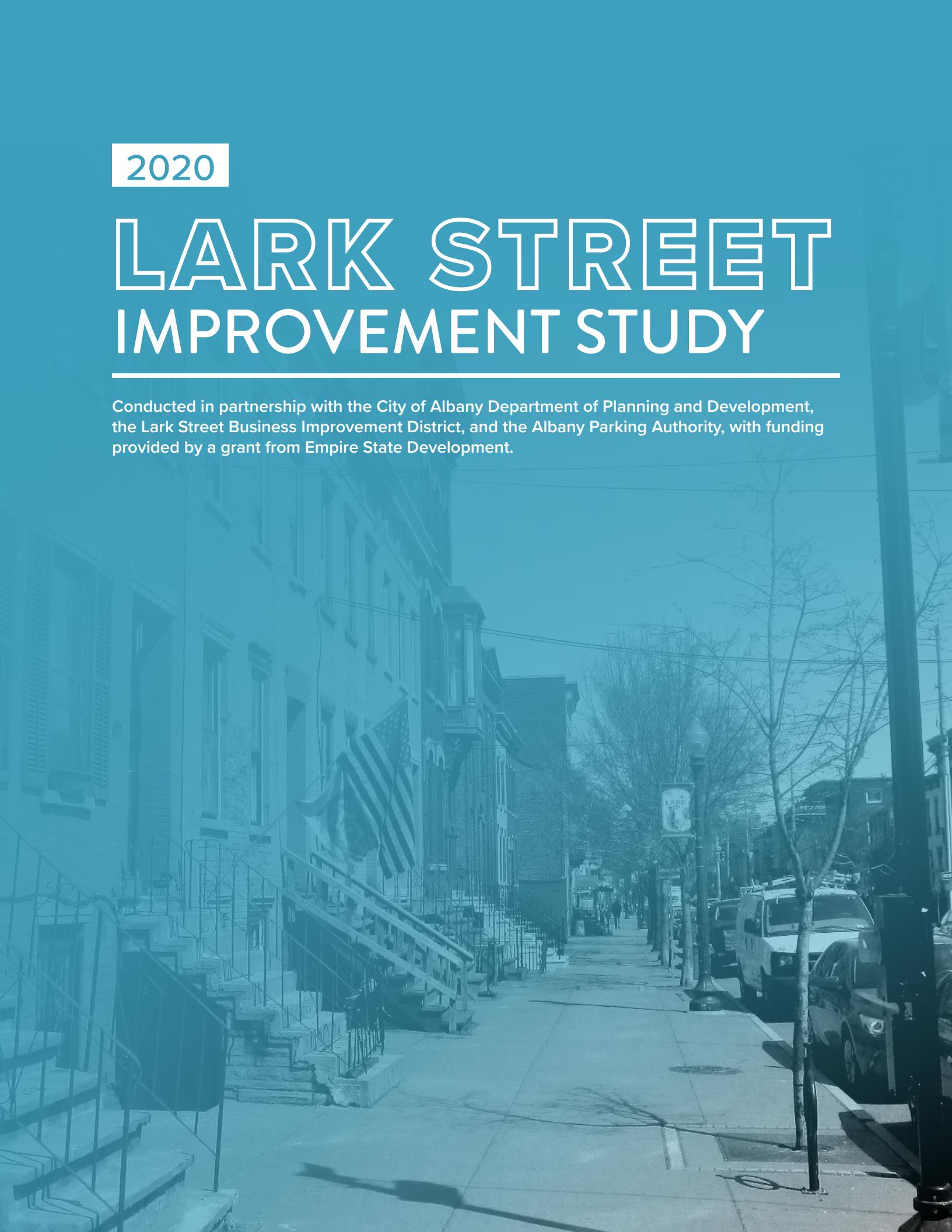


2020

LARK STREET IMPROVEMENT STUDY

Conducted in partnership with the City of Albany Department of Planning and Development, the Lark Street Business Improvement District, and the Albany Parking Authority, with funding provided by a grant from Empire State Development.



ACKNOWLEDGMENTS

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This Study was conducted and assembled by
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APPENDIX A. Streetscape Inventory Template

EXECUTIVE SUMMARY

PROJECT OVERVIEW

The City of Albany's Department of Planning & Development, the Albany Parking Authority, and the Lark Street Business Improvement District (BID) partnered to undertake the Lark Street Improvement Study. The Lark Street Improvements Study examines the feasibility of a variety of different streetscape improvements along Lark Street to enhance the public realm.

The core study area for the Improvement Study is along Lark Street between Madison Avenue and Washington Avenue. This portion of Lark Street provides the City of Albany with an opportunity to build on its success in recent years as a central commercial hub within the City. Recognized for its unique sense of place, Lark Street activity has increased significantly in the past year, with nearly 20 new businesses opening their doors. In order to build on this momentum, attract future investment, and mitigate increased traffic, the Lark Street Improvement Study provides design alternatives.

These design alternatives and guidelines include physical improvements as well as programmatic opportunities to attract future investment, captivate visitors, mitigate increased traffic, and enable residents and neighbors to live, work and play along the corridor. The design alternatives and recommendations in this plan incorporate and build upon a number of City initiatives including, the Unified Sustainable Development Ordinance (2017), Complete Streets Policy and Design Manual (2016), Complete Streets Ordinance (2013) and the Bicycle Master Plan (2009). This Study also provides the City with preliminary cost estimates and a phasing strategy to implement the Lark Street streetscape improvements.

STUDY AREA



PROJECT GOALS

The Lark Street Improvement Study is guided by six goals, which are fundamental to stimulating local economic growth and attracting and retaining residents, visitors, and businesses.

1



BEAUTIFY
THE STREETSCAPE



Embrace Lark Street's existing character, while also enhancing visitors' experience through landscaping, art, and long-term maintenance.

2



ESTABLISH
GATEWAYS



Create a unique sense of arrival to welcome visitors and increase recognition of the Lark Street corridor.

3



SUPPORT
SAFE TRAVEL FOR
MULTIPLE MODES



Improve access, safety, and user experience for all modes of transportation, including pedestrians, bicyclists, transit riders, and motorists.

4



ENHANCE
PARKING ACCESS



Develop strategies to help visitors find parking and improve the pedestrian experience between parking spots and final destinations.

5



STRENGTHEN
CONNECTIONS TO THE
PARK + DOWNTOWN



Establish wayfinding design guidelines that visually connect the Lark Street corridor to neighboring destinations.

6



CREATE
A STRONG SENSE
OF PLACE



Ensure all recommendations foster a strong and cohesive sense of place that builds on Lark Street's unique character.

EXISTING CONDITIONS + ANALYSIS

A comprehensive inventory of existing socio-demographic and physical conditions within the Lark Street study area was collected and analyzed. The

following provides a brief summary of key findings that served as the foundation for recommendations and streetscape design alternatives.

KEY FINDINGS

SOCIO-DEMOGRAPHIC

- The Lark Street neighborhood is expected to grow more rapidly in the next 5 years than the City of Albany
- The Lark Street neighborhood is characterized by a high concentration of young adults
- Nearly three-quarters of housing units (72%) in the Lark Street neighborhood are renter-occupied
- The Lark Street neighborhood is well-positioned to benefit from the concentration of public sector job opportunities (State, County, and City and related industries) located in downtown Albany
- Lark Street serves as a walkable neighborhood

ZONING + LAND USE

- Tax parcels along the Lark Street study corridor occur in four different USDO Districts, and all parcels along the corridor are within the Combined Sewer Overlay
- A majority of the Lark Street corridor is characterized by land uses that are commercial and mixed-use (retail on the first floor with residential on the upper floors)

STREETSCAPE INVENTORY

- **Roads:** Lark Street is classified as a Principal Arterial by NYSDOT and experiences an average of 8,900 vehicles per day. It is a two-way street with one travel lane in each direction and a parking lane on the west side of the street
- **Sidewalks:** Sidewalks are present on both sides of Lark Street and are in good condition. They vary in width along the entire length of the corridor, and several sidewalk features constrain available clear space for pedestrian mobility
- **Crosswalks:** Intersection crossings are characterized by faded crosswalks and a lack of pedestrian signals at minor signalized intersections (Hudson, Lancaster, and State)
- **Buses:** The Capital District Transportation Authority (CDTA) operates four bus routes along Lark Street
- **Bicycles:** Shared lane markings (sharrows) are present in the north- and south-bound travel lanes. However, the sharrow pavement markings are significantly faded along the entire length of the corridor, making them very difficult to see
- **Lights:** Pedestrian light poles are evenly spaced along the corridor, occurring approximately every 60 feet. Despite evenly distributed lights, a few pockets along Lark Street are dark
- **Trees:** A total of 63 are present along Lark Street and all are generally in good condition
- **Amenities:** No public benches or seating areas are provided along the entire length of the corridor. Trash receptacles are located intermittently. Two public art installations are located on Lark Street. Several Lark Street businesses provide outdoor seating and tables for sidewalk dining

PARKING

- Over 2,000 parking spaces are present within approximately one-quarter mile of Lark Street (1,965 on-street spaces and 289 off-street spaces)
- On-street parking utilization is highest on weekend mornings (75% occupancy) and lowest on weekday afternoons (64% occupancy)
- Off-street parking is under-utilized on weekends
- No loading zones are present on Lark Street, despite the high concentration of businesses and restaurants requiring regular deliveries
- On Lark Street, illegal parking to accommodate loading activities is concentrated between Hudson Avenue and Jay Street and State Street and Washington Avenue

SAFETY

- Traffic accidents are concentrated at intersections, particularly the Madison Avenue and Washington Avenue intersections
- Crime incidents are most frequently reported at night (10PM-5AM), are concentrated at the northern and southern ends of Lark Street, and are often associated with alcohol serving establishments
- Poor lighting, a high concentration of residential and/or vacant buildings, and narrow sidewalk conditions can negatively impact pedestrians' comfort and sense of safety

ANALYSIS

- Recent zoning changes reinforce Lark Street's character and position it as an important neighborhood mixed-use corridor
- Lark Street serves a rapidly growing population of young, well-educated adults who are inclined to walk to work and are less reliant on cars than residents in the City of Albany as a whole
- Several recently constructed high-density residential developments targeting individuals interested in an urban lifestyle are within approximately one-half mile of Lark Street are expected to increase multimodal traffic and expand the street's service area
- Lark Street is a multimodal corridor providing mobility for a variety of users, including public transit riders, pedestrians, cyclists, and motorists
- A mix of uses activates the streetscape, provides valuable neighborhood services, and creates a unique local destination

ENGAGEMENT

Frequent and consistent engagement with the public, stakeholders, and other City Departments was an integral component of this Study and will continue to be fundamental as Lark Street designs are further developed. Early in the planning process, public, stakeholder, and interagency engagement helped to define opportunities, issues, and a future vision for the Lark Street corridor. As design alternatives were developed, conversations with City Departments and stakeholders were critical in developing a preferred alternative, and public feedback during a week-long demonstration project further refined design recommendations. Beyond interagency coordination and project team meetings, several creative and innovative engagement methods were utilized throughout the Study, including:

- Stakeholder meetings consisting of business drop-ins, meetings with neighborhood associations, Albany County, Capital District Transit Authority, local organizations and property owners
- Public Events in the form of open storefronts, a demonstration project, and a public open house provided public feedback that also informed design recommendations



DEMONSTRATION



How People Perceive Lark Street TODAY:

- Art
- Community
- Disconnected
- Diverse
- Food
- Home
- Potential
- Scruffy / Seedy
- Tired
- Unchanging
- Vibrant
- Walkable

Visions for Lark Street in the FUTURE:

- Accessible
- Art
- Clean
- Community
- Diversity
- Historic
- Improved Road Condition
- Memorable
- More
- Safe
- Vibrant
- Walkable / Bikable

PUBLIC OPEN HOUSE



STREETSCAPE DESIGN ALTERNATIVES

Three different design alternatives were developed for the Lark Street corridor in order to explore different strategies for achieving the project goals. Ultimately a preferred alternative was identified that coalesced elements from each alternative.

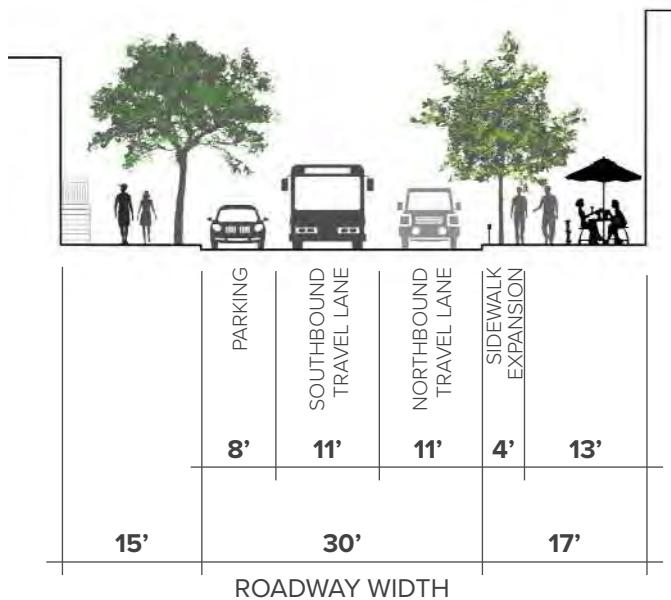
PREFERRED ALTERNATIVE

The preferred alternative focuses on enhancing the pedestrian experience along the corridor by improving accessibility, calming traffic, and creating new spaces for amenities.

The alternative emphasizes the pedestrian experience through roadway narrowing (either temporary or permanent), curb extensions, and raised intersections. The preferred alternative reduces on-street parking losses, better accommodates loading activities, and optimizes curb extension widths, all of which are critical to the long-term functionality and vibrancy of Lark Street.

The alternative represents a long-term vision for Lark Street, and it is recognized that additional study is needed to further develop this alternative.

PREFERRED ALTERNATIVE



▲Preferred Alternative. Raised intersections, curb extensions, decorative lighting, and green infrastructure shown at a typical minor signalized intersection.

STREETSCAPE DESIGN RECOMMENDATIONS (CONT.)

In addition to conceptual design alternatives, general design recommendations for streetscape features along Lark Street are also provided to achieve the project goals. For each recommended feature, its purpose, alignment with project goals, and applicability

are described; discrete actions are recommended; and, key design and maintenance considerations are summarized. Streetscape features are classified into the three categories below.

STREETSCAPE AND INTERSECTIONS

Recommended roadway and sidewalk features to improve accessibility, enhance multimodal transit, and calm traffic

- Roadway Narrowing
- Curb Extensions
- Curb Radii
- Sidewalk/Sidewalk Extensions
- Loading Zones
- Transit Infrastructure
- Intersection Crossings
- Raised Intersections
- Madison/Lark Intersection

PLACEMAKING

Recommended sidewalk features to improve the pedestrian experience and foster a unique sense of place

- Site Furnishings
- Bicycle Amenities
- Public Seating
- Lighting
- Trash/Recycling Receptacles
- Street Trees
- Green Infrastructure
- Public Art

GATEWAYS + WAYFINDING

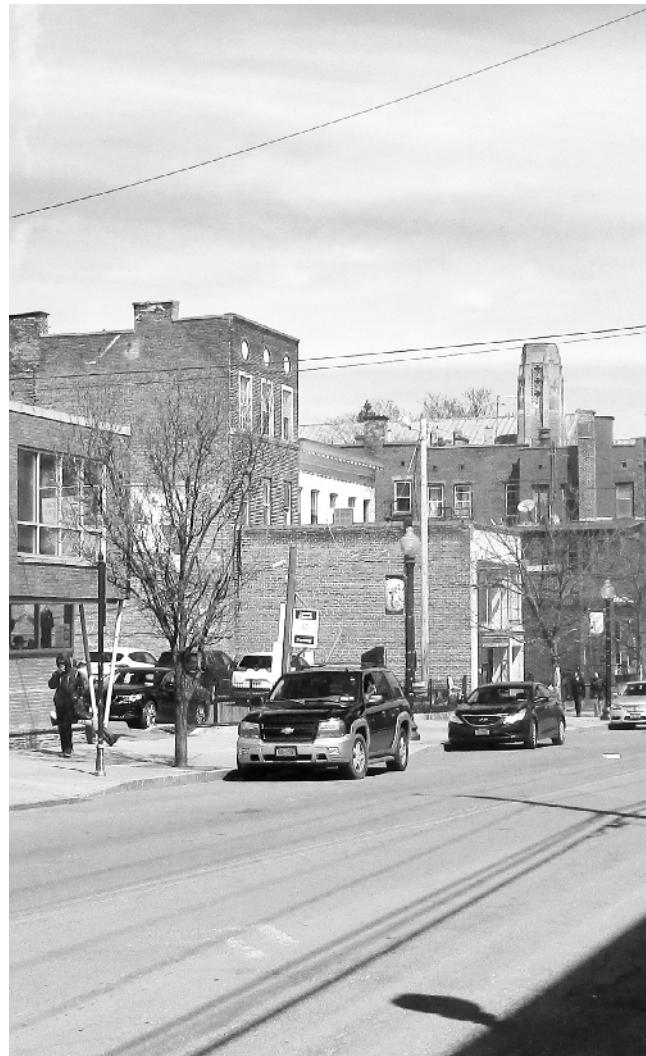
Recommended features to welcome residents and visitors to the corridor, announce Lark Street's presence, and enhance connectivity to neighboring destinations

- Major Gateways
- Minor Gateways
- Directional Signage
- Informational Kiosks
- Interpretive Signage

PARKING RECOMMENDATIONS

To improve parking access on Lark Street and in the surrounding neighborhood parking recommendations include:

- Targeted regulation changes on Lark Street, such as on-street parking, loading and street cleaning schedules
- Additional data collection to optimize parking enforcement and policies over time
- Partnerships to improve utilization of off-street public parking lots
- Programmatic changes to modify behaviors and perceptions related to parking



PROGRAMMATIC RECOMMENDATIONS

In addition to infrastructure projects, this study also recommends programs to support, enhance, and improve the effectiveness of the streetscape design and parking recommendations. Programmatic changes including education, enforcement, and long-term maintenance are integral to achieve the goals of this Study. Proposed actions include

- Expand the Albany Ambassador Program or build upon its model to establish a Lark Street Ambassador Program
- Partner with Albany County to support and further the mission of the Safer Bars Initiative on Lark Street
- Coordinate with the Albany Police Department to identify and effectively address safety concerns along and adjacent to Lark Street
- Plan for increased enforcement by the Albany Police Department and Albany Parking Authority immediately following implementation of proposed parking and streetscape changes
- Coordinate with the City's Code Enforcement Officer to increase building code enforcement along Lark Street
- Establish streetscape maintenance partnerships between the Lark Street BID, City of Albany (e.g., Department of Water and Water Supply's Green Infrastructure Maintenance Crew), and private entities

PRE-CONSTRUCTION WORK

This Study represents a planning-level feasibility study, and therefore, several additional actions and analyses will need to be undertaken prior to initiating construction of the recommended streetscape improvements. Pre-construction work includes grant writing, a delivery management and enforcement plan, a long-term demonstration project, and engineering design and permitting.

COST ESTIMATES

The cost estimates presented in this Study are for planning purposes, to allow the City of Albany to gauge the approximate costs for Lark Street improvements.

Phasing recommendations focus on implementing major roadway infrastructure changes first and then enhancing the pedestrian experience with sidewalk upgrades, additional amenities, and landscaping. Recommended phases represent best practice, but are not intended to be overly prescriptive. The estimated costs associated with each phase should be viewed as a menu of options that provides flexibility and enables the City to nimbly respond to available funding opportunities.

The simplified costs for each phase of the project include all soft costs such as mobilization, basic work zone protection, survey operations, erosion and sediment control, design, inspection, incidentals and contingencies.

PHASE 1

Phase 1 is comprised of roadway and sidewalk improvements, ADA upgrades, signage, and pedestrian amenities.

\$3.6 MILLION

PHASE 2

Phase 2 consists of sidewalk upgrades and high priority pedestrian amenities.

\$2.9 MILLION

PHASE 3

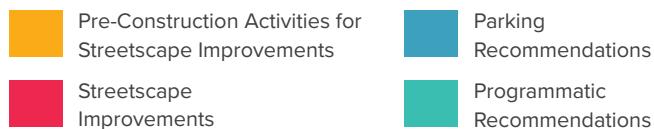
Phase 3 includes additional signage and pedestrian amenities that further a unique sense of place along Lark Street. Cost depends on selected elements and quantity. Estimated unit costs for each amenity (materials and installation) are provided in the full report.

\$ AS DETERMINED

SHORT-TERM ACTION PLAN

The action plan matrix shown below provides a concise guide for implementing the various streetscape design, parking, and programmatic recommendations made in this report. The actions are listed in chronological order over a five year period. The complete matrix with additional considerations can be found in the full report.

The recommended actions are broken up for ease of manageability and for seeking potential funding sources.



Type	Recommended Action	Estimated Cost	Responsible Party(ies)	Key Partners	Timeframe
Yellow	Delivery Management + Enforcement Plan	Staff Time	• Dept. of Planning + Development • Albany Parking Authority	• Lark Street BID • Lark Street businesses	Winter/Spring Year 1
Yellow	Grant Writing for Phase 1 Streetscape Improvements	Staff Time	Dept. of Planning + Development	• Dept. of Engineering • Dept. of Water + Water Supply	Spring Year 1
Blue	Implement Recommended Parking Regulations	Staff Time	Albany Parking Authority	• Dept. of Traffic Engineering • Dept. of General Services	Spring Year 1
	Conduct Additional Parking Counts	\$15,000 (approx.)	Albany Parking Authority		Summer Year 1
Blue	Initiate Branding + Marketing Program to Change Parking Perceptions	Staff Time	Lark Street BID	• Albany Parking Authority • City of Albany	Summer Year 1
Yellow	Demonstration Project to Test Roadway Narrowing	Cost Varies	Dept. of Planning + Development	• Dept. of Engineering • Dept. of Traffic Engineering	Summer/Fall Year 1
Yellow	Engineering Design + Permitting of Phase 1 Streetscape Improvements	\$250,000	Dept. of Planning + Development	• Dept. of Engineering • Dept. of Traffic Engineering • Dept. of Water + Water Supply	Spring/Summer/Fall Year 2
Teal	Establish Ambassador Program	Staff Time	Lark Street BID	• Lark Street businesses • Albany County • Local non-profits	Year 2
Teal	Establish Maintenance Partnerships	Staff Time	Lark Street BID	• Dept. of Water + Water Supply • Lark Street businesses • Dept. of General Services	Year 2
Red	Construction of Phase 1 Streetscape Improvements	\$3,350,000	Dept. of Planning + Development	• Dept. of Engineering • Dept. of Traffic Engineering • Dept. of Water + Water Supply	Spring/Summer/Fall Year 3
Teal	Increased Monitoring + Enforcement	Staff Time	• Albany Police Department • Albany Parking Authority	• Department of Traffic Engineering	Fall Year 3
Red	Design + Construction of Phase 2 Streetscape Improvements	\$2,900,000	Dept. of Planning + Development	• Dept. of Engineering • Dept. of Traffic Engineering • Dept. of Water + Water Supply	Year 3 - Year 5
Red	Ongoing Implementation of Phase 3 Streetscape Improvements	Cost Varies	Dept. of Planning + Development	• Dept. of General Services • Lark Street BID • Dept. of Traffic Engineering	Year 4+

01

PROJECT DESCRIPTION



INTRODUCTION

Lark Street, also known as the “Village in the City,” serves as the commercial center for several neighborhoods, including: Center Square, Hudson/Park, Washington Park, and Park South. Recognized for its unique sense of place, activity along Lark Street has increased significantly in the past year, with nearly 20 new businesses opening their doors. In order to build on this momentum, attract future investment, and mitigate increased traffic, the City of Albany’s Department of Planning & Development, the Albany Parking Authority, and the Lark Street Business Improvement District (BID) partnered to undertake the Lark Street Improvement Study, which examines the feasibility of a variety of different streetscape improvements along Lark Street to enhance the public realm.

Lark Street is a critical north-south route within the City of Albany. It serves as U.S. Route 9W and provides access to downtown Albany, Washington Park, and Interstate 90. Lark Street is classified as a Principal Arterial by the New York State Department of Transportation (NYSDOT) and experiences an average of 8,900 vehicles per day between Madison Avenue and Washington Avenue. In addition to serving as an important vehicular corridor, Lark Street is a major bus route and is frequented by pedestrians and cyclists, due to the density of commercial and residential uses, connectivity to other local destinations, and its distinct sense of place.

Informed by existing plans, data collection, and extensive public outreach, the Lark Street Improvement Study includes design guidelines for streetscape treatments appropriate for Lark Street and neighboring streets, presents three design concept alternatives for the Lark Street corridor, defines recommended streetscape treatments, and provides the City with an implementation strategy (including cost estimates, phasing, and potential funding sources) to catalyze positive change along Lark Street.

PROJECT GOALS

The Lark Street Improvement Study is guided by six goals, which are fundamental to stimulating local economic growth and attracting and retaining residents, visitors, and businesses.

1. **Beautify the Streetscape.** Embrace Lark Street’s existing character, while also enhancing visitors’ experience through landscaping, art, and long-term maintenance
2. **Establish Gateways.** Create a unique sense of arrival to welcome visitors and increase recognition of the Lark Street corridor

PROJECT GOALS



BEAUTIFY
THE STREETSCAPE



ESTABLISH
GATEWAYS



SUPPORT
SAFE TRAVEL FOR
MULTIPLE MODES



ENHANCE
PARKING ACCESS



STRENGTHEN
CONNECTIONS TO THE
PARK + DOWNTOWN



CREATE
A STRONG SENSE
OF PLACE

3. **Support Safe Travel for Multiple Modes.** Improve access, safety, and user experience for all modes of transportation, including pedestrians, cyclists, transit riders, and motorists
4. **Enhance Parking Access.** Develop strategies to help visitors find parking and improve the pedestrian experience between parking spots and final destinations
5. **Strengthen Connections to Washington Park and Downtown Albany.** Establish wayfinding design guidelines that visually connect the Lark Street corridor to neighboring destinations
6. **Create a Strong Sense of Place.** Ensure all recommendations foster a strong and cohesive sense of place that builds on Lark Street's unique character

STUDY AREA

The core study area includes the portion of Lark Street located between Madison Avenue and Washington Avenue (approximately 2,000 feet in length), including the major intersections at Madison Avenue and Washington Avenue. This study area was used for assessing existing streetscape conditions and developing design guidelines, design alternatives, design recommendations, cost estimates, and phasing.

Secondary study areas were also identified to provide additional context for demographic and parking analyses, recognizing that many of Lark Street's patrons travel from surrounding neighborhoods and other destinations (e.g., Empire State Plaza and Washington Park). These secondary study areas are defined in the Socio-Demographic Profile section on page 22 and the Parking Inventory and Analysis section on page 42.





02

EXISTING CONDITIONS



NATIONAL
UPHOLSTERING
design studio + gallery

NATIONAL
UPHOLSTERING

2.1 RELATED PLANS + INITIATIVES

The City of Albany has undertaken several initiatives to encourage multimodal transportation and improve the integration of land use and transportation systems throughout the City. These initiatives provide a strong foundation for this Study and are summarized below.

UNIFIED SUSTAINABLE DEVELOPMENT ORDINANCE (2017)

The Unified Sustainable Development Ordinance (USDO) is a unified zoning ordinance that provides a consistent, integrated, and efficient means of regulating land use and reviewing and facilitating new development. The USDO is administered by the City's Planning & Development Department in coordination with the board of Zoning Appeals, the Planning Board, and the Historic Resources Commission. These entities, as well as other City Departments, play a critical role in ensuring future development respects the City's cultural and historical heritage, integrates sustainable measures, complies with local, state, and federal laws, and is compatible with the City's existing urban fabric.

The Lark Street Study Area includes several USDO Zoning Districts, including:

- Mixed-Use Neighborhood Center
- Mixed-Use Community Urban
- Residential Townhouse
- Land Conservation

The Study Area also falls within the Combined Sewer Overlay, and the Historic Resources Overlay District, due to its overlap with the Center Square Hudson Park Historic District.

While the USDO contains several form-based standards relevant to new development and redevelopment activities, there are no specific streetscape design, outdoor lighting, or landscaping standards that apply to modification of the public right-of-way by a government entity.

COMPLETE STREETS POLICY AND DESIGN MANUAL (2016)

The Complete Streets Policy and Design Manual was published in December 2016 in support of the City of Albany's Complete Streets Ordinance (2013) and the Albany 2030 Comprehensive Plan. The Manual establishes design guidelines for all public and private roadway construction, reconstruction, and resurfacing within the City to ensure complete streets elements are integrated into all transportation projects.

The City's Complete Streets Policy and Design Manual defines four guiding principles to advance the City's vision for complete streets (accessibility, connectivity, safety, and placemaking) and establishes six different land use/street typologies. The Lark Street Study Area fits the "Neighborhood Mixed Use" typology, and all streetscape recommendations proposed in this Study are informed by and comply with the design guidelines established in the Manual.

COMPLETE STREETS ORDINANCE (2013)

Albany's Complete Streets ordinance recognizes streets and sidewalks as critical components of public space and prioritizes the safe, convenient, and comfortable movement of users of all abilities, ages, and modes. This ordinance requires street construction, reconstruction, or resurfacing projects undertaken by the City to consider the convenient access and mobility of all users by incorporating complete street design features. Complete street design features include, but are not limited to: sidewalks, lane striping, bicycle lanes, bicycle parking, share-the-road signage, lighting, crosswalks, improved bus stop access, pedestrian control signalization, and traffic calming measures.

BICYCLE MASTER PLAN (2009)

The City of Albany Bicycle Master Plan identifies a City-wide network of bicycle routes to establish cycling as a viable mode of transportation. Lark Street is listed as a component of the recommended bikeway network and shared-use lane markings (i.e., sharrows) are recommended for the section of Lark Street between Madison Avenue and Washington Avenue. The Plan specifically notes the importance of Lark Street as a connector to key destinations (e.g., the Armory, the Albany Public Library, Washington Park, and the Arbor Hill neighborhood) and that traffic generally moves slowly in the core commercial district between Madison and Washington Avenues, enabling cyclists to keep pace with the traffic flow.

The City's Bicycle Master Plan is a decade old and many of the recommendations have been fulfilled. In response to this, the Capital District Transportation Committee, in coordination with the City of Albany, recently released a Request for Expressions of Interest for the development of a new City of Albany Bicycle and Pedestrian Master Plan.



▲ Pedestrians crossing Lark Street at the State Street intersection.

2.2 SOCIO-DEMOGRAPHIC PROFILE

POPULATION*

The Lark Street neighborhood is expected to grow more rapidly in the next five years than the City of Albany. Specifically, the Lark Street neighborhood is forecasted to grow at three times the rate of the City of Albany between 2019 and 2024. In 2019, the estimated population within approximately one-quarter mile of Lark Street was 14,526, and it is expected to increase to 15,025 people by 2024.

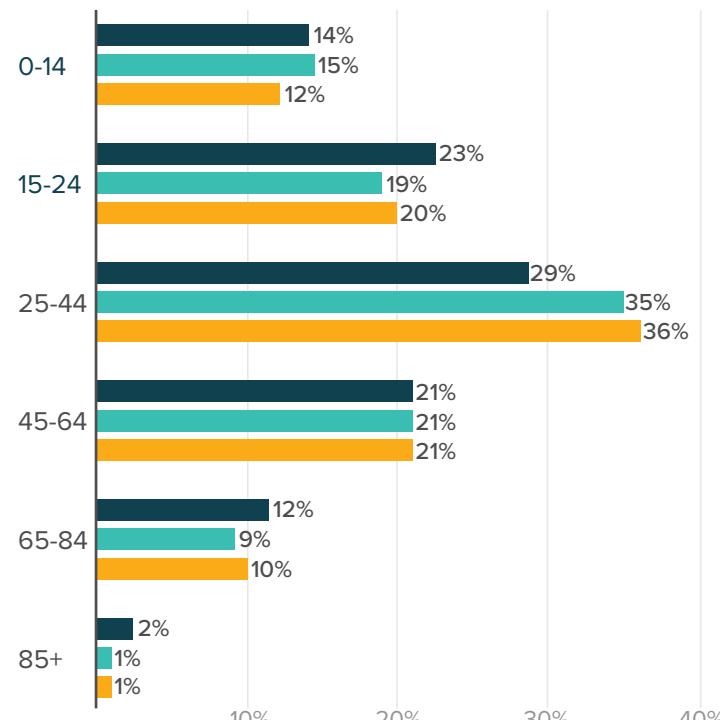
Similarly, the expanded Lark Street neighborhood is also expected to grow rapidly compared to the City as a whole. In 2019, approximately 23,007 people were living within approximately one-half mile of Lark Street, and this population is expected to increase to 23,554 people by 2024.

