harassment
housing
infrastructure
kid friendly and accessible
lighting
lights
littering
location
loud music
more art
more businesses for customers/employees
more color
more colorful
more family activities
more garbage cans
more lights, lamppost
more programs for the teens
more safety on all levels - especially lights, cameras, streets
more security
more trash cans
more trees
motor bike
need a community center - Reopen Carver!
not a lot of trees
not many cross walks or cameras in a five block area
Question 4
A majority of survey takers would like to see community gardens (62%), pocket parks (56%) and public art (54%) as public spaces along the corridor. Roughly 40% of respondents were interested in seeing small public plazas and bike parking along the corridor. Other suggestions for public space included after school programs, a youth club, public games and supplies, a handball court, a sports field, and community display boards for sharing information.
Question 5 (open-ended)
People were asked to name one thing about their neighborhood that they would visually celebrate along the corridor. Common responses included building community, murals, historic events and gardens.

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

Question 6
Survey takers indicated whether a range of streetscape improvements were very important, somewhat important or not important to them. Most respondents indicated that all options were very important to them, with accessibility for all ages, better sidewalks and lighting, and availability of trash cans/less litter at the top of the list.
Question 7
When asked to identify the three streetscape improvements from question six that were most important to them, a majority (56%) identified the need for trash cans/less litter as most important, followed by better sidewalks and accessibility for all ages.
Craig-Main Connection Full Survey
The Craig-Main Connection Full Survey posed a total of 44 questions addressing residents’ experiences with and opinions about what would improve modes of transit along the corridor. The survey was made available from April 2019 to June 2019 both online and at multiple locations including the Phyllis Bornt Library and Literacy Center, the Mont Pleasant Library, the Electric City Barn and Schenectady City Hall. Surveys were also available at multiple events, including stakeholder workshops and the launch party. Forty-four people took the full survey. The results of the survey are summarized by question below.

Questions 1-5
These questions collected survey respondents’ contact and personal demographic information. A majority of respondents (58%) work in the Craig-Main Corridor area and 35% live in the area. The majority of respondents (69%) identify as female; 40% are in the 18-34 age range and 35% are in the 45-64 age range.
Questions 6-10
The majority of respondents (57%) did not have children living with them but did live with other adults (74%). Of those who did have children living with them, 33% indicated their children walk or bike on the Craig-Main Street Corridor. Of those living with another adult, 26% indicated the other adults walk or bike on the Craig-Main Street Corridor.

![Graph 1: Do you have any children living with you?]

- Yes: 42.86%
- No: 57.14%

![Graph 2: If so, do they walk or bike on Craig or Main Street?]

- Yes: 33.33%
- No: 66.67%

![Graph 3: What ages are they? Check all that apply.]

- Under 5: 38%
- 5-9: 50%
- 10-17: 42%
- 18+: 25%

![Graph 4: Are there any other adults living with you?]

- Yes: 74%
- No: 26%

![Graph 5: Do they walk or bike on Craig or Main Street?]

- Yes: 26%
- No: 74%
Question 11
Eleven percent (11%) of survey respondents indicated they have a disability that makes walking or biking challenging or impossible.

Question 12
Over 60% of survey takers indicated they would most like to see pedestrian improvements at the Craig and Albany Street intersection; 58% indicated they would most like to see pedestrian improvements at the Main and Crane Street intersection.
Question 13 (open ended)
Respondents provided a range of answers to the question “What would make these intersections better?” with an emphasis on sidewalks and overall safety.

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

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

I would like to walk to:
- A healthy lunch spot
- Restaurants
- We take people home from the Pantry.
- SiCM Food Pantry
- The store and library
- Willie St garden
• Craig and Lincoln
• Crane Street
• Craig Albany
• Albany Street

I would like to bike to:
• Anywhere
• Home
• Main and education
• Crane Street
• Quackenbush Park

I would like to take public transit to:
• Work, shopping, and entertainment
• Downtown
• Shopping areas (with grocery stores)
• Walmart/price chopper
• Crane Street

I use a mobility device and would like greater access to:
• bus stops without concern of being hit by cars speeding

Question 15 (open ended)
Survey takers listed the following public spaces along the corridor that they enjoy visiting, including the library, Jerry Burrell Park and Quackenbush Park.

