

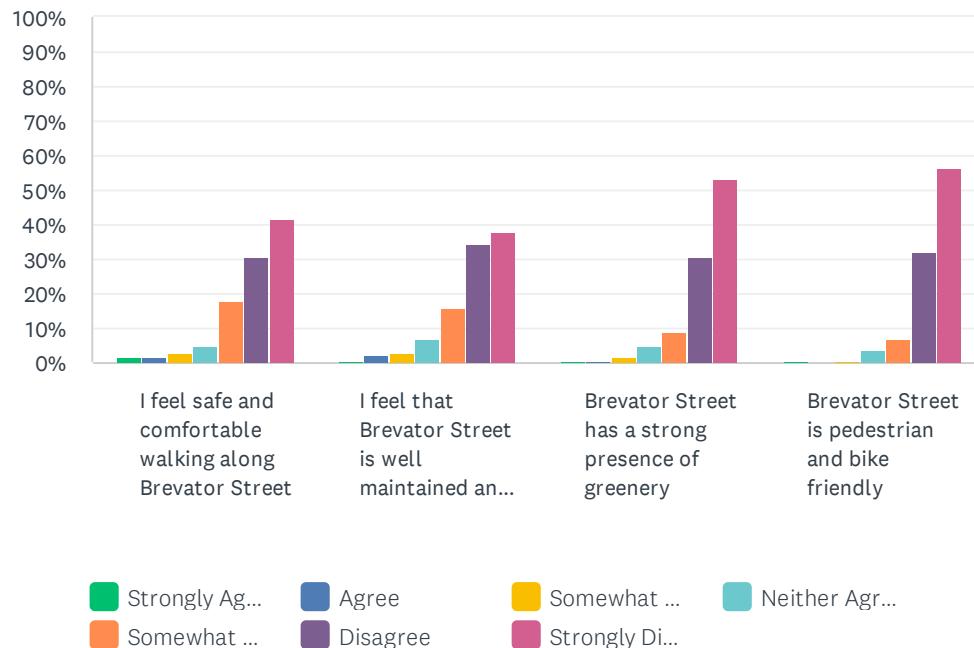
Brevator Survey Results

The results are in!!! The overall preferred option for the Brevator Reconstruction Project was **Option 1 – Multi Use Path**.

Of the 144 responses provided, 81 preferred the Multi Use Path option, 44 preferred the Center Median and 19 had no preference. It appears the multi use path option was preferred as it provides a safe protected area separated from the cars for pedestrians and bicyclists. Click on the link below for the full results of the survey.

Q1 To what extent do you agree to the following questions?

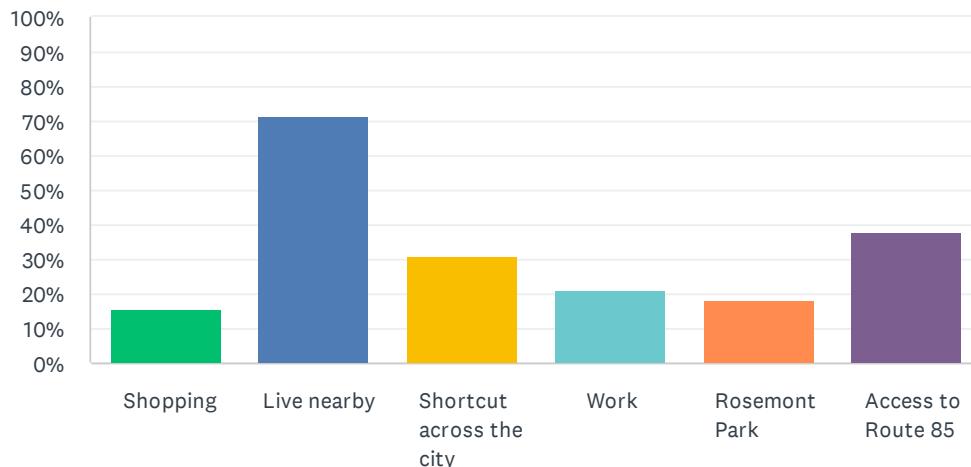
Answered: 147 Skipped: 1



	STRONGLY AGREE	AGREE	SOMEWHAT AGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT DISAGREE	DISAGREE	STRONGLY DISAGREE	TOTAL
I feel safe and comfortable walking along Brevator Street	1.36% 2	1.36% 2	2.72% 4	4.76% 7	17.69% 26	30.61% 45	41.50% 61	147
I feel that Brevator Street is well maintained and clean	0.68% 1	2.05% 3	2.74% 4	6.85% 10	15.75% 23	34.25% 50	37.67% 55	146
Brevator Street has a strong presence of greenery	0.69% 1	0.69% 1	1.38% 2	4.83% 7	8.97% 13	30.34% 44	53.10% 77	145
Brevator Street is pedestrian and bike friendly	0.68% 1	0.00% 0	0.68% 1	3.42% 5	6.85% 10	32.19% 47	56.16% 82	146

Q2 Why do you typically travel on Brevator Street?

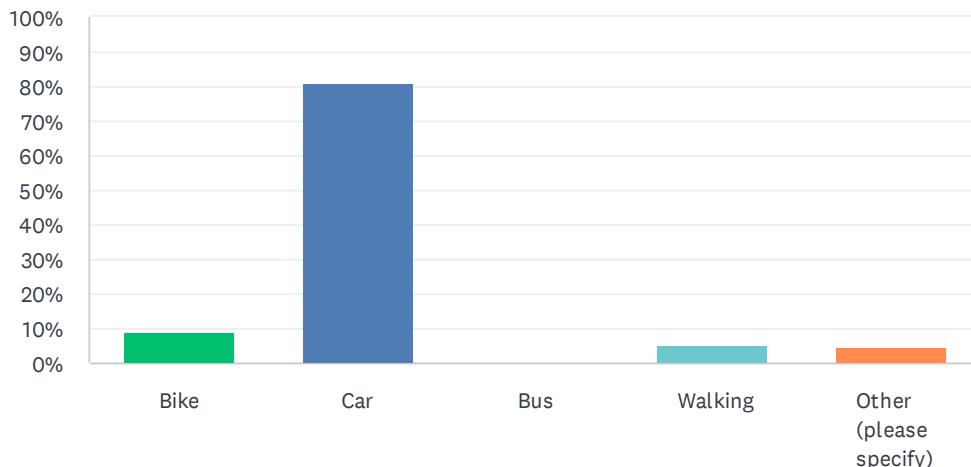
Answered: 148 Skipped: 0



ANSWER CHOICES	RESPONSES	
Shopping	15.54%	23
Live nearby	71.62%	106
Shortcut across the city	31.08%	46
Work	20.95%	31
Rosemont Park	18.24%	27
Access to Route 85	37.84%	56
Total Respondents: 148		

Q3 How do you typically travel on Brevator Street?

Answered: 148 Skipped: 0



ANSWER CHOICES	RESPONSES	
Bike	8.78%	13
Car	81.08%	120
Bus	0.00%	0
Walking	5.41%	8
Other (please specify)	4.73%	7
TOTAL		148

Q4 How would you rate Brevator's visual environment?

Answered: 145 Skipped: 3

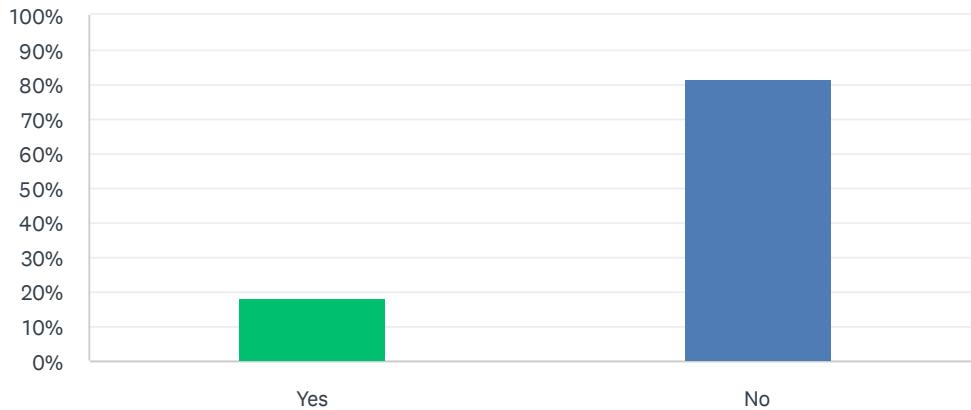
1.4 
average rating



	UNATTRACTIVE	(NO LABEL)	(NO LABEL)	(NO LABEL)	ATTRACTIVE	TOTAL	WEIGHTED AVERAGE
☆	72.41% 105	18.62% 27	7.59% 11	0.69% 1	0.69% 1	145	1.39

Q5 Do you feel safe crossing the street?

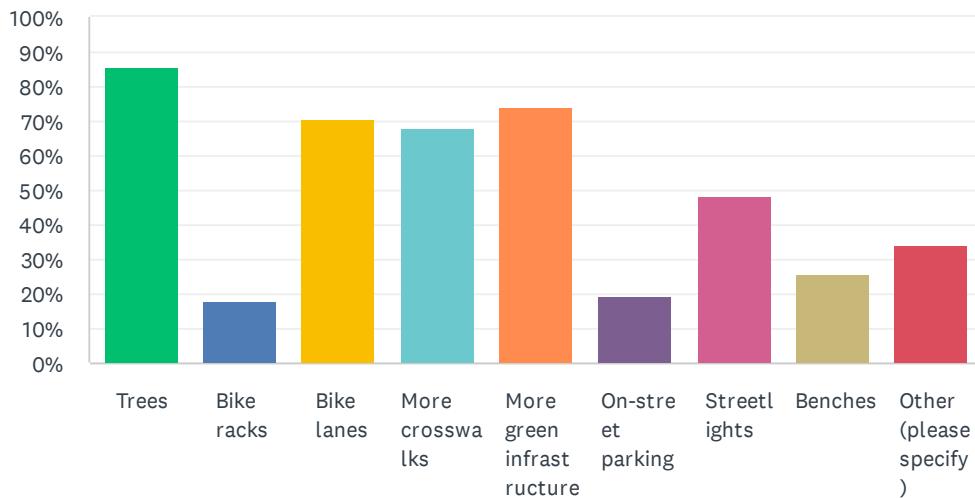
Answered: 145 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	18.62%	27
No	81.38%	118
TOTAL		145

Q6 What amenities would you like to see more of?