POPULATION BY AGE (2019)*

The Lark Street neighborhood is characterized by a high concentration of young adults. Over one-third (36%) of the individuals living within approximately one-quarter mile of Lark Street are between the ages of 25 and 44. In contrast, only 29% of the City's total population falls within this age range. The Lark Street neighborhood also has lower rates of children (0 to 14 years), adolescents (15 to 24 years), and senior citizens (65+ years) compared to the City as a whole.

The population distribution of the expanded Lark Street neighborhood is similar to the Lark Street neighborhood, with the exception of children. Within approximately one-half mile of Lark Street, 15% of the total population is comprised of individuals between the ages of 0 and 14, which is a higher rate than both the City of Albany (14%) and the Lark Street neighborhood (12%).

CITY OF ALBANY	100,337 2019 population	101,357 2024 population	0.2% growth rate
1/2 MILE FROM LARK ST.	23,007 2019 population	23,554 2024 population	0.5% growth rate
1/4 MILE FROM LARK ST.	14,526 2019 population	15,025 2024 population	0.7% growth rate



*Data source: U.S. Census Bureau, Census 2010 Summary File and ESRI forecasts for 2019 and 2024.

SOCIO-DEMOGRAPHIC STUDY AREAS

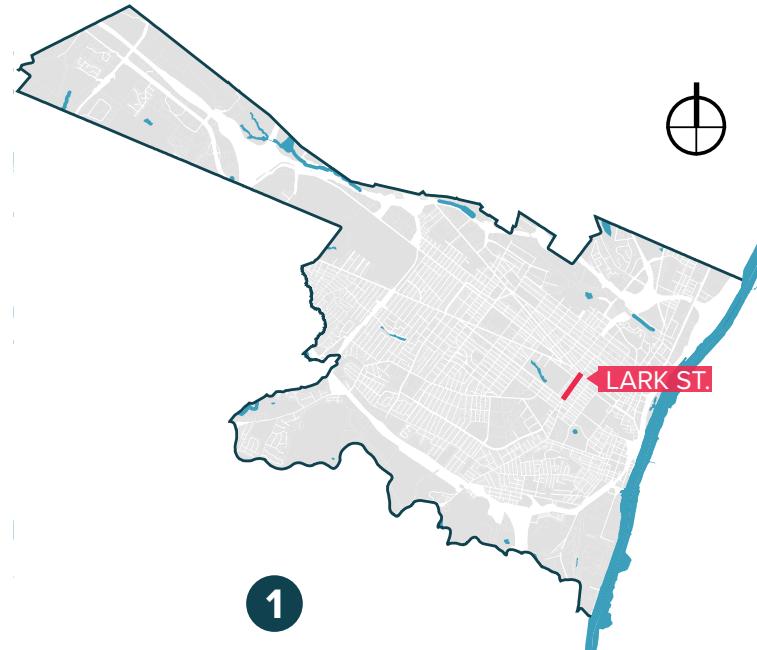
To analyze and compare the socio-demographic characteristics of Lark Street neighborhoods and the City of Albany, three different study areas were defined:

1 CITY OF ALBANY

2 EXPANDED LARK STREET NEIGHBORHOOD

Census Block Groups within 1/2 mile of Lark Street

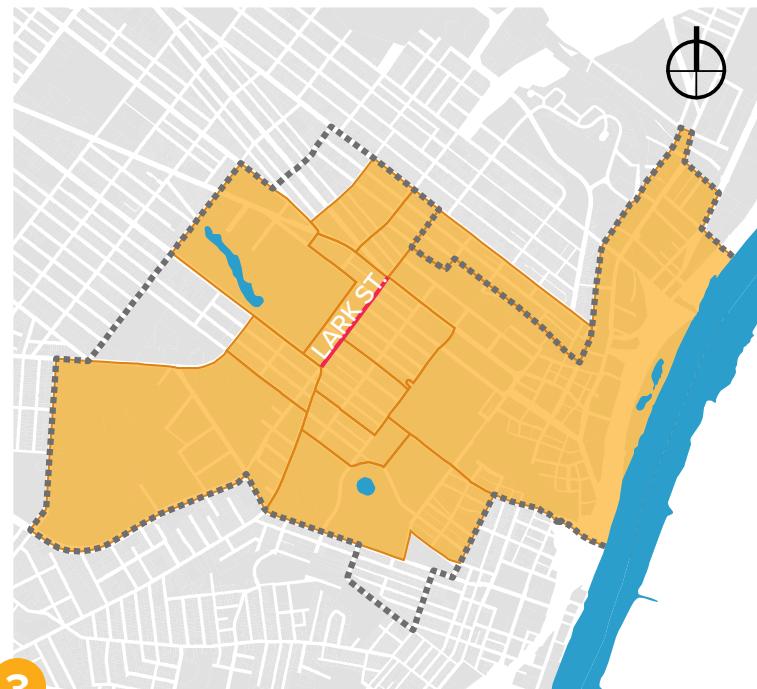
This study area represents an expanded Lark Street neighborhood and includes residents that have access to other neighborhood commercial streets, but are likely to visit Lark Street occasionally (approximately a 10-15 minute walk to Lark Street). The entirety of the Park South, Washington Park, Hudson/Park, Center Square, Sheridan Hollow, and Ten Broeck Triangle Preservation League Neighborhood Associations are contained in this study area. Portions of the Delaware Area, Mansion, Downtown BID, Arbor Hill, West Hill, and Washington Square Neighborhood Associations are also included.



3 LARK STREET NEIGHBORHOOD

Census Block Groups within 1/4 mile of Lark Street

This study area represents the Lark Street neighborhood and includes residents that are likely to frequent Lark Street (approximately a 5-10 minute walk to Lark Street). The entirety of the Washington Park, Hudson/Park, and Center Square Neighborhood Associations are contained in this study area. Portions of the Park South, Washington Square, Mansion, Downtown BID, Sheridan Hollow, Arbor Hill, and West Hill Neighborhood Associations are also included.



The dashed line represents the area used for the "Transportation to Work" analysis and is defined by Census Tracts.

2.2 SOCIO-DEMOGRAPHIC PROFILE (CONT.)

HOUSING*

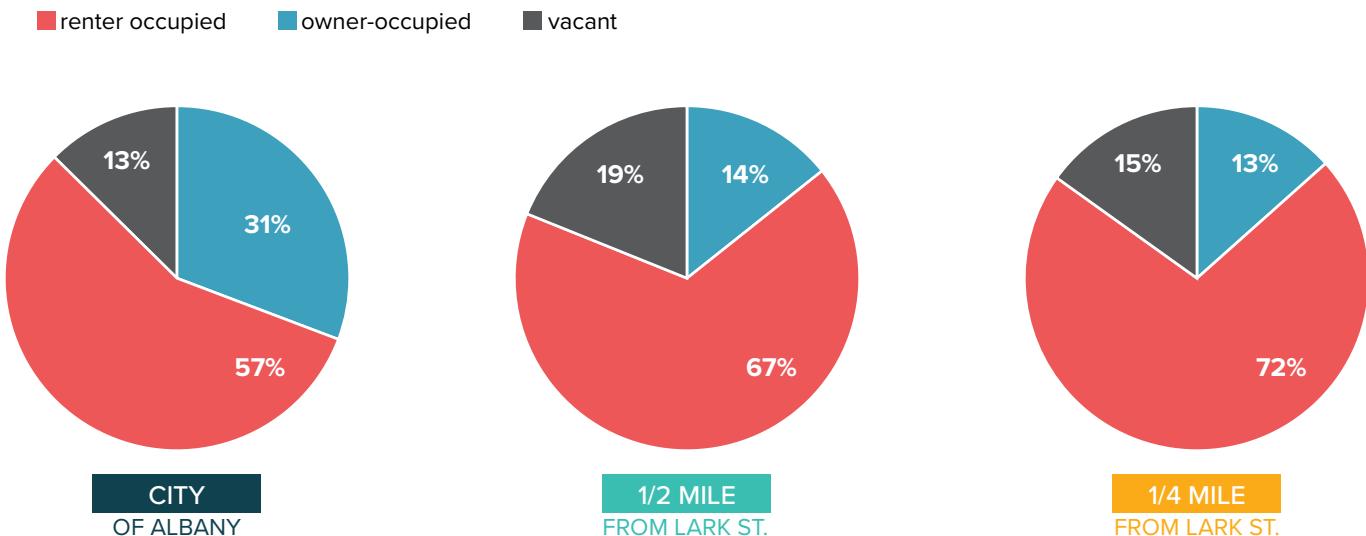
Nearly three-quarters of housing units (72%) in the Lark Street neighborhood are renter-occupied. The percentage of owner-occupied units in the Lark Street neighborhood (13%) is significantly lower than the City of Albany as a whole (31%).

Housing tenure in the expanded Lark Street neighborhood is generally similar to the Lark Street neighborhood. Within approximately one-half mile of Lark Street, vacancy rates (19%) are slightly higher and renter occupied units (67%) are slightly lower than the Lark Street neighborhood (15% vacant and 72% renter occupied).

EMPLOYMENT*

The Lark Street neighborhood is well-positioned to benefit from the concentration of public sector job opportunities (State, County, City, and related industries) located in downtown Albany. The Lark Street neighborhood has a lower unemployment rate (3.2%) than both the City of Albany (4.3%) and the nation (3.6%), and a majority of residents (16 years and older) are employed by the Services (54%) and Public Administration (15%) industries. Lark Street neighborhood residents are well educated (52% have attained a college degree) and primarily employed by white collar occupations (72% of residents). In contrast, approximately 47% of residents in the City of Albany have attained a college degree and 65% are employed by white collar occupations.

HOUSING TENURE (2019)



*Data source: U.S. Census Bureau, Census 2010 Summary File and ESRI forecasts for 2019 and 2024.

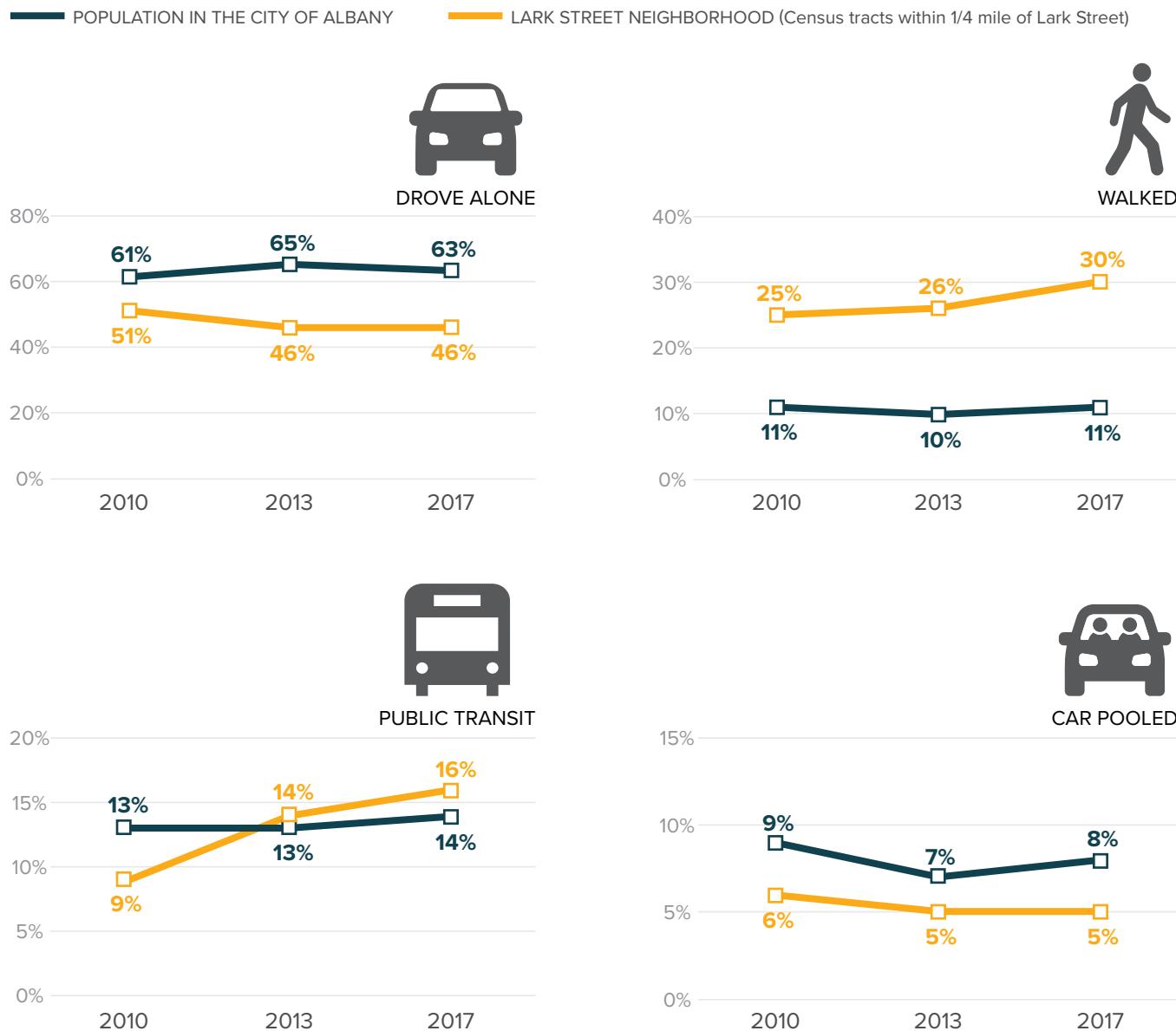
TRANSPORTATION TO WORK*

Lark Street serves a walkable neighborhood. Nearly one-third of Lark Street neighborhood residents walked to work as their primary mode of transportation in 2017, which is a 5% increase from walking rates in 2010. In contrast, less than half of Lark Street neighborhood residents drove alone to work (46%) in 2017 — a 5% decrease from driving rates in 2010. The high concentration of services, jobs, parks, and housing

options in the Lark Street neighborhood likely contributes to a walk to work rate that is three times greater than the City of Albany as a whole.

Based on past trends, walking and public transit are likely to continue growing in popularity and remain the primary modes of transportation for a majority of Lark Street neighborhood residents.

TRANSPORTATION TO WORK (2010 - 2017)



*Data source: U.S. Census Bureau, American Community Survey, 5 year estimates

2.3 ZONING + LAND USE

ZONING

Tax parcels along the Lark Street study corridor occur in four different USDO Districts, and all parcels along the corridor are within the Combined Sewer Overlay. A summary of each district and overlay is provided below.

MIXED-USE, NEIGHBORHOOD CENTER

Approximately 75% of the parcels fronting on the Lark Street study corridor are in the Mixed-Use, Neighborhood Center District. The purpose of this District is to provide for a mix of residential options and local retail and small-scale commercial uses that support the surrounding neighborhood. The retail uses in this District are typically non-destination and not oriented to automobiles.

MIXED-USE, COMMUNITY URBAN

The Mixed-Use, Community Urban District only occurs on the eastern side of Lark Street at the intersection of Washington Avenue. This District provides a wide variety of residential, retail, and commercial uses intended to serve a much larger geographic area than a single neighborhood.

LAND CONSERVATION

Dana Park, located at the southern end of Lark Street at the intersection of Delaware and Madison Avenues, is the only parcel in the Land Conservation District along the Lark Street study corridor. This District protects publicly-owned parks and open spaces for public enjoyment. Washington Park is located one block west of Lark Street and spans nearly the entire length of the study corridor.

RESIDENTIAL TOWNHOUSE

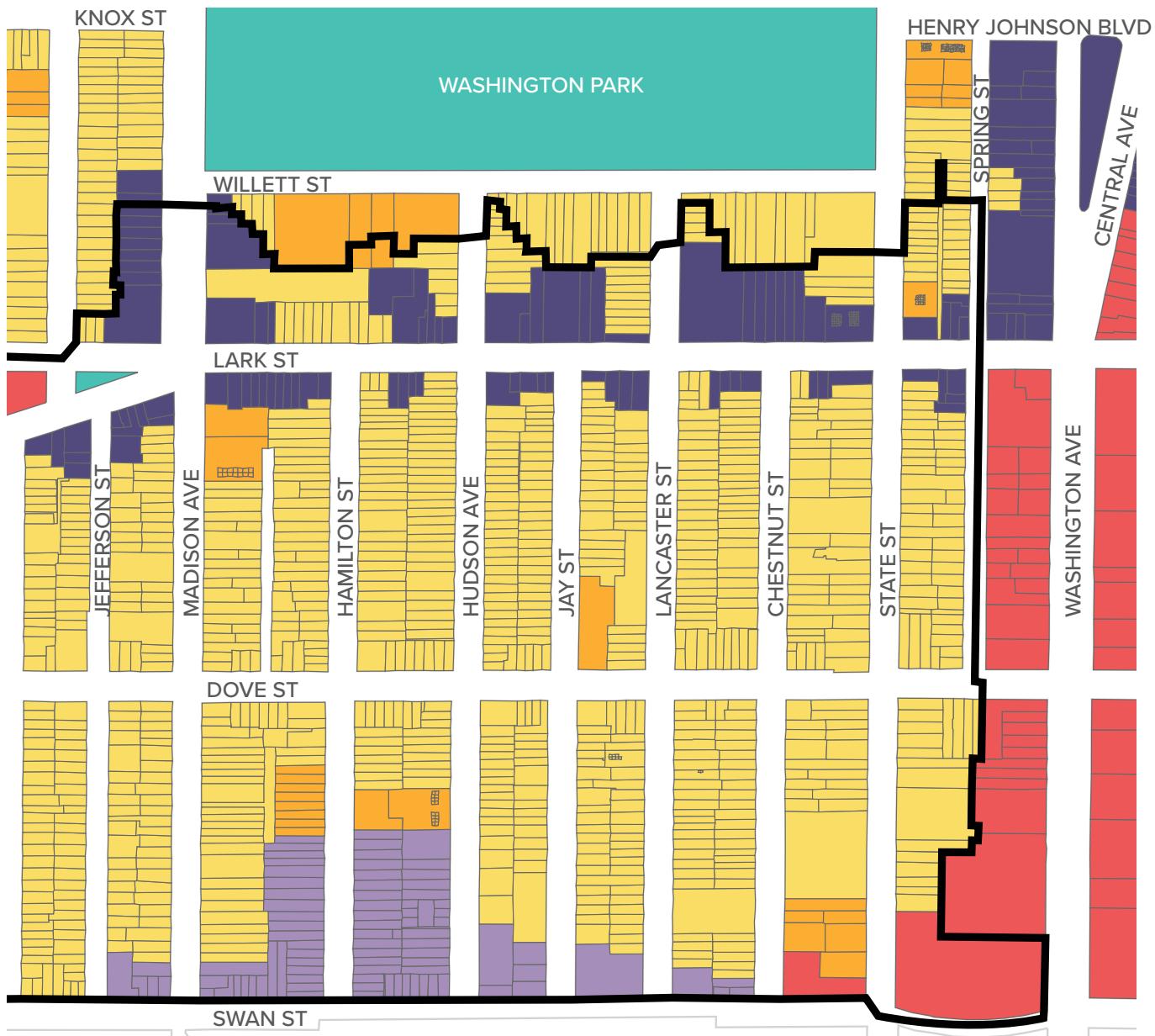
Approximately 25% of the parcels fronting on the Lark Street study corridor are in the Residential Townhouse District. Parcels in this zone typically occur in small clusters bookended by the Mixed-Use, Neighborhood Center districts along Lark Street. The intent of this District is to provide for a blend of townhouse-style residences of varying sizes and configurations. A mix of residential and non-residential uses may be permitted in areas where building typologies and the built fabric are consistent with such uses.

COMBINED SEWER OVERLAY

All parcels fronting on the Lark Street Study corridor are within the City's Combined Sewer Overlay District. The purpose of this Overlay District is to mitigate the impacts of development on the City's combined sewer system, facilitate compliance with applicable consent orders, and abate combined sewer overflows by implementing measures that reuse, infiltrate, and delay stormwater runoff.

HISTORIC RESOURCES OVERLAY

All parcels located in the Center Square, Hudson Park Historic District are encompassed by the Historic Resources Overlay District. This Overlay District affects all parcels fronting on the Lark Street study corridor, except those located on Lark Street between Spring Street and Washington Avenue. The purpose of the Historic Resources Overlay District and the City's historic districts is to preserve and protect places, sites, buildings, and structures in order to preserve the City's architectural character, enhance the aesthetic value of the City, foster the City's historical and cultural heritage, and promote the welfare, health, and safety of the City's residents. All actions taken in a designated Historic District must comply with the City's Historic Resources Ordinance, which is administered by the Historic Resources Commission.



ZONING

- Mixed-Use, Neighborhood Center
- Mixed-Use, Neighborhood Edge
- Mixed-Use, Community Urban
- Land Conservation
- Residential, Multifamily
- Residential, Townhouse

HISTORIC DISTRICTS

- Center Square, Hudson Park Historic District

2.3 ZONING + LAND USE (CONT.)

LAND USE

A majority of the Lark Street corridor is characterized by land uses that are commercial and mixed-use (retail on the first floor with residential on the upper floors). Commercial uses are diverse and evenly distributed along the length of the street. Examples of commercial uses on Lark Street include: restaurants, bars, convenience/grocery stores, coffee shops, specialty food and drink stores, clothing stores, artisan shops, hair salons, tattoo parlors, a flower shop, and a skate shop.

Residential uses are concentrated at the southern end of the corridor, between Madison Avenue and Hamilton Street. Predominantly residential uses also occur on the eastern side of Lark Street between Lancaster Street and Chestnut Street.

Four mixed-use buildings with vacant storefronts are located along Lark Street, and the corridor is bookended by storefront vacancies. A large mixed-use building located on the northeastern corner of the Lark Street and Madison Avenue intersection is vacant. At the north end of the corridor, two buildings are vacant. The former Larkin Building, located on the west side of Lark Street between State and Spring Streets, is also vacant and currently owned by the Albany County Land Bank.

Other land uses along Lark Street include institutional (Trinity United Methodist Church) and open space/recreation (Dana Park).

LAND USE - LARK SOUTH



COMMERCIAL/MIXED-USE



RESIDENTIAL



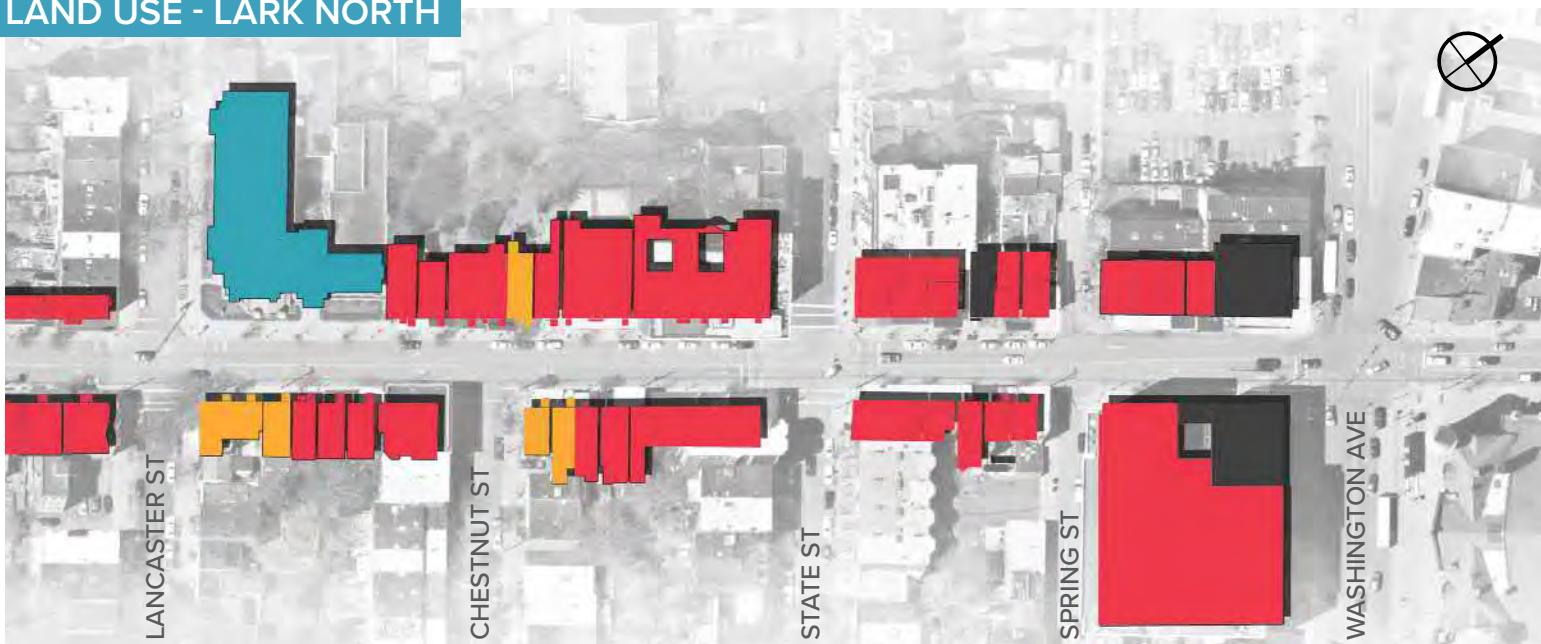
INSTITUTIONAL



VACANT



LAND USE - LARK NORTH



Commercial / Mixed-Use

Institutional

Mixed-Use / Vacant Storefronts

Residential

Open Space / Park

2.4 STREETSCAPE INVENTORY

A streetscape inventory was performed in the Lark Street study area on Monday, June 10, 2019. The quality, characteristics, and location of streetscape elements were documented along each block of Lark Street, including:

- Roadways
- Sidewalks
- Intersections crossing infrastructure
- Multimodal infrastructure
- Landscaping
- Pedestrian amenities
- Signage

The streetscape inventory template is available as Appendix A.

ROADWAY

Within the study area, Lark Street serves as U.S. Route 9W, providing important north-south access to downtown Albany, Washington Park, and Interstate 90. Lark Street is classified as a Principal Arterial by NYSDOT and experiences an average of 8,900 vehicles per day between Madison Avenue and Washington Avenue. The posted speed limit on Lark Street is 30 mph.

Roadways in the Lark Street study area are comprised of asphalt and varies in width. Field measurements of curb-to-curb roadway widths were taken on each block and range from 34'-6" to 40'-0". Between Madison Avenue and Spring Street, the roadway width is fairly consistent, ranging from 34'-6" to 34'-9". Between

STREET + SIDEWALK WIDTHS* - LARK SOUTH



**measurements are approximate; sidewalks measured from face of curb to face of building*



SIDEWALKS

Spring Street and Washington Avenue the width of Lark Street expands to approximately 40'-0".

The roadway is characterized by some cracking and potholes along the entire length of the street. However, this deteriorating condition is to be expected given the high volume of traffic and the age of the pavement — the street was last resurfaced in the early 2000s, nearly 20 years ago.

Lark Street is a two-way street with one travel lane in each direction and a parking lane on the west side of the street. Lane widths vary along the length of the street. The northbound travel lane is approximately 15 feet wide, the southbound travel lane is approximately 11.5 feet wide, and the parking lane is approximately 8 feet wide. Pavement marking along the length of the street (centerline and sharrows) are faded, and the parking lane is not delineated.

Sidewalks are present on both sides of Lark Street and are concrete. Sidewalks are in generally good condition. While some cracking and heaving was observed, no significant tripping hazards were documented.

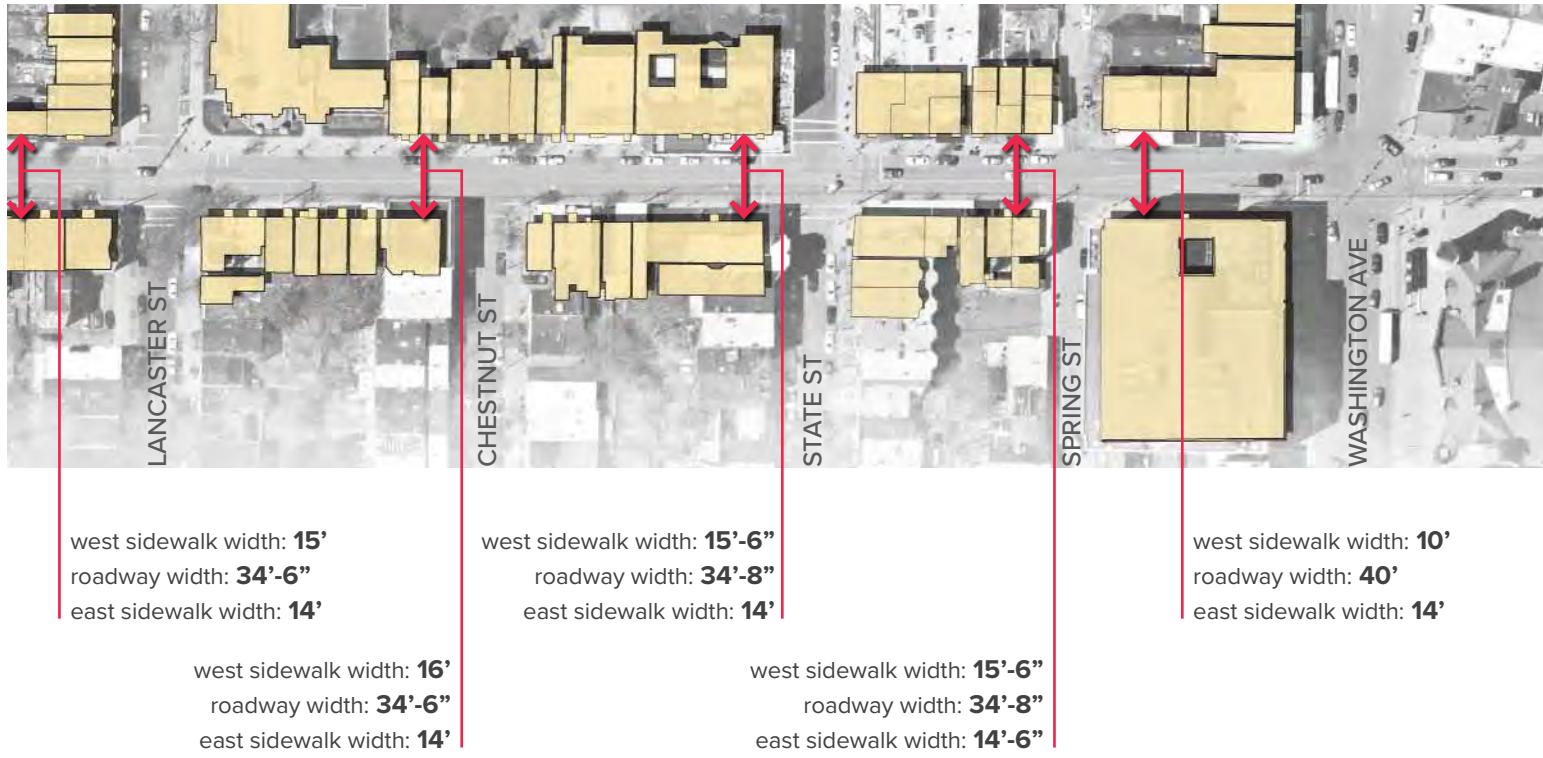
Sidewalks vary in width along the entire length of the Lark Street corridor, and in general sidewalks on the eastern side of the street are narrower than those on the western side. The narrowest section of sidewalk occurs on the western side of Lark Street between Spring Street and Washington Avenue, where the sidewalk width is approximately 10 feet (measured from the building wall to the face of the curb).

Several sidewalk features constrain available clear space for pedestrian mobility along Lark Street. Stoops, particularly those associated with residential uses, can protrude five to ten feet into the sidewalk space. When residential stoops occur in close proximity to street trees, poles, and/or trash receptacles, pedestrian movement is confined to a narrow corridor.

STREET + SIDEWALK WIDTHS* - LARK NORTH



*measurements are approximate; sidewalks measured from face of curb to face of building



2.4 STREETSCAPE INVENTORY (CONT.)

INTERSECTION CROSSINGS

RAMPS + DETECTABLE WARNINGS

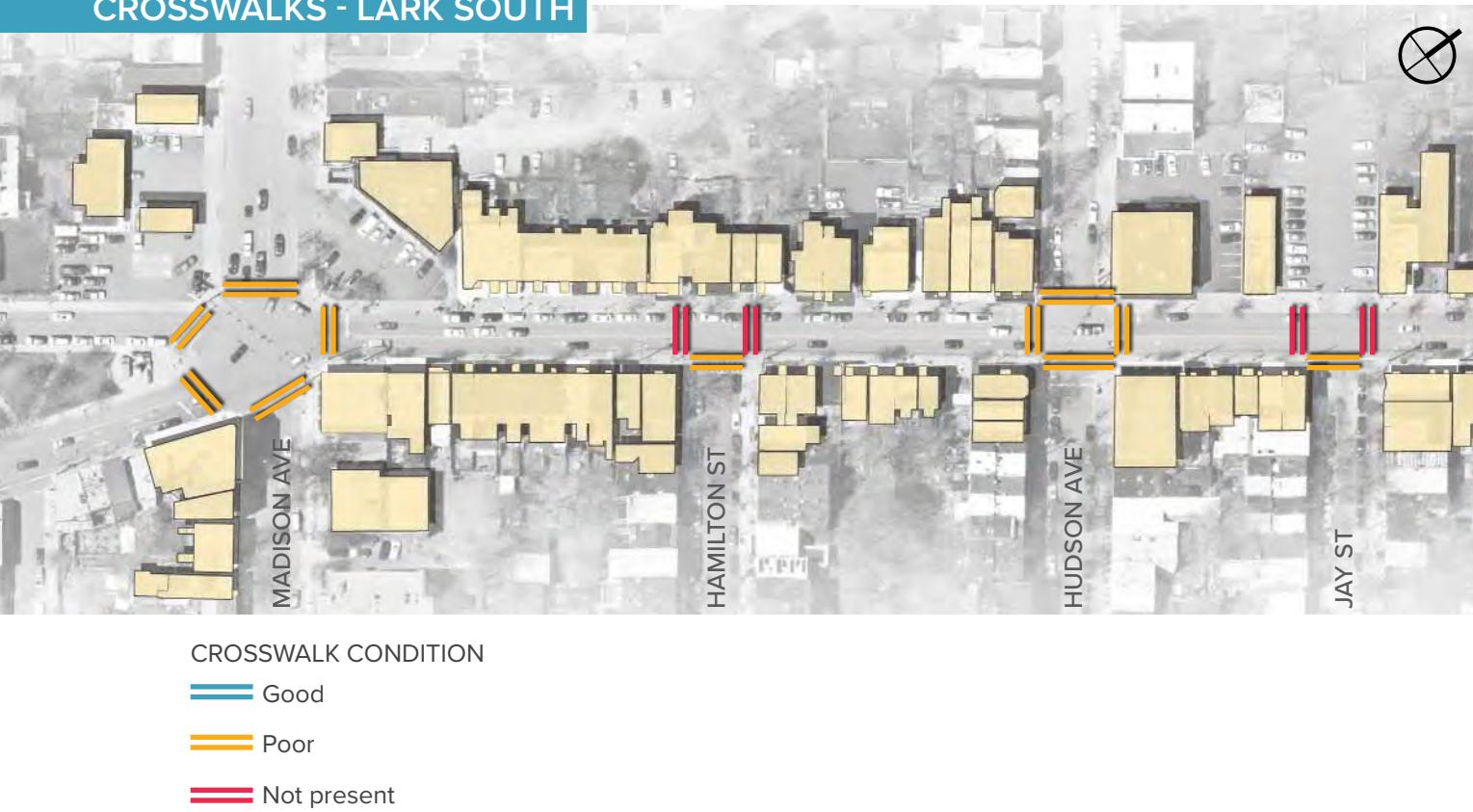
Sidewalk ramps and detectable warning surfaces are provided at all intersection crossings where a crosswalk is present. Materials used for the detectable warning surfaces vary across the entire corridor; most are textured concrete pavers, while some are cast iron plates. With the exception of the Lark Street and Washington Avenue intersection, which was recently upgraded, most detectable warning surfaces along Lark Street are worn and in need of replacement.

CROSSWALKS

Crosswalks are provided at most intersections and vary in style and material. Ladder style crosswalks are present at the intersections of Lark/Madison, Lark/Hamilton, and Lark/Washington. All other crosswalks consist of two parallel lines defining the pedestrian crossing space. The Lark/Madison intersection has the only decorative crosswalk; a red stamped brick pattern occurs between the white parallel crosswalk lines.

In general, the condition of crosswalks along the entire corridor is very poor. At many intersections, crosswalk markings are so faded they are difficult to see, which likely contributes to motor vehicles stopping in crosswalks at signalized intersections

CROSSWALKS - LARK SOUTH



(this was frequently observed during field visits and also documented during stakeholder interviews and public engagement events). Potholes and large cracks also occur in many crosswalks (e.g., Lark/Madison intersection), creating mobility and accessibility challenges. Crosswalks are not provided across Lark Street at the following intersections: Lark/Hamilton, Lark/Jay, Lark/Chestnut, and Lark/Spring.

PEDESTRIAN SIGNALS

Pedestrian signals are provided at the Lark/Washington and Lark/Madison intersections, but are not present at the signalized intersections of Lark/State, Lark/Lancaster, and Lark/Hudson. Both audio and visual cues are provided at the Lark/Washington and Lark/Madison intersections; however, the audio cues are very difficult to hear due to the location of the speaker at the top of the pedestrian signal (several feet above a pedestrian's head) and the high volume of motor vehicles traversing these intersections. Pedestrian walk signals do not protect pedestrians from right turn movements at either intersection where they are present.



▲ Crosswalk conditions at the Lark/Madison (top image) and Lark/Lancaster (bottom image) intersections.

CROSSWALKS - LARK NORTH



CROSSWALK CONDITION

Good

Poor

Not present

2.4 STREETSCAPE INVENTORY (CONT.)

PUBLIC TRANSIT

The Capital District Transportation Authority (CDTA) operates four bus routes along Lark Street, including routes 13, 18, 734 and 763, as well as the Capital City Trolley. Please see the Transportation Demand section on page 56 for additional information about the bus routes.

Six bus stops are located directly on Lark Street and two additional bus stops that serve Lark Street are located on Madison Avenue, east of the Lark Street intersection, and on Washington Avenue, west of the Lark Street intersection. The bus stops on Lark Street are designated by signage but do not provide any additional amenities, such as seating or shelters, for public transit riders.

The Washington/Lark bus stop, located on Washington Avenue, consists of a shelter that provides seating for transit riders, signage, lighting, and a trash receptacle. This bus shelter is located in a constrained sidewalk space, providing approximately 5 feet on either side of the shelter for pedestrian mobility.

The Capital City Trolley provides free service between Lark Street and downtown on Thursday, Friday, and Saturdays between 5PM and 12:30AM. Four trolley stops are located on or immediately adjacent to Lark Street at the following locations:

- Madison/Lark bus stop
- Southbound Lark/Lancaster bus stop
- Northbound Lark/Lancaster bus stop
- Northbound Lark/Washington bus stop

TRANSIT + BIKE INFRASTRUCTURE - LARK SOUTH



BICYCLE INFRASTRUCTURE

Shared lane markings (sharrows) are present in the north- and south-bound travel lanes on Lark Street. However, the sharrow pavement markings are significantly faded along the entire length of the corridor, making them very difficult to see.

One CDPHP Cycle! bike share station is located on the sidewalk on the east side of Lark Street, near the Madison Avenue intersection. The bike share station has 10 bike racks available.

Bike racks are evenly distributed along both sides of the Lark Street corridor. Only two blocks on the western side of Lark Street do not have bike racks, including the block between Spring Street and Washington Avenue and the block between Hudson Avenue and Jay Street. Two different styles of bike racks are present: a post and ring bike rack (right image) and a square rack with a bicycle logo (left image). The square rack pictured (left image) is not installed correctly and impedes pedestrian space. This can be corrected by installing it parallel with the roadway.



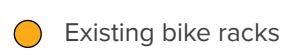
▲ Two styles of bike racks occur along the Lark Street corridor.

TRANSIT + BIKE INFRASTRUCTURE - LARK NORTH



Bus stop

— Shared travel lane



Existing bike racks

— Dedicated bike lane

— CDPHP Cycle! bike share station

2.4 STREETSCAPE INVENTORY (CONT.)

LIGHTING

Pedestrian light poles are evenly spaced along the Lark Street corridor, occurring approximately every 60 feet. Light poles are similar in style to neighboring areas and are multi-functional, providing a space for hanging banners and flower baskets.

The City is currently converting all street lights to LED. This conversion is not expected to change the style of the pedestrian light poles along Lark Street, but will significantly increase energy efficiency and reduce maintenance needs.

Despite evenly distributed lights, a few pockets along Lark Street are particularly dark:

- On the western side of Lark Street, across from Hamilton Street, several trees with dense canopies block sunlight during the day and street lights at night, creating dark conditions along this predominantly residential corridor.
- On the western side of Lark Street, between Spring Street and Washington Avenue, the pedestrian light poles do not sufficiently illuminate this narrow corridor (sidewalk width is approximately 10 feet).

ALBANY CONVERTING STREET LIGHTS TO LED

Albany recently partnered with the New York Power Authority to implement the State's "Smart Street Lighting NY" program, which will result in the conversion of over 10,000 street lights to energy efficient LEDs. Implementation of the program began in Summer 2019 with the Arbor Hill, West Hill, and South End neighborhoods. Within the next year, it is expected that all of the street lights along Lark Street will be converted to LED.

Compared to high-pressure sodium lighting technology used in most conventional street lights, LED lights are more efficient, longer lasting, more easily controlled (i.e., distribution, output), and provide better, more targeted illumination of the streetscape. Specifically, LED lights are 50-65% more efficient than conventional street lights and their illumination output and direction can be adjusted as needed. LED lights can also be integrated with other technologies, such as cameras, weather sensors, Wi-Fi, and energy meters to assist with routine maintenance and improve access to other public services.

STREET TREES

A total of 63 street trees are present along Lark Street and all are generally in good condition. Only two trees, both located between Hudson Avenue and Jay Street on the eastern side of Lark, were dead or dying. Two other trees were observed on the western side of Lark in poor condition. The American Elm tree near the corner of Madison and Lark should be protected.

Lark Street's trees are relatively diverse and the predominant types of street trees include Callery Pears, Maples, Red Oaks, and Ashes. Nearly 60% of the trees are Callery Pears. Despite their attractive white blossoms in the spring, Callery Pears are relatively narrow and will never achieve a robust canopy. Furthermore, this tree species is characterized by weak wood and is susceptible to ice and wind damage. Eight percent of Lark Street's trees are ashes. Ashes are large trees characterized by a dense, spreading canopy. Although they provide several aesthetic and urban heat mitigation benefits, ashes are susceptible to the Emerald Ash Borer and are being pro-actively replaced throughout the City to prevent further spread of the invasive insect.

While most blocks along Lark Street have relatively well-spaced street trees, the eastern side of Lark Street between Hudson Avenue and Jay Street and both sides of Lark Street between Spring Street and Washington Avenue have a paucity of street trees. All of the trees on the block between Hudson Avenue and Jay Street are either dead, dying, or have been removed but not replaced. Between Spring Street and Washington Avenue, space is constrained on the western side of the street making it difficult to accommodate street trees; on the eastern side of the street, a former tree pit has been filled with asphalt.



2.4 STREETSCAPE INVENTORY (CONT.)

EXISTING LIGHTING + STREET TREES





TREE CONDITION

Existing street light

Good

Compromised (e.g., power lines interfering with canopy)

Dying / Dead

2.4 STREETSCAPE INVENTORY (CONT.)

PEDESTRIAN AMENITIES

BENCHES

No public benches or seating areas are provided along the entire length of Lark Street. During site visits, several people were observed sitting on the retaining wall in front of 255 Lark Street, which is next to the Trinity Avenue parking lot.

TRASH RECEPACLES

Trash receptacles are located intermittently on Lark Street and are present on every block except on the eastern side of Lark Street between Hudson Avenue and Madison Avenue. The style of trash receptacles varies with no clear pattern along the length of the corridor; some receptacles are solar compactors and others are metal grate bins with the City of Albany logo incorporated into the top banner.



AMENITIES - LARK SOUTH



■ Existing trash receptacles

✿ Public art

PUBLIC ART

Two public art installations are located on Lark Street. A painted parking meter is located in front of the Trinity Church parking lot on the western side of Lark Street, and a mural was recently painted (September 2019) on a formerly blank fence adjacent to Cafe Hollywood.



OUTDOOR DINING

Several Lark Street businesses provide outdoor seating and tables for sidewalk dining. Outdoor dining facilities were observed at the following locations:

- Cafe Hollywood
- Daily Grind
- El Mariachi
- LAX
- McGuire's
- Noho Pizza
- Pint Sized
- Poke Bar
- Savoy Taproom
- Soho Pizza
- Stacks
- Sukothai
- Tapasia



AMENITIES - LARK NORTH



■ Existing trash receptacles

✿ Public art

2.5 PARKING INVENTORY + ANALYSIS

PURPOSE

The purpose of the parking analysis is to assess existing parking supply and demand around Lark Street in order to identify targeted recommendations for improving parking access.

STUDY AREA

The study area for the parking analysis includes all on- and off-street parking areas within approximately one-quarter mile to the east and west of Lark Street. The study area is roughly bound by the following streets:

- Washington/Central Avenue to the north;
- Madison Avenue to the south (with the exception of Lark Street and Delaware Avenue, which extend south to Myrtle Avenue);
- Swan Street to the east; and,
- New Scotland Avenue and Sprague Place to the west.

All available on-street parking within the study area was assessed. Five off-street parking lots were also included. The parking lots vary in regulations, but are all open to the public at some point during the day and all require payment (see the Regulations sections on page 46 for more information). The five parking lots include:

- Hamilton Street Lot, located at the intersection of Swan and Hamilton Streets
- Trinity Church Lot, located at the intersection of Lark and Jay Streets
- Washington Avenue Lot, located on Washington Avenue just west of Lark Street
- Albany Parking Authority Lot 1, located between Washington and Central Avenues
- Albany Parking Authority Lot 2 located between Washington and Central Avenues

METHODS

INVENTORY

Visual field inspections were conducted to assess the location, type, quantity, and regulations associated with existing on- and off-street parking facilities. To quantify the number of on-street parking spaces, streetscape elements that preclude on-street parking were documented (e.g., hydrants, driveway cuts, loading zones, and bus stops) and the following assumptions were made:

- Approximate car length is 18 feet
- No parking zone around a hydrant is 30 feet
- One-way driveway cut is 12 feet wide
- Two-way driveway cut is 24 feet wide
- No parking is permitted within 20 feet of a crosswalk

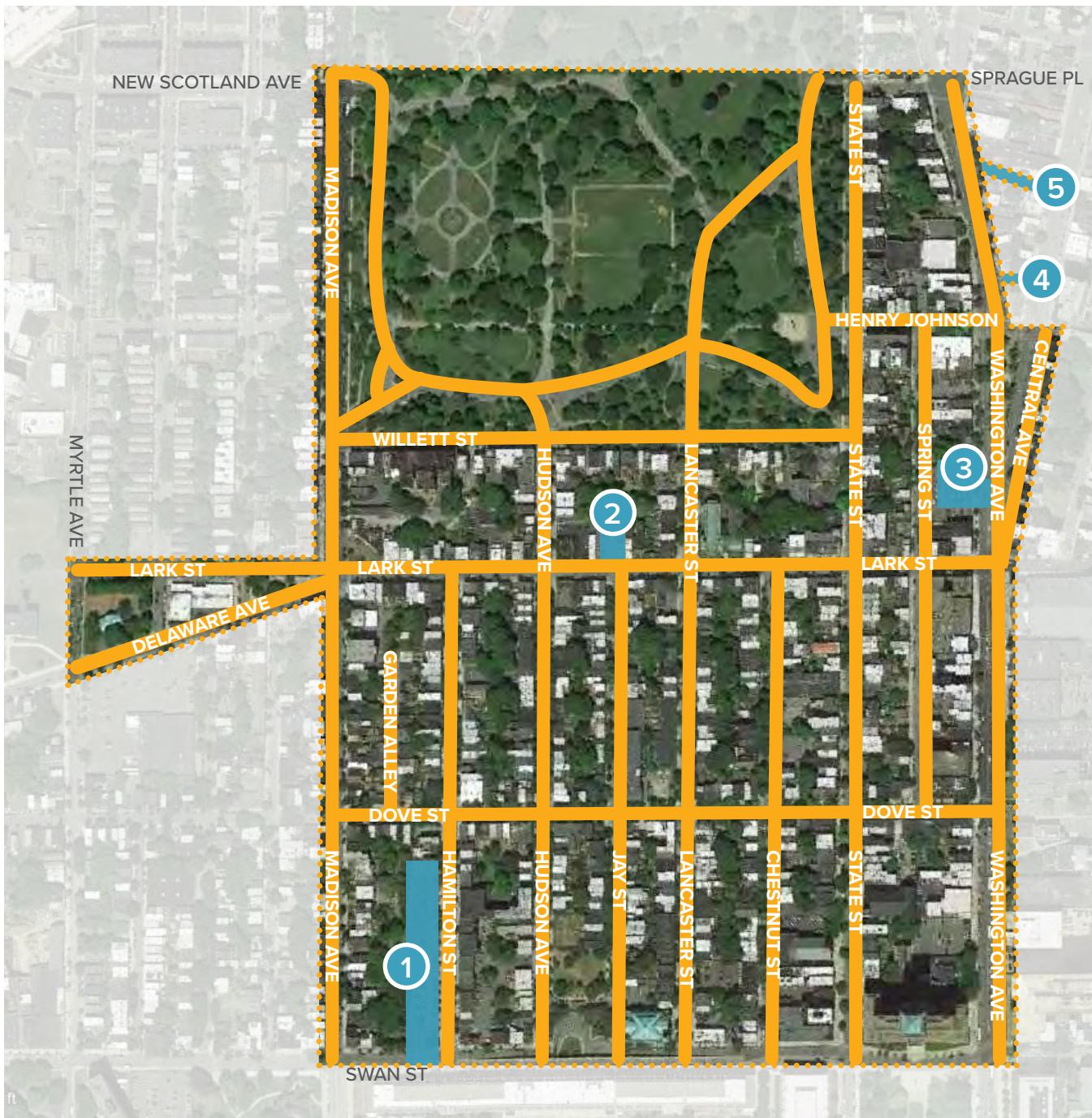
OCCUPANCY COUNTS

Field visits were conducted to quantify on- and off-street parking occupancy within the study area on a representative weekday (Thursday, June 20, 2019) and a representative weekend day (Saturday, June 22, 2019). Parking occupancy counts were conducted during three different time frames each day:

- Morning, 8AM - 10AM
- Lunch Time, 11:30AM - 1:30PM
- Evening Transition, 4PM-6PM

DATA ANALYSIS

Parking utilization rates were calculated for each time frame documented by dividing the number of observed parked cars by the total number of available spaces.



PARKING ANALYSIS STUDY AREA



 Study Area

 On-Street Parking

 Parking Lots

 1 Hamilton Street Lot

 2 Trinity Church Lot

 3 Albany County Lot

0.25 MILES

 4 APA Lot 1

 5 APA Lot 2

2.5 PARKING INVENTORY + ANALYSIS (CONT.)

INVENTORY

STUDY AREA

A total of 2,254 parking spaces are available within the study area. Of the total parking spaces, 1,965 are on-street parking spaces open to the public at all times and 289 are off-street parking spaces open to the public at variable times (see regulations section on page 46 for additional information). A total of 49 on-street spaces comply with the American Disabilities Act accessibility requirement, and 5 off-street spaces are ADA accessible.

LARK STREET

A total of 95 parking spaces are available on Lark Street between Madison Avenue and Washington Avenue. Of these 95 spaces, 65 are on-street parking and are available free of charge to the public. Two of the 65 on-street spaces are ADA accessible and both are located in front of Trinity Church near the Lancaster Street intersection. Thirty additional off-street spaces are available in the Trinity Church surface parking lot, where motorists are required to pay a flat fee of \$5.

ENTIRE STUDY AREA

2,254

total spaces available

ON-STREET

1,916

non-ADA spaces

OFF-STREET

284

non-ADA spaces

49

ADA accessible spaces

5

ADA accessible spaces

LARK STREET (between Madison & Washington)

95

total spaces available

ON-STREET

63

non-ADA spaces

OFF-STREET*

30

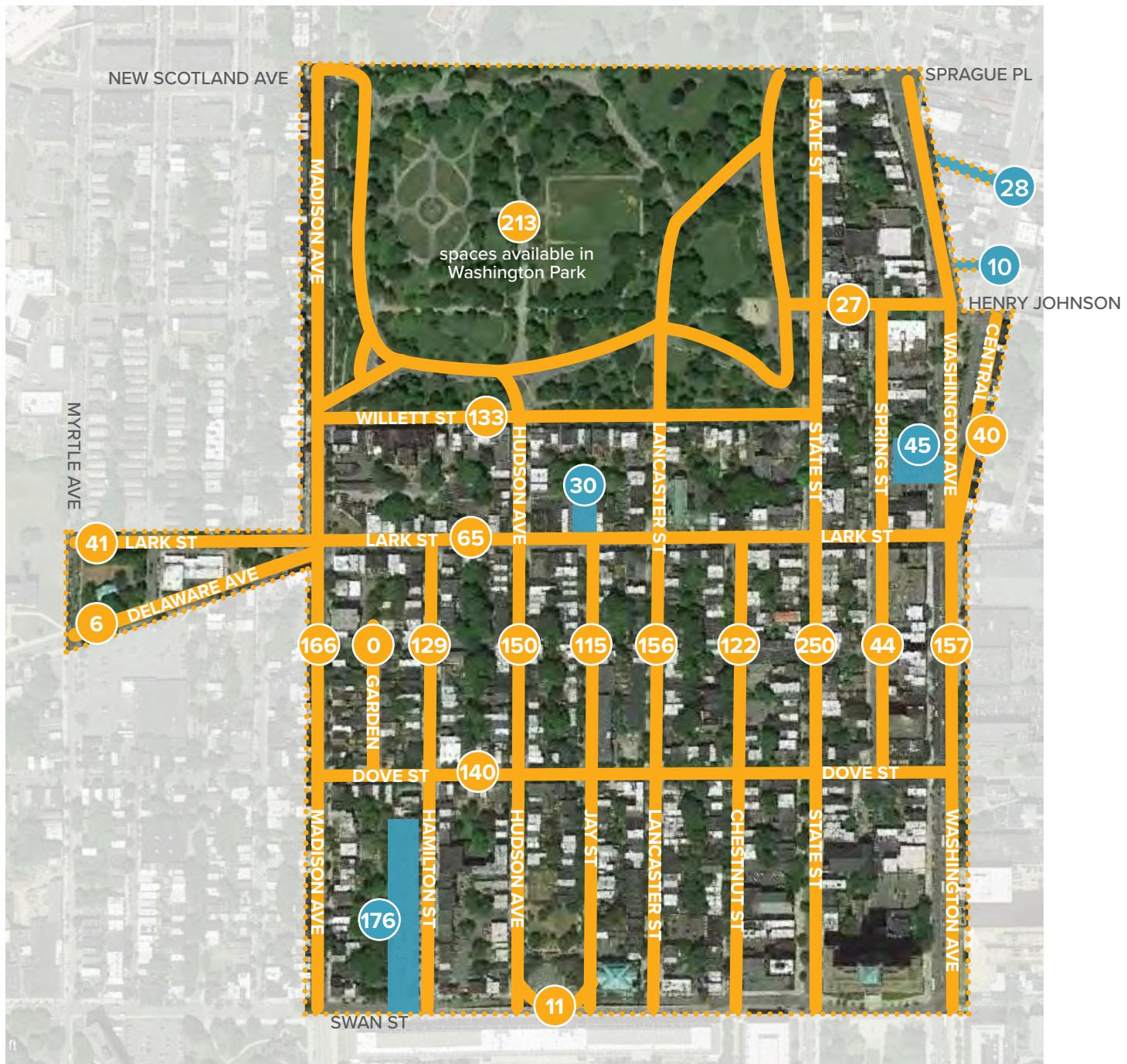
non-ADA spaces

2

ADA accessible spaces

0

ADA accessible spaces



Study Area

On-Street Parking

Parking Lots

2.5 PARKING INVENTORY + ANALYSIS (CONT.)

ON-STREET REGULATIONS

Six different types of parking regulations exist within the parking study area:

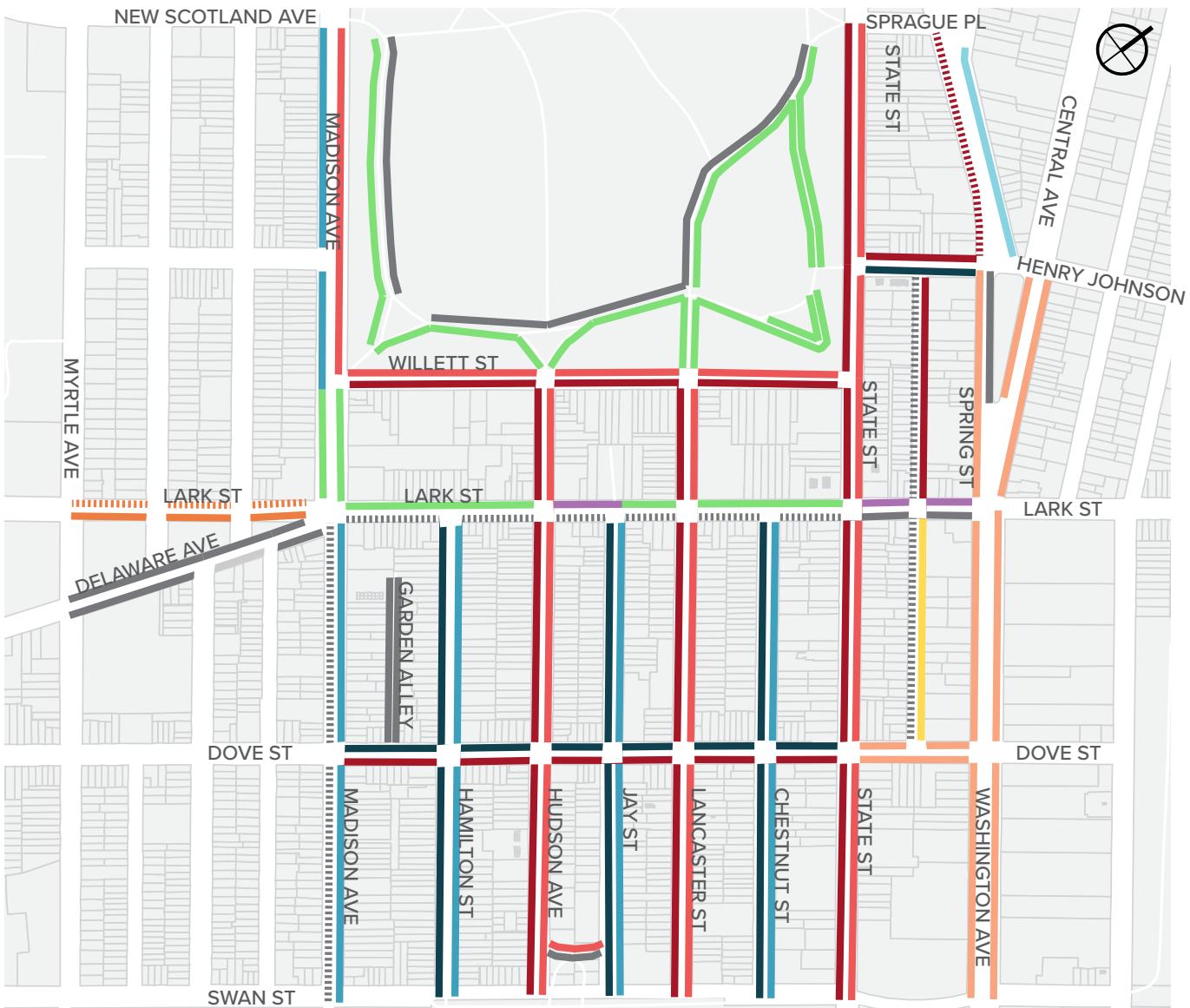
- **30-minute parking limit during weekdays:** Thirty minute parking is only present on portions of Lark Street and is enforced Monday through Friday from 9AM to 6PM
- **90-minute parking limit during weekdays:** Ninety minute parking occurs along a majority of Lark Street, a portion of Madison Avenue, and all roads within Washington Park. Ninety minute parking areas are enforced Monday through Friday from 9AM to 6PM
- **2-hour parking limit during weekdays:** Two-hour parking areas occur on all residential streets in the study area and are enforced Monday through Friday from 8AM to 6PM. Residential permit holders are exempt from the two-hour time limit. Two-hour parking limits are also present on the south side of Washington Avenue (between Sprague Place and Henry Johnson Boulevard) and are enforced Monday through Saturday from 9AM to 6PM
- **Metered parking:** Metered parking occurs on Dove Street (between State Street and Washington Avenue), Washington Avenue (between Henry Johnson Boulevard and Swan Street), and Central Avenue. Metered parking is enforced Monday through Friday and time frames vary. Metered parking east of Lark Street is located in Albany Parking Authority Zone 100, and metered parking west of Lark Street is located in Zone 300. In Zone 100, the first two hours are \$1.25/hour and then rates increase for each subsequent hour (maximum daily is \$30.25). In Zone 300, the first two hours are \$1.00/hour and then rates increase for each subsequent hour (maximum daily is \$19)

- **Parking allowed at all times except during street cleaning:** No parking restrictions, with the exception of street cleaning, are present on Lark Street (south of Madison Avenue), Spring Street (between Lark and Dove Streets), and the north side of Washington Avenue (between Sprague Place and Henry Johnson Boulevard)
- **No parking anytime / parking only permitted during street cleaning:** Parking is not permitted on several portions of streets in Washington Park, on Garden Alley, and along a majority of Delaware Avenue. Parking is only permitted on the east side of Lark Street (between Madison and Washington Avenues) and the south side of Spring Street and Madison Avenue (between Lark and Swan Streets) when parking is prohibited on the opposite side of the street due to street cleaning

OFF-STREET REGULATIONS

Regulations vary in all of the off-street parking lots surveyed and all are metered.