• Library
• None currently - benches would be a good start (seniors need to sit occasionally)
• I usually drive in this area passing from work
• Jerry Burrell
• Jerry Burrell Park
• Quackenbush Park/pool

• "Quackenbush Park
• Boys & Girls Clubs
• Girls Inc
• Schools
• Playground
• Library and park
• Education drive
• Jerry Burrell Park

Question 16
A large majority (81%) of respondents indicated that public space is very important to them.

![Bar chart showing 81% very important, 19% somewhat important, and 0% not important.]

Comments included:

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

Question 17
A majority of respondents indicated they would like to see community gardens (69%), public art (62%) and pocket parks (52%) along the Craig-Main Corridor.

**Question 18 (open ended)**
Responses to the question “How would you use new public spaces” included the following:

- *Sit and enjoy fresh air.*
- *Make it neighborhood friendly.*
- *I probably wouldn’t personally use them.*
- *Outdoor work and meeting space.*
- *Gathering spaces, public art would allow for increased community pride.*
- *Gardens that are kept up, Benches, Trash Cans, Flowers, Some Art.*
- *Depends on what it is.*
- *Community gatherings -weather permitting.*
- *They would brighten up the entire area.*
- *Bring my children.*
- *Attend public gatherings.*
- *Refer others to the spaces.*
- *To spend time in and just get away.*
- *I would let the kids show off their creativity.*
**Question 19**
A majority of survey respondents indicated that they found a wide range of streetscape improvements (listed in chart below) to be very important.

![Chart showing the importance of various streetscape improvements](chart.png)

**Question 20**
Ninety percent (90%) of respondents said they own or have access to a car.

![Bar chart showing car ownership](chart2.png)
Question 21
A majority of respondents indicated that they drive a car daily.

Question 22
Survey takers indicated that they most often walk, use a car that they own/borrow, or bike for trips less than one mile.

When you take trips LESS than one mile (distance between Albany Street and Crane Street is almost one mile), how do you typically travel? Please rank the top three, with "1" being the way you travel most often.
Question 23
Survey takers indicated that they most often walk, use a car that they own/borrow, or bike for trips more than one mile.

When you take trips MORE than one mile (distance between Albany Street and Crane Street is almost one mile), how do you typically travel? Please rank the top three, with "1" being the way you travel most often.

- Walk (72%)
- Bike (67%)
- Bus (38%)
- Cab (28%)
- Rideshare (Like Uber or Lyft) (18%)
- Car that you own or borrow (12%)
- Mobility device (4%)
- Other (2%)

Question 24
A majority of survey takers (54%) indicated it is easy to get in and out of residential/commercial driveways while driving a car along the corridor but somewhat hard to cross driveways in residential/commercial areas when walking (57%).

Please mark how easy it is to do the following along the corridor:

- Get in and out of residential and commercial driveways while driving a car: 54% Easy, 29% Somewhat Hard, 17% Hard
- Get in and out of residential and commercial driveways on a bike: 43% Easy, 33% Somewhat Hard, 24% Hard
- Cross driveways in residential and commercial areas when walking (for example, are driveways maintained well enough to cross easily?): 57% Easy, 22% Somewhat Hard, 21% Hard
- Cross driveways in residential and commercial areas using a mobility device: 41% Easy, 41% Somewhat Hard, 18% Hard
Question 25
A majority of respondents (52%) rated overall walking conditions along the corridor as poor; the rest rated conditions as fair (48%).