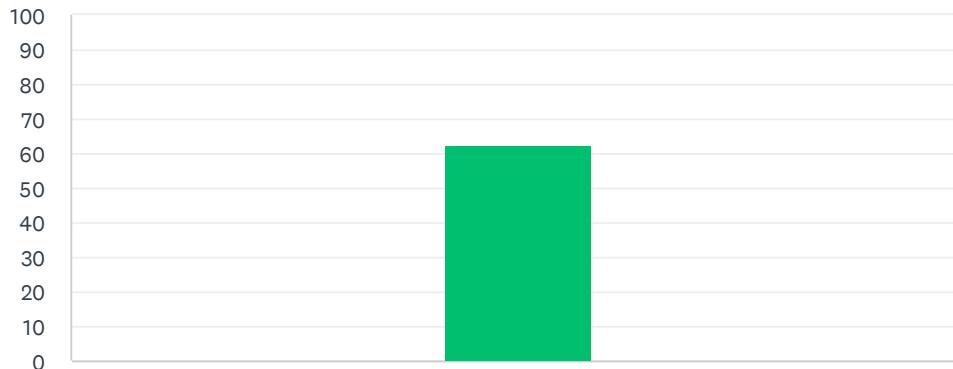
Answered: 147 Skipped: 1



ANSWER CHOICES	RESPONSES
Trees	85.71% 126
Bike racks	17.69% 26
Bike lanes	70.75% 104
More crosswalks	68.03% 100
More green infrastructure	74.15% 109
On-street parking	19.73% 29
Streetlights	48.30% 71
Benches	25.85% 38
Other (please specify)	34.01% 50
Total Respondents: 147	

Q7 How would you rate the general design concept for Option #1: Multi-Use Path 1-5 type scale (5 being best, 1 being worst)?

Answered: 145 Skipped: 3



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	63	9,112	145
Total Respondents: 145			

Q8 What did you like about Option #1? (200 words max)

Answered: 128 Skipped: 20

#	RESPONSES	DATE
1	trees, multi-use path	6/20/2023 8:57 PM
2	Bike path, center island, walking on both sides	6/16/2023 10:04 PM
3	Human scale	6/16/2023 10:44 AM
4	Clear delineations between parking and driving lanes	6/13/2023 9:35 AM
5	Separate protected ped/bike lane	6/12/2023 8:22 AM
6	Addition of trees. I would prefer the trees were planted in a less regimented lineup. It would be better for the trees.	6/11/2023 9:27 PM
7	I like the bike lane being separated from the road.	6/11/2023 6:58 PM
8	Multi use lane	6/11/2023 4:16 PM
9	Bike lane separated by planting buffer which makes it safer and more attractive for use	6/11/2023 11:56 AM
10	Trees, walking path, bike path	6/10/2023 8:32 PM
11	Pedestrians and cyclists being adequately separated from lanes of traffic.	6/10/2023 7:29 PM
12	Has designated bike lane and more trees than present.	6/10/2023 6:17 PM
13	Pedestrian and bike facilities separated from roadway. Trees. Parking not in conflict with bikes or pedestrians	6/10/2023 2:56 PM
14	separated bike lane	6/10/2023 12:15 PM
15	Single-lane road, lots of trees, separate sidewalk	6/10/2023 8:48 AM
16	It appears there will be more lawn/grass space on east side of Brevator.	6/10/2023 8:42 AM
17	Bike and walking lanes	6/10/2023 7:52 AM
18	Like the multimodal options.	6/9/2023 11:56 PM
19	I love that the multi-use path is safely separated. That is the only way I will feel biking is a viable transportation option	6/9/2023 9:07 PM
20	Adds to residential side.	6/9/2023 8:59 PM
21	Lots of trees. Multi use trail separates from traffic. Much narrower street should slow traffic and make it easier/safer to cross.	6/9/2023 7:36 PM
22	Bike lanes	6/9/2023 12:47 PM
23	Nothing	6/9/2023 12:11 PM
24	Two way multi use lane with green buffet from cars.	6/9/2023 11:05 AM
25	Separated (and protected) bike lane/multi-use path will make this a great (and safe) cross-city connector for bikes. The two lanes of vehicle traffic will help calm driving (as opposed to a straight-shot one-way lane on each side), and allow local traffic (residents) to access both directions of the roadway.	6/9/2023 10:04 AM
26	Focus on meeting needs of all users	6/9/2023 8:42 AM
27	That there is a buffer between the pedestrians/bikers and the cars.	6/8/2023 10:13 PM
28	Separated multiuse path. YES. Safe (any) bike infrastructure is severely lacking in this city.	6/8/2023 9:55 PM

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29	It's going to get paved	6/8/2023 9:40 PM
30	Protected bike/walking area! Lots of trees and green space	6/8/2023 7:54 PM
31	Physically separated bike lane	6/8/2023 7:36 PM
32	Lots of trees. Space for real pet	6/8/2023 6:59 PM
33	I like the path	6/8/2023 5:29 PM
34	It includes a separate multi-use trail.	6/8/2023 4:41 PM
35	A multi-use path, with the City responsible for snow removal, is the safest and most practical option for cyclists and pedestrians	6/8/2023 4:30 PM
36	It's a little hard for me to visualize these proposals, despite the excellent drawings. I think anything that adds trees and allows people to walk and greet each other is a good thing.	6/8/2023 4:02 PM
37	Narrower street, trees	6/8/2023 3:51 PM
38	Buffered bike and pedestrian access, although the two should be separate.	6/8/2023 3:34 PM
39	It looks more walkable	6/8/2023 3:12 PM
40	Safest for bikes and people	6/8/2023 3:03 PM
41	The street seems more open and the trees would be an improvement	6/8/2023 3:01 PM
42	It hard to answer this and the preceding question and not have option 1 in front of me.	6/8/2023 2:59 PM
43	multi use path with green space as a buffer is great and would ideally connect to other seperated or protected paths on western and washington	6/8/2023 12:30 PM
44	The multi-use trail seems very safe	6/8/2023 9:51 AM
45	sidewalk, trees, narrower driving lanes	6/7/2023 4:50 PM
46	the protected walking path for pedestrians; traffic calming features; trees	6/7/2023 11:00 AM
47	Additional greenery, new paving	6/6/2023 11:02 PM
48	A side walk from Western to Washington. The trees.	6/6/2023 4:24 PM
49	Trees and sidewalks	6/6/2023 4:20 PM
50	The green infrastructure	6/6/2023 4:05 PM
51	Everything. Greenery, a protected bike and pedestrian lane protected by both a planted median and a parking lane, a road diet to discourage speeding. A perfect plan that would not only improve this street, but could lay the foundation for winding the protected bike lane up and down Washington Ave for a similar road diet there.	6/6/2023 1:55 PM
52	The general improvements. I would be happy with richter options	6/6/2023 8:40 AM
53	Protected bike/multi use lane! I would actually ride more if the bike lanes around Albany were protected and not just paint. Also love the addition of trees - good for the climate & way more attractive.	6/6/2023 8:10 AM
54	Sidewalks and/or paths and trees. Resurfaced. roadway	6/5/2023 7:09 PM
55	I like pedestrian walkways, single-lane traffic in both directions, greenery, and parking for residents.	6/5/2023 2:16 PM
56	Not much	6/5/2023 1:41 PM
57	I like the idea of a separated bike lane.	6/5/2023 10:46 AM
58	The trees and trail.	6/5/2023 10:29 AM
59	Trees, pedestrian level lighting	6/5/2023 10:11 AM
60	The added bike lane. Want more like that throughout the city. I would bike more but don't feel safe doing so given the current biking infrastructure and drivers in Albany - would love and use a bike lane on brevator	6/5/2023 7:51 AM

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61	I like a dedicated sidewalk (even if it's on the wrong side of the street), multi-use trail, more street trees, and lighting better scaled to the street.	6/4/2023 3:05 PM
62	Narrowing of the street, trees separating Brevator from campus access road.	6/4/2023 2:23 PM
63	That traveling cars are further away from the residential side. This would seem to be safer for children in the park and homes.	6/4/2023 9:59 AM
64	Minimizes conflict between motor vehicle traffic and cyclists/pedestrians, makes the corridor a cyclist and pedestrian friendly environment, adds greenery and reinvigorates the corridor	6/2/2023 10:58 PM
65	sidewalks on both sides, parking on house side	6/2/2023 2:45 PM
66	Lots of new trees. LOVE the separate protected lane for pedestrian and bike use we need more projects like this. Additional sidewalk	6/2/2023 12:30 PM
67	The multi-use path is by far the best option for bicycle and pedestrian safety	6/1/2023 11:03 PM
68	I liked the location of the planting strip.	6/1/2023 9:42 PM
69	Trees! It would make Brevator look more like a city street and less like an afterthought	6/1/2023 6:20 PM
70	I like the physical barrier between the pedestrians and both the parked and moving cars which creates a safer corridor for me and my kids on bikes and on foot.	6/1/2023 1:43 PM
71	I like that the multi-use path is fully separated from the traffic and that the plan makes the best use of greenery to buffer houses and the multi-use path from the traffic. I think it's very important and in keeping with more traditional European designs to fully protect cyclists and pedestrians from the traffic.	5/31/2023 11:40 PM
72	Separated bike and pedestrians, lots of trees	5/31/2023 3:23 PM
73	greenery	5/30/2023 1:40 PM
74	I liked that bike lane and walking lane where separated from the traffic by parking lane.	5/29/2023 8:53 PM
75	The trees and fully separated walking/biking lane.	5/29/2023 9:02 AM
76	Pedestrian friendly	5/28/2023 2:04 PM
77	The path on both side and the addition of the tree line	5/28/2023 9:31 AM
78	Limit of two vehicle lanes; separate bike lanes; extensive green in	5/27/2023 4:29 PM
79	Additional trees and pedestrian/bike path on Rosemont Park side	5/27/2023 12:30 PM
80	Trees, path, lighting	5/26/2023 3:37 PM
81	separates vehicular traffic from pedestrian/bike	5/26/2023 3:04 PM
82	The sidewalk and bike lane near the homes are separated from the traffic. I think it feels safe for someone that isn't an experienced biker.	5/26/2023 10:57 AM
83	I like that the bike lane or multi-use path is separated from vehicle lanes by trees and curbing instead of prioritizing the few cars that want to park on the street.	5/25/2023 10:58 PM
84	Hopefully it would be less expensive to build and to maintain (our taxes) Looks like we can still turn down the side streets easily	5/25/2023 9:18 AM
85	I like the tree plantings and the multi-use trail. I also like the planting buffer between the street and the houses.	5/23/2023 7:06 PM
86	Having a sidewalk and a lane for bikes & pedestrians, more trees than now	5/23/2023 6:05 PM
87	Bike lanes, sidewalks, greenery	5/23/2023 2:05 PM
88	Bike path, sidewalk, trees, parking. It just seems like it would be safer and more enjoyable for everyone, but especially for bicyclists and pedestrians	5/23/2023 1:02 PM
89	I LOVE THE PROTECTED BIKE LANE!!!! I wish it had been done on Madison. And the separate sidewalk. It's fun that it's on the other side and away from the houses. I love the added greenery, and the narrowing of the street to slow everyone down.	5/23/2023 10:18 AM

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90	The 10' wide multi-use trail separated from the road by tree/shrub plantings. I would definitely bike on this to Rosemont Park and Westland Hills Park. Right now I avoid biking on Brevator and take my car instead because Brevator feels dangerous with the current traffic configuration (or lack thereof).	5/23/2023 10:04 AM
91	Curb and parking protected active transport lane next to park. Extended protections for houses fronting street. DGS maintenance required on multi use trail will mean city clears "sidewalks" providing strong crosstown pedestrian link no matter the weather.	5/23/2023 8:29 AM
92	Separate walking path for pedestrians	5/22/2023 11:21 PM
93	sidewalks on both sides, two lanes vs 4, multi use trail. Can do without more trees/leaves	5/22/2023 12:58 PM
94	pedestrian and bike access to the side, away from cars	5/22/2023 11:33 AM
95	The layout	5/21/2023 11:30 PM
96	Has a private lane for walking, cycling, and regular traffic lanes. Greenery and lighting are present. I like the separation of pedestrians & cyclists away from large vehicles. Not sure if snow removal has been accounted for. Will they have a lane for cars to be moved to when snow plows need to clear the parking spots on the east side?	5/21/2023 4:21 PM
97	Word is the multiuse path will be maintained by DGS. This would help consistent snow removal for both bikes and peds. I like the green space and efforts to limit storm water impact of the street	5/20/2023 4:00 PM
98	The pedestrian walk	5/19/2023 4:11 PM
99	sidewalks and bike paths	5/19/2023 3:33 PM
100	added green space, side walks	5/19/2023 2:45 PM
101	the multiuse asphalt trail.	5/19/2023 1:42 PM
102	Bike pedestrian lane is isolated from on street parking so delivery vehicles will not interfere with it.	5/19/2023 1:29 PM
103	The dedicated bike pat and green barrier.	5/19/2023 1:02 PM
104	The separated bike and walking lane. With the trees in between.	5/19/2023 9:26 AM
105	It seems functional and it's a way better upgrade from the current design. I just feel that too many people will continue to speed if there isn't a median between the two lanes.	5/19/2023 9:14 AM
106	The greenery	5/19/2023 8:31 AM
107	no median	5/19/2023 8:00 AM
108	Potential sidewalk, street lights, trees	5/19/2023 7:02 AM
109	Nice design but lacking sidewalks on the south side of the street	5/19/2023 6:32 AM
110	I like the separation of the bike and pedestrian walkway not only away from the cars, but protected by trees and a barrier.	5/18/2023 8:54 PM
111	Seems like more opportunities for people to use Brevator Street alongside the traffic.	5/18/2023 8:43 PM
112	Sidewalks	5/18/2023 8:34 PM
113	the trees	5/18/2023 7:55 PM
114	There are trees and road calming attributes.	5/18/2023 7:30 PM
115	separated pedestrian/cycle path	5/18/2023 6:03 PM
116	I like the side walks.	5/18/2023 4:51 PM
117	Greenery, pedestrian areas	5/18/2023 4:41 PM
118	Protected walk/bike trail with trees!	5/18/2023 4:10 PM
119	Greenery	5/18/2023 3:57 PM
120	The trees and separate pedestrian path	5/18/2023 3:51 PM

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121	designated walking and riding lanes not near vehicles	5/18/2023 3:30 PM
122	Trees on each side.	5/18/2023 3:04 PM
123	Reduced lane width and bicycle/pedestrian facilities.	5/18/2023 2:45 PM
124	Having a designated bike and walking lane.	5/18/2023 1:51 PM
125	Great for pedestrians and casual occasional cyclists. Lots of greenery.	5/18/2023 1:40 PM
126	Trees, planting strips, sidewalks, crosswalk	5/18/2023 1:39 PM
127	Driving lanes are side by side to allow turning into your driveway easier. Walking lanes along the houses are fantastic.	5/18/2023 1:08 PM
128	Median with trees.	5/18/2023 11:06 AM

Q9 What did you not like about Option #1? (200 words max)

Answered: 105 Skipped: 43

#	RESPONSES	DATE
1	a little worried about visibility of pedestrians for motorists turning out of Melrose Ave.	6/20/2023 8:57 PM
2	Not clear what connections exist at each end of project. A few blocks of bike lanes does not a corridor make.	6/16/2023 10:44 AM
3	No dedicated bike lanes	6/13/2023 1:09 PM
4	N/A	6/13/2023 9:35 AM
5	I can't see the sidewalk or bike lane or lane demarcation on the map but hope it will be included.	6/11/2023 9:27 PM
6	Right now, I hate how the road feels like a concrete straightway. I would like to see more greenery (trees or bushes) that would make the area less visually open, cut down on noise, and beautify the road.	6/11/2023 6:58 PM
7	Seems to be missing a crosswalk across Brevator Street at or near the off ramp/fire department. Option could incorporate raised intersections, raised cross walks, and/or raised bike path crossings to slow traffic, making pedestrian and bike modes safer and more attractive thereby making non-car transport modes the priority	6/11/2023 11:56 AM
8	?	6/10/2023 8:32 PM
9	The lack of separation between the two lanes of traffic. The multi-use path will run through far too many driveways; a sidewalk on that side of the street simply makes more sense based on the number of homes.	6/10/2023 7:29 PM
10	Worry that the pedestrian strip on the opposite of the bike lane will not feel pedestrian friendly,	6/10/2023 6:17 PM
11	Putting pedestrian and cyclist in same travel space	6/10/2023 12:15 PM
12	Still too car-centric. Put some curves in the road to slow traffic. Needs speed humps. More tree cover.	6/10/2023 8:48 AM
13	We already have enough trees on the state campus by the firehouse. Don't need more. Leaves wind up on my property in the fall.	6/10/2023 8:42 AM
14	Not green enough	6/10/2023 7:52 AM
15	Not much green, very narrow green space.	6/9/2023 11:56 PM
16	I liked what I saw	6/9/2023 9:07 PM
17	Side walk on campus side as well?	6/9/2023 8:59 PM
18	Bike lane is in the wrong side	6/9/2023 12:47 PM
19	It did not promote the greenery and family neighborhood safe environment	6/9/2023 12:11 PM
20	Wish there were multi use/bike lanes on both sides.	6/9/2023 11:05 AM
21	I would prefer to see the Multi-use path modified to be a dedicated (and separated/protected) 2-way bike path WITH a separate sidewalk for pedestrians. There is plenty of room, and it would eliminate pedestrian/cyclist conflicts, especially since this is a key commuter link. During commuting times especially you have dog walkers, runners, and cyclists all vying for the same path. If the multi-use path on Hackett is any indicator, I think all users would be happier if dedicated spaces were allocated for those on foot, and those on bikes (and there is PLENTY of space here to play with).	6/9/2023 10:04 AM
22	not much bad--it is so hard to live with car culture when you are on a bike--this is only one street design with so many others in need...what do I do in rt20 and washington ave? the	6/9/2023 8:42 AM

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sidewalk is next to the highway.

23	That there is a multi use path instead of a dedicated sidewalk for pedestrians and another dedicated area for bikers. Also, not enough crosswalks.	6/8/2023 10:13 PM
24	Multiuse paths usually do not get leaf and snow cleared from them. This, it makes it a seasonal solution only. Without upkeep, it's not usable as transportation infrastructure.	6/8/2023 9:55 PM
25	Multi use space. Stop with the road diets already	6/8/2023 9:40 PM
26	Potential visual impairment of people recklessly pulling in or out of driveways	6/8/2023 7:54 PM
27	Not sure five lanes of traffic is really necessary here.	6/8/2023 7:36 PM
28	Idk	6/8/2023 6:59 PM
29	Most bike traffic from downtown will be coming from Melrose so there needs to be crossing infrastructure there	6/8/2023 5:29 PM
30	This plan looks good as long as there is a complete separate multi-use trail.	6/8/2023 4:41 PM
31	N/A	6/8/2023 4:30 PM
32	The sidewalk is on the west side where there are no houses. Pedestrians from the neighborhood would have to cross Breavator to get to them.	6/8/2023 3:51 PM
33	WE NEED CONNECTION TO THE STATE OFFICE CAMPUS	6/8/2023 3:34 PM
34	More green space would be nice	6/8/2023 3:12 PM
35	Accommodation for all users.	6/8/2023 2:59 PM
36	only one traffic lane for the bus will probably slow the bus down, but I don't know how busy that street is.	6/8/2023 12:30 PM
37	Still a lot of asphalt with wide drive lanes.	6/8/2023 9:51 AM
38	Vehicular traffic is identical to the current configuration	6/6/2023 11:02 PM
39	4 lane street.	6/6/2023 4:24 PM
40	n/a	6/6/2023 4:20 PM
41	Lack of bike lanes and side walk	6/6/2023 4:05 PM
42	Nothing. It is an excellent option.	6/6/2023 1:55 PM
43	X	6/6/2023 8:40 AM
44	Would be good to have at least two crosswalks.	6/6/2023 8:10 AM
45	Nothing	6/5/2023 7:09 PM
46	asphalt driving lanes on Brevator Street itself - like the concrete better	6/5/2023 6:12 PM
47	Don't see any way to slow Western to Washington traffic. Also, only one bike lane to service both directions. What about street cleaning and snow removal plan for Brevator residents?	6/5/2023 2:16 PM
48	doesn't seem much different other than adding trees	6/5/2023 1:41 PM
49	The City should avoid conflict between vehicles, bikes, and pedestrians. Pedestrians and bikes sharing a path is not acceptable. The addition of a bus lane seems unnecessary based on the vehicle counts on the street. The addition of this lane exposes pedestrians trying to cross Brevator. Instead the street should be narrowed and there should be a dedicated bike and pedestrian path.	6/5/2023 10:46 AM
50	Not sure.	6/5/2023 10:29 AM
51	There should be dedicated bike lanes on both sides of the street. Sidewalks on both sides of the street. Bike lanes should not co-exist with pedestrian lane. The parking lane cannot be potentially confused as a second lane in the street that encourages passing. Concrete is a better street surface in northeastern environments than asphalt.	6/5/2023 10:11 AM
52	Nothinh	6/5/2023 7:51 AM

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53	I think the dedicated sidewalk is on the wrong side of the street. All the residences along Brevator (with the important exception of Campus View Apartments) are along the east side of the street -- and that's where I think the sidewalk should be.	6/4/2023 3:05 PM
54	How will the multiuser trail behind the buffer be maintained in the winter? Will there be a small plow that goes down the path? Currently the snowplows do not go very close to the curb and the apartment residents cars end up being parked half way out into the street. This would probably narrow the street too much.	6/4/2023 2:23 PM
55	Parking lane for Brevator Street residents means they must park a greater distance from their house and have to cross a bike lane to access their property. I would rather see the median concept.	6/4/2023 11:45 AM
56	2 sidewalks but 1 shared bike lane. Bike riders coming towards each other will have to slip into walker's pathway. I think it is easier for walkers to share/pass each other.	6/4/2023 9:59 AM
57	Unsure about how intersections with other streets would be handled, how cyclists would connect with the more hostile Western Ave & Washington Ave. Excellent start here though, and could help spur and connect to bike/ped improvements on Western & Washington	6/2/2023 10:58 PM
58	I would like to see the water management/green infrastructure in this design. Driveways may need some signage or consideration for visibility. Needs more wildflowers. Not enough crosswalks	6/2/2023 12:30 PM
59	I have concerns about the on street parking and what the appropriate signage should be.	6/1/2023 9:42 PM
60	Nothing	6/1/2023 6:20 PM
61	I concerned that groups of people and people with dogs on leashes often take up the entire path, making it more difficult for people traveling faster to pass them. As a biker I can travel 15+ MPH and if it's difficult to use the path I will use the road where there doesn't appear to be a lot of space for cars to pass. This is what happens in the SUNY campus where I don't use the path along the campus road because it's not safe to travel at bike speeds on it. The same applies to runners, although its easier to navigate a blocked path on foot. And my young kids frequently bike on Brevator and are not best at navigating a blocked path safely... they often will try to squeeze through any opening. I'm also concerned about how quickly DGS will clear the path of snow/ice since it the path is not at the top of the priority list. If the path isn't usable, pedestrians will be in the street where there isn't much space. I'm on Brevator on foot/bike almost daily all winter long.	6/1/2023 1:43 PM
62	I could not tell from the graphic whether the Campus Road would go back to also having an exit onto Belvedere Ave. I think it would help reduce congestion on Brevator if that exit were reopened rather than sending all traffic to the exit by the Fire House.	5/31/2023 11:40 PM
63	doesnt do anything to make it safer	5/30/2023 1:40 PM
64	How is drainage ? Not sure about number of trees and street lights.	5/29/2023 8:53 PM
65	None	5/29/2023 9:02 AM
66	N/A	5/28/2023 2:04 PM
67	that the traffic going in opposite direction is not divided	5/28/2023 9:31 AM
68	No separate sidewalk	5/27/2023 4:29 PM
69	No designated turn lanes onto Hawkins, Melrose, Belvidere No sidewalks, especially adjacent to the park/playground	5/27/2023 12:30 PM
70	nothing	5/26/2023 3:04 PM
71	Can we combine some of the green infrastructure from Option 2?	5/26/2023 10:57 AM
72	Nothing	5/25/2023 10:58 PM
73	Not sure we need the multi use lane ..I would rather see the extra space given to the roadway	5/25/2023 9:18 AM
74	Lack of clear striping, lack of parking control, and absence of maintenance of the surface of the road	5/24/2023 8:16 PM
75	It lacks the median strip for stormwater management, which is needed in this area.	5/23/2023 7:06 PM

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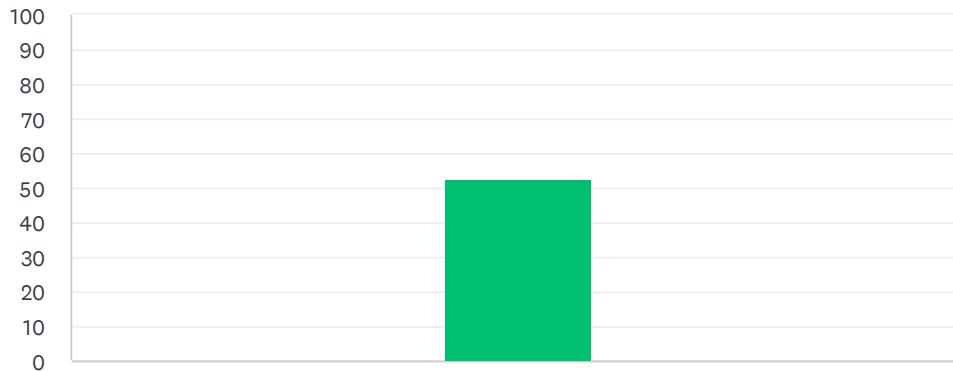
76	The parking lane doesn't make sense with the location of the multi-use path. Bikes on one side will be mixed with cars	5/23/2023 6:05 PM
77	N/A	5/23/2023 2:05 PM
78	Still not clear to me what the intersections will be like. Especially the Belvidere/Brevator intersection. I sure miss having an exit from the Harriman Campus ring road to cross Brevator directly onto Belvidere.	5/23/2023 10:04 AM
79	Lots of grass in design that could be modern low maintenance native plantings. No treatment of intersections at Washington and Western.	5/23/2023 8:29 AM
80	we don't need more trees	5/22/2023 12:58 PM
81	the ped/bike lane is shared - but as long as it is double wide to accommodate both at the same time, it would be fine.	5/22/2023 11:33 AM
82	N/A	5/21/2023 11:30 PM
83	I think this multiuse path crosses too many driveways. I would rather separate bikes and peds to avoid the potential for minor bike-ped crashes and conflicts. If Albany were to stripe the path and post signs that said "walk left, ride right" as is done on some busy Rhode Island paths, bike/ped collisions and conflicts would be greatly reduced.	5/20/2023 4:00 PM
84	not clear about crosswalks	5/19/2023 3:33 PM
85	no bike lane?	5/19/2023 2:45 PM
86	not enough thought to parking.	5/19/2023 1:42 PM
87	Can't really think of anything. Doesn't deal with the guy singing all day and getting the cops called on him all night?	5/19/2023 1:29 PM
88	Nothing in particular	5/19/2023 1:02 PM
89	Nothing	5/19/2023 9:26 AM
90	lack of a median	5/19/2023 9:14 AM
91	i love that there is not a median	5/19/2023 8:00 AM
92	No bike lanes, no sidewalk on one side	5/19/2023 7:02 AM
93	Sidewalks on only one side of the street	5/19/2023 6:32 AM
94	Hoping it wouldn't feel too compressed with so much infrastructure.	5/18/2023 8:43 PM
95	If you take away the width of the road for cars, you risk creating an area for congested traffic.	5/18/2023 7:55 PM
96	I could not see how the cross-walks were designed and does not show pedestrian or car access into campus. If you live in the area, you Brevator to get to Western and Washington Avenues, as well as on and off the Campus for the arterial use.	5/18/2023 7:30 PM
97	sidewalk on 85 side seems unnecessary if there's a protected lane on the park side	5/18/2023 6:03 PM
98	More traffic lights and on street parking	5/18/2023 4:41 PM
99	None	5/18/2023 4:10 PM
100	n/a	5/18/2023 3:30 PM
101	Still has a highway feel to it. People will still speed and head-on collisions will be more likely with the road narrowed. People will pull into the oncoming lane to go around slow traffic.	5/18/2023 3:04 PM
102	Does not separate vehicle traffic and the multi-use path is more than what is needed.	5/18/2023 2:45 PM
103	Multi-use path may be challenging for cyclists. Entry and exit from the adjacent streets (ie right turn from Washington Ave onto Brevator) is complicated. Pedestrians typically are not considerate of cyclists and it could become near impossible to ride when a path is crowded. Paths typically are not given the attention that streets are (ie broken glass, cigarette buts, rocks, etc. are not swept as frequently, not plowed in the winter). If this option is chosen, signage should alert drivers and cyclists that cyclists are allowed to use the main roadway.	5/18/2023 1:40 PM

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104	Depending on the type of tree, the roots may lift up the sidewalk as it ages.	5/18/2023 1:08 PM
105	Don't want the street to be lined with State worker cars.	5/18/2023 11:06 AM

Q10 How would you rate the general design concept for Option #2: Center Median 1-5 type scale (5 being best, 1 being worst)?

Answered: 141 Skipped: 7



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	52	7,386	141
Total Respondents: 141			

Q11 What did you like about Option #2? (200 words max)

Answered: 115 Skipped: 33

#	RESPONSES	DATE
1	Green space, bike lanes	6/16/2023 10:04 PM
2	Human scale	6/16/2023 10:44 AM
3	Clear delineations between lanes	6/13/2023 9:35 AM
4	Green infra	6/12/2023 8:22 AM
5	This option seems to incorporate my concern about the planting of the trees in a less regimented manner.	6/11/2023 9:27 PM
6	I like the green infrastructure.	6/11/2023 6:58 PM
7	The storm water management	6/11/2023 4:16 PM
8	Allows for modes of transportation other than cars	6/11/2023 11:56 AM
9	Center lane for bikes and busses, separate Lanesfor local traffic	6/10/2023 8:32 PM
10	The green median is the most visibly appealing option and it aligns nicely with the look and feel of the neighborhood (i.e. the median on Belvidere Ave that runs part of the way between Western and Brevator). Also, having the sidewalk on the east side of Brevator is more practical.	6/10/2023 7:29 PM
11	Green infrastructure	6/10/2023 6:17 PM
12	Adds bike lanes and reduces paved area with median. Pedestrians separate from other traffic	6/10/2023 2:56 PM
13	Not much	6/10/2023 12:15 PM
14	Trees	6/10/2023 8:48 AM
15	Trees	6/10/2023 7:52 AM
16	Green infrastructure.	6/9/2023 11:56 PM
17	I didn't like it at all, on-street bike lanes are unusable to vulnerable users such as children and even most adults	6/9/2023 9:07 PM
18	Like the boulevard and possibilities to make it very attractive	6/9/2023 8:59 PM
19	Wide median.	6/9/2023 7:36 PM
20	Lots bc of greenery and a nice Looking neighborhood environment	6/9/2023 12:11 PM
21	There is a bike lane.	6/9/2023 11:05 AM
22	There are bike lanes, at least.	6/9/2023 10:04 AM
23	2 bike lanes and a sidewalk	6/9/2023 8:42 AM
24	dedicated sidewalk for pedestrians	6/8/2023 10:13 PM
25	Traffic calming compared to current design. Adds space for bike lane.	6/8/2023 9:55 PM
26	Nothing	6/8/2023 9:40 PM
27	Split traffic, Stormwater management	6/8/2023 7:54 PM
28	I liked the dedicated transit lane	6/8/2023 7:36 PM
29	More lanes btwn campus access rd and park	6/8/2023 6:59 PM
30	It includes biking lanes.	6/8/2023 4:41 PM

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31	At least there are bike lanes; although see "not like" below.	6/8/2023 4:30 PM
32	It's a little hard for me to visualize these proposals, despite the excellent drawings. I think anything that adds trees and allows people to walk and greet each other is a good thing.	6/8/2023 4:02 PM
33	Median, sidewalk on neighborhood side	6/8/2023 3:51 PM
34	Not much. I suppose it's good there is a sidewalk and I like the median buffer.	6/8/2023 3:34 PM
35	Love the separation of bike and bus lanes!	6/8/2023 2:59 PM
36	trees are nice	6/8/2023 12:30 PM
37	Greenery is pretty	6/8/2023 9:51 AM
38	Enhanced greenery, separation of vehicular traffic, bike lanes, stormwater treatment	6/6/2023 11:02 PM
39	Divided street with trees on green space. Sidewalks to walk along Brevator. I like this best.	6/6/2023 4:24 PM
40	Provides side walk and bike lane	6/6/2023 4:05 PM
41	Very little. It seems driver and car centric with a useless nod at the least safe implementation of bike lanes. The median does not provide enough diet to discourage speeding and, with only paint and additional bike lane space, might even encourage it. The lone benefit is additional greenery from the median.	6/6/2023 1:55 PM
42	X	6/6/2023 8:40 AM
43	Better to have additional planting than nothing?	6/6/2023 8:10 AM
44	Visually the center median with trees and planting is nice.	6/5/2023 7:09 PM
45	I think the medium in the center will slow traffic	6/5/2023 2:37 PM
46	I liked the greenery in the middle, as well as on the roadside. I like separating bikers from pedestrians.	6/5/2023 2:16 PM
47	The median	6/5/2023 1:41 PM
48	I like that this concepts adds an island between driving lanes to limit the exposure of pedestrians trying to cross the street. I like that it has separated bike and pedestrian paths.	6/5/2023 10:46 AM
49	Center Median is nice.	6/5/2023 10:29 AM
50	Bike lanes on both sides. Planting strip/green space in median. Sidewalk on both sides. Separated parking from roadway to ensure it is not used as secondary lane.	6/5/2023 10:11 AM
51	The bike lane	6/5/2023 7:51 AM
52	I LOVE the center median with trees! Can't overstate that. That median and having one lane of vehicle traffic in each direction should serve to slow traffic on Brevator, which would be a huge win. I also like a sidewalk (finally!!) along the east side of the street which is where all the residences are, except for Campus View Apartments. And a dedicated bike lane along the west side allows bikes to zip along without having potential conflicts from crossing all the driveways and street intersections on the east side of the street. Also, I LOVE all the street trees.	6/4/2023 3:05 PM
53	The median looks like it would be most effective in creating a neighborhood feel and would slow traffic down more than Option 1. The parking lane looks more practical for the residents who must park in the street. Painted bike lanes would allow space for cars to pull over for emergency vehicles passing.	6/4/2023 2:23 PM
54	Having a median strip gives a more residential feel to the area. Having the bike lane next to the car lane is more common.	6/4/2023 11:45 AM
55	Having a medium between driving lanes going in opposite directions.	6/4/2023 9:59 AM
56	Integrates pedestrians and cyclists on Western Ave bound side into corridor well, adds greenery and reinvigorates the corridor.	6/2/2023 10:58 PM
57	bike lane, storm water drainage	6/2/2023 2:45 PM

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58	Green infrastructure/storm water management	6/2/2023 12:30 PM
59	Given Melrose's past history, storm water management definitely needs to be addressed.	6/1/2023 9:42 PM
60	It would make the street much prettier. It looks a lot like Hackett Blvd.	6/1/2023 6:20 PM
61	I like that bikers are separated from walkers. I like the 3' foot buffer between the bike lane and drive lane on the north side. I like the green median.	6/1/2023 1:43 PM
62	I think it's nice that there are a lot of trees and greenery but am concerned that the multi-use path is too close to the traffic.	5/31/2023 11:40 PM
63	I like the treeline in the middle and the separated pedestrians	5/31/2023 3:23 PM
64	nothing	5/30/2023 1:40 PM
65	I really like the blvd. look. Sidewalks and bike lanes on both sides of the road. Parking lane is great too	5/29/2023 8:53 PM
66	I like the tree lined median.	5/29/2023 9:02 AM
67	Sidewalks	5/28/2023 2:04 PM
68	the green center median and the safe space between the car and bike riders, and side walk on one side.	5/28/2023 9:31 AM
69	Separate sidewalk adjacent to dwellings; separate bike lanes	5/27/2023 4:29 PM
70	I like the green median a lot. I think it would improve the look of the street greatly and contribute to traffic calming. I like the addition of sidewalks also	5/27/2023 12:30 PM
71	median, and water management that comes with it seems nice, separates sides of traffic, keeps bikes out of pedestrian traffic, making bike integration with cars smoother	5/26/2023 3:04 PM
72	I love the wide median with green infrastructure.	5/26/2023 10:57 AM
73	I like the wider planted median with green infrastructure that you can see.	5/25/2023 10:58 PM
74	Looks just as nice as op #1 .	5/25/2023 9:18 AM
75	More trees without removing existing trees but to remove trees to have a "perfect" plan that looks like a drawing is abhorrent. Similarly, the removal of all the concrete base rather than repairing with concrete to pave over with macadam makes me certain we shall have another obstacle course like that just along the state campus on Washington Avenue. It is too bad that some of the money to be used to create a picture-perfect couple of blocks could not be used to improve a larger area.	5/24/2023 8:16 PM
76	I like the median strip with stormwater management	5/23/2023 7:06 PM
77	I like that there are bike paths on both sides and that the pedestrians and bikes are side by side	5/23/2023 6:05 PM
78	Still a great improvement but not as nice as option 1	5/23/2023 1:02 PM
79	I like the added trees, and that the median will narrow the road. I like the addition of the sidewalk.	5/23/2023 10:18 AM
80	That it incorporates bike lanes. Having a center planting area (boulevard?) is calming, but not enough.	5/23/2023 10:04 AM
81	An improvement over existing terrible street scape.	5/23/2023 8:29 AM
82	Nothing.	5/22/2023 11:21 PM
83	bike lane is on road, separate from pedestrian lane	5/22/2023 11:33 AM
84	The greenery looks crowded	5/21/2023 11:30 PM
85	Seems to have more space for greenery (trees) & storm run off.	5/21/2023 4:21 PM
86	I like that bicycles have a bike lane and pedestrians have a sidewalk. I like the painted buffer zone for the bike lanes. I like the green space and efforts to limit storm water impact of the street.	5/20/2023 4:00 PM

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87	Bike lane and walking sidewalk	5/19/2023 4:11 PM
88	Stormwater management	5/19/2023 3:33 PM
89	I like the added bike lane with buffer	5/19/2023 2:45 PM
90	nothing	5/19/2023 1:42 PM
91	I liked the green infrastructure/stormwater management median section.	5/19/2023 1:29 PM
92	The median	5/19/2023 1:02 PM
93	I do not like the mix use of cars and bike lanes. Not enough separation. It should be more like hackett blvd. Plenty of space for walking and biking	5/19/2023 9:26 AM
94	I like the median and that it can narrow the road more. People speed constantly on Brevator, especially through the school zone. Anything to keep the kids at the playground and school safer gets my vote.	5/19/2023 9:14 AM
95	I like the median with the greenery.	5/19/2023 8:31 AM
96	i dont	5/19/2023 8:00 AM
97	Includes bike lane	5/19/2023 7:02 AM
98	Nice design	5/19/2023 6:32 AM
99	I like the barrier between the lanes of traffic.	5/18/2023 8:54 PM
100	Like the concept of more greenery.	5/18/2023 8:43 PM
101	Sidewalks and parking	5/18/2023 8:34 PM
102	The general design. Visually pleasing, may be safer for those crossing.	5/18/2023 7:55 PM
103	Roadway calming, greenery	5/18/2023 7:30 PM
104	median between traffic looks pretty	5/18/2023 6:03 PM
105	I like the side walks.	5/18/2023 4:51 PM
106	Divided lanes, bike lanes	5/18/2023 4:41 PM
107	Standard sidewalk is not bike friendly. And harder on runner shins.	5/18/2023 4:10 PM
108	Trees	5/18/2023 3:51 PM
109	trees incorporated into the design	5/18/2023 3:30 PM
110	The median makes it safe and attractive. This would really beautify this stretch of road and calm the traffic. I'd also feel safer walking with this option.	5/18/2023 3:04 PM
111	Reduced lane width, separate bicycle and pedestrian facilities, and green infrastructure. The separate bicycle and pedestrian facilities are better for children.	5/18/2023 2:45 PM
112	Lots of greenery. Center median may be traffic calming and more visually appealing. Buffered bike lanes allow for safe bike travel.	5/18/2023 1:40 PM
113	Can't see the difference Using my phone, hard to differentiate	5/18/2023 1:39 PM
114	Do not recommend	5/18/2023 1:08 PM
115	More trees than option 1	5/18/2023 11:06 AM

Q12 What did you not like about Option #2? (200 words max)

Answered: 119 Skipped: 29

#	RESPONSES	DATE
1	Walking on one side only	6/16/2023 10:04 PM
2	SW bound bike line is really out there on the edge and isolated from amenities, shade, etc.	6/16/2023 10:44 AM
3	Bike in between driving and parking lane, even worth extra door space, there's better options.	6/13/2023 1:09 PM
4	Looks congested	6/13/2023 9:35 AM
5	The plan is not detailed enough to assess what I don't like.	6/11/2023 9:27 PM
6	I hate that the bike lanes are not separated from the road.	6/11/2023 6:58 PM
7	Bikes should not be riding near cars. It is less safe than option 1 and therefore less attractive to people who might use bikes including kids that might want to go to the park	6/11/2023 11:56 AM
8	?	6/10/2023 8:32 PM
9	I think the design can be improved to maximize space.	6/10/2023 7:29 PM
10	Less hospitable pedestrian access than design 1	6/10/2023 6:17 PM
11	Bikes not separate from cars, parking has to cross bike lane, sidewalks only on one side	6/10/2023 2:56 PM
12	Bike lane is not physically separated from car traffic	6/10/2023 12:15 PM
13	Separate bus lane. Still a straight-shot street. Need to SLOW traffic in this entire neighborhood and this doesn't do it. Prefer more separation between walkway and road as in option 1.	6/10/2023 8:48 AM
14	Too many trees. Not enough room for grass/lawns.	6/10/2023 8:42 AM
15	Everything looks good	6/10/2023 7:52 AM
16	I didn't like the on-street bike lanes. I would never be able to use those or feel comfortable taking my family out on them	6/9/2023 9:07 PM
17	Hard to tell if people can turn where needed from insert blow up to the side streets.	6/9/2023 8:59 PM
18	No physical separation between traffic and bike lane.	6/9/2023 7:36 PM
19	Travel lanes are too wide with bike lanes only separated by paint.	6/9/2023 12:47 PM
20	Nothing	6/9/2023 12:11 PM
21	The bike lane is totally unprotected and feels like an afterthought. There is no real multi use lane.	6/9/2023 11:05 AM
22	I think having a divided roadway here is a bad move. 1. You already have a lot of parallel pavement entrance/exit points between the campus road and 85, I think adding a divided roadway will cause confusion. 2. The southbound lane on this divided roadway concept is bound to encourage speeding, since it removes perceived obstacles. This will make that bike lane particularly dangerous, not to mention, hard to access. 3: The divider will create access issues for residents on Brevator whether they are coming and going in a car or on a bike. 4: The bike lanes, unlike in option one, are neither separated or protected by any physical barrier or green space. This will make the lanes less safe, the striping will wear away faster, and they will often be obstructed by parked/standing vehicles.	6/9/2023 10:04 AM
23	same as above. any infrastructure with walkers and cyclists and green is better than not have any	6/9/2023 8:42 AM
24	no buffer between cars and bike path. People will just start double parking like they do on Central Ave.	6/8/2023 10:13 PM

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25	The bike lane on southbound lane will be taken advantage of by parking/double parking (as is continuous on Madison Ave), or will be used as a passing lane/second driving lane, which will increase the hazard for anyone trying to bike. Option 1 is far better. People drive very quickly on this street; the separated bike lane is more appealing.	6/8/2023 9:55 PM
26	Everything	6/8/2023 9:40 PM
27	As on other divided streets, people who live on it sometimes drive the wrong way to lazily get to their house. Unprotected bike lanes	6/8/2023 7:54 PM
28	I never like to bike ride next to traffic or parked cars. The two bike lanes should be consolidated into one separated bidirectional bike lane.	6/8/2023 7:36 PM
29	Bike land far from park	6/8/2023 6:59 PM
30	Bike traffic will be coming from Melrose and would at least need a cut through on the median to turn left to the bike lane. Also, all future bike lanes should be protected or at least have a buffer.	6/8/2023 5:29 PM
31	Not as good as the first option since it does not include a multi-use trail. It might be better for the "hammerhead" bikers who wish to go 20 mph or higher but for the rest of us, Option 1 looks better. Still a LOT better than the crap out there now.	6/8/2023 4:41 PM
32	Based on my extensive Albany experience as a cyclist and bicycle advocate, bike lanes will be unusable during the winter. The City simply does not make them a priority; that's just a fact.	6/8/2023 4:30 PM
33	Nothing in particular	6/8/2023 3:51 PM
34	The bike lane should be protected.	6/8/2023 3:34 PM
35	It's nicer to buffer the homes with the greenery rather than have it in the middle, and the bike lane is not protected.	6/8/2023 3:03 PM
36	Street looks too cluttered.	6/8/2023 3:01 PM
37	Oops. I really messed up my prior answer for #1. I DO LIKE accommodation for all users!	6/8/2023 2:59 PM
38	unprotected and unseperated bike lanes are not safe and discourage people from using them recreationally and as transportation. This might make some people feel safer to cross, but that can also be accomplished with crosswalks, curb extensions, and raised crosswalks	6/8/2023 12:30 PM
39	Unsafe bike lanes	6/8/2023 9:51 AM
40	I think this option would be more confusing, particularly to people who don't use the street often.	6/7/2023 4:50 PM
41	bikers and pedestrians are unprotected -	6/7/2023 11:00 AM
42	Brevator Street will continue to be a high-speed connector between Washington Avenue & Western Avenue; street traffic "calming" design should be considered	6/6/2023 11:02 PM
43	Could not tell where exit from campus road is located. I like the exit at Belvedere. Basically I like this best	6/6/2023 4:24 PM
44	No issues	6/6/2023 4:05 PM
45	Painted bike lines with parking lanes on the curb side of the bike line and the bike lane running adjacent to car traffic and unprotected is about the worst possible design for bikes or pedestrians. Cars parking must cross the bike lane (high risk to bikers), the parked cars don't double as a barrier for bikers (wasted design opportunity just to add a few extra parking spots), doors open into the bike lane, and painted bike lane itself is all but useless in terms of safety.	6/6/2023 1:55 PM
46	X	6/6/2023 8:40 AM
47	No crosswalks, and painted, non-protected bike lines are not helpful - Albany drivers don't respect them and I don't feel safe taking them.	6/6/2023 8:10 AM
48	Worry about people hanging out or pan handling in the median.	6/5/2023 7:09 PM
49	It will give it a boulavard feel and look	6/5/2023 2:37 PM
50	I worry about motorists speeding from one end to the other, as well as what Brevator residents	6/5/2023 2:16 PM

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will do for parking when road cleaning and snow plowing are needed.

51	The bike path on the east side of the street should be protected by the parking lane, not exposed to traffic. You could also put two lanes of travel for the bike path on the east side and eliminate the bike lane on the west side.	6/5/2023 10:46 AM
52	Hoping people will be careful if they are walking in the center median.	6/5/2023 10:29 AM
53	Bike lanes should have clear delineation from roadway to ensure safety and mitigate driver entry, particularly where right turns are being made at intersections.	6/5/2023 10:11 AM
54	The location of the bike lane- preferable on rosemont park side of the street	6/5/2023 7:51 AM
55	I gave comments before but I did not notice then that the drawing shows no break in the median for traffic to access either Melrose or Hawkins from the traffic lane going south towards Western Ave. This means having to make a U turn at Belvidere? This is awkward. The drawing clearly shows a break at Belvidere but not at Melrose or Hawkins. How will traffic on Melrose/Hawkins make a left turn to go south on Brevator?	6/5/2023 12:32 AM
56	Well, there's no median. That's a biggie. And I think it's a mistake to put the sidewalk on the west side of the street when all the residences (except Campus View Apartments) and All Saints Academy are on the east side of the street. I think a sidewalk needs to be close to peoples' front doors.	6/4/2023 3:05 PM
57	Will the median allow for turning lanes at Hawkins, Melrose and Brevator? Will the sidewalk on the eastern side of Brevator encroach on the property of the houses, or will it be approximately where the current parking area is now?	6/4/2023 2:23 PM
58	nothing	6/4/2023 11:45 AM
59	I don't like riding my bike alongs side car travel lane.	6/4/2023 9:59 AM
60	Cycle lane on Washington Ave bound side is strange protecting cyclists from parked cars more than moving cars, and parking lanes feel unnecessary on this low-density corridor.	6/2/2023 10:58 PM
61	only one side for sidewalk	6/2/2023 2:45 PM
62	Putting bike lanes between parking and vehicle lanes is dangerous. Painted separation for the bike lanes is a poor use of a space. Paint will not be maintained, drivers will treat it as a two-lane road. Not enough crosswalks	6/2/2023 12:30 PM
63	Painted bike lanes are not safe bike infrastructure	6/1/2023 11:03 PM
64	Again, I have concerns about the parking.	6/1/2023 9:42 PM
65	Didn't feel 'cozy'.	6/1/2023 6:20 PM
66	I would prefer the 3' buffer on the south side between the bike lane and drive lane. I'm more worried about getting hit by a car then someone opening their car door. Many bike lanes (e.g. Madison Ave) pave the lanes directly next to the parking. The cross section view doesn't show any trees on the north side of Brevator between it and the campus road... I think a green barrier there would be great.	6/1/2023 1:43 PM
67	I preferred option 1 because of the fully separated bike/multi-use path. I don't see how the green belt between the traffic lanes will get much use and I think it is too dangerous on such a major artery to have the bike lane be adjacent to the car lanes without a green buffer.	5/31/2023 11:40 PM
68	I really don't think bikers are going to listen to the one way bike lanes in different directions . . .	5/31/2023 3:23 PM
69	makes it even more unsafe due to blind spots	5/30/2023 1:40 PM
70	nothing	5/29/2023 8:53 PM
71	I do not like that bike lanes are part of the vehicular lanes.	5/29/2023 9:02 AM
72	Bus lane	5/28/2023 2:04 PM
73	nothing	5/28/2023 9:31 AM
74	Not clear how the cycle lanes are protected from vehicles. Pylons, perhaps? At Washington Ave and Western Ave, how will cyclists turn left or right?	5/27/2023 4:29 PM

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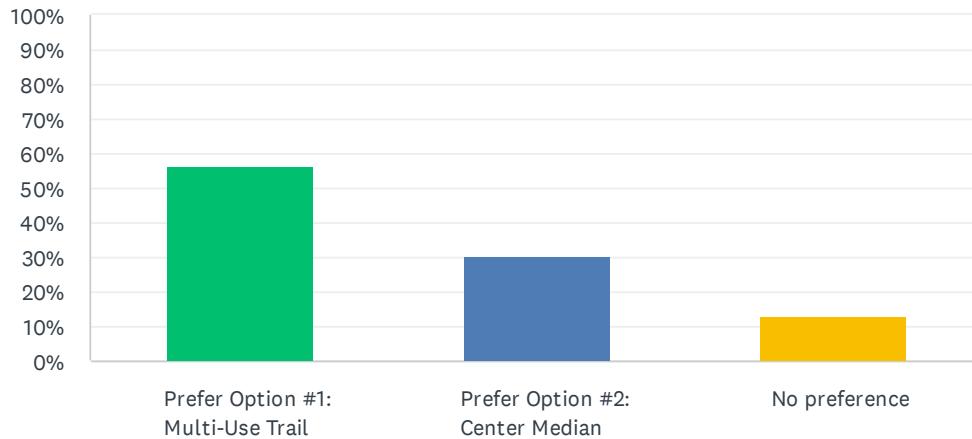
75	I can't see designated turn lanes into Hawkins, Melrose and Belvidere but possibly it will be like Manning where there aren't turn lanes but there is space for a car continuing straight on Brevator towards Western to easily avoid a left turning vehicle.	5/27/2023 12:30 PM
76	bikes in flow of car traffic.	5/26/2023 3:04 PM
77	I don't like that the bike lane is not separate from the traffic lanes.	5/26/2023 10:57 AM
78	I don't like that the bike lanes aren't protected. The parking should be flipped with the bike lane on the eastern side of the road. Very few people park there anyway.	5/25/2023 10:58 PM
79	The water management expense is not needed . The cost to maintain the center island should be considered . The design shows that there would not be crossover access to the side streets from both sides . That is a problem	5/25/2023 9:18 AM
80	The mistake is to assume that everything must be removed and destroyed.	5/24/2023 8:16 PM
81	I don't like that it only has painted markers for the bike lane instead of the multipurpose lane in Option 1	5/23/2023 7:06 PM
82	The parking lane location. I would rather have parking in the middle than just trees in the middle. Ideally: A bike lane and sidewalk on each side, parking in the middle (maybe trees with it), trees on sides	5/23/2023 6:05 PM
83	Median might encourage faster speeds through school zone	5/23/2023 2:05 PM
84	Bike paths not as well protected, median between drive lanes is wasted space	5/23/2023 1:02 PM
85	I would MUCH prefer the protected multi-use path. It is a very busy cut through and we bike our kids to school most nice days (Montessori from the Melrose neighborhood.) It would be soooooo much safer if there was a protected path.	5/23/2023 10:18 AM
86	I prefer Option 1 where the multiuse bike/walk lane is completely separate from the traffic lanes. Did not like the bike lanes next to cars, and it doesn't feel like it's an as efficient use of space. Puts all the greenery in one area, whereas Option 1 would have shade trees more dispersed and useful to pedestrians and bikers.	5/23/2023 10:04 AM
87	Placement of bike lanes without protection will discourage young, senior and female riders. Massive 19ft width of drivable surface will encourage speeding. Emphasis on difficult to maintain center running median. Resident maintained sidewalks will be less traversable after snow events.	5/23/2023 8:29 AM
88	Visibility issues with the trees in the median, pedestrians will be coming out from between trees.	5/22/2023 11:21 PM
89	not in love with median and who will maintain all the lawn care	5/22/2023 12:58 PM
90	N/A	5/21/2023 11:30 PM
91	I do not like to ride my bicycle along busy thoroughfares, I prefer #1's design where they had a green border between the street and the multiuse area.	5/21/2023 4:21 PM
92	I'd rather see protected bike lanes, not just a buffer zone. If a choice is to be made, I'd rather the buffer zone be between bike lanes and traffic and let cyclists watch the "door zone" on their own. My understanding is that sidewalks need to be maintained by property owners. I think this will lead to less consistent snow and ice removal than if it is done by the City.	5/20/2023 4:00 PM
93	Either option will be ok	5/19/2023 4:11 PM
94	two rows of trees in center may too much of the space of the road.	5/19/2023 3:33 PM
95	I live on Melrose Ave would there be a way to turn onto Melrose even with the median?	5/19/2023 2:45 PM
96	the divider in the center means that getting out of the school parking lot for my kids to go in the other direction will require we drive all the way to the end and do a u turn somewhere else or having to circle the block.	5/19/2023 1:42 PM
97	Bikes will fight for lane with double parked cars and delivery vehicles if the lane is just divided by paint.	5/19/2023 1:29 PM
98	Only painted path, could be dangerous	5/19/2023 1:02 PM

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99	see above	5/19/2023 9:26 AM
100	It seems to lack on street parking in the south lane heading toward Western.	5/19/2023 9:14 AM
101	I like that the traffic is divided	5/19/2023 8:31 AM
102	all of it, the median is stupid and will make the street harder to plow, it will not be maintained properly. dont do it	5/19/2023 8:00 AM
103	Sidewalk on one side	5/19/2023 7:02 AM
104	There should be sidewalks on both sides of the street. I don't understand the concept of having sidewalks only on one side of the road	5/19/2023 6:32 AM
105	I do not like the bike lane next to the driving lane.	5/18/2023 8:54 PM
106	Concerned about the median seeming insignificant in scale to the street breadth.	5/18/2023 8:43 PM
107	Mostly good	5/18/2023 8:34 PM
108	There still might be a chance for this road to become congested without the same width for cars. However, this option does seem more practical. Please avoid putting in more traffic lights or signs.	5/18/2023 7:55 PM
109	Could not see crosswalk design. Doesn't pedestrian or car access into Campus.	5/18/2023 7:30 PM
110	unprotected bike lane; cars will use as second lane and chase away cyclists/pedestrians	5/18/2023 6:03 PM
111	I think the car lanes should be together. I like the sidewalk and bike trail separated by trees.	5/18/2023 4:51 PM
112	NA	5/18/2023 4:41 PM
113	Meh	5/18/2023 4:10 PM
114	Too crowded for the space there? Barrier make it more difficult for turning access/parking?	5/18/2023 3:51 PM
115	parking is not completely separated from bike lane - this could be dangerous to youth, and then they would ride on the narrow sidewalk, creating issues on the sidewalk.	5/18/2023 3:30 PM
116	Existing homes on Washington Ave and Melrose have to eliminate high bushes that block the view of the road. There are always accidents at Washington and Brevator and the high hedges don't help.	5/18/2023 3:04 PM
117	Nothing.	5/18/2023 2:45 PM
118	No sidewalk on West side, which will lead to the bike lane becoming a de facto pedestrian path.	5/18/2023 1:40 PM
119	Cannot turn into your driveway from the far driving lane	5/18/2023 1:08 PM

Q13 Overall, do you have a preference between the two general design concepts?

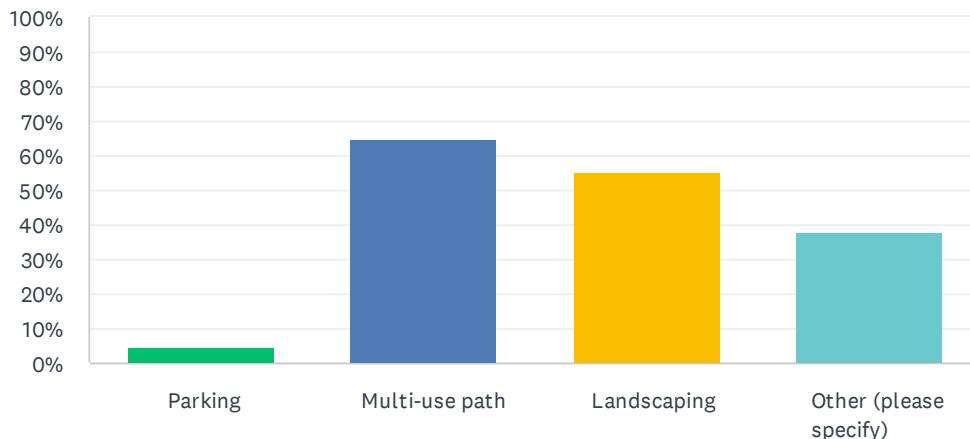
Answered: 144 Skipped: 4



ANSWER CHOICES	RESPONSES
Prefer Option #1: Multi-Use Trail	56.25% 81
Prefer Option #2: Center Median	30.56% 44
No preference	13.19% 19
TOTAL	144

Q14 What improvements are a top priority for you?

Answered: 145 Skipped: 3



ANSWER CHOICES	RESPONSES	
Parking	4.83%	7
Multi-use path	64.83%	94
Landscaping	55.17%	80
Other (please specify)	37.93%	55
Total Respondents: 145		

Q15 Additional comments about what you would like to see more of on Brevator Street?

Answered: 88 Skipped: 60

#	RESPONSES	DATE
1	Crosswalks	6/16/2023 10:04 PM
2	Seems like a great opportunity to route BRT lines? Plenty of space and at the edge of highway and local streets.	6/16/2023 10:44 AM
3	Sidewalks for safety and parking to reduce the congestion on Rosemont. Better for our neighbors. I think the parking should be parallel to the park and not done in a way that makes it necessary to back out onto the street.	6/11/2023 9:27 PM
4	Dutch intersection design	6/11/2023 11:56 AM
5	Nope	6/10/2023 8:32 PM
6	Thank you for taking the time to review this feedback :) I have a suggestion for option #3 which combines the 2 options presented so far. It keeps the sidewalk on the side of the street with a school, most of the homes, and a park, plus it provides ample bike path space away from all of the intersecting streets and driveways. This measures 63 feet just like option #2, here's a breakdown from east to west: - 5' sidewalk - 2' utility buffer - 8' parking lane - 3' driving lane buffer - 11' driving lane - 10' green median - 11' driving lane - 3' lane buffer w/ curb - 10' double wide bike lane	6/10/2023 7:29 PM
7	While I navigate Brevator by car frequently, I also have regularly biked on it with two kids under 11 on their own bikes. At present, we use Brevator mostly because of the light at Washington, and then I pray for the two blocks before we can turn left and go through the neighborhood around Rosemont Park. Either of these would be an improvement. At present, cars fly down Brevator, and there is no median for a kid on a bike if s/he gets caught between traffic and no traffic calming to slow cars using it as a thoroughfare. I have been passed on the left while waiting behind a southbound school bus for a kid to board. I worry a bit that kids in option 2 who live on the park side of Brevator would have to cross all the way across all lines to board a southbound school bus. The median *may* make it easier.	6/10/2023 6:17 PM
8	Landscaping to block view of campus access road	6/10/2023 2:56 PM
9	Djd	6/10/2023 12:15 PM
10	Fewer cars. More housing construction on the campus access side would benefit the neighborhood, road, and city. Fold the road entirely into the neighborhood instead of having it feel like a borderland.	6/10/2023 8:48 AM
11	Better snow removal. Plows go too fast and throw snow and debris back onto lawns and sidewalks.	6/10/2023 8:42 AM
12	Greenery, classy looking lower street lights, and smooth paved road.	6/10/2023 7:52 AM
13	None	6/9/2023 9:07 PM
14	Continue path up Washington all the way to SUNY campus. No good pedestrian or bike routes down that stretch at all	6/9/2023 8:59 PM
15	Could the green infrastructure /storm water management tools be used in option 1 where it's currently marked "planting buffer"?	6/9/2023 7:36 PM
16	Flowers and a safe lighted environment for walking. Also, a road that is safe to drive your car on. The pot holes I. This road are dangerous and detrimental to my vehicle	6/9/2023 12:11 PM
17	Please make Albany more bike commute friendly!	6/9/2023 11:05 AM
18	I think the residents and users of Brevator St deserve a friendly environment that isn't a sun-	6/9/2023 10:04 AM

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baked drag strip across from 10 more lanes of high-speed multi-lane highways. Option 1 is a big step in the right direction, giving residents more shade, a quieter, safer, more inviting place to live and access their neighborhood. The amount of space here on Brevator is massive, and there is absolutely no need for 4 vehicle lanes. This gives the city the PERFECT opportunity to put in a protected bike path + sidewalk to turn Brevator into a key connecting point for city residents and cyclists.

19	areas for music, gatherings, bathroom,	6/9/2023 8:42 AM
20	I want it to look more inviting and feel safe for pedestrians and bikers.	6/8/2023 10:13 PM
21	Traffic calming, improved roadway surface, bike infrastructure	6/8/2023 9:55 PM
22	Pavement	6/8/2023 9:40 PM
23	I like this effort. I would love to see continued emphasis on removing bicycle traffic to its own separate and safe lane. Mixed use trail design is probably okay for now, but ideally I'd love to see fewer car lanes and separate lanes for each mode (pedestrian, transit) with risking mixed mode lanes.	6/8/2023 7:36 PM
24	Na	6/8/2023 6:59 PM
25	More trees and better bike connections at the ends of the study area to western especially	6/8/2023 5:29 PM
26	Make the path reasonable for both bikers and walkers. No raised curbs at intersections, keep them flat so bikers can manipulate and safely cross at them.	6/8/2023 4:41 PM
27	Greenery and landscaping can help calm traffic; it won't feel to drivers like an interstate (as is currently the case).	6/8/2023 4:30 PM
28	Ample sidewalk space and a protected bike lane.	6/8/2023 3:34 PM
29	please ignore complaints about parking. if people want more parking then they put asphalt on their lawns and not get subsidized by the government	6/8/2023 12:30 PM
30	more trees and landscaping; Is there any way to have BOTH a center median and a protected lane for bikers and walkers????	6/7/2023 11:00 AM
31	Lights	6/6/2023 4:05 PM
32	Please use this funding and opportunity to add a protected bike lane. The street itself is a perfect opportunity as there are rarely cars using the street parking (on either side of the street, but particularly on the side adjacent to the service road) and the street is wide enough to booth accommodate ambition and benefit from a diet. Installing a protected lane here would sacrifice little in the way of parking and could provide a proof of concept design for other parts of the city (namely Western and Washington Ave, two large roads also plagued with speeding and safety issues).	6/6/2023 1:55 PM
33	Safety plans	6/6/2023 8:40 AM
34	This is a chance actually create a real multi-use, protected lanes, which is so, so rare anywhere in Albany outside of the riverfront. Please, please do it!	6/6/2023 8:10 AM
35	Lamp posts	6/5/2023 7:09 PM
36	better entrance from Brevator to campus roadway - current entrance is very awkward if coming from firehouse side and making right hand turn onto campus road entrance	6/5/2023 6:12 PM
37	I would like to see easy, unrushed right and left turning to and from Brevator Street and the side streets.	6/5/2023 2:16 PM
38	I like the idea of additional green infrastructure. The use of porous pavement would be a nice addition.	6/5/2023 10:46 AM
39	Just that people are encouraged to slow down. Also, there is a curb at the top of Belvidere that does not have a cut.	6/5/2023 10:29 AM
40	Parking and better access to the park from Brevator.	6/5/2023 12:32 AM
41	Our house is very close to Brevator St. and we are concerned about the removal of the old concrete. We hope that it can be pulled up and winched onto a flatbed and destroyed away from the houses. The destruction of concrete on I-85 a few years ago really shook our house	6/4/2023 2:23 PM

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and we hope that no damage to our home will result from the project. We'll cope with the noise and dirt! We are happy that this project is moving forward!

42	Who will be responsible to maintaining the median? With renters in the many apartments in that long section between Melrose and Belvidere, I doubt that there will be any volunteer efforts to cut grass. Is there money in the city budget to maintain the median? Also wondering about snow removal with respect to the wider area on the south side (drive lane + bike lane + street parking).	6/4/2023 11:45 AM
43	Intersection at Belvidere use to see a lot of traffic exiting the state office campus and going up Belvidere. Currently intersection is being redesigned/rebuilt. Don't know if through traffic to Belvidere will return. Prefer that it doesn't. Thanks.	6/4/2023 9:59 AM
44	With the CDTA purple line improvements to the intersection of Brevator & Belvidere, it's important that the path would connect to the new multi-use path that will go across the bridge above NY-85 and allow the new bus lane infrastructure to work properly.	6/2/2023 10:58 PM
45	More wildflowers/native flora, less street parking.	6/2/2023 12:30 PM
46	No need to provide that much on street parking on the street as it is a low density residential street with little or no nearby destinations	6/1/2023 11:03 PM
47	There needs to be more greenery and coordination with the Water Board.	6/1/2023 9:42 PM
48	I'd like it to feel more like a part of the city, and make it easier for kids to ride their bikes or walk to Melrose Park.	6/1/2023 6:20 PM
49	Any improvement that improves pedestrian safety on Brevator is huge win. I've complained for years about how people driving it as if it's a 4 lane road creates huge safety issues for pedestrians. I'm on Brevator on foot/bike very often all year long and have been honked at, yelled at, had cars squeeze past me at high speeds, and had cars have to stop in their 'lane' because there wasn't enough space to pass me since they were driving like it was a 4 lane road. Another safety issue you should consider is cars turning right onto Brevator from Hawkins, Melrose, and Belvidere often don't look right for pedestrians before turning and I've almost been hit multiple times by people trying to make a quick turn. The surface is also terrible and making it a smooth road again will be great. I also like the all the trees shown and hope that the end options includes as many as possible, especially along the north side since it wasn't clear there would be any there in the median option. Lastly, Belvidere is often used as a cut through for cars trying to avoid the Brevator/Western intersection and they often travel at high speeds for a residential neighborhood. Anything you can do to make this harder and limit the amount of cars doing this would be very helpful.	6/1/2023 1:43 PM
50	police presence	5/30/2023 1:40 PM
51	We have lived very close to Brevator for 12 years. We like to walk and it is not safe for that. Also speeding cars day and night are noisy and dangerous .	5/29/2023 8:53 PM
52	Safe bike lanes. Less crazy panhandling people living in the rundown apartments at Western and Brevator.	5/28/2023 2:04 PM
53	better roads in general	5/28/2023 9:31 AM
54	Possible addition of public art such as a sculpture in the median or near the park. I understand that might have to be a donation by the artist or a group, not part of the budget. Thanks for offering this survey!!	5/27/2023 12:30 PM
55	Better crosswalks on Washington and Western. Overall I think the City is proposing some great improvements and I'm excited to see it.	5/26/2023 10:57 AM
56	Improved intersection at western. It's nearly impossible to cross the street safely. Less parking and more bike lanes.	5/25/2023 10:58 PM
57	I like option 1. Without the multi use trailbut you did not offer that .	5/25/2023 9:18 AM
58	I would like to see a street designed for residential use that is safe and quiet for people who live here.	5/23/2023 7:06 PM
59	Better upkeep with potholes, safe crosswalks, clear lines- it currently looks like 2 lanes each way or a lane and parking lane each way, but nobody knows	5/23/2023 6:05 PM

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60	Don't modify the firehouse curb cut if it will cause the trucks to need to shut down traffic to back into their quarters	5/23/2023 1:02 PM
61	It is very dangerous the way it is now. The giant potholes are one thing, but the speed at which folks travel, combined with the misunderstanding of lanes is awful. I am so glad the city is finally taking care of this mess! It is also very dangerous for pedestrians and bikers. Pulling out of Melrose it can be hard to see people coming from the right. My husband was almost hit by a car while running, and I came close to hitting a pedestrian one time there too. Slowing things down and planting trees as a barrier between the housing and the state office campus is so key! It looks so barren and awful the way it is.	5/23/2023 10:18 AM
62	More trees!!! And areas where we (neighborhood) can plant and maintain more flowerbeds, like we do along the Belvidere median from Western to Brevator. Creates community involvement and enhances the beauty of the area!	5/23/2023 10:04 AM
63	Maintenance free regional plantings. Better complete street treatments of western and Washington intersections.	5/23/2023 8:29 AM
64	Smooth pavement is my priority. The rest is irrelevant without that.	5/22/2023 11:21 PM
65	i live directly across from the firehouse. we get a lot of snow plowed into our property. maybe the decrease in lanes will eliminate some of this. Anything will be an improvement	5/22/2023 12:58 PM
66	None	5/21/2023 11:30 PM
67	Because our future appears to be headed towards EV usage, I think setting up EV stations or designating an area for this to be incorporated into the street is a good idea.	5/21/2023 4:21 PM
68	Either option would be an improvement. I have concerns about a multiuse path passing by so many driveways and the potential for conflict between cyclists and pedestrians. Perhaps simple signage with rules of the path might help.	5/20/2023 4:00 PM
69	definite lanes and crosswalks	5/19/2023 3:33 PM
70	This is general, I appreciate the street being dedicated to the citizens of Albany. I am tired of the state workforce and others that come to Albany for services and entertainment destroying our streets and then leaving.	5/19/2023 1:02 PM
71	Safer for walking from All Saints to Rosemont park.	5/19/2023 9:26 AM
72	you wont maintain the median, dont create more work for yourself	5/19/2023 8:00 AM
73	Less garbage and more eye appealing	5/19/2023 7:02 AM
74	It would be wise to put the sidewalks on both sides of the street, rather than putting a lot of money into landscaping.	5/19/2023 6:32 AM
75	Get rid of the apartment buildings across the street from the school. Eyesore, drug use, pedophiles, people standing outside asking for money	5/18/2023 8:58 PM
76	Sidewalks or walking trail, visually appealing, fixed roads, safety measures to take into account for the school, continued/better access to 85, maybe more trees along the Campus View apartments to make that area look more appealing.	5/18/2023 8:54 PM
77	I would like to see the green wilderness area next to ASCA addressed. It is unsightly and seems to collect PC carts. If left as is, it would be an eyesore in the midst of all the improvements.	5/18/2023 8:43 PM
78	Fix the road so that potholes are minimal to none. This is the main issue with the street.	5/18/2023 7:55 PM
79	Glad some improvements are being made to Brevator.	5/18/2023 7:30 PM
80	slow traffic, crosswalks, protected cycle path	5/18/2023 6:03 PM
81	NA	5/18/2023 4:41 PM
82	It's near a school	5/18/2023 4:10 PM
83	Pot holes fixed - street repaved	5/18/2023 3:51 PM
84	Thank you for thinking of alternate travels means along Brevator St. The street connects multiple neighborhoods with schools and family homes.	5/18/2023 3:30 PM

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85	Slower traffic. Prettier appearance.	5/18/2023 3:04 PM
86	Access to the CDTA BRT line would be nice since some (apparently more important than the rest of us) neighborhood residents got the stop planned for Western Ave wiped off the map.	5/18/2023 1:40 PM
87	Benches or sitting areas	5/18/2023 1:08 PM
88	Walkable sidewalks and bike paths	5/18/2023 11:06 AM