- **Albany Parking Authority Lot 1 (48 Central Ave):** Permit only; monthly permits are available to the public
- **Albany Parking Authority Lot 2 (72 Central Ave):** Metered every day except Sundays. Weekday daily maximum is \$3 (5AM-4PM); weekday nightly maximum is \$1 (4PM-5AM); Saturday maximum is \$1. Monthly permits are available to the public
- **Albany County Lot:** Open to the public on weekdays between 6PM and 12AM and on the weekends between 8AM and 12AM. A flat rate of \$5 is charged on weekdays and \$8 on weekends
- **Trinity Church Lot:** Open to the public daily for a flat rate of \$5
- **Hamilton Street Lot:** Permit parking only



ON-STREET PARKING REGULATIONS

*residential permit exempt

— No regulations posted

— No parking anytime

Dashed grey line indicates parking only permitted when prohibited on opposite side of street

— 2 hr parking 8AM - 6PM, M-F*

No parking 9AM - 12PM Mon
No parking 6PM Sun to 6PM Mon (Henry Johnson)

— 2 hr parking 8AM - 6PM, M-F*

No parking 9AM - 12PM Tues
No parking 6PM Mon to 6PM Tues (Henry Johnson & Spring St)

— 2 hr parking 8AM - 6PM, M-F*

No parking 9AM - 12PM Wed
No parking 8AM-10AM Wed (Madison Ave, west of Lark)
No parking 6PM Tues to 6PM Wed (Madison Ave, east of Lark)

— 2 hr parking 8AM - 6PM, M-F*

No parking 9AM - 12P Thurs
No parking 8AM-10AM Thurs (Madison Ave)

— 2 hr parking 9AM - 6PM, M - Sat

No parking 12AM - 7AM Tues

— 90 min. parking, 9AM - 6PM, M-F

No parking 11PM Thurs to 9AM Fri (Lark Street);
No parking 8AM-10AM Wed/Thurs (Madison Ave.)

— 30 min. parking 9AM - 6PM, M-F

No parking 11PM Thurs to 9AM Fri (Lark St.)

— No Parking 9AM - 12PM Wed

— No Parking 9AM - 12PM Thurs

— No Parking 6PM Mon to 6PM Tues

— No Parking 12AM - 7AM Wed

— Metered Parking

Time frame varies: 9AM-5PM, 8AM-6P,M or 8AM-5PM

2.5 PARKING INVENTORY + ANALYSIS (CONT.)

LOADING ZONES

Designated loading zones were documented as part of the parking inventory. Nine loading zones are located within the parking study area and are enforced Monday through Friday over varying time periods (see map on page 49). All loading zones in the study area limit loading activities to 15 or 30 minutes, with the exception of the loading zone on Spring Street (near the Dove Street intersection) where no time limit is specified.

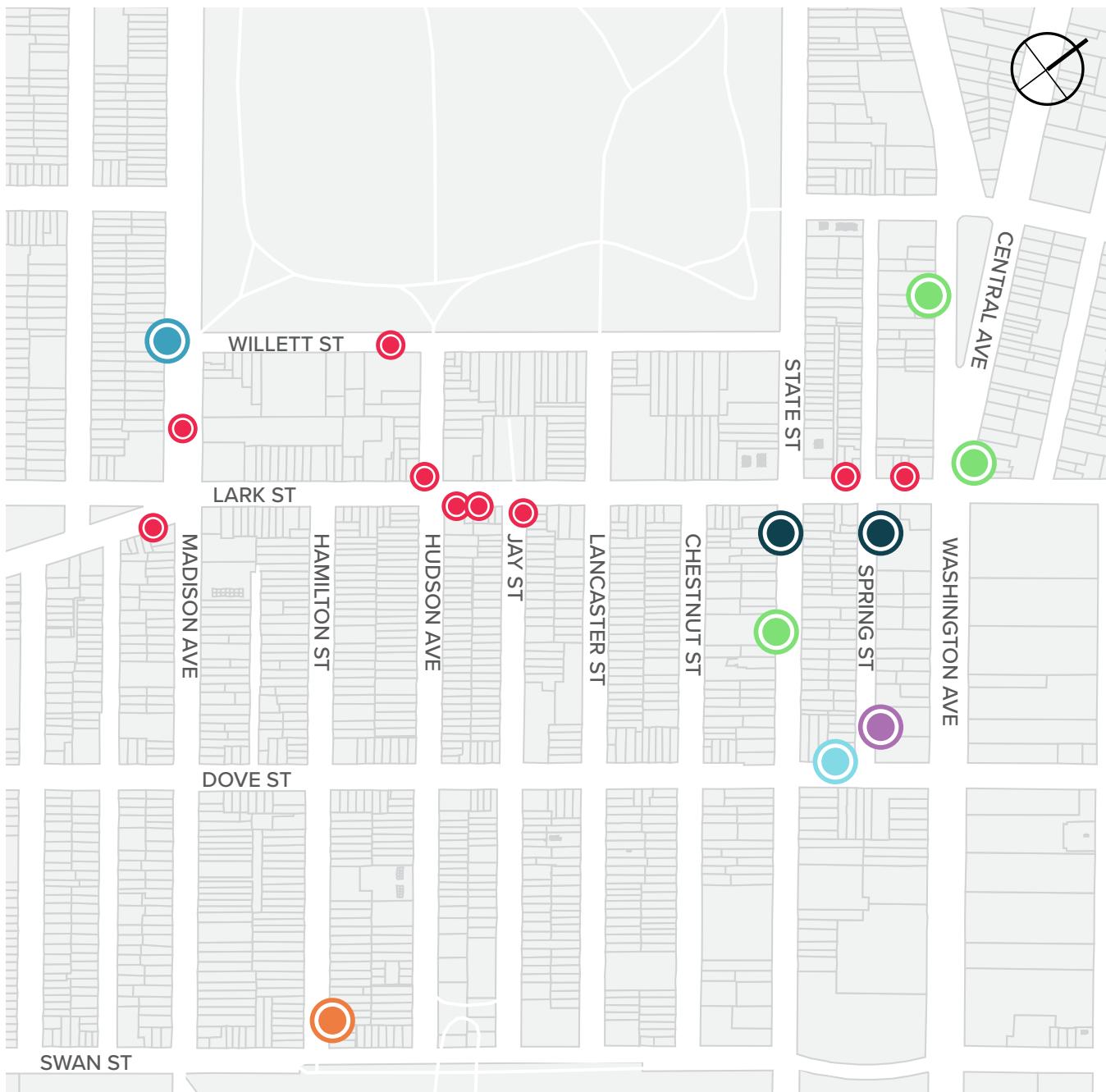
Despite the concentration of restaurants and businesses requiring frequent deliveries, no loading zones are designated on Lark Street. Two loadings zones could plausibly service Lark Street businesses: one is located on State Street at the intersection of State and Lark, and the other is located on Spring Street at the intersection of Spring and Lark.

ILLEGAL LOADING

During parking counts, several trucks parked illegally to load or unload were observed. A majority of illegal loading was observed on Lark Street where restaurants and retail are concentrated, including the block between Hudson Avenue and Jay Street and the two blocks between State Street and Washington Avenue. In addition to delivery trucks, several personal vehicles were observed stopping/parking illegally in Lark Street's wide (~15 feet), northbound lane.



▲ Delivery truck parked illegally in the northbound lane of Lark Street for loading activities.



DESIGNATED LOADING ZONES

- 30 min. limit, 7AM - 11AM, M-F
- 30 min. limit, 7AM - 5PM, M-F
- 30 min. limit, 8AM - 6PM, M-F
- 30 min. limit, 7AM - 6PM, M-F
- 15 min. limit; 7AM - 6PM, M-F
- No time limit, 8AM - 5PM, M-F

ILLEGAL LOADING

- Locations of trucks parking illegally to load/unload

2.5 PARKING INVENTORY + ANALYSIS (CONT.)

UTILIZATION RATES

Parking utilization is a metric used to quantify the availability of parking in a given area and is calculated by dividing the number of occupied parking spaces by the number of available spaces and multiplying the quotient by 100. Low utilization rates indicate a large supply of unused parking spaces, and high utilization rates indicate a lack of parking spaces. While low utilization rates may be convenient to motorists, this can be an indication that parking is oversupplied or overpriced. On the other hand, high utilization rates may suggest that the existing supply does not adequately accommodate demand or that parking is underpriced.

A desirable target for parking utilization is a goal of 85% occupancy. At this rate, most spaces are full but arriving drivers can relatively easily find an available space. For on-street parking, 85% occupancy represents approximately one open space per block.

WEEKDAY UTILIZATION

ON-STREET

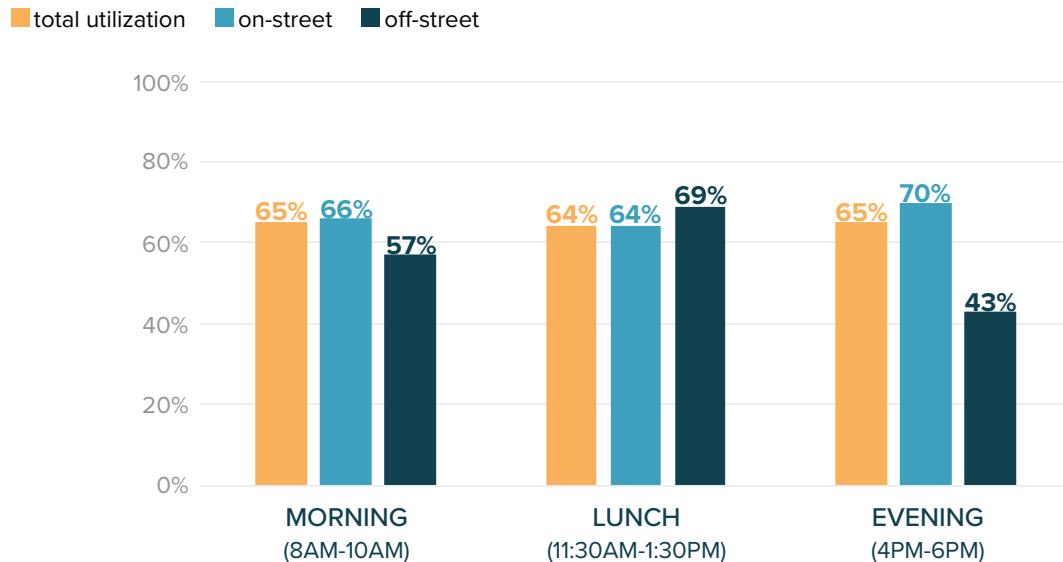
Total on-street utilization was highest in the evenings (70%) and lowest in the afternoons (64%). Washington Park roads were typically underutilized throughout the day, while streets within approximately a block of Lark Street had high occupancy rates (80% and higher).

On-street utilization along Lark Street, between Madison Avenue and Washington Avenue, was characterized by relatively low utilization rates in the morning and evening and moderate to high utilization rates in the afternoon. A 100% utilization rate was documented on Lark Street, between Spring Street and Washington Avenue, in the afternoon.

OFF-STREET

Total off-street utilization rates peaked in the afternoon (69%) and were lowest in the evening (43%). Low evening utilization rates are likely driven by the departure of daytime employees. Lark Street's only parking lot (Trinity Church Lot) exceeded 80% occupancy in the afternoon and evening.

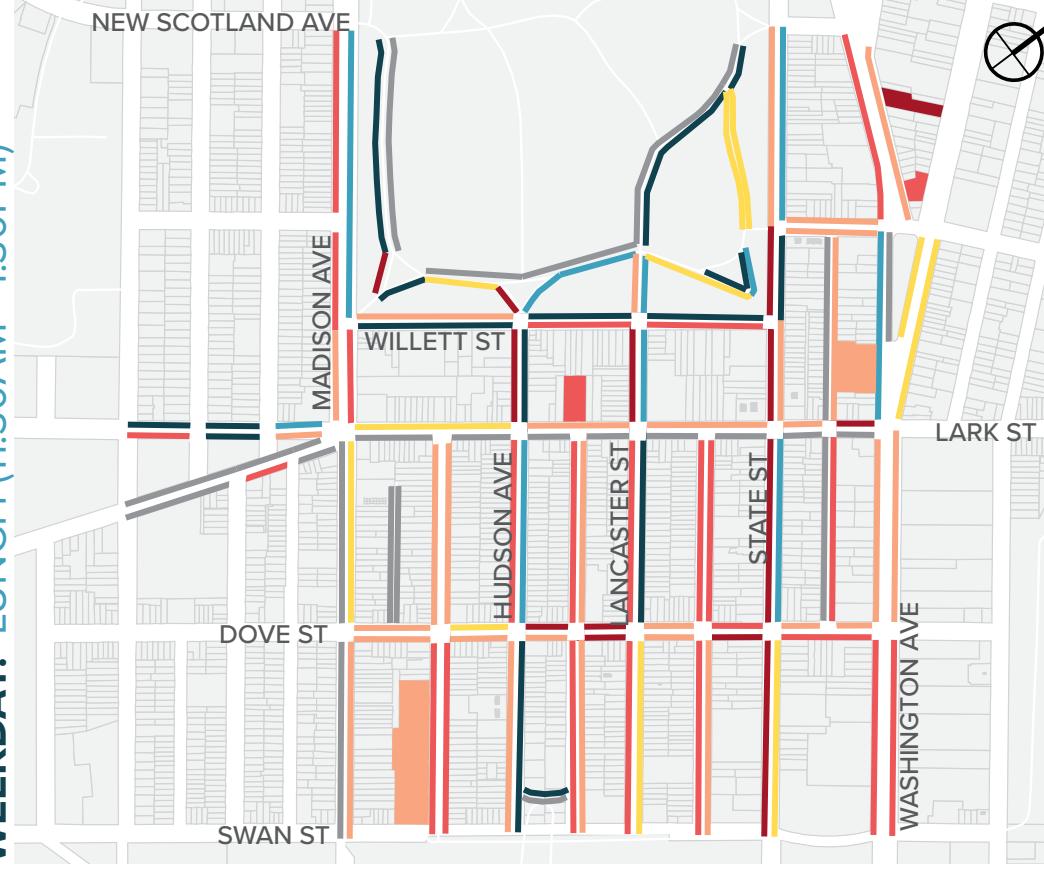
WEEKDAY PARKING UTILIZATION FOR LARK STREET STUDY AREA



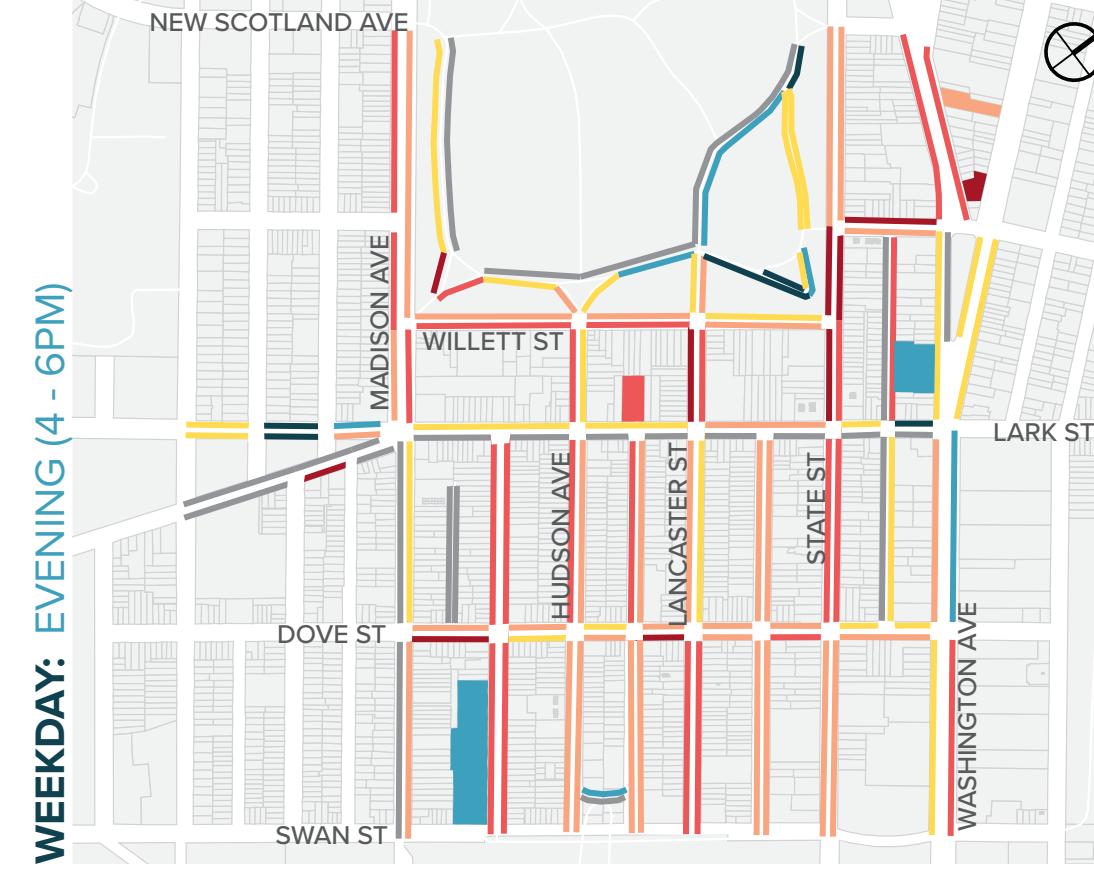
WEEKDAY: AVERAGE UTILIZATION



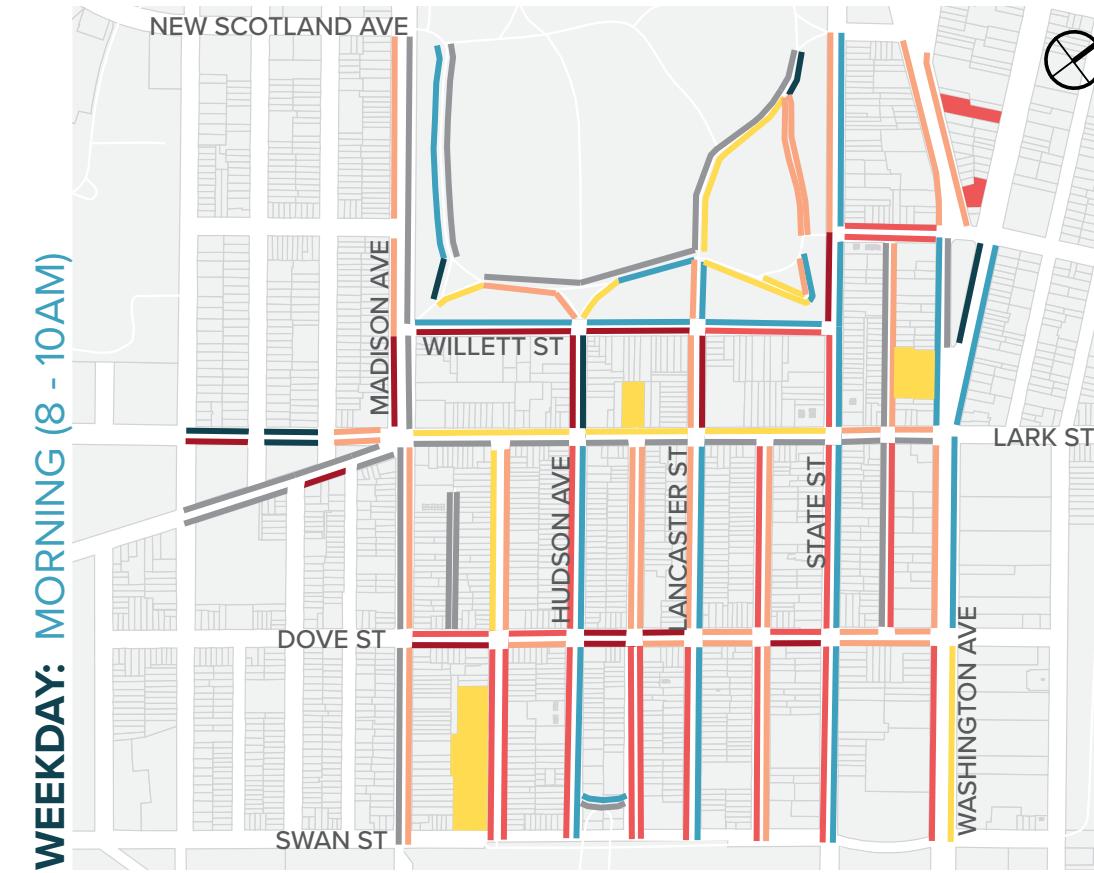
WEEKDAY: LUNCH (11:30AM - 1:30PM)



WEEKDAY: EVENING (4 - 6PM)

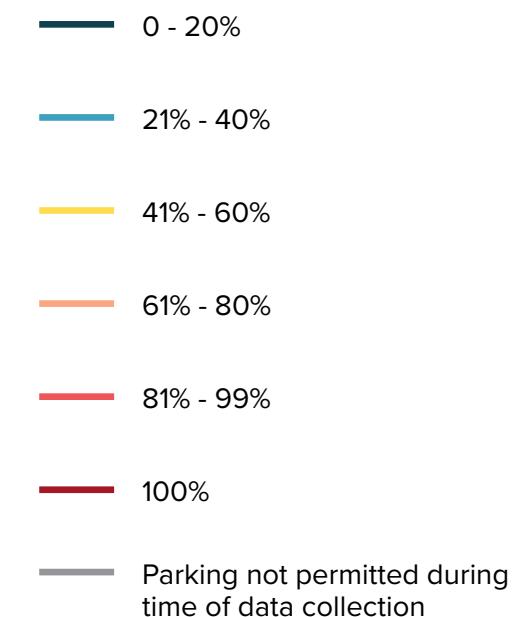


WEEKDAY: MORNING (8 - 10AM)

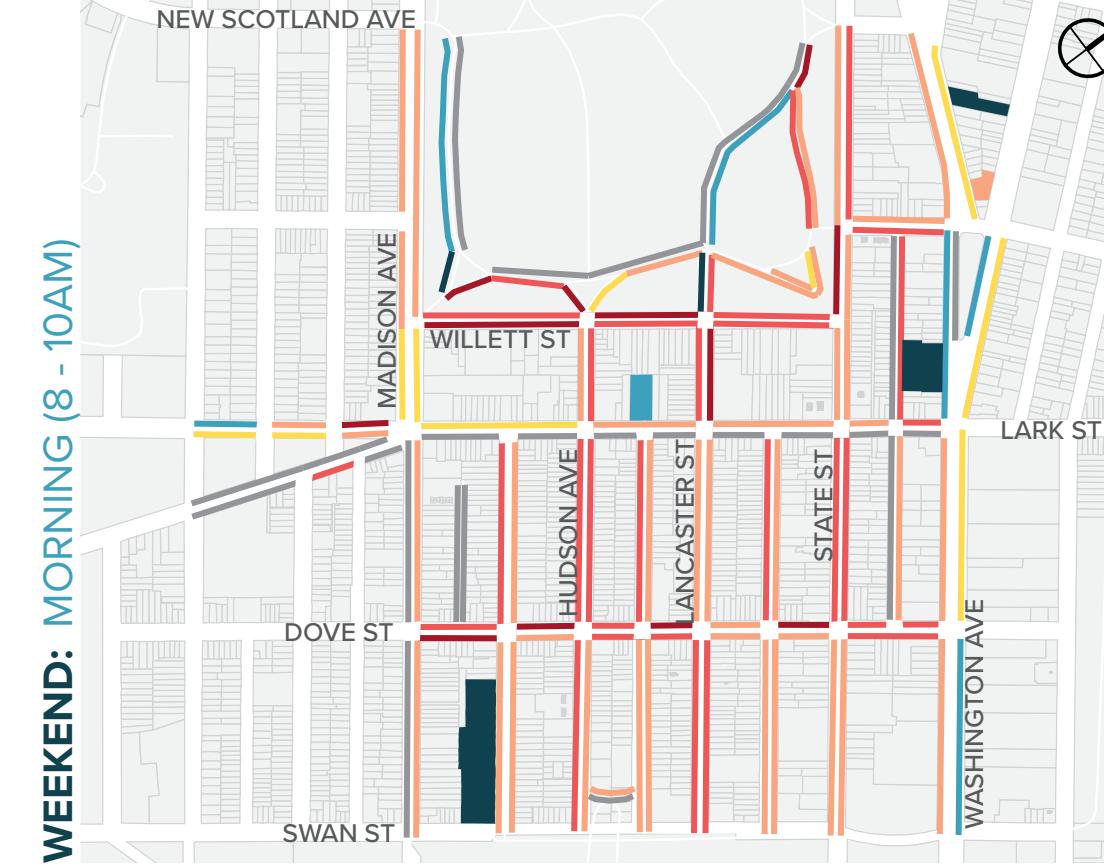
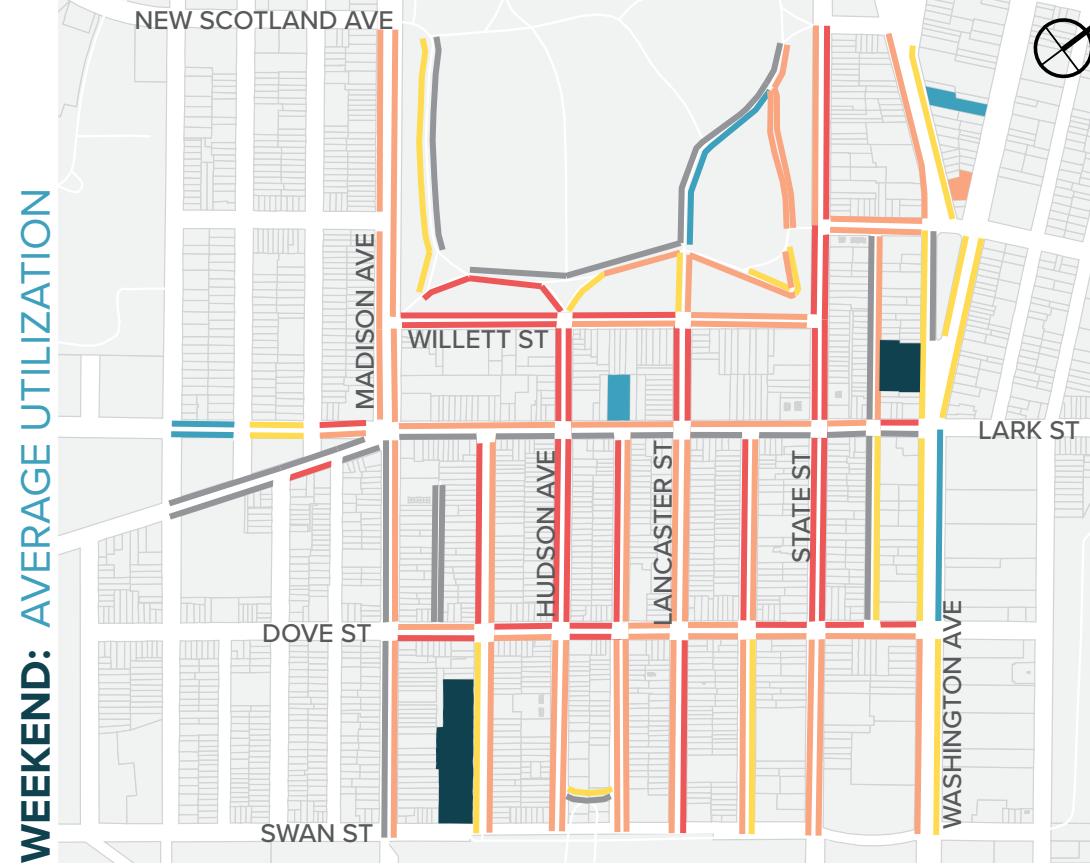


WEEKDAY UTILIZATION*

Data collected on Thursday, June 20, 2019

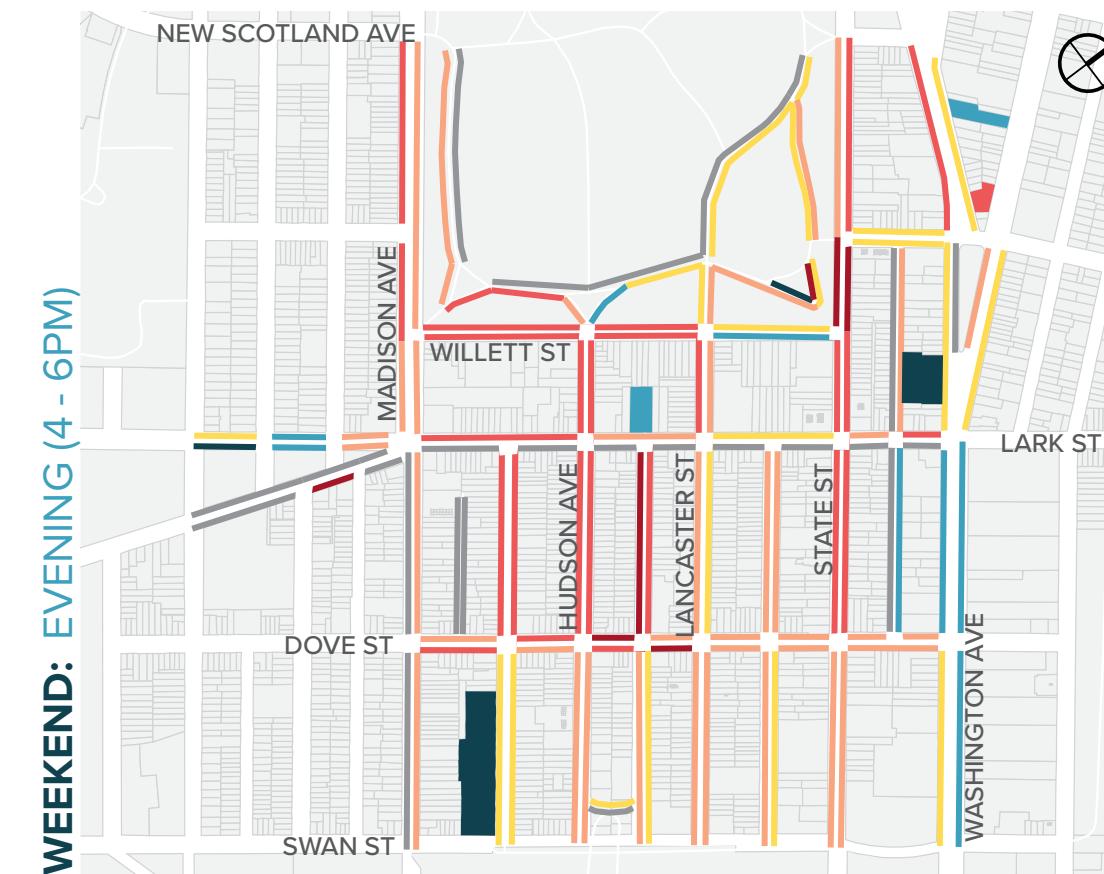
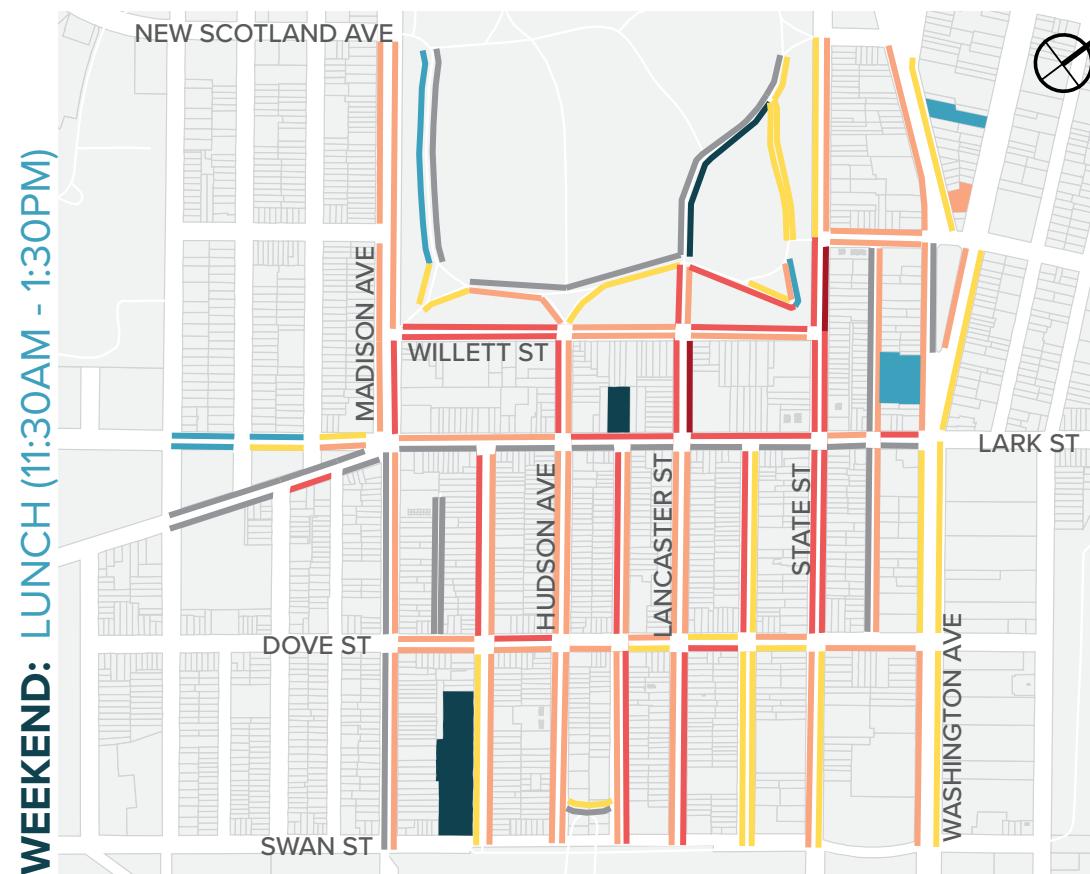
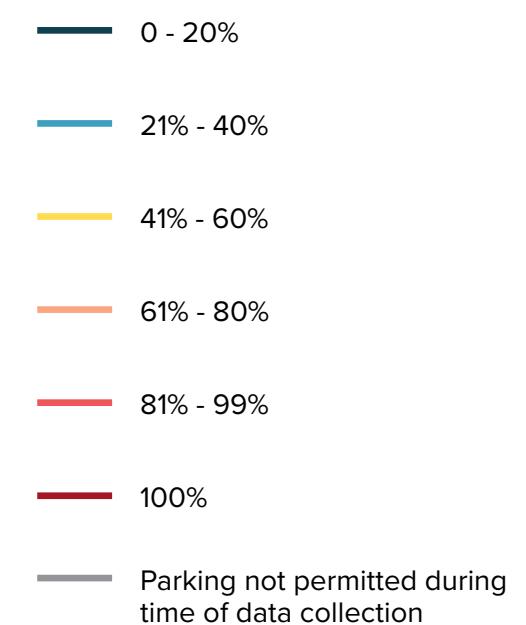


*Utilization is calculated by dividing the number of parked cars counted during a specific time period by the total number of available spaces and then multiplying the quotient by 100.



WEEKEND UTILIZATION*

Data collected on Saturday, June 22, 2019



*Utilization is calculated by dividing the number of parked cars counted during a specific time period by the total number of available spaces and then multiplying the quotient by 100.

2.5 PARKING INVENTORY + ANALYSIS (CONT.)

WEEKEND UTILIZATION

ON-STREET

Total on-street utilization was highest in the mornings (75%) and lowest in the afternoons and evenings (70%). Utilization rates of 100% were observed on several blocks during every time period surveyed (e.g., Willett, Dove, Lancaster, and State Streets), and all were within approximately one block of Lark Street. Similar to weekdays, parking on Washington Park roads and on Lark Street, south of Madison Avenue, is frequently under-utilized.

Utilization on Lark Street peaked in the afternoon, with all blocks between Madison and Washington Avenues characterized 67 — 89% occupancy.

OFF-STREET

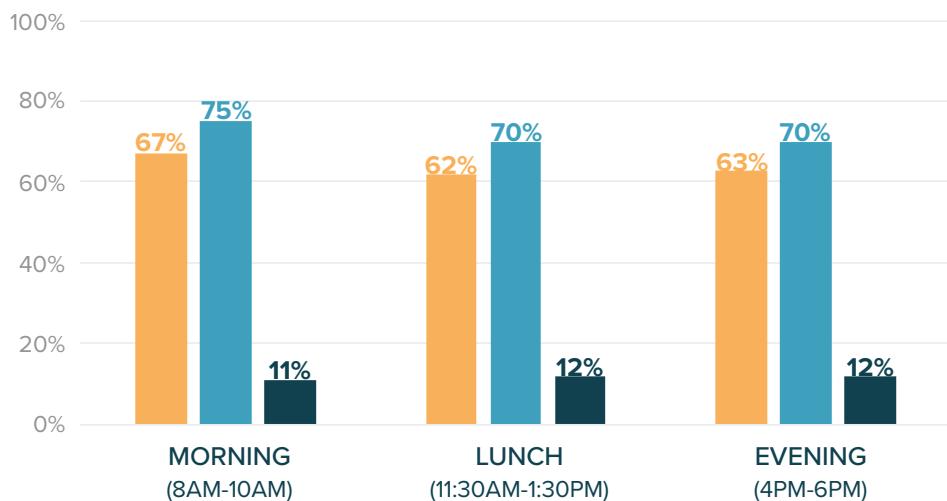
Total utilization of off-street parking lots was low during all time periods. The Albany Authority Parking Lot #1 (48 Central Ave), which is only open to permit holders, had the highest utilization rate, ranging from 70% occupancy in the morning to 90% occupancy in the evening.

The Trinity Church Parking Lot located on Lark Street had low utilization rates throughout the entire day. Occupancy was lowest in the afternoon (20%) and highest in the evening (37%).

Despite its proximity to Lark Street, the Albany County Parking Lot did not exceed 22% occupancy all day. Occupancy was lowest in the evening (18%) and highest in the afternoon (22%).

WEEKEND PARKING UTILIZATION FOR LARK STREET STUDY AREA

total utilization on-street off-street



2.6 TRAFFIC ACCIDENTS

Traffic accident data was obtained from the Albany Police Department documenting accidents that occurred between January 1, 2014 and May 18, 2019 within the Lark Street Parking Analysis Study Area (approximately one-quarter mile to the west and east of Lark Street).

STUDY AREA

A majority of traffic accidents occur at intersections, and the annual number of accidents is generally consistent from year-to-year. A majority of accidents each year occur between two motor vehicles, with the next most frequent collision being between motor vehicles and pedestrians.

Over 10 pedestrians were involved in motor vehicle accidents each year, with the exception of 2015 and 2019 (incomplete dataset for 2019). Between 2 and 4 bicyclists were involved in motor vehicle accidents each year, with the exception of 2019.

LARK STREET

Between 2014 and 2019, approximately 450 traffic accidents occurred along Lark Street. Similar to the entire study area, accidents were concentrated at intersections on Lark Street, with a majority of accidents occurring at the intersections of Lark Street and Washington Avenue and Lark Street and Madison Avenue.

Between 2014 and 2019, 7 bicyclists were hit by motor vehicles and 38 pedestrians were hit on Lark Street. In Summer 2018, upgrades to pedestrian crossing infrastructure and traffic signal timing were made at the intersection of Washington Avenue and Lark Street. Since these upgrades were implemented at this intersection:

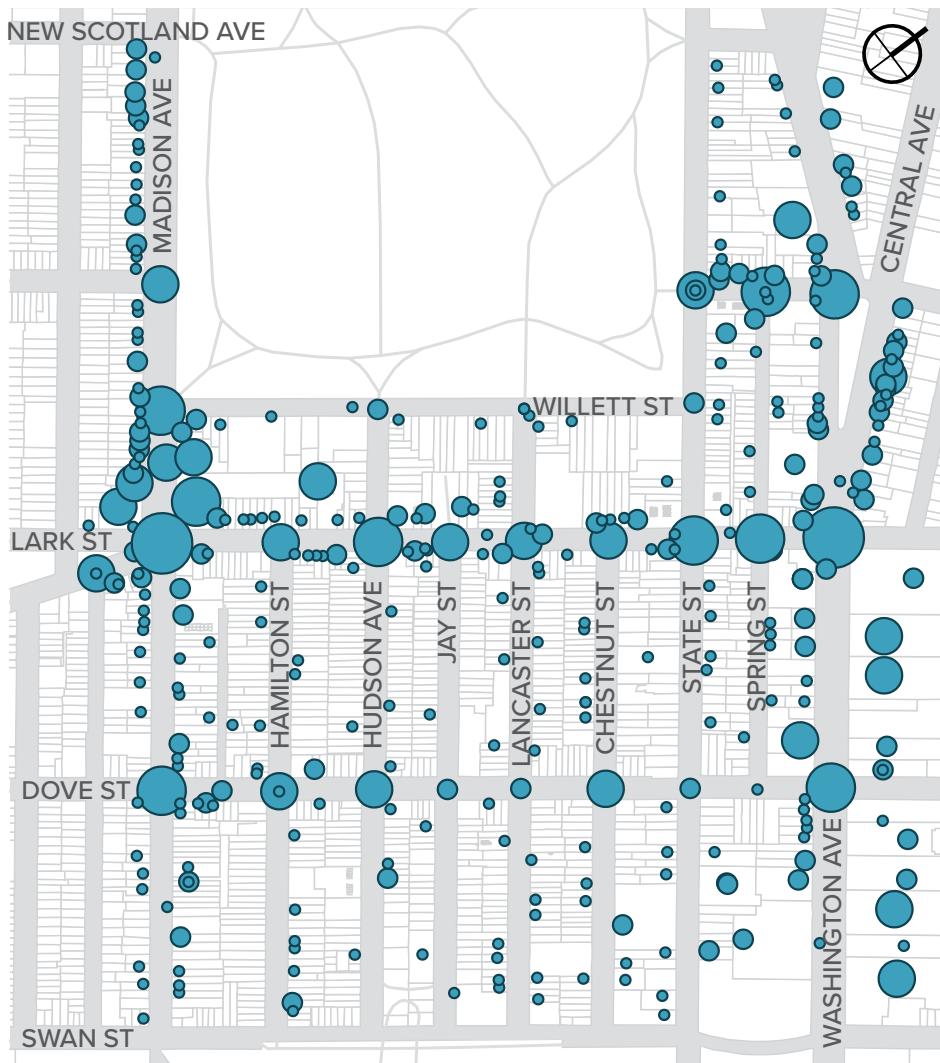
- No collisions with bicyclists occurred between July 2018 and May 2019
- 6 collisions with pedestrians occurred between July 2018 and May 2019

JANUARY 2014 - MAY 2019

TRAFFIC ACCIDENTS ON AND NEAR LARK STREET*

Collided with...	2014	2015	2016	2017	2018	2019	TOTAL
BICYCLIST	2	4	3	4	2	0	15
PEDESTRIAN	15	6	11	14	12	3	61
MOTOR VEHICLE	232	217	208	228	213	83	1,181
FIXED OBJECT	7	6	4	5	6	3	31
OTHER**	2	2	9	13	5	1	32
TOTAL	258	235	235	264	238	90	1,320

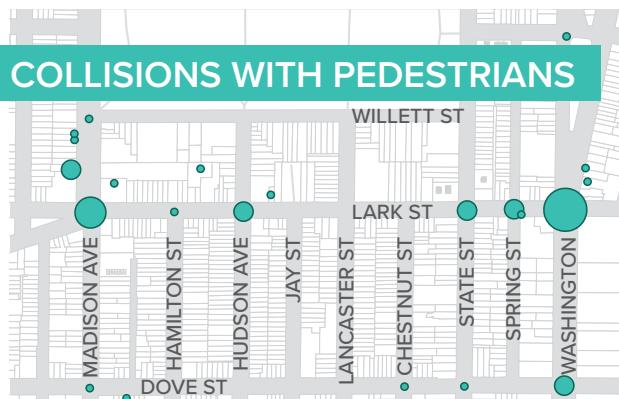
*The parking analysis study area (see map on page 43) was used by the Albany Police Department to pull traffic accident data. **"Other" refers to accidents with "other non-fixed objects" and objects not defined in the police report.



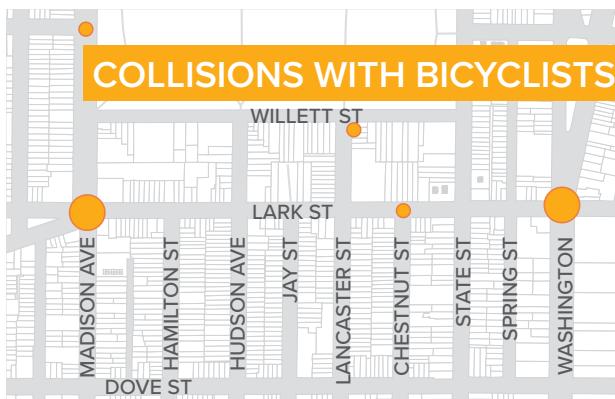
JANUARY 2014 - MAY 2019

TRAFFIC ACCIDENTS

data provided by Albany Police Department



COLLISIONS WITH PEDESTRIANS



5 collisions

@ Lark + Madison

25 collisions

@ Lark + Washington

3 collisions

@ Lark + Madison

3 collisions

@ Lark + Washington

2.7 TRANSPORTATION DEMAND

MODES OF TRANSPORTATION

Lark Street is State Route 9W and one of the few two-way north-south roads in Albany. Therefore, it is an important multimodal and commuter corridor, serving pedestrians, cyclists, public transit riders, and motorists.

MOTOR VEHICLES

The annual average daily traffic (AADT) on Lark Street between Madison Avenue and Washington Avenue is approximately 8,900 vehicles. In comparison, Lark Street north of Washington Avenue experiences an AADT of approximately 6,975 vehicles, and Delaware Avenue, immediately south of the Lark Street intersection, experiences an AADT of approximately 11,780 vehicles.

Lark Street intersects high volume roads at the major intersections of Madison and Washington Avenues. On the western leg of the Lark/Madison intersection, Madison Avenue experiences an AADT of 12,855 vehicles, and to the east of Lark Street, Madison Avenue experiences an AADT of 9,030. Washington Avenue, to the east of Lark Street, experiences an AADT of approximately 16,390 vehicles. On the western leg of the Lark/Washington intersection, Central Avenue experiences an AADT of 17,370 vehicles and Washington Avenue experiences a much lower AADT of 8,605 vehicles.

PUBLIC TRANSIT

Capital District Transportation Authority (CDTA) operates several bus routes along Lark Street, including routes 13, 18, 734 and 763, as well as the Capital City Trolley. All CDTA buses are handicap accessible and are equipped with bike racks to facilitate intermodal transportation.

Route 13 (New Scotland Ave) links Lark Street to downtown Albany and New Scotland Avenue. This bus route provides important connectivity to the Park South residential development, Albany Medical Center, and St. Peter's Hospital. This route operates daily.

Route 18 (Delaware Ave) connects Lark Street to downtown and commercial and residential destinations to the south, including Delaware Avenue, Delmar, and Bethlehem. This route operates daily.

Route 734 (Hackett Blvd/Buckingham Pond) provides connectivity between Lark Street, downtown, Albany Medical Center, St. Peter's Hospital, and residential neighborhoods in western Albany. This route only operates on weekdays.

Route 763 (Albany/Schenectady via Route 20) connects Lark Street to downtown, commercial areas on Madison and Western Avenues, Guilderland, downtown Schenectady, and the Rivers Casino. This route only operates on weekdays.

The Capital City Trolley offers free service every 20 minutes on Thursday, Friday, and Saturday nights (5PM - 12:30AM) and provides important connections between Lark Street and downtown destinations, including the Palace Theater, Pearl Street, and the Times Union Center.

CYCLING

Lark Street has shared north- and south-bound travel lanes marked with sharrows. North of Washington Avenue, Lark Street connects to designated bike lanes on Clinton Avenue. The Madison Avenue bike lanes, which begin at the intersection of Madison and Western Avenues, terminate at the Lark Street intersection. The City of Albany is currently developing a city-wide bicycle and pedestrian master plan, which may provide for additional future bike connections to Lark Street.



▲ Lark Street is a Multimodal Corridor providing mobility for cyclists, pedestrians, transit users, and motorists.

2.7 TRANSPORTATION DEMAND (CONT.)

NEW RESIDENTIAL DEVELOPMENTS

Several new residential development projects are proposed or have recently been constructed within approximately one-half mile of Lark Street. This increase in residential units is expected to increase traffic along Lark Street, particularly pedestrian traffic given the close proximity and density of these new developments.

166 WASHINGTON AVENUE (PROPOSED)

19 NEW RESIDENTIAL UNITS

Ikos Management and Development is planning to construct 19 new apartment units behind the existing building at 166 Washington Avenue. The new apartment building will be constructed on an existing parking lot with its main entrance on Spring Street. It will consist of studio and one-bedroom units and will cater to an older demographic (55+) looking for a walkable urban setting.

152 WASHINGTON AVENUE (PROPOSED)

35 NEW RESIDENTIAL UNITS

The owner of this currently vacant building, located at the corner of Washington Avenue and Dove Street, is proposing to redevelop the space into 35 new apartment units.

4 CENTRAL AVE (BUILT)

35 NEW RESIDENTIAL UNITS

Previously called the “Mayfair,” this building was formerly used as a furniture store and car dealership. The building has been adapted into a mixed-use building with 35 residential units. 4 Central Ave offers a gym, bicycle parking, and off-street parking amenities.

@HUDSON/PARK (BUILT)

75 NEW RESIDENTIAL UNITS

Located at 160 Myrtle Avenue, this former brewery, carriage house, and bottling plant was recently redeveloped into 75 luxury apartment units (a mix of studio and one-bedroom units). Catering to a live-work-play lifestyle in downtown Albany, the apartment complex offers several on-site amenities, such as secure bicycle parking, a gym, a co-working space, and off-street parking (for a fee), and advertises its central, walkable location.

PARK SOUTH (BUILT)

250+ NEW RESIDENTIAL UNITS

Park South is a complex of new residential buildings recently constructed adjacent to Albany Medical Center along New Scotland Avenue and Morris Street. This new residential complex consists of brownstones and high rise apartment buildings and offers studio, one-bedroom, and two-bedroom units. Similar to the other new residential developments near Lark Street, Park South caters to individuals looking for a walkable, urban environment and provides residents with free CDTA bus passes, free indoor parking, and access to a fitness center.

THE RESERVE AT PARK SOUTH (DANA STREET-BUILT/ 105 MORRIS STREET-PROPOSED)

125 NEW RESIDENTIAL UNITS

The Reserve at Park South is a new four story apartment building located on Dana Avenue with an additional building proposed on Morris Street. Together they will provide 125 new residential units. These buildings are a short walk to Albany Medical Center, Washington Park, and downtown. The buildings offer underground resident parking, accessible by elevator.



▲ Park South Residential Development. Photo credit: WalkScore

2.8 CPTED ASSESSMENT

Crime Prevention through Environmental Design (CPTED) is an interdisciplinary approach to designing and enforcing a physical environment that positively influences human behavior. This section provides a summary of criminal activity along and adjacent to the Lark Street corridor and assesses the physical streetscape conditions and land use patterns that may be fostering negative human behaviors.

CPTED is comprised of four core design principles, which are used to structure this assessment:

- **Natural Surveillance** focuses on the design and placement of features to maximize visibility, eliminate hiding or hard to see places, and increase the ability of police, local residents, and businesses to monitor and respond to situations
- **Natural Access Control** incorporates real or perceived barriers to restrict access to unauthorized areas (e.g., private property) and guide pedestrians and vehicles along the street
- **Territoriality** focuses on using physical design features to delineate space and communicate a sense of ownership and pride to convey that an area is cared for and inappropriate behavior is not acceptable
- **Maintenance** builds on the principle of territoriality by prioritizing the repair, replacement, and general upkeep of a building or an area to further emphasize ownership and care

CRIME

Crime data was obtained from the Albany Police Department documenting incidents that occurred between January 1, 2014 and May 18, 2019 within the Lark Street Parking Analysis Study Area (approximately one-quarter mile to the west and east of Lark Street).

STUDY AREA

A total of 2,635 incidents were reported between 2014 and 2019 and were concentrated along major commercial corridors, including Lark Street and Central Avenue. A majority of incidents (1,265) were classified as theft (includes burglary, larceny, and robbery), followed by assault (595), and criminal mischief (478). Crimes were most frequently reported at night, between 10PM and 5AM. Crime incidents did not fluctuate significantly year to year; an annual average of 500 incidents were reported in the study area (2019 excluded from the average).

LARK STREET

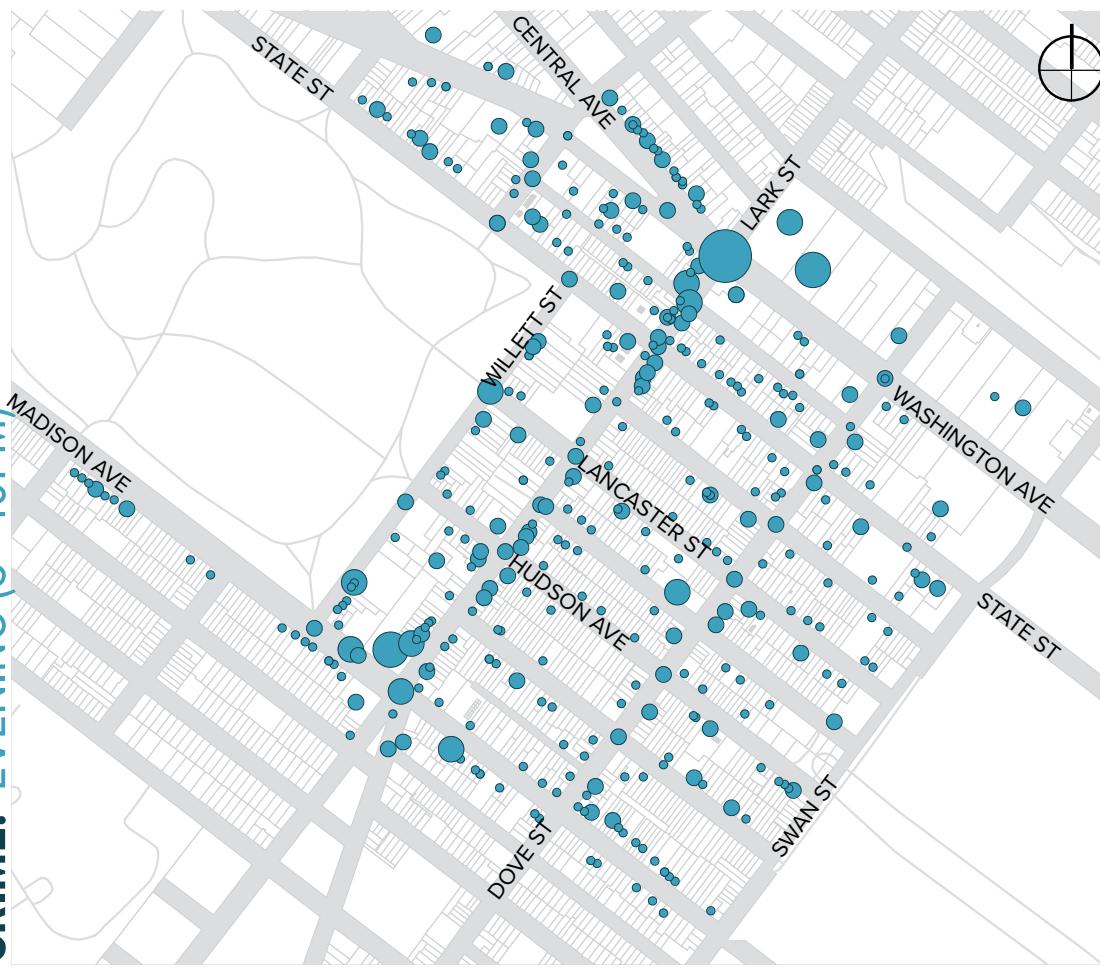
Between 2014 and 2019, approximately 580 criminal incidents were reported on Lark Street, with an average of 110 incidents reported per year (2019 excluded from the average). Similar to the study area, a majority of crimes (262) reported on Lark Street were theft (includes burglary, larceny, and robbery), followed by assault (176), and criminal mischief (76).

Most incidents occurred at night, between 10PM and 5AM, and were concentrated at the northern and southern ends of the Lark Street corridor, typically at restaurant and bar locations (e.g., Cafe Hollywood, Lark Tavern, Savoy Taproom, Dunkin Donuts, and Imperial Mart). The Lark Street and Washington Avenue intersection and Dunkin Donuts were frequent locations for criminal incidents regardless of the time of day.

CRIME: MORNING (5AM - 12PM)



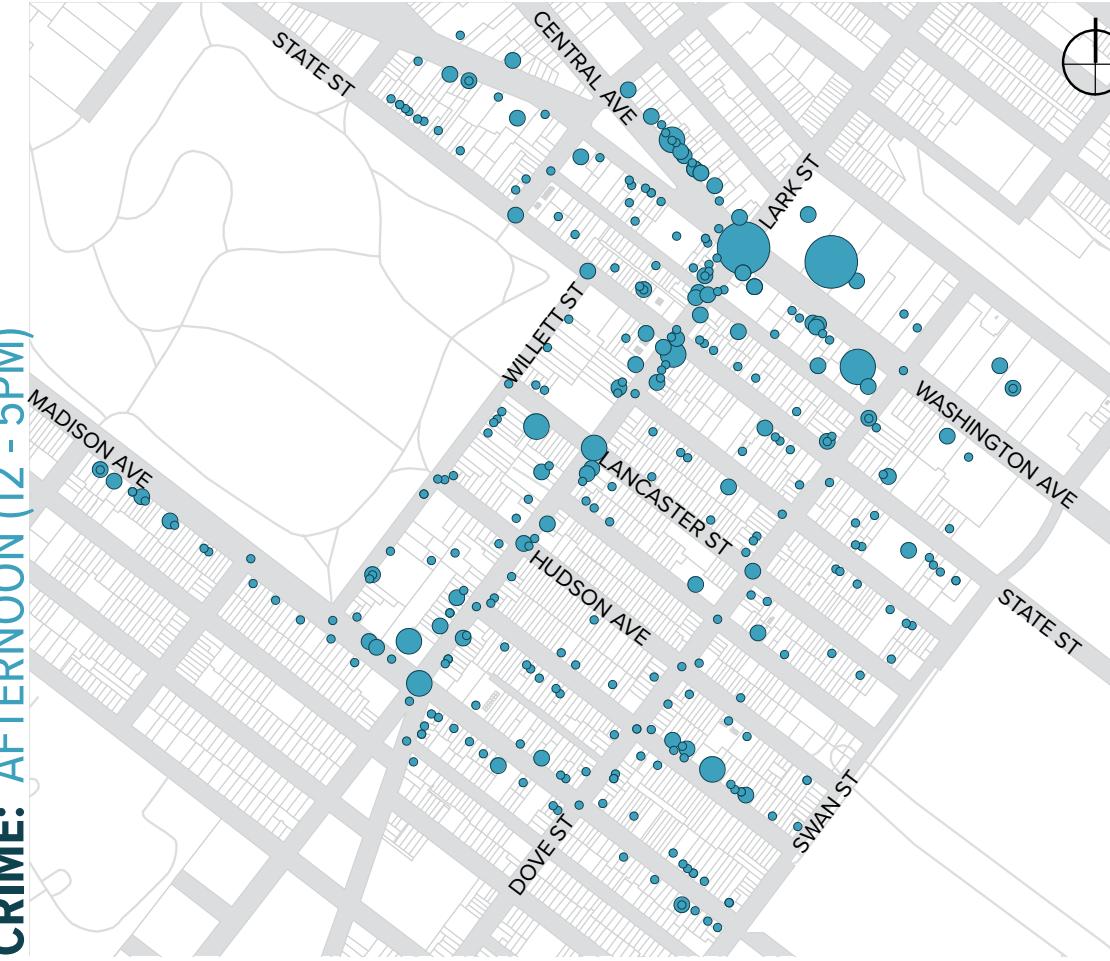
CRIME: EVENING (5 - 10PM)



CRIME: NIGHT (10PM - 5AM)

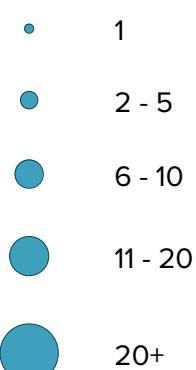


CRIME: AFTERNOON (12 - 5PM)



CRIME INCIDENTS JAN. 2014 - MAY 2019

Data provided by the Albany Police Department



MORNING (5AM - 12PM)

- 12 incidents at the Library (161 Washington Ave)
- 12 incidents at Dunkin Donuts (439 Madison Ave)
- 11 incidents at the intersection of Lark St. and Washington Ave.

AFTERNOON (12PM - 5PM)

- 37 incidents at the Library (161 Washington Ave)
- 23 incidents at the intersection of Lark St. and Washington Ave.
- 15 incidents at the Albany County Social Services Building (162 Washington Ave.)

EVENING (5PM - 10PM)

- 25 incidents at the intersection of Lark St. and Washington Ave.
- 15 incidents at the Library (161 Washington Ave)
- 13 incidents at Dunkin Donuts (439 Madison Ave)

NIGHT (10PM - 5AM)

- 43 incidents at Cafe Hollywood (275 Lark St)
- 40 incidents at Lark Tavern (453 Madison Ave)
- 25 incidents at the intersection of Lark St. and Washington Ave.
- 24 incidents at the Imperial Mart (191 Lark St)
- 18 incidents at Savoy Taproom (301 Lark St)
- 18 incidents at Dunkin Donuts (439 Madison Ave)
- 16 incidents at the intersection of Lark St. and Madison Ave.
- 15 incidents at Mobil gas station (442 Madison Ave)
- 10 incidents at OH Bar (304 Lark St)

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2.8 CPTED ASSESSMENT (CONT.)

NATURAL SURVEILLANCE

Maximizing visibility along the streetscape increases the ability of police, local residents, and businesses to monitor and respond to situations and creates a sense of safety for streetscape users. The presence of vacant structures (e.g., those located at the northern and southern ends of Lark Street), large blank walls, opaque fences, and buildings without windows on the street level (e.g., the building on the northeast corner of Spring and Lark Streets) create low visibility conditions where streetscape users feel isolated and building inhabitants cannot effectively monitor the street.

Additionally, areas not sufficiently illuminated by existing street lights create dark sections along the corridor where visibility is reduced. Low light conditions currently exist on the western side of Lark Street between Madison and Hudson Avenues, where a combination of residential uses and dense tree canopies block light from existing street lights, and between Spring Street and Washington Avenue, where a concentration of vacant storefronts, a lack of street-level windows, and constrained sidewalk conditions create a sense of isolation.

NATURAL ACCESS CONTROL

Natural access control relates to the provision of real or perceived barriers to restrict access to unauthorized areas (e.g., private property) and guide pedestrians and vehicles along the street. The presence of wrought iron fences (e.g., along the courtyard of In Our Own Voices) effectively define public versus private spaces without reducing visibility and natural surveillance. Conversely, the dense hedgerow around the Trinity Church property clearly differentiates between public and private spaces, but detracts from natural surveillance due to a lack of street-level windows, limited activity associated with this land use, and the opacity of the hedge.



▲ Constrained sidewalk and low light conditions on the western side of Lark Street, between Spring Street and Washington Avenue.

2.8 CPTED ASSESSMENT (CONT.)

TERRITORIALITY

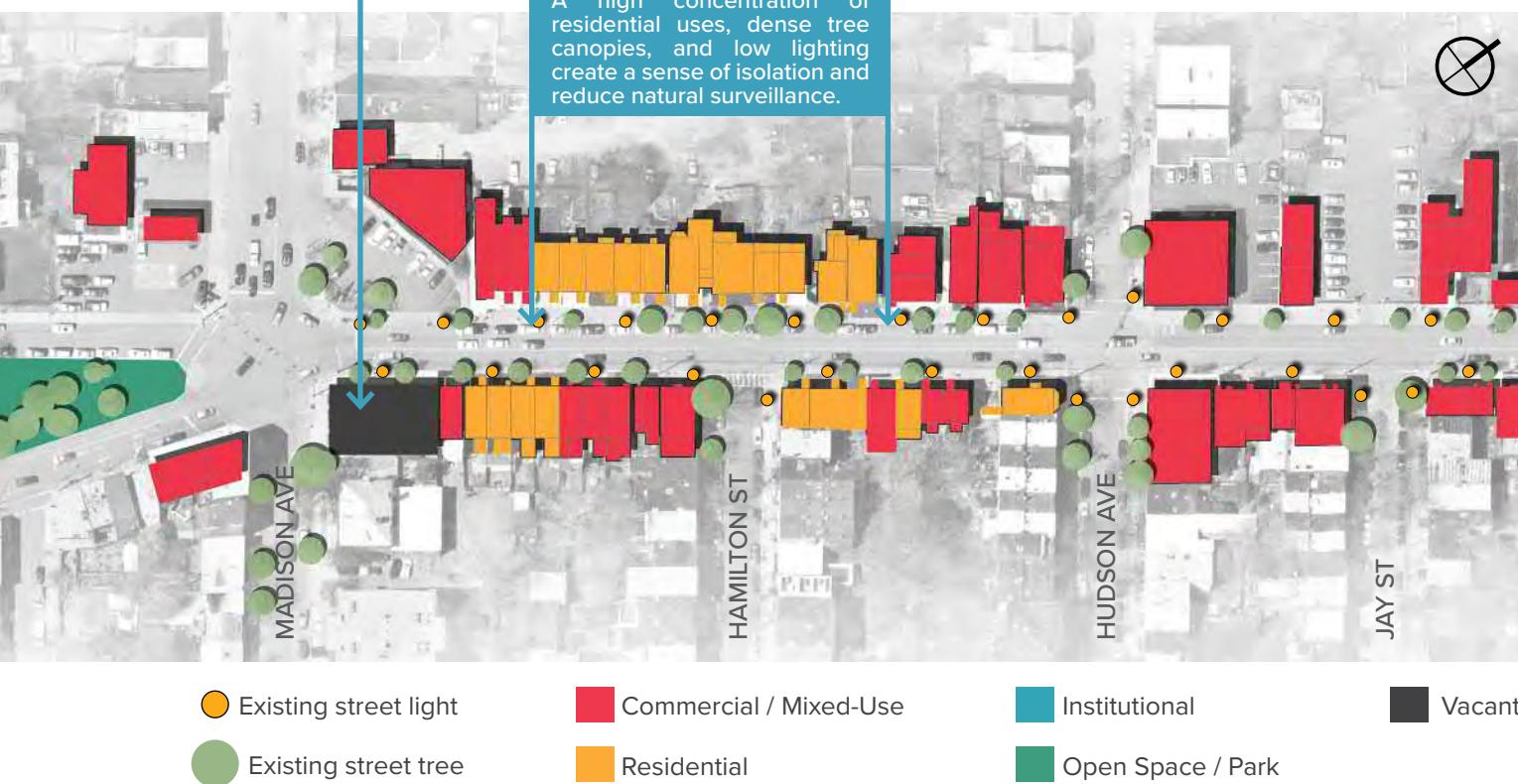
Territoriality relates to the use of design elements to convey a sense of ownership and pride, indicating that an area is cared for and inappropriate behavior is not acceptable. The consistency of hanging flower baskets (in the summer) and banners on light poles along Lark Street helps to define the street as a unique, cohesive place that is actively maintained. Other pedestrian amenities also contribute to a sense of territoriality, such as bike racks and trash receptacles. Territoriality could be strengthened along the corridor through routine maintenance and strategic coordination of the style and placement of pedestrian amenities.

Vacant storefronts are unwelcoming gateways into the corridor that reduce natural surveillance and pedestrians' sense of safety.

A high concentration of residential uses, dense tree canopies, and low lighting create a sense of isolation and reduce natural surveillance.

MAINTENANCE

The concept of maintenance complements territoriality by prioritizing the general upkeep of an area to further emphasize ownership and care. The Lark Street BID is a critical steward of the corridor, providing routine maintenance (e.g., litter removal, plant watering) that improves the aesthetics and comfort of the streetscape. Despite the BID's efforts, several stakeholders and members of the public referred to Lark Street as "dirty," citing the presence of cigarette butts, overflowing trash cans, and litter. Additional partnerships may be required to ensure Lark Street is thoroughly and consistently maintained.



LAND USE

The presence of vacant buildings, vacant storefronts, and clusters of residential uses can create a sense of isolation and low visibility along the streetscape. Vacant buildings detract from streetscape activity, creating dead zones where inappropriate behaviors can occur unmonitored. Residential land uses only intermittently engage with the streetscape (e.g., when residents are departing or arriving home), and when present in dense clusters, can create a low visibility environment that decreases a pedestrians' sense of comfort and safety.



▲ A high concentration of residential uses paired with dense tree canopies creates low visibility conditions on the west side of Lark Street, near Hamilton Street.

Vacant storefronts, constrained sidewalk conditions, and poor lighting reduce natural surveillance, create a sense of isolation, and decrease pedestrian comfort/sense of safety.



● Existing street light

■ Commercial / Mixed-Use

■ Institutional

■ Vacant

● Existing street tree

■ Residential

■ Open Space / Park

2.9 KEY FINDINGS

SOCIO-DEMOGRAPHIC

- The Lark Street neighborhood is expected to grow rapidly in the next 5 years compared to the City of Albany
- The Lark Street neighborhood is characterized by a high concentration of young adults
- Nearly three-quarters of housing units (72%) in the Lark Street neighborhood are renter-occupied
- The Lark Street neighborhood is well-positioned to benefit from the concentration of public sector job opportunities (State, County, City, and related industries) located in downtown Albany
- Lark Street serves a walkable neighborhood

ZONING + LAND USE

- Tax parcels along the Lark Street study corridor occur in four different USDO Districts, and all parcels along the corridor are within the Combined Sewer Overlay
- A majority of the Lark Street corridor is characterized by land uses that are commercial and mixed-use (retail on the first floor with residential on the upper floors)

STREETSCAPE INVENTORY

- Roads: Lark Street is classified as a Principal Arterial by NYSDOT and experiences an average of 8,900 vehicles per day. It is a two-way street with one travel lane in each direction and a parking lane on the west side of the street
- Sidewalks: Sidewalks are present on both sides of Lark Street and are in good condition. They vary in width along the entire length of the corridor, and several sidewalk features constrain available clear space for pedestrian mobility along Lark Street
- Crosswalks: Intersection crossings are characterized by faded crosswalks and a lack of pedestrian signals at minor signalized intersections (Hudson, Lancaster, and State)
- Buses: The Capital District Transportation Authority (CDTA) operates four bus routes along Lark Street
- Bicycles: Shared lane markings (sharrows) are present in the north- and south-bound travel lanes. However, the sharrows pavement markings are significantly faded along the entire length of the corridor, making them very difficult to see
- Lights: Pedestrian light poles are evenly spaced along the corridor, occurring approximately every 60 feet. Despite evenly distributed lights, a few pockets along Lark Street are dark
- Trees: A total of 63 are present along Lark Street and all are generally in good condition
- Amenities: No public benches or seating areas are provided along the entire length of the corridor. Trash receptacles are located intermittently. Two public art installations are located on Lark Street. Several Lark Street businesses provide outdoor seating and tables for sidewalk dining

PARKING

- Over 2,000 parking spaces are present within approximately one-quarter mile of Lark Street (1,965 on-street spaces and 289 off-street spaces)
- On-street parking utilization is highest on weekend mornings (75% occupancy) and lowest on weekday afternoons (64% occupancy)
- Off-street parking is under-utilized on weekends
- No loading zones are present on Lark Street, despite the high concentration of businesses and restaurants requiring regular deliveries
- On Lark Street, illegal parking to accommodate loading activities is concentrated between Hudson Avenue and Jay Street, and State Street and Washington Avenue

SAFETY

- Traffic accidents are concentrated at intersections, particularly the Madison Avenue and Washington Avenue intersections
- Crime incidents are most frequently reported at night (10PM-5AM), are concentrated at the northern and southern ends of Lark Street, and are often associated with alcohol serving establishments
- Poor lighting, a high concentration of residential and/or vacant buildings, and narrow sidewalk conditions can negatively impact pedestrians' comfort and sense of safety

ANALYSIS

- Recent zoning changes reinforce Lark Street's character and position it as an important neighborhood mixed-use corridor
- Lark Street serves a rapidly growing population of young, well-educated adults who are inclined to walk to work and are less reliant on cars than the City of Albany as a whole
- Several recently constructed high density residential developments targeting individuals interested in an urban lifestyle are within approximately one-half mile of Lark Street and are expected to increase multimodal traffic and expand the street's service area
- Lark Street is a multimodal corridor providing mobility for a variety of users, including public transit riders, pedestrians, cyclists, and motorists
- A mix of uses activates the streetscape, provides valuable neighborhood services, and creates a unique local destination



03 ENGAGEMENT

USE ONE WORD OR PHRASE TO DESCRIBE...

LARK STREET TODAY

Community

Diverse

It's Alright

YOUR VISION FOR LARK
STREET IN THE FUTURE

more flowers

more parking

refurbished
stoops!



3.1 OVERVIEW

Frequent and consistent engagement with the public, stakeholders, and other City Departments was an integral component of this Study and will continue to be fundamental as Lark Street designs are further developed. Early in the planning process, public, stakeholder, and interagency engagement helped to define opportunities, issues, and a future vision for the Lark Street corridor. As design alternatives were developed, conversations with City Departments and stakeholders were critical in developing a preferred alternative, and public feedback on a week-long demonstration project further refined design recommendations.

The following sections provide a summary of the different stakeholders engaged and the types of public outreach events conducted.

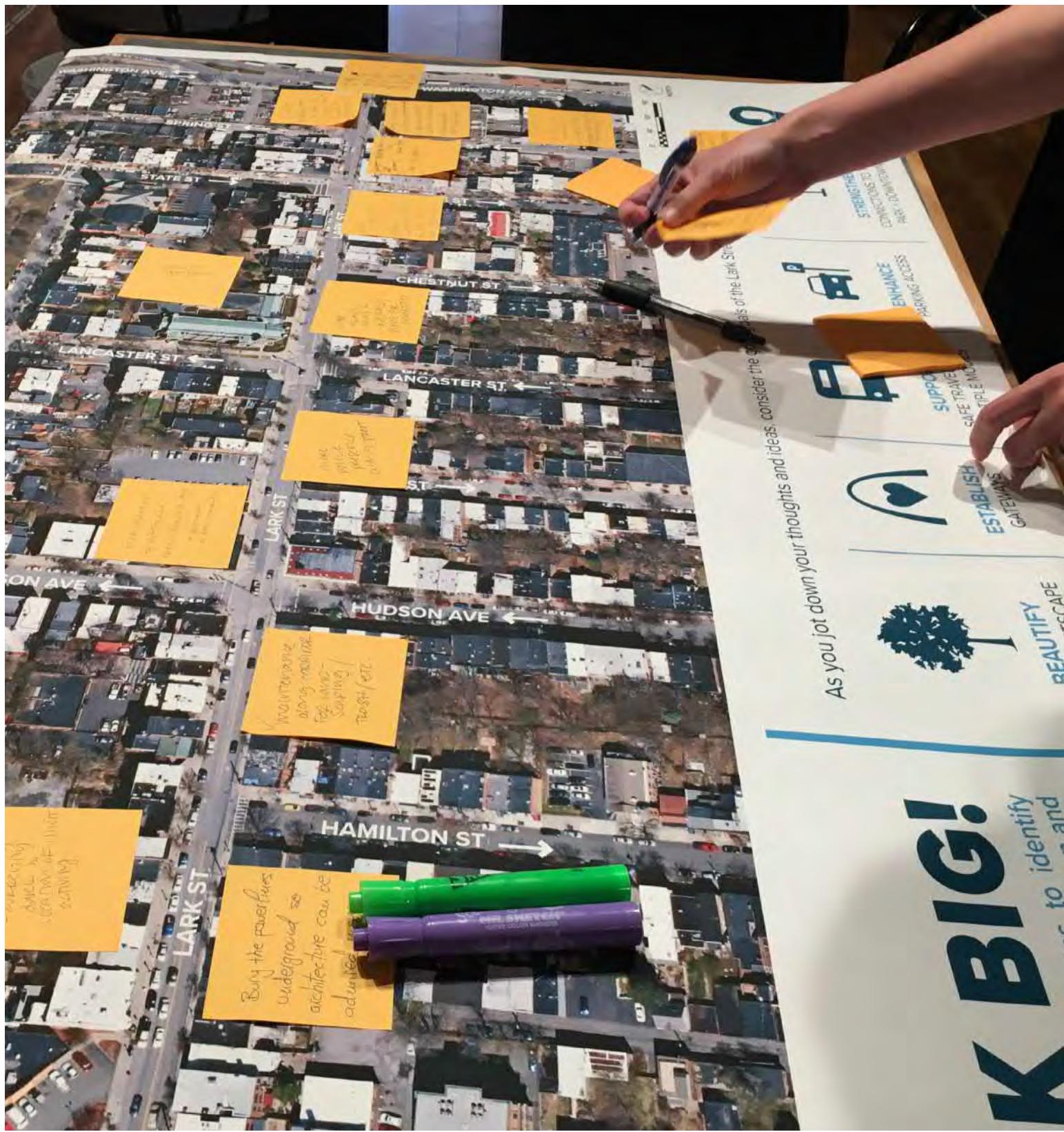
INTERAGENCY COORDINATION

ADVISORY TEAM

An advisory team comprised of representatives from several City Departments (Planning & Development, Engineering, Traffic Engineering, General Services, and Water & Water Supply) the Common Council, Albany Parking Authority, and the Lark Street BID was formed at the onset of the project. This team met monthly to share knowledge and resources, review project deliverables, and provide guidance on design recommendations and public outreach events. A total of six in-person meetings were held.

PROJECT TEAM

An informal project team, comprised of the Department of Planning & Development, the Albany Parking Authority, and the Lark Street BID was also established to provide frequent check-ins and guidance. This team played an important role in defining and addressing key issues, advertising and coordinating public events, and providing feedback on design recommendations.



3.2 STAKEHOLDER MEETINGS

At the onset of the project, several one-on-one stakeholder meetings were conducted. These meetings involved local businesses, neighborhood associations, and other local and government organizations and provided detailed insights regarding opportunities and challenges along the Lark Street corridor.

BUSINESS DROP-INS

In June 2019, the Project Team spoke with over 40 Lark Street businesses. Conversations focused on building awareness about the Study's scope and schedule, providing contact information for future engagement, and listening to any initial concerns and recommendations business-owners/employees were willing to share. Common feedback by businesses owners included:

- Lark Street is a positive place to be
- Loitering, panhandling, and litter are challenges that deter people from walking Lark Street and visiting businesses
- Improved lighting and wider sidewalks are needed at the north end of the corridor
- Parking for employees and customers is an issue
- Accommodation of diverse curbside uses (loading, rideshare, public transit) is needed

NEIGHBORHOOD ASSOCIATIONS

One-on-one interviews were conducted with the Presidents of the Center Square, Hudson/Park, Park South, and Washington Park Neighborhood Associations. Issues raised by the Presidents of the Neighborhood Associations included:

- **Intersection Crossings:** Pedestrian crossings at the major intersections of Washington Avenue and Madison Avenue are very challenging. Belgian blocks complicate crossings at Hudson, Lancaster, and State. Water also pools at the base of sidewalk ramps adjacent to the Belgian Block intersections, creating hazardous conditions in the winter
- **Safety and Enforcement:** Panhandling/loitering is an issue throughout the day along the corridor and in the Albany County Parking Lot during times open to the public. Albany Police Department presence is limited at night
- **Traffic:** Speeding motorists, ATVs, and motorcycles are an issue, making it difficult for pedestrians and bicyclists to share the roadway
- **Lighting:** Existing lighting does not sufficiently illuminate the street at night, particularly at the northern end of the corridor and near Hamilton Street
- **Cleanliness:** Litter and degrading building facades create the perception that Lark Street is dirty

Opportunities highlighted by the Presidents of the Neighborhood Associations included:

- **Connectivity:** Improve connectivity to Washington and Madison Avenues, Townsend Park, Washington Park, and the Albany County Parking Lot at 208 Washington Avenue

- **Landscaping:** Increase landscaping corridor-wide and pair with routine maintenance programs
- **Lighting:** Improve lighting throughout the corridor to enhance safety and include decorative options to foster a sense of place
- **Traffic Calming:** Integrate traffic calming measures to slow traffic and improve pedestrian crossing conditions
- **Leverage Lark Street's Character:** Build on the Street's artistic "vibe" by incorporating public art and seasonal parklets

ALBANY COUNTY

Two different stakeholder meetings were conducted with Albany County. The first meeting focused on the County's Safer Bars Initiative and explored opportunities to support the development of a formal communication network among bars to increase security and safety along Lark Street at night.

The second meeting focused on improving the Albany County Parking Lot located at 208 Washington Avenue. This parking lot was frequently cited by other stakeholders and the public as a safe haven for illicit activities due to low visibility conditions (e.g., lack of lighting) and the absence of enforcement.

CAPITAL DISTRICT TRANSPORTATION AUTHORITY

The stakeholder meeting with the Capital District Transportation Authority (CDTA) focused on geometric design requirements for CDTA buses and streetscape improvements to benefit pedestrians, CDTA's clientele. Recommended streetscape improvements included:

- Raised intersections
- Curb extensions at bus stops to improve boarding and alighting conditions for passengers and enable the bus to stop in the travel lane
- New crosswalks paired with curb extensions at unsignalized intersections
- A "Bus Only" lane and queue jumper at the intersection of Lark Street and Madison Avenue

LOCAL ORGANIZATIONS

Other local organizations with vested interests in Lark Street were also interviewed, including the Washington Park Conservancy and Walkable Albany. Discussions with Washington Park Conservancy emphasized the Park as a natural extension of Lark Street. Currently, however, this connection is not visually apparent. Suggestions to improve connectivity between the Park and Lark Street included:

- Unify the style and design of sidewalks along Lark Street and streets connecting Lark Street to the Park
- Standardize trash receptacles, and other amenities, located on Lark Street and in the Park
- Increase landscaping and canopy cover on Lark Street
- Improve lighting around the perimeter of the Park and along critical paths to increase the use of Park roads as a parking resource for Lark Street

Conversations with Walkable Albany focused on intersection improvements, bicycle infrastructure, parking, programming, maintenance, and enforcement. Recommendations included the following:

- Upgrade intersections to calm traffic and improve pedestrian accessibility
- Provide designated bike lanes and re-introduce bike share station at the northern end of the corridor
- Meter parking or extend regulated time frames through the evenings and weekends to encourage turn-over
- Increase temporary street closures and provide seasonal parklets
- Pursue partnerships to address long-term maintenance needs
- Increase enforcement of parking and traffic regulations

PROPERTY OWNERS

Meetings were scheduled with property owners on an individual basis to discuss streetscape changes that could directly impact an individual's property and/or business operations, as needed.

3.3 PUBLIC EVENTS

OPEN STOREFRONTS

Three storefront open houses were held at the end of June 2019 (June 25-27, 2019) to gather feedback about the challenges, opportunities, and future visions for Lark Street. The interactive events were designed to engage people on the street and in the businesses they frequent in order to maximize participation and gather feedback from the individuals most likely to be directly affected by proposed streetscape changes. Over the course of the three events, approximately 200 members of the public were engaged. Open storefronts were held at the following locations:

- 3Fish Coffee from 8AM - 3PM on June 25, 2019
- Poke Bar from 12PM - 5PM on June 26, 2019
- Pint Sized from 4PM - 8PM on June 27, 2019

Several recommendations aligned with the Study's goals were proposed by the public, including:

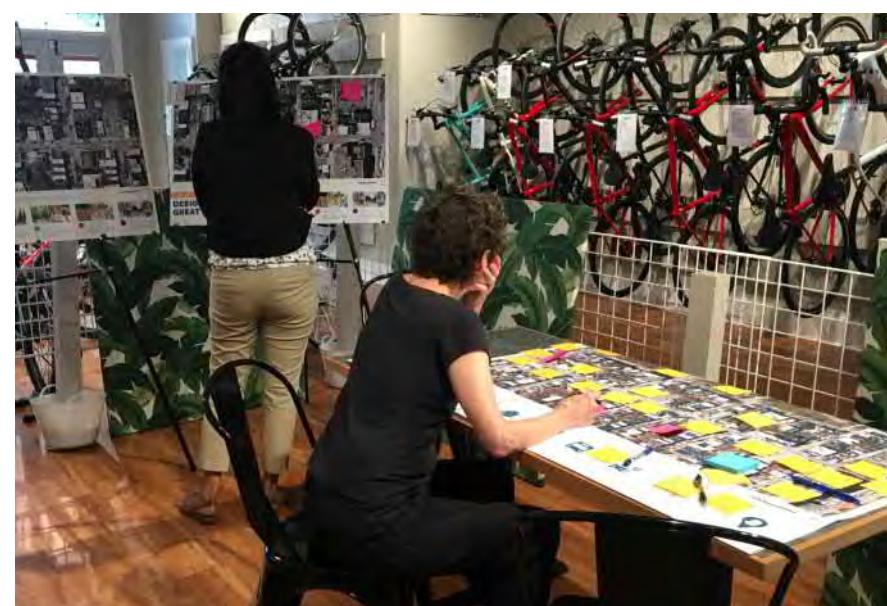
- **Beautify the Streetscape** by increasing pedestrian amenities, improving maintenance, and integrating public art
- **Establish Gateways** at the major intersections by incorporating landscaping, lighting features, welcome arches, and public art
- **Support Safe, Multimodal Travel** by introducing bike infrastructure, improving intersection crossings, expanding sidewalks, calming traffic, and limiting vehicular access
- **Enhance Parking Access** by designating loading zones, building a parking garage, metering parking, and using underutilized private parking
- **Strengthen Connections** by expanding the free CDTA shuttle service, increasing lighting, and incorporating wayfinding signage
- **Create a Strong Sense of Place** by increasing and diversifying events, expanding programming, and integrating public art

How People Perceive Lark Street TODAY:

- Art
- Community
- Disconnected
- Diverse
- Food
- Home
- Potential
- Scruffy / Seedy
- Tired
- Unchanging
- Vibrant
- Walkable

Visions for Lark Street in the FUTURE:

- Accessible
- Art
- Clean
- Community
- Diversity
- Historic
- Improved Road Condition
- Memorable
- More
- Safe
- Vibrant
- Walkable / Bikable



3.3 PUBLIC EVENTS (CONT.)

DEMONSTRATION PROJECT

A week-long demonstration project to test recommended curb extensions was installed at two intersections: Lark Street and State Street and Lark Street and Hudson Avenue. Curb extensions were delineated with a combination of traffic barrels, cones, flexible delineators, and white duct tape. Installation of the curb extensions occurred on Sunday morning, September 29, 2019 and remained in place until Sunday morning, October 6, 2019.

Two public events were held in conjunction with the demonstration project to gather feedback regarding the installation as well as the proposed streetscape improvements, site furnishings, and parking regulations. The public events occurred at the site of the demonstration project on:

- Monday, September 30, 2019, from 12PM - 4PM
- Friday, October 4, 2019 from 4:30PM - 7PM

DEMONSTRATION PROJECT RESULTS

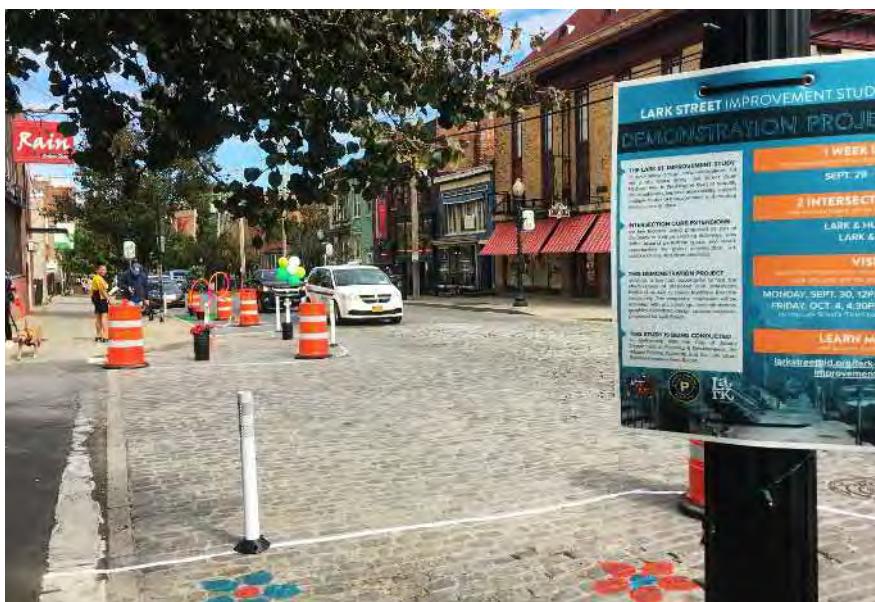
The demonstration project, which modeled six foot wide curb extensions, did not impede traffic flow and was relatively undisturbed for the entirety of the installation. Cones were most frequently relocated at the ends of the curb extension in order to make space for on-street parking closer to the intersection.

PUBLIC FEEDBACK

Feedback received during the public events was generally positive. People appreciated the effectiveness of curb extensions in shortening crossing distances, increasing visibility, and defining on-street parking. Many individuals also expressed support for proposed traffic calming measures, expanded pedestrian space, and the integration of green infrastructure and public art.

The predominant issues raised during the public events included:

- Parking losses associated with the streetscape design recommendations;
- Insufficient accommodation for commercial vehicles;
- Lack of bike infrastructure; and,
- Concern regarding long-term maintenance, snow removal, and emergency vehicle access.



3.3 PUBLIC EVENTS (CONT.)

PUBLIC OPEN HOUSE

A public open house and presentation was held in November 2019 to present the Study's key findings and recommendations. The event took place at Hackett Middle School from 5PM to 8PM on Thursday, November 7, 2019. Approximately 25 people attended the open house.

During the event, the public was invited to provide feedback on the streetscape design recommendations, proposed parking regulation changes, and proposed site furnishings. Below is a summary of the public feedback received:

- Several individuals expressed support for lighting recommendations and intersection improvements
- The importance of connectivity to the north and south of Lark Street was emphasized
- Trash cans were highlighted as a priority
- Site furnishings with a more historic aesthetic were requested
- Concerns related to roadway narrowing and loss of parking were raised



photo credit: WAMC



photo credit: WAMC



photo credit: WAMC



04

STREETSCAPE DESIGN ALTERNATIVES



4.1 OVERVIEW

Three different design alternatives were developed for the Lark Street corridor in order to explore different strategies for achieving the project goals described in Chapter 1. Below is a brief description of each streetscape alternative, which are described and illustrated in further detail on the following pages.

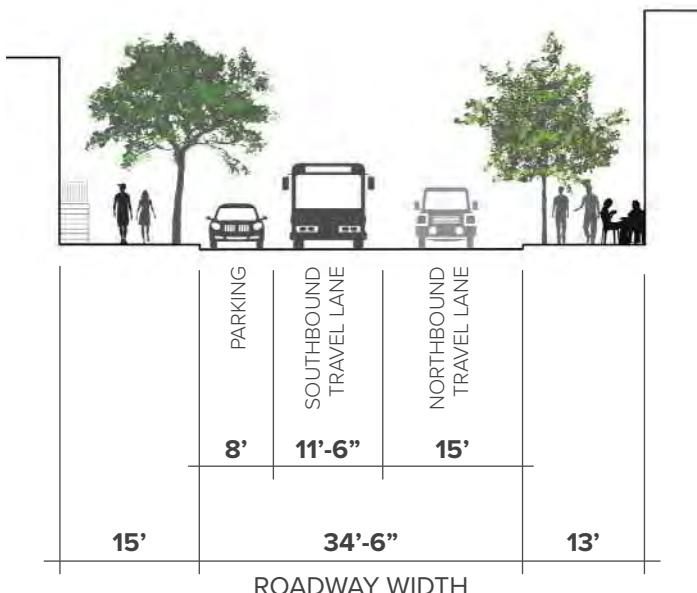
EXISTING CONDITIONS

The roadway width along Lark Street varies along the corridor, as documented in Chapter 2, Existing Conditions. Between Madison Avenue and Spring Street, the roadway width is fairly consistent, ranging from approximately 34'-6" to 34'-9". Between Spring Street and Washington Avenue, the width of Lark Street expands to approximately 40'-0" to accommodate the addition of turning lanes at the intersection of Lark Street and Washington Avenue.

Lark Street is a two-way street characterized by two travel lanes and a parking lane on the western side of the street. The parking lane is approximately 8'-0" wide, the southbound travel lane is approximately 11'-6" wide, and the northbound travel lane is approximately 15'-0" wide. The asymmetrical travel lanes enable parking on the eastern side of the street during street cleaning (11PM on Thursday until 9AM on Friday) and also facilitate loading activities, despite regulations that prohibit stopping on the eastern side of the roadway outside of the street cleaning window.

Sidewalk widths along the Lark Street corridor also vary. In general sidewalks along the western side of the street are wider than those along the eastern side of the street. Stairways providing access to residences frequently encroach into the sidewalk, reducing the area available for unobstructed pedestrian movement.

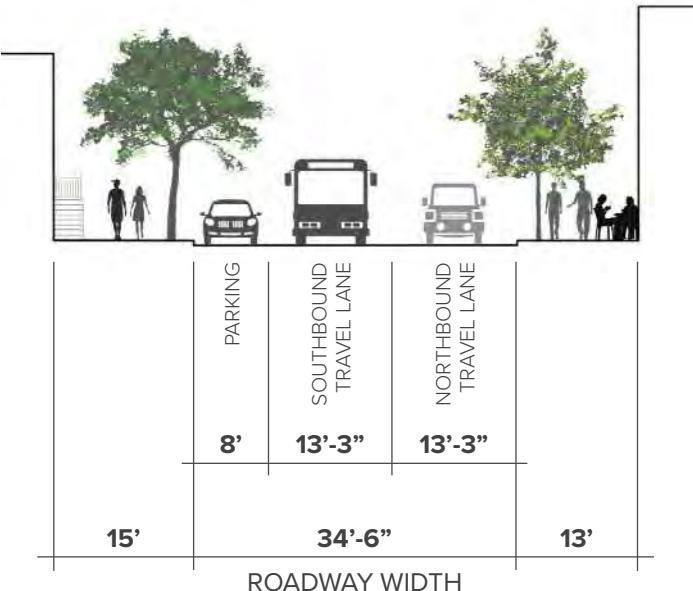
EXISTING CONDITIONS



STREETSCAPE ALTERNATIVE 1

Design Alternative 1 focuses on intersection improvements to calm traffic and improve crossing conditions for pedestrians. This alternative retains the existing roadway width, but modifies the travel lane widths to make them symmetrical in order to discourage illegal stopping on the eastern side of the street and provide sufficient space for bicyclists in each travel lane. Curb extensions are recommended at intersections to increase pedestrian space, shorten crossing distances, define on-street parking, and calm traffic.

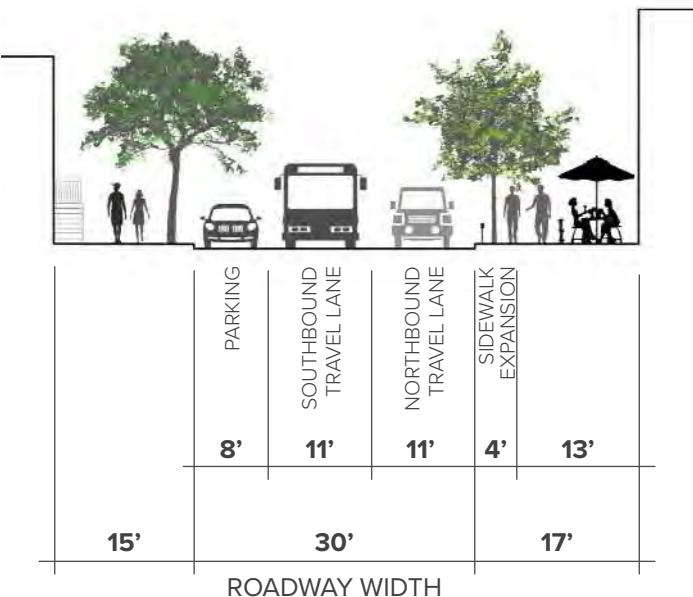
ALTERNATIVE 1



STREETSCAPE ALTERNATIVE 2

Design Alternative 2 focuses on enhancing the pedestrian experience along the corridor by improving accessibility, calming traffic, and creating new spaces for amenities. This alternative recommends narrowing the roadway width in order to expand the sidewalk on alternating sides of the street by approximately 4 feet. To enable this roadway narrowing, travel lanes are reduced to 11 feet in width. Curb extensions are also recommended at intersections, and raised intersections are proposed for the minor signalized intersections of Lark/Hudson, Lark/Lancaster, and Lark/State to improve crossing conditions for pedestrians and slow traffic.

ALTERNATIVE 2



4.1 OVERVIEW (CONT.)

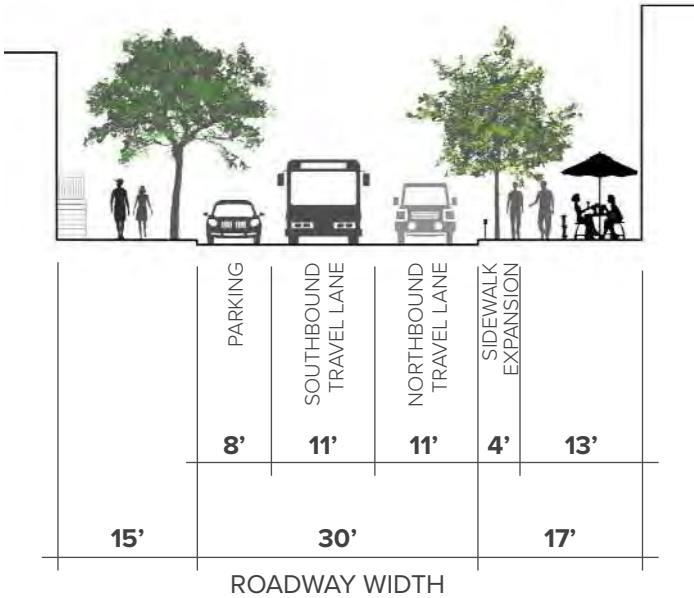
STREETSCAPE ALTERNATIVE 3

THE PREFERRED ALTERNATIVE

Design Alternative 3 is the preferred alternative and builds upon Design Alternative 2. The preferred alternative continues to emphasize the pedestrian experience through roadway narrowing (either temporary or permanent), curb extensions, and raised intersections. However, several adjustments were also made to Design Alternative 2 in order to reduce on-street parking losses, better accommodate loading activities, and optimize curb extension widths.

This alternative is a long-term vision for Lark Street. Additional study is needed to further develop this alternative.

PREFERRED ALTERNATIVE





4.2 STREETSCAPE ALTERNATIVE 1

Streetscape Alternative 1 focuses on intersection improvements to calm traffic and improve crossing conditions for pedestrians. This alternative preserves the roadway width along a majority of the corridor, but proposes to change travel lane widths, making southbound and northbound lanes symmetrical (13'-3" wide each). By making the travel lane widths equivalent, adequate space is provided for cyclists to share the travel lanes and illegal stopping on the eastern side of Lark Street is discouraged.

SUMMARY OF KEY FEATURES

CURB EXTENSIONS

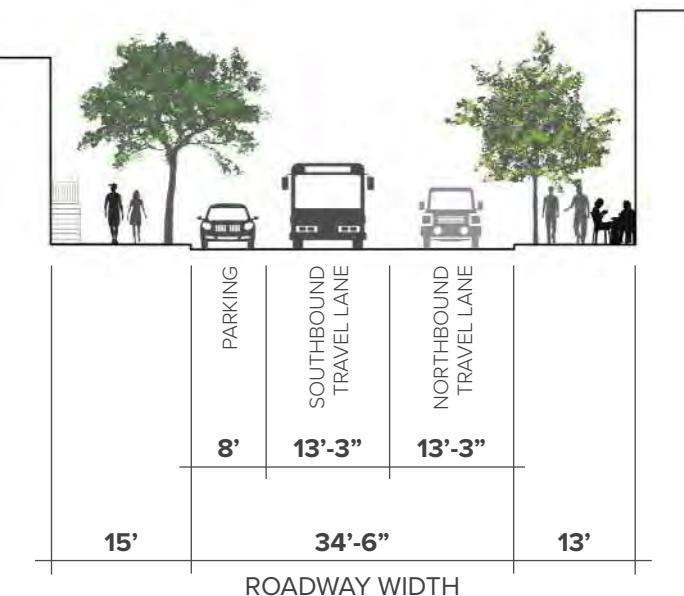
Curb extensions are the primary feature used in this alternative to calm traffic, shorten pedestrian crossing distances, increase sidewalk space, and define parking.

ON-STREET PARKING IMPACTS

Between Madison and Washington Avenues, a total of 10 on-street parking spaces would be removed in this alternative — a loss of approximately 15% of the on-street parking spaces currently available on Lark Street. Parking losses occur at the following locations:

- 4 spaces at the proposed curb extensions at the Hamilton and Chestnut Streets
- 6 spaces are lost along the western side of Lark Street between Spring Street and Washington Avenue

ALTERNATIVE 1





▲ **Streetscape Design Alternative 1.** Curb extensions and crosswalks shown at a typical minor signalized intersection.

ALTERNATIVE 1 - LARK SOUTH



KEY FEATURES: ALTERNATIVE 1

- Existing curb-to-curb width of the roadway is retained along a majority of the corridor
- Travel lanes are approximately 13 feet wide and the parking lane is 8 feet wide
- Curb extensions at minor signalized intersections define parking, calm traffic, shorten crossing distances, and create new space for pedestrian amenities and/or green infrastructure
- Curb extensions are expanded at south-bound bus stops to better serve transit riders
- A block-long curb extension on the western side of Lark Street, between Spring Street and Washington Avenue, expands the sidewalk in this constrained area
- New crosswalks are provided at the unsignalized intersections of Hamilton and Chestnut Streets and are paired with curb extensions to increase pedestrian visibility
- Belgian blocks are removed from intersections and repurposed in new amenity zones created by curb extensions
- Parking regulations are changed to confine street cleaning to a tighter window, and parking during street cleaning is prohibited on Lark St.
- Approximately 15% of existing on-street parking spaces between Madison and Washington Avenues are removed

ALTERNATIVE 1 - LARK NORTH



● Existing Trees

- 1 13' Shared Travel Lane
- 2 8' Parking Lane
- 3 Curb Extensions
- 4 Expanded Curb Extensions at Bus Stops
- 5 Belgian Block Reuse or Rain Gardens
- 6 New Crosswalks with Curb Extensions

4.3 STREETSCAPE ALTERNATIVE 2

Streetscape Alternative 2 focuses on enhancing the pedestrian experience along the corridor by improving accessibility, calming traffic, and creating new spaces for pedestrian amenities. This alternative proposes reducing the roadway width along the entire Lark Street corridor, narrowing travel lanes and making them symmetrical, and integrating several other traffic calming measures.

SUMMARY OF KEY FEATURES

SIDEWALK EXPANSION

The proposed roadway narrowing expands sidewalk space along Lark Street by a total of 4 feet. Sidewalk space is proposed to be expanded on alternating sides of the roadway to address currently constrained areas, slow traffic, and reduce costs by limiting curb resetting.

CURB EXTENSIONS

This alternative builds on Streetscape Alternative 1 incorporating curb extensions throughout the corridor to calm traffic, shorten pedestrian crossing distances, increase sidewalk space, and define parking.

RAISED INTERSECTIONS

Raised intersections are proposed at all minor signalized intersections to improve pedestrian access and slow motor vehicle traffic.

CURB RADII

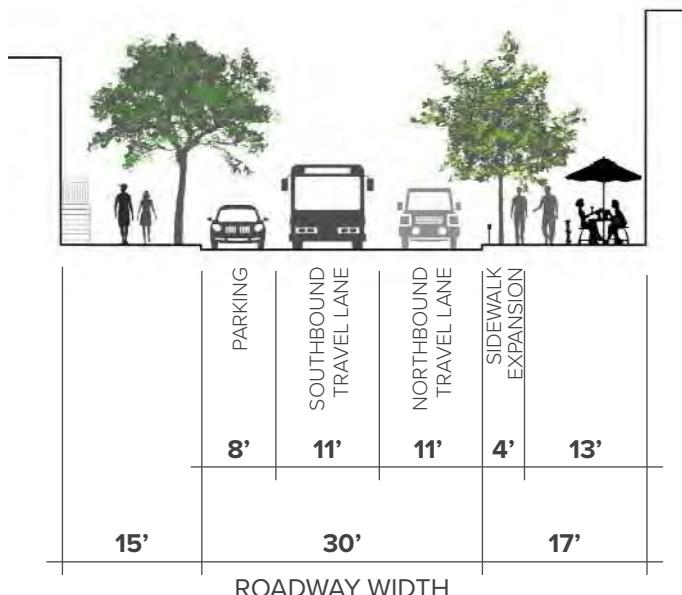
Curb radii reductions are proposed at all internal intersections along Lark Street (excludes Madison Avenue and Washington Avenue intersections) to slow traffic, shorten crossing distances, and expand pedestrian space.

ON-STREET PARKING IMPACTS

Between Madison and Washington Avenues, a total of 21 on-street parking spaces would be removed in this alternative — a loss of approximately 32% of the on-street parking spaces currently available on Lark Street. Parking losses occur at the following locations:

- 14 spaces are lost due to the proposed curb extensions at Hamilton and Chestnut Streets
- 3 spaces are lost due to the proposed curb extensions on the western side of Lark Street between Jay Street and Hudson Avenue
- 4 spaces are lost due to the proposed curb extension along the western side of Lark Street between Spring Street and Washington Avenue

ALTERNATIVE 2





▲ **Streetscape Design Alternative 2.** Raised intersection and curb extensions shown at a typical minor signalized intersection.

ALTERNATIVE 2 - LARK SOUTH



KEY FEATURES: ALTERNATIVE 2

- Roadway is narrowed to expand sidewalk space by a total of 4 feet
- Width of both travel lanes is reduced to 11 feet; existing parking lane width is retained (8 feet)
- Sharrows are retained and restriped
- Curb radii are reduced at all internal intersections along Lark Street
- Raised intersections and curb extensions are installed at minor signalized intersections to define parking, calm traffic, shorten crossing distances, and create new space for pedestrian amenities and/or green infrastructure
- Belgian blocks are removed from intersections and repurposed in a permeable setting in expanded pedestrian zones
- New crosswalks, paired with curb extensions, are provided at the intersections of Lark and Hamilton, Chestnut, and Spring Streets (2 Lark Street crossings per intersection)
- Curb extensions are provided at bus stops and a bus only lane is established at the Lark/Madison intersection to better serve transit riders and improve bus operations
- Dana Park is expanded to shorten crossing distances at the Lark/Madison intersection
- Mobil Gas Station curb cuts on Madison Avenue and Lark Street are reduced and/or closed to improve pedestrian access
- Street tree infill to replace dead/dying trees
- Loading zones are designated on sides streets and between Spring Street and Washington Avenue
- Parking regulations are changed to confine street cleaning to a tighter window, and parking during street cleaning is prohibited on Lark St.
- Approximately 32% of existing on-street parking spaces between Madison and Washington Avenues are removed

ALTERNATIVE 2 - LARK NORTH



1 11' Shared Travel Lanes	6 New Crosswalks and Curb Extensions
2 8' Parking Lane	7 Loading Zone
3 Raised Intersection with Curb Extensions	8 Bus Only Lane
4 Expanded Curb Extensions at Bus Stops	9 Driveway Cut Closed and Buffer Created
5 Curb Extensions at Driveway Cuts	10 Intersection Color/Texture Treatment

4.4 STREETSCAPE ALTERNATIVE 3

PREFERRED ALTERNATIVE

Streetscape Alternative 3 is the preferred alternative and builds on Streetscape Alternative 2 to prioritize the pedestrian experience, improve accessibility, and calm traffic. Many elements from Alternative 2 are retained, while several additional modifications have been made in response to Advisory Team and public feedback.

SUMMARY OF KEY FEATURES

ELEMENTS RETAINED FROM STREETSCAPE ALTERNATIVE 2

- Roadway narrowing to expand pedestrian space and narrow travel lanes
- Curb extensions to define parking, shorten crossing distances, increase pedestrian visibility, and slow traffic
- Raised intersections at minor signalized intersections to improve pedestrian access by eliminating grade changes and calming traffic
- Curb radii reductions to slow traffic, shorten crossing distances, and expand pedestrian space
- Public transit improvements to enhance transit users' experience and improve bus operations

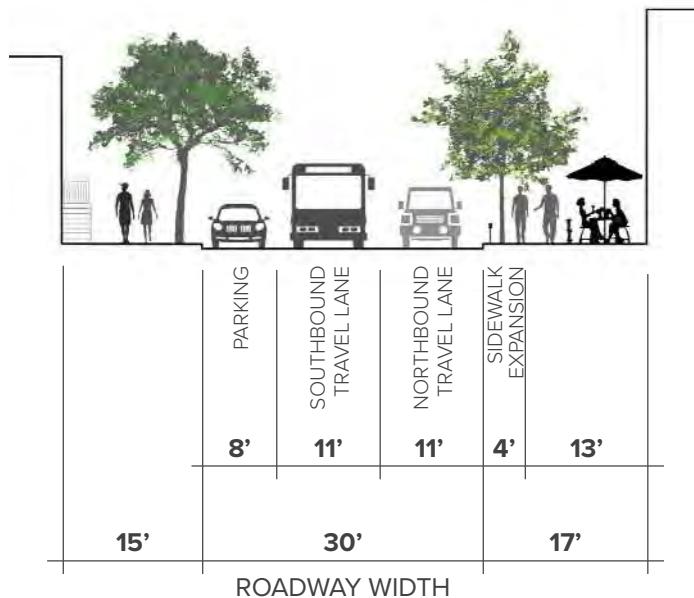
NEW / MODIFIED DESIGN ELEMENTS

Design Alternative 3 (Preferred Alternative) introduces the following design criteria and streetscape features:

- **Curb Extension Design:** All proposed curb extensions are 6 feet wide (approximate width of a parked car) to achieve pedestrian access and traffic calming goals, while also ensuring sufficient roadway access for cyclists and motor vehicles of varying sizes
- **Side Street Curb Extensions:** Curb extensions are proposed on all side streets that intersect Lark Street, with the exception of proposed loading zones

- **New Crosswalks:** Four new crosswalks are proposed across Lark Street at the Lark/Hamilton, Lark/Chestnut, and Lark/Spring intersections
- **Bike Infrastructure:** Shared lane markings (“sharrows”) are not included in the Preferred Alternative, due to narrow travel lane widths
- **Loading Zones:** Loading zones are provided on and adjacent to Lark Street. Larger loading zones (greater than 20 feet in length) are proposed on Lark Street; smaller loading zones (20 feet or less in length) are proposed on side streets
- **Public Transit Improvements:** Pedestrian mobility and visibility at the Washington Avenue/Lark Street bus stop are improved by implementing a 3 foot curb extension, installing a smaller bus shelter, and increasing lighting
- **Amenities:** Green infrastructure is proposed in several curb extensions, particularly where overlap with drainage infrastructure occurs

ALTERNATIVE 3 (PREFERRED)





▲ **Preferred Alternative.** Raised intersection, curb extensions, decorative lighting, and green infrastructure shown at a typical minor signalized intersection.

PREFERRED ALTERNATIVE - LARK SOUTH



KEY FEATURES: PREFERRED ALTERNATIVE

- Roadway is narrowed and sidewalk space is expanded by approximately 4 feet
- Expanded sidewalk space allocated to alternating sides of the street
- Width of both travel lanes is reduced to 11 feet; existing parking lane width is retained (8 feet)
- Sharrows are removed
- Curb radii are reduced at all internal intersections along Lark Street
- Raised intersections and curb extensions are installed at minor signalized intersections
- Belgian blocks are removed from intersections and repurposed in a permeable setting in expanded pedestrian zones
- Curb extensions provided on intersecting streets, except where loading zones are proposed
- Curb extensions are provided at southbound bus stops and a bus only lane is established at the Lark/Madison intersection to serve transit riders and improve bus operations
- New crosswalks, paired with curb extensions, are provided at the intersections of Lark and Hamilton, Chestnut, and Spring Streets (1 Lark Street crossing at Hamilton and Chestnut; 2 Lark Street crossings at Spring)
- Dana Park is expanded to shorten crossing distances at the Lark/Madison intersection
- Mobil Gas Station curb cuts on Madison Avenue and Lark Street are reduced
- Street tree infill to replace dead/dying trees and integration of green infrastructure in expanded sidewalk zones
- Decorative lighting
- Loading zones designated on and adjacent to Lark Street
- Parking regulations are changed to confine street cleaning to a tighter window, and parking during street cleaning is prohibited on Lark St
- Approximately 14% of existing on-street parking spaces between Madison and Washington Avenues are removed

PREFERRED ALTERNATIVE - LARK NORTH



Existing Trees

Proposed Trees

Rain Garden

Permeable Paving /
Repurposed Belgian Blocks

- 1 11' Travel Lanes
- 2 8' Parking Lane
- 3 Raised Intersection with Curb Extensions
- 4 Expanded Curb Extensions at Bus Stops
- 5 New crosswalks
- 6 Curb Extensions on Side Streets
- 7 Loading Zone
- 8 Bus Only Lane
- 9 Driveway Cut Narrowed
- 10 Sidewalk Expanded and Bus Shelter Reduced in Size

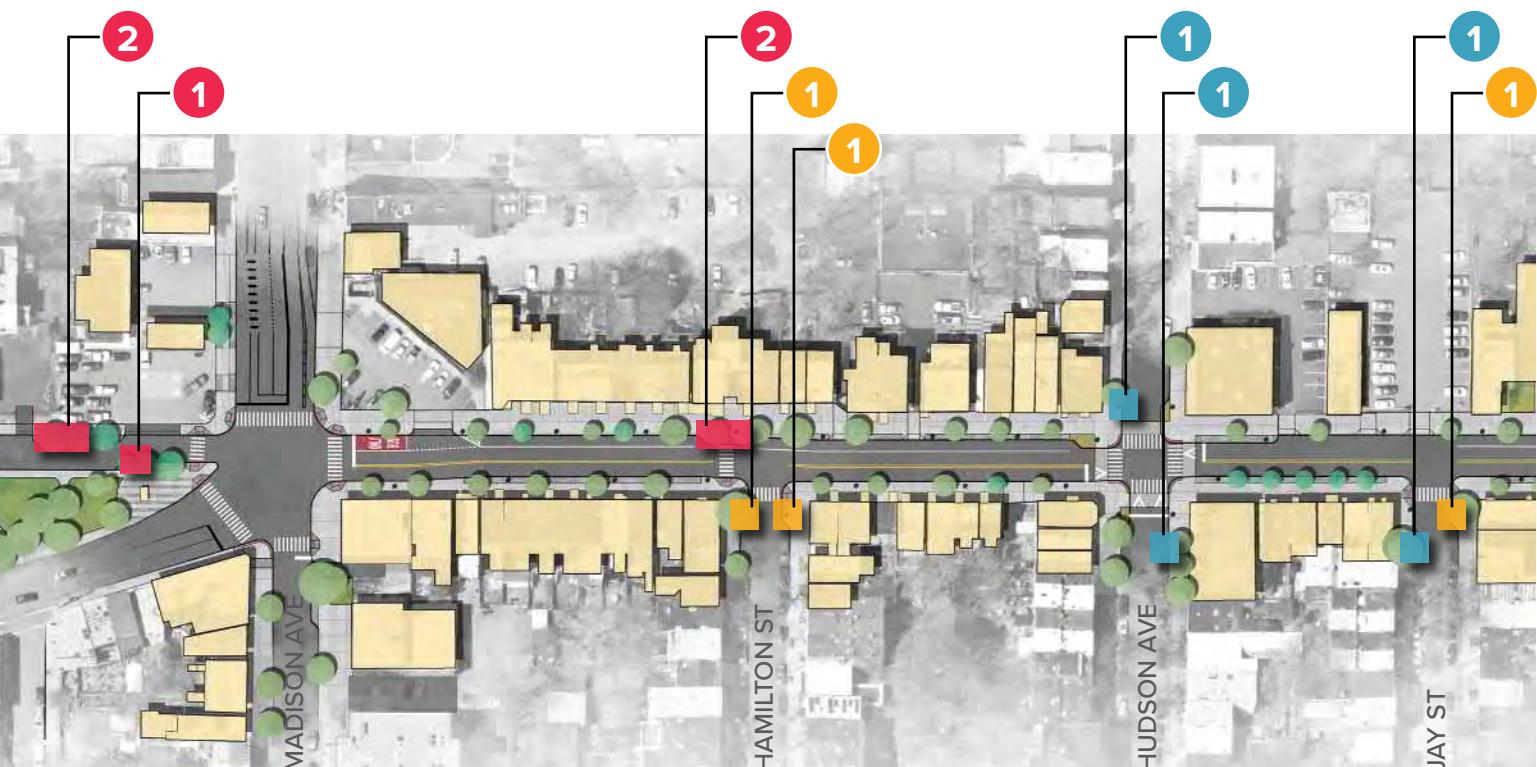
4.4 STREETSCAPE ALTERNATIVE 3 (CONT.)

PREFERRED ALTERNATIVE

ON-STREET PARKING IMPACTS

The Preferred Alternative would displace a total of 20 on-street parking spaces (approximately 1% of all on-street parking spaces in the study area). Of these 20 on-street parking spaces, 8 are residential permit spaces on side streets that intersect Lark Street and 12 are located on Lark Street.

The 8 residential permit spaces are displaced by proposed intersection curb extensions and proposed loading zones on Hudson Avenue and Jay Street. These on-street residential permit spaces are not permanently lost, but will need to be relocated within the residential permit zone.



ON-STREET PARKING LOSSES - LARK SOUTH



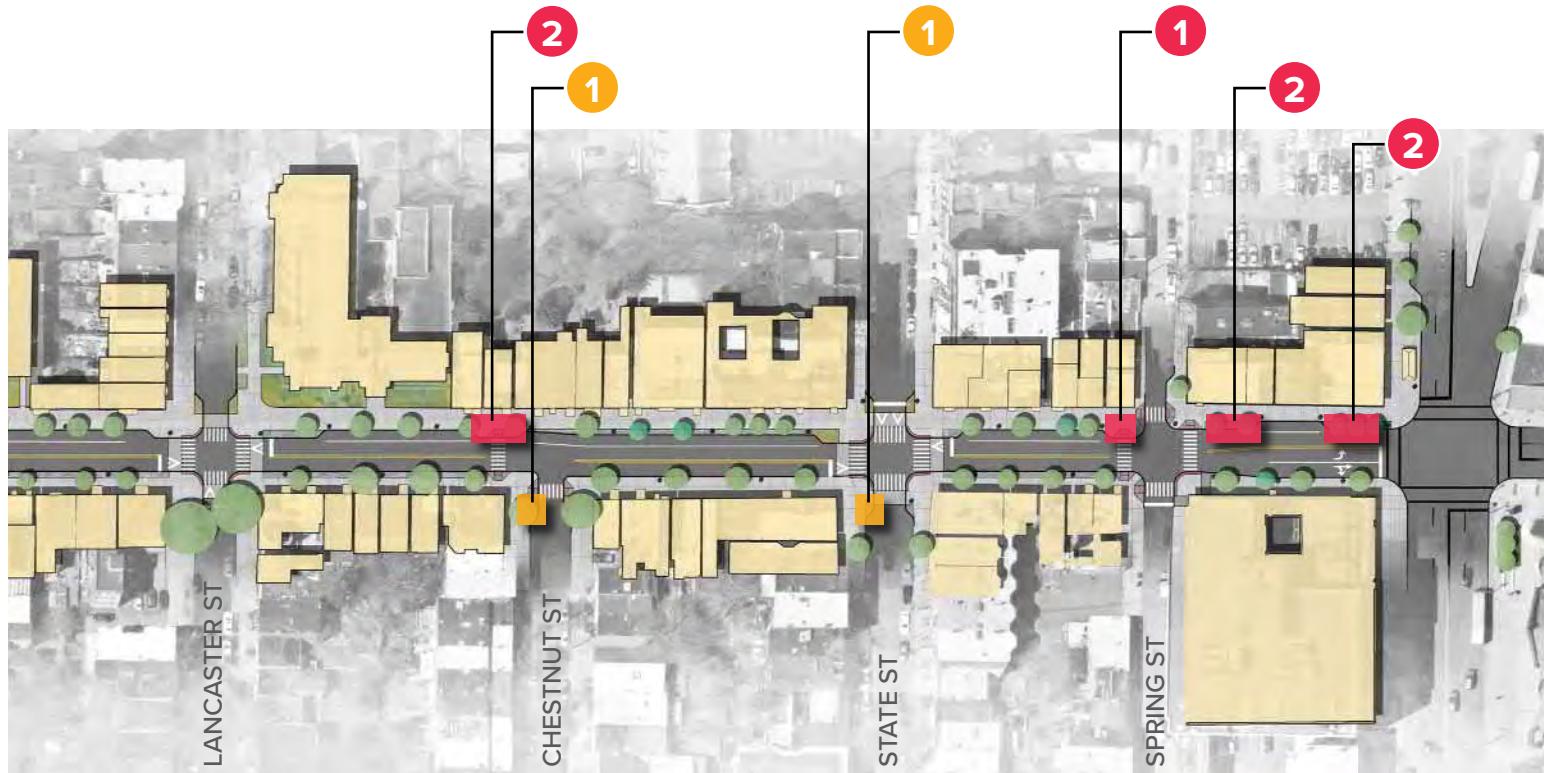
- Parking lost on Lark St. due to curb extensions
- Parking lost on side streets due to curb extensions
- Parking lost on side streets due to proposed loading zones

The 12 on-street parking spaces lost on Lark Street are due to proposed curb extensions.

- Three spaces are lost south of the Madison/Lark intersection as a result of proposed curb extensions designed to slow traffic and shorten crossing distances at this complicated intersection.
- Nine on-street spaces are lost on Lark Street between Madison and Washington Avenues due to proposed curb extensions located at new proposed crosswalks and the proposed sidewalk expansion between Spring Street and Washington Avenue.

CURB EXTENSIONS DO NOT REMOVE LEGAL PARKING SPACES

In general, proposed intersection curb extensions do not remove existing legal on-street parking spaces (on-street parking is prohibited within 20 feet of a crosswalk). Currently, however, parking enforcement does not typically issue tickets to cars parked within 20 feet of a crosswalk and parking signage frequently indicates that it is legal to park within 20 feet of a crosswalk. To clearly communicate legal on-street parking zones to the public, relocation of parking signs and modifications to parking enforcement policy should be paired with the proposed curb extensions.



ON-STREET PARKING LOSSES - LARK NORTH



Parking lost on Lark St. due to curb extensions

Parking lost on side streets due to curb extensions

Parking lost on side streets due to proposed loading zones



05

STREETSCAPE DESIGN RECOMMENDATIONS



5.1 OVERVIEW

This section provides design recommendations for streetscape features along Lark Street to achieve the project goals (see below). Streetscape features are classified into three categories:

- **Streetscape and Intersections:** Roadway and sidewalk features related to accessibility, multimodal transit, and traffic calming
- **Placemaking:** Sidewalk features that improve the pedestrian experience and foster a unique sense of place
- **Gateways + Wayfinding:** Design elements that welcome residents and visitors to the corridor, announce Lark Street's presence, and enhance connectivity to neighboring destinations

For each recommended feature, its purpose, alignment with project goals, and applicability are described, discrete actions are recommended, and key design and maintenance considerations are summarized.

These design recommendations provide high level guidance for different streetscape features and should not be used as a stand-alone resource, but rather as a compliment to existing resources, such as the City's Complete Streets Policy & Design Manual, the Manual on Uniform Traffic Control Devices (MUTCD), and the National Association of City Transportation Officials (NACTO) guidance.

HISTORIC DISTRICT CONSIDERATIONS

The Lark Street study area is almost entirely within the Center Square / Hudson Park Historic District. Most streetscape amenities, such as lighting features, signage and public art will require review and approval by the City's Historic Resources Commission (HRC) prior to installation. It is recommended to engage the HRC early in the design process to ensure streetscape amenity selection and placement complies with the intent and character of the Historic District.

PROJECT GOALS





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KITCHEN



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5.2 STREETSCAPE AND INTERSECTIONS

ROADWAY NARROWING

PURPOSE

Roadway narrowing is intended to slow traffic, redistribute space to pedestrians, and discourage illegal stopping/loading along Lark Street. Proposed roadway narrowing along Lark Street is achieved by narrowing travel lanes and resetting curbs to expand sidewalks (see pages 114-115 for recommended locations of sidewalk expansions).

ALIGNMENT WITH PROJECT GOALS

Roadway narrowing advances the following goals:

- **Beautify the Streetscape** by providing additional space for landscaping and other amenities
- **Support Safe Travel for Multiple Modes** by slowing traffic and improving conditions for pedestrians, cyclists, and transit riders

APPLICABILITY

Roadway narrowing is recommended along the entire length of the Lark Street study corridor (see pages 114-115 for recommended locations of sidewalk expansions).

RECOMMENDED ACTIONS

- Implement a temporary demonstration project that narrows travel lanes to 11 feet each and expands sidewalk space by approximately 4 feet along Lark Street between Madison and Washington Avenues using temporary, low-cost materials (e.g., painted artwork, flexible delineators, planters, etc.)
- Based on the demonstration project, identify ideal travel lane and sidewalk expansion widths. If appropriate, permanently narrow Lark Street by reducing travel lane widths and resetting curbs
- Mill, resurface, and restripe the entire Lark Street corridor

DESIGN FEATURES

RECOMMENDED LANE WIDTHS

To achieve roadway narrowing, slow traffic, and accommodate multiple types of vehicles — from buses to commercial trucks — the following lane widths are recommended:

- **Northbound Travel Lane:** 11 feet wide
- **Southbound Travel Lane:** 11 feet wide
- **Turning Lanes:** 11 feet wide
- **Parking Lane:** 8 feet wide

DEMONSTRATION PROJECT

Prior to permanently narrowing Lark Street, a long-term demonstration project (multiple months) using temporary, low-cost materials is recommended to test the impacts of roadway narrowing. The temporary installation should be frequently monitored; design recommendations should be modified prior to final construction based on the results of this installation.

MAINTENANCE

Routine maintenance of roadways is critical to ensuring safe, accessible corridors for travel, particularly given the climate of upstate New York and the need for intensive winter road maintenance operations. Maintenance varies in scope from routine maintenance of surfaces and street hardware to periodic resurfacing and restriping to full-depth reconstruction.

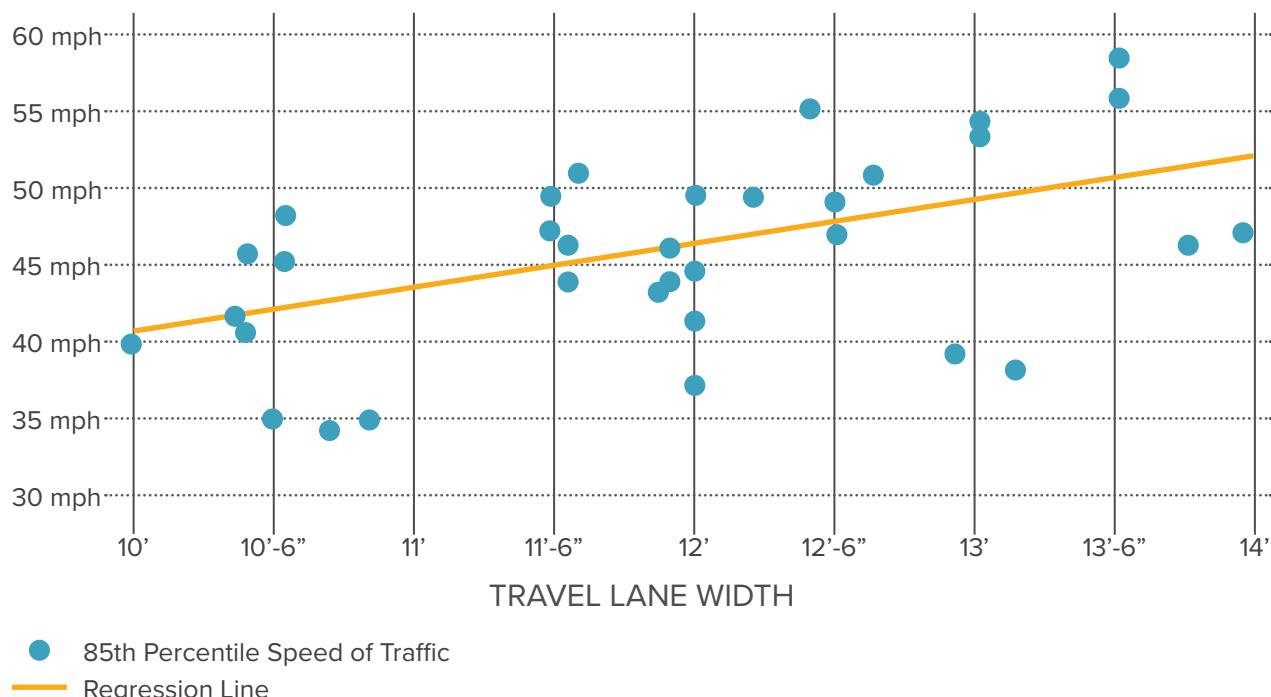
Please reference Chapter 10, “Preventative Maintenance,” of the NYSDOT Comprehensive Pavement Design Manual for additional recommendations regarding the upkeep of asphalt pavements.



▲ Existing lane widths accommodate illegal stopping and loading on the eastern side of Lark Street.

WIDER TRAVEL LANES ARE CORRELATED WITH FASTER VEHICLE SPEEDS

Data Source: Fitzpatrick, Carlson, Brewer, and Wooldridge. 2000. "Design Factors That Affect Driver Speed on Suburban Streets." *Transportation Research Record 1751: 18-25.*



5.2 STREETSCAPE AND INTERSECTIONS

CURB EXTENSIONS

PURPOSE

Curb extensions narrow the roadway, slow traffic, shorten crossing distances, improve pedestrian visibility, define on-street parking areas, and create additional sidewalk space for landscaping, site furnishings, public art, and other amenities.

ALIGNMENT WITH PROJECT GOALS

Curb extensions advance the following goals:

- **Beautify the Streetscape** by creating additional space for landscaping, green infrastructure, public art, and other amenities
- **Establish Gateways** by visually defining an entrance into a district/neighborhood
- **Support Safe Travel for Multiple Modes** by expanding pedestrian space, improving transit operations, and slowing traffic
- **Enhance Parking Access** by clearly defining where on-street parking is permitted

APPLICABILITY

Curb extensions are applicable at major and minor intersections, bus stops, unsignalized crossings, and other locations where traffic calming is desired.

RECOMMENDED ACTIONS

The installation of curb extensions is recommended at the following locations (see diagram on pages 108-109):

- Minor intersections, southbound bus stops, and unsignalized crosswalks on Lark Street
- On residential side streets intersecting Lark Street
- The Madison/Lark bus stop on Madison Avenue
- The Washington/Lark bus stop (see Transit Infrastructure recommendations on page 118)

DESIGN FEATURES

RECOMMENDED WIDTH

Curb extensions should be 6 feet wide, as measured perpendicularly from the face of the curb. This recommended width (the approximate width of a parked car) expands pedestrian space, reduces crossing distances, and improves pedestrian visibility, while also providing sufficient roadway space for maintenance operations, commercial vehicles, and cyclists.

RECOMMENDED AMENITIES/USES

Several amenities are appropriate in the new space created by curb extensions, including: site furnishings, green infrastructure, street trees, public art, lighting, and/or interpretive signage. During the winter season, curb extensions may also provide additional space for snow storage.

UTILITY CONSIDERATIONS

Curb extensions may require the relocation of fire hydrants to maintain adequate curbside access. Also, where curb extensions adversely impact drainage, they can either be designed with curb cuts and green infrastructure to limit the need to relocate drainage infrastructure or they may be designed as “islands” by preserving a gap (typically 1-2 feet) between the existing curb and curb extension.

MAINTENANCE

Temporary installation of flexible delineators along the perimeter of curb extensions is recommended prior to the winter season to increase curb extension visibility during snow removal operations. These delineators can be removed and stored during spring, summer, and fall seasons to ensure they do not detract from the streetscape’s aesthetic.



▲ Temporary curb extensions were tested at the intersections of Lark Street and Hudson Avenue and Lark Street and State Street for one-week in October 2019. Feedback from the demonstration project indicated that 6 foot wide curb extensions did not interfere with traffic flow and provided valuable expansions of pedestrian space.



▲ Curb extension with green infrastructure in Portland, OR (photo credit: Justin Martin).



▲ Curb extension serving transit riders in Portland, OR (photo credit: NACTO).

5.2 STREETSCAPE AND INTERSECTIONS

CURB EXTENSIONS (CONT.)

RECOMMENDED LOCATIONS FOR CURB EXTENSIONS





■ Recommended locations of curb extensions

bus stop

5.2 STREETSCAPE AND INTERSECTIONS

CURB RADII

PURPOSE

Reducing the curb radii at intersections results in lower-speed turning movements by motorists, shortened pedestrian crossing distances, expanded pedestrian space, and increased pedestrian visibility.

ALIGNMENT WITH PROJECT GOALS

Reduced curb radii advance the following goal:

- **Support Safe Travel for Multiple Modes** by expanding pedestrian space, shortening crossing distances, increasing pedestrian visibility, and slowing traffic

APPLICABILITY

Reduced curb radii are applicable at all Lark Street intersections, with the exception of the Madison/Lark and Washington/Lark intersections.

RECOMMENDED ACTIONS

Reduce curb radii at all internal intersections along Lark Street and where possible at the intersections of Madison and Washington Avenues, to shorten pedestrian crossing distances and slow traffic.

DESIGN FEATURES

RECOMMENDED CURB RADII SIZES

At intersecting local streets (Hamilton Street, Chestnut Street, and Spring Street), where residential traffic is predominant, curb radii should be reduced to at least 10 feet.

At intersecting collector streets (Hudson Avenue, Jay Street, Lancaster Street, and State Street), curb radii should be reduced to at least 15 feet; however, 10 foot curb radii are preferable.

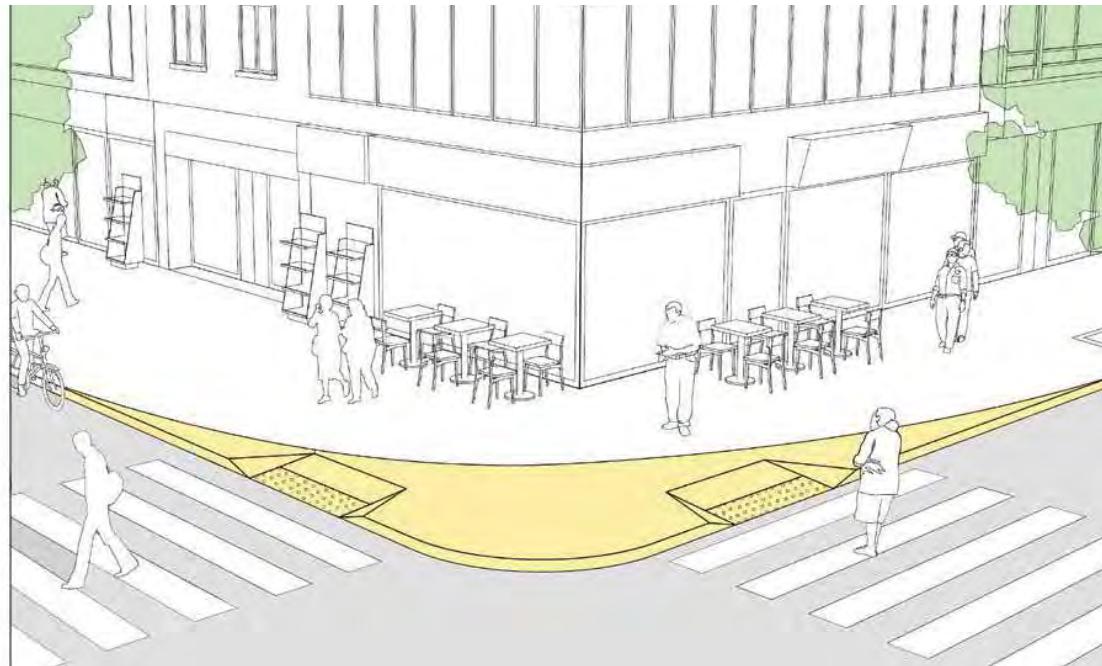
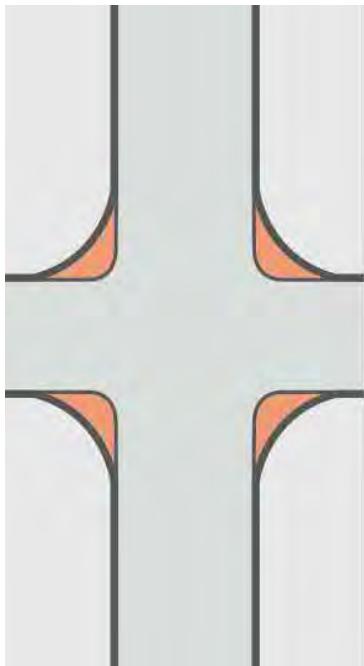
At intersecting arterial streets (Madison Avenue and Washington Avenue), curb radii should be evaluated on a case-by-case basis to establish the minimum curb radii required based on representative design vehicles, emergency vehicle access, the presence of bike and parking lanes, and the number and width of travel lanes.

DEMONSTRATION PROJECT

Prior to resetting curbs to reduce curb radii, which can be costly especially if utilities must be relocated, a low-cost demonstration project using temporary materials can be installed to test the feasibility and effectiveness of proposed curb radii reductions.

MAINTENANCE

See the maintenance section for “Intersection Crossings” on page 120.



▲ **Curb Radii Reductions** slow motor vehicle turning movements, expand pedestrian space, and shorten crossing distances (image credit: NACTO, Global Street Design Guide).



▲ **Temporary Demonstration Projects** provide an opportunity to test curb radii reductions. The image above illustrates the use of flexible delineators and paint to reduce curb radii at an intersection in Chicago, IL (image credit: Site Design Group).

5.2 STREETSCAPE AND INTERSECTIONS

SIDEWALKS

PURPOSE

Sidewalks are critical corridors for pedestrian movement and vital components of the mixed-use Lark Street neighborhood. They enhance connectivity, provide access between different modes of transportation, storefronts, and residences, and encourage walking. Sidewalks are also important public spaces, providing opportunities for social interactions and activating local businesses.

ALIGNMENT WITH PROJECT GOALS

Sidewalks directly advance the following project goals:

- **Support Safe Travel for Multiple Modes** by improving pedestrian mobility
- **Strengthen Connections to the Park + Downtown** by enhancing pedestrian connections

APPLICABILITY

Sidewalks are applicable on both sides of Lark Street.

RECOMMENDED ACTIONS

- New accessible sidewalks should be installed wherever pedestrian areas are expanded. At intersection corners, a concrete surface is recommended. An accessible permeable surface (e.g., repurposed Belgian blocks or pavers) with structural soils as a sub-base is recommended for long linear sections of new sidewalk
- New sidewalk space created by roadway narrowing should be allocated to alternating sides of Lark Street to slow traffic, increase pedestrian space, and reduce costs by minimizing curb resetting (see pages 114-115 for recommended locations of sidewalk expansions)
- All existing sidewalks along the corridor should be replaced over time to achieve a cohesive, clean, and accessible pedestrian zone

DESIGN FEATURES

RECOMMENDED MATERIALS

- **Surface:** Concrete or ADA accessible pavers in a permeable setting
- **Preferred Subsurface:** Structural soils or other permeable material, where possible

RECOMMENDED WIDTH

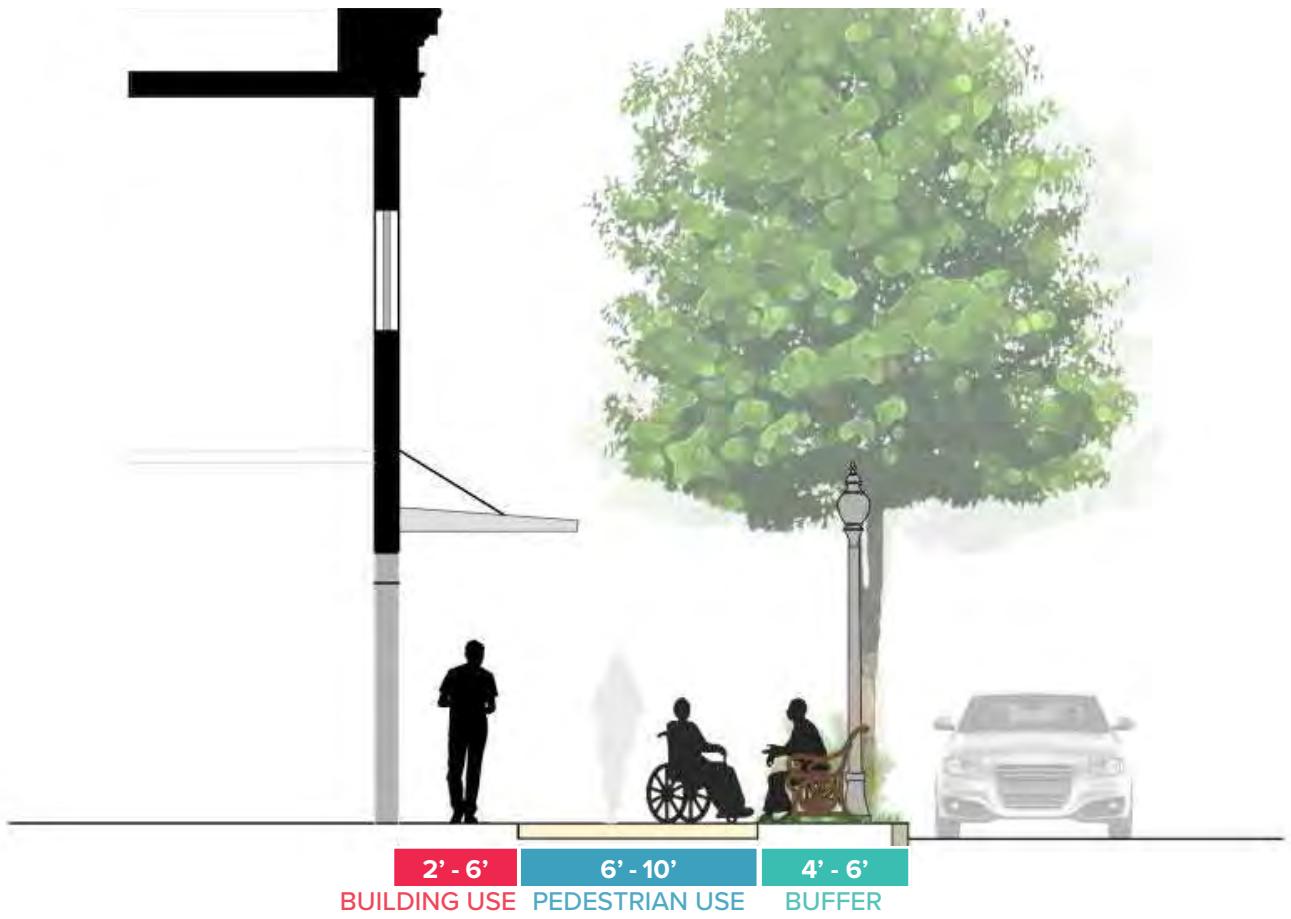
All sidewalks should provide an absolute minimum of 5 feet of clear space to support accessible pedestrian movement (a minimum of 6 feet of clear space is preferred).

According to the City's Complete Streets Policy & Design Manual, Lark Street fits into the Neighborhood Mixed Use typology and its sidewalks can be divided into three primary zones:

1. **Building Use Zone (2 - 6 feet wide):** Space immediately adjacent to buildings
2. **Pedestrian Use Zone (6 - 10 feet wide):** Unobstructed clear space for movement
3. **Buffer Zone (4 - 6 feet wide):** Amenity space between the curb and sidewalk

MAINTENANCE

Regular maintenance of sidewalks is critical to ensuring safe, accessible corridors for pedestrian movement. Maintenance varies in scope from regular litter and debris removal to intermittent replacement to address cracks and heaving. If well-maintained, sidewalks can last up to 25 years.



▲ **Representative Sidewalk Zones** for the Neighborhood Mixed Use streetscape typology (image credit: City of Albany Complete Streets Policy & Design Manual).



▲ Pedestrian space is often constrained on the eastern side of Lark Street due to the presence of building stoops and pedestrian amenities, such as street trees, pedestrian light poles, outdoor dining areas, and bike racks (left image: block between Lancaster and Chestnut Streets; right image: block between State and Spring Streets).

5.2 STREETSCAPE AND INTERSECTIONS

SIDEWALK EXPANSIONS

RECOMMENDED LOCATIONS FOR SIDEWALK EXPANSIONS



Recommended sidewalk expansions (approximately 4 feet wide)



Recommended sidewalk expansions (approximately 4 feet wide)

5.2 STREETSCAPE AND INTERSECTIONS

LOADING ZONES

PURPOSE

Loading zones are dedicated curbside spaces intended for short-term use to service nearby businesses or properties and accommodate drop-off, pick-up, and food delivery activities. The provision of loading zones along commercial corridors is critical to promoting local economic activity, preventing illegal stopping and/or double-parking, and maintaining traffic flow.

ALIGNMENT WITH PROJECT GOALS

Loading zones advance the following goals:

- **Support Safe Travel for Multiple Modes** by discouraging illegal stopping and double-parking along the corridor
- **Enhance Parking Access** by providing designated areas for short-term uses on and adjacent to Lark Street

APPLICABILITY

Loading zones are applicable in designated parking areas on and adjacent to Lark Street and should be located where commercial activities are concentrated. Larger loading zones (greater than 20 feet in length) are appropriate for Lark Street. Smaller loading zones (20 feet or less in length) are appropriate for intersecting side streets.

RECOMMENDED ACTIONS

- Establish loading zones on Lark Street between Hudson Avenue and Jay Street and between Spring Street and Washington Avenue
- Establish small loading zones (less than 20 feet in length) on Hudson Avenue and Jay Street, adjacent to Lark Street
- See diagram on page 117 for recommended loading zone placement

DESIGN FEATURES

RECOMMENDED DIMENSIONS

All loading zones should be a minimum of 8 feet wide. Recommended lengths of loading zones vary based on location and use:

- **On Lark Street, Commercial Deliveries:** A minimum length of 30 feet should be provided
- **On Lark Street, Drop-Off/Pick-Up Activities:** A minimum length of 20 feet should be provided
- **On Side Streets Adjacent to Lark Street:** A maximum length of 20 feet should be provided to discourage heavy truck traffic in residential neighborhoods

RECOMMENDED SIGNAGE

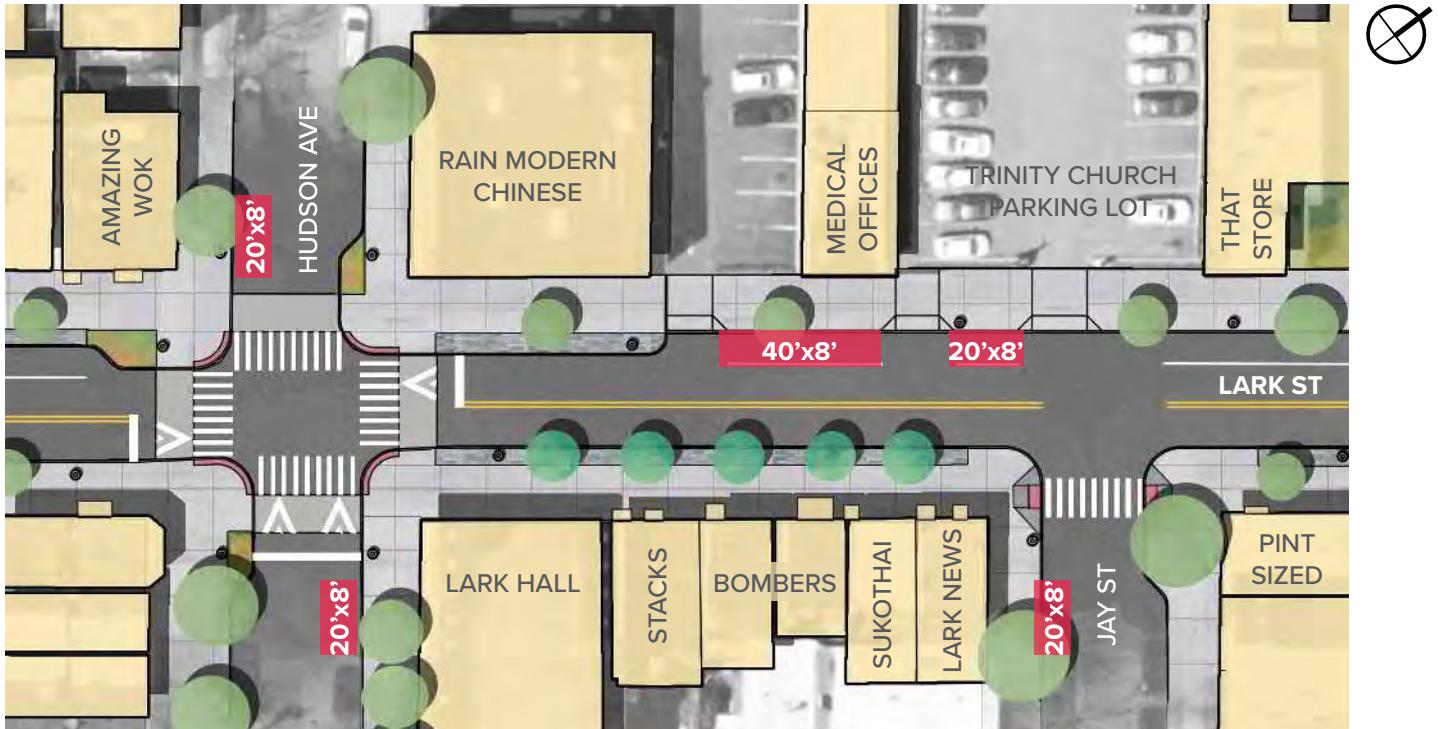
Signage that follows MUTCD standards and clearly indicates the location of loading zones should be installed.

ENFORCEMENT

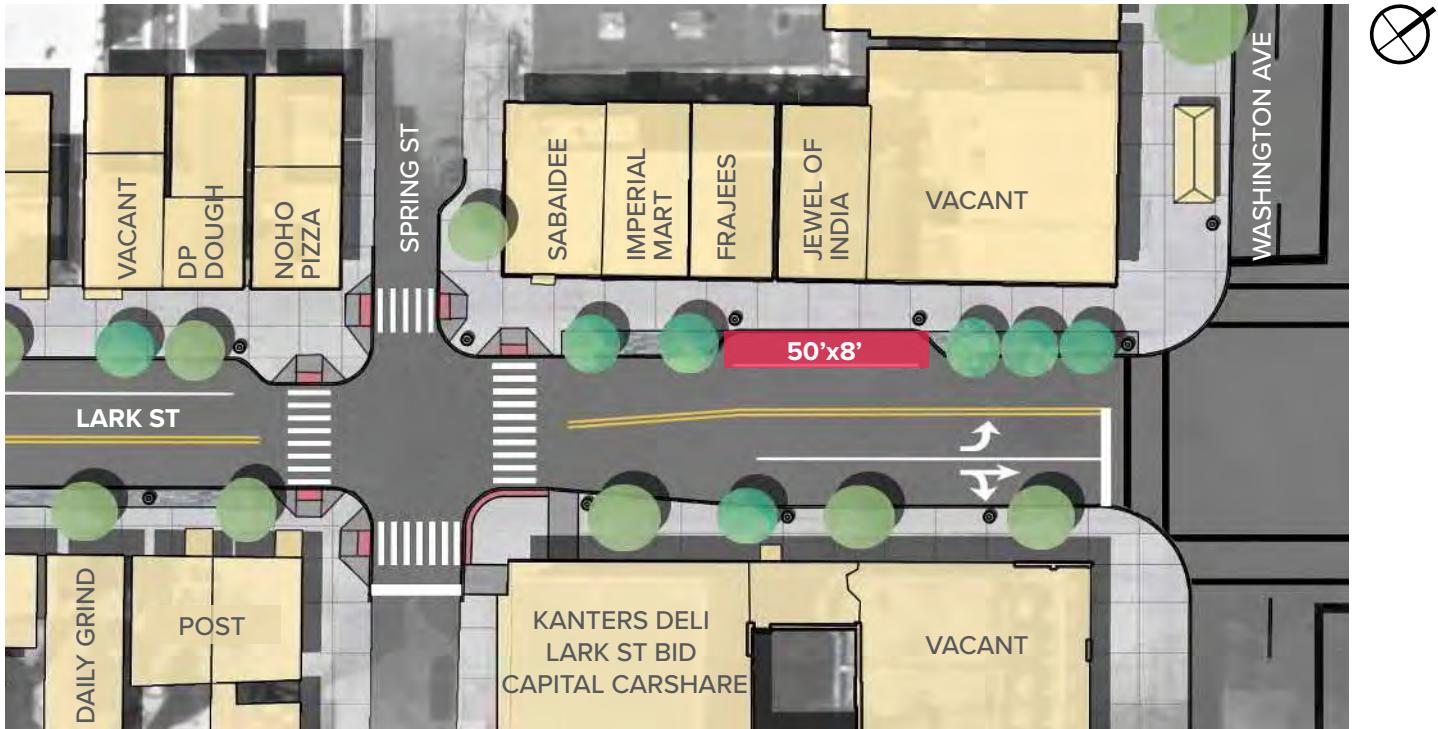
Clear signage indicating loading zone location and regulations and consistent enforcement is necessary to ensure loading zones are not used for longer term parking by vehicles.

Immediately after implementing the proposed loading zones, increase enforcement and monitoring to assess their effectiveness and document any unintended impacts. Where necessary, adjust loading zone regulations and/or locations.

PROPOSED LOADING ZONES



▲ Proposed loading zones between Hudson Avenue and Jay Street.



▲ Proposed loading zones between Spring Street and Washington Avenue.

5.2 STREETSCAPE AND INTERSECTIONS

TRANSIT INFRASTRUCTURE

PURPOSE

Transit infrastructure benefits transit riders, encourages the use of public transit as a viable form of transportation, and improves transit operations, efficiency, and service. Transit infrastructure may include, but is not limited to: bus stop amenities (e.g., shelters, seating, lighting), travel lanes accommodating bus routes, bus-only lanes, and traffic signalization prioritizing transit operations.

ALIGNMENT WITH PROJECT GOALS

Transit infrastructure advances the following goals:

- **Beautify the Streetscape** by introducing pedestrian amenities (e.g., lighting, seating)
- **Support Safe Travel for Multiple Modes** by providing an accessible, enjoyable, and efficient experience for transit riders
- **Strengthen Connections to the Park + Downtown** by providing access to transit services that connect Lark Street to local destinations

APPLICABILITY

Transit infrastructure is applicable along both sides of Lark Street and at intersections.

RECOMMENDED ACTIONS

- Provide pedestrian amenities at all bus stops along Lark St. (see the Placemaking section for guidance)
- Install curb extensions at all southbound bus stops on Lark St. and the Madison/Lark bus stop
- Redesign the Washington/Lark bus stop to include a 3 foot wide curb extension, a smaller shelter, and additional lighting to improve pedestrian mobility and visibility
- Provide a bus-only lane at the Lark/Madison bus stop to improve transit operations and discourage motorists from using this space as a right-turn lane

DESIGN FEATURES

CONSIDERATIONS

Capital District Transportation Authority (CDTA) buses are 8'-6" wide and mirrors extend 18" on either side of the bus. The mirrors are 6'-5" high on the driver's side and 5 feet high on the non-driver side. To avoid interference with bus mirrors, sidewalk amenities should be offset from the curbline by one to two feet.

TRAVEL LANE WIDTHS

- **Minimum Lane Width:** 11 feet
- **Preferred Lane Width:** 11'-6"

CURB EXTENSIONS AT BUS STOPS

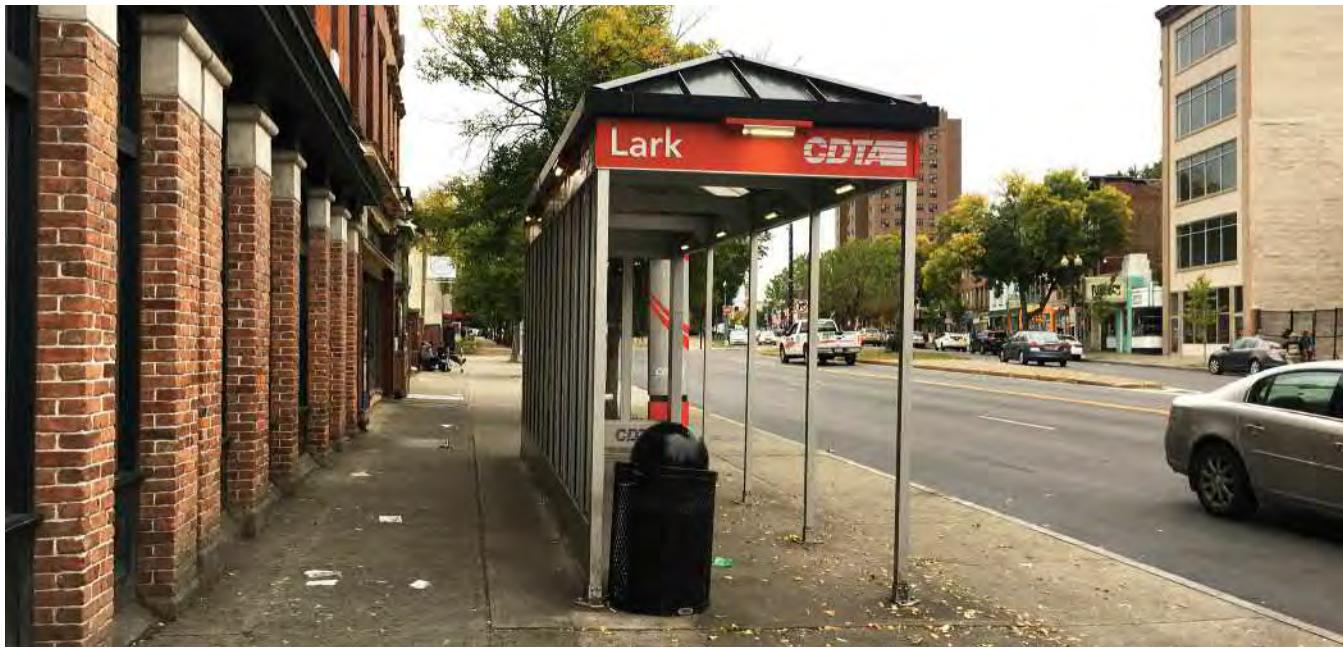
- **Recommended Width:** 6 feet
- **Minimum Length:** 25 feet

RECOMMENDED AMENITIES