Comments:
- Some sidewalks are better than others; inclement weather in winter makes things harder.
- Sidewalks are in poor condition, especially difficult for strollers, wheelchairs, and bicycles.
- Feels dangerous to walk along the area.
- Most sidewalks and roads are in very poor condition. Personal safety is a concern.
- The sidewalks are broken and bumpy, making it hard for people in wheelchairs or with strollers to navigate.
- Sidewalks are in horrible condition, and the bike markings from the bike event 3 years ago are disjointed and confusing now.
- Doesn't feel really safe
- The streets/sidewalks need serious attention. There are huge potholes and cracks that disrupt walkability/drivability.
- Sidewalks are often unkept and uneven.
- Cracked and broken sidewalks.
- Able to get around still, even though streets are rough.
- Lighting, conditions of sidewalks and streets.
- The sidewalks are horrendous.
- Not the best. Ground not level.
- Holes cracks in sidewalks.
- Sidewalks in disrepair.
- Trash.
Question 26
The majority of respondents indicated that they walk places because walking is healthier than driving (60%). Other reasons selected included because walking is less expensive than driving (48%) and walking is better for the environment than driving (36%).
Question 27
A majority of respondents indicated the primary reasons they would not walk to a destination included their route not feeling safe (68%) and poorly-maintained sidewalks (64%).

![Bar chart showing reasons for not walking to a destination. The primary reasons are: distance too far (68%), route not feeling safe (64%), and poorly-maintained sidewalks (32%). Other reasons include: lack of accessible ramps or crosswalks (4%), too many cars on road (4%), and not interested in walking (4%).]
**Question 28**  
Most respondents indicated it was somewhat or very likely that they would choose to walk (for trips less than one mile) if the streets were improved for walking.

If the streets were improved for walking, how likely is it that you will choose to walk (or continue to walk) rather than drive for trips LESS than one mile?

![Graph showing the likelihood of choosing to walk for trips less than one mile.](image)

- **Very likely**: 48%
- **Somewhat likely**: 48%
- **Not likely**: 4%

**Question 29**  
Of those who ride bikes, the majority (65%) ride primarily for recreation.

If you ride a bike, is it mainly for transportation or for recreation?

![Graph showing the purpose of bike rides.](image)

- **Transportation**: 18%
- **Recreation**: 65%
- **Both equally**: 18%
**Question 30**
The three most common reasons provided for biking somewhere included that biking is healthier than driving (41%), better for the environment (35%) and less expensive than driving (35%).

**Question 31**
The three most common reasons provided for NOT biking to a destination included distance (48%), the route not feeling safe (48%) and the road not feeling safe (38%).
Question 32
Twenty-nine percent (29%) of respondents indicated that if streets were improved for bicycle use, they would very likely choose to bike for trips longer than one mile.

Question 33/34
Survey takers were asked to rate how comfortable they would be using different types of biking lanes on a scale of 1-5 (where 1 = very comfortable and 5 = not at all comfortable). The majority indicated they would be very comfortable with the two types of side paths for biking. Most were fairly comfortable with separate/buffered bike lanes and traditional bike lanes. The majority were uncomfortable with the idea of bike lanes shared with traffic lanes.
Question 35
A large majority of survey takers indicated they would be comfortable using side path #1 for walking (91%), biking (86%) and mobility devices (83%).

Question 36
A majority of survey takers take public transportation for work/school (53%) and visiting the homes of family and friends (53%).
Question 37
A majority of survey takers (62%) indicated they never take public transportation. Close to 20% take public transportation daily.

![Bar chart showing public transportation usage frequencies](image)

Question 38
Survey respondents indicated the following as some of the places they visit most often using public transportation:

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

Question 39
Survey takers indicated their top reasons for taking public transportation included that they can’t drive (22%) and that public transit is better for the environment for driving (22%). Almost 40% of respondents said they don’t use public transit.

![Bar chart showing top reasons for using public transportation](image)
Question 40
The top reasons provided for NOT taking public transportation to a destination included limited or inconvenient transit schedules (35%) and the lack of direct routes (24%). Twenty four percent (24%) of respondents indicated they take public transit frequently and feel comfortable doing so.
**Question 41**
All respondents (100%) indicated that if they take public transportation, they get to the transit spot by walking.

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**If you use public transportation, how do you usually get to the transit stop?**

<table>
<thead>
<tr>
<th>Mode of Transportation</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>100%</td>
</tr>
<tr>
<td>Bike</td>
<td>0%</td>
</tr>
<tr>
<td>Mobility device</td>
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</tr>
<tr>
<td>Other (please specify)</td>
<td>0%</td>
</tr>
</tbody>
</table>

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**Question 42**
Respondents provided the following comments that they felt would help the City to develop a plan for the Craig-Main Corridor:

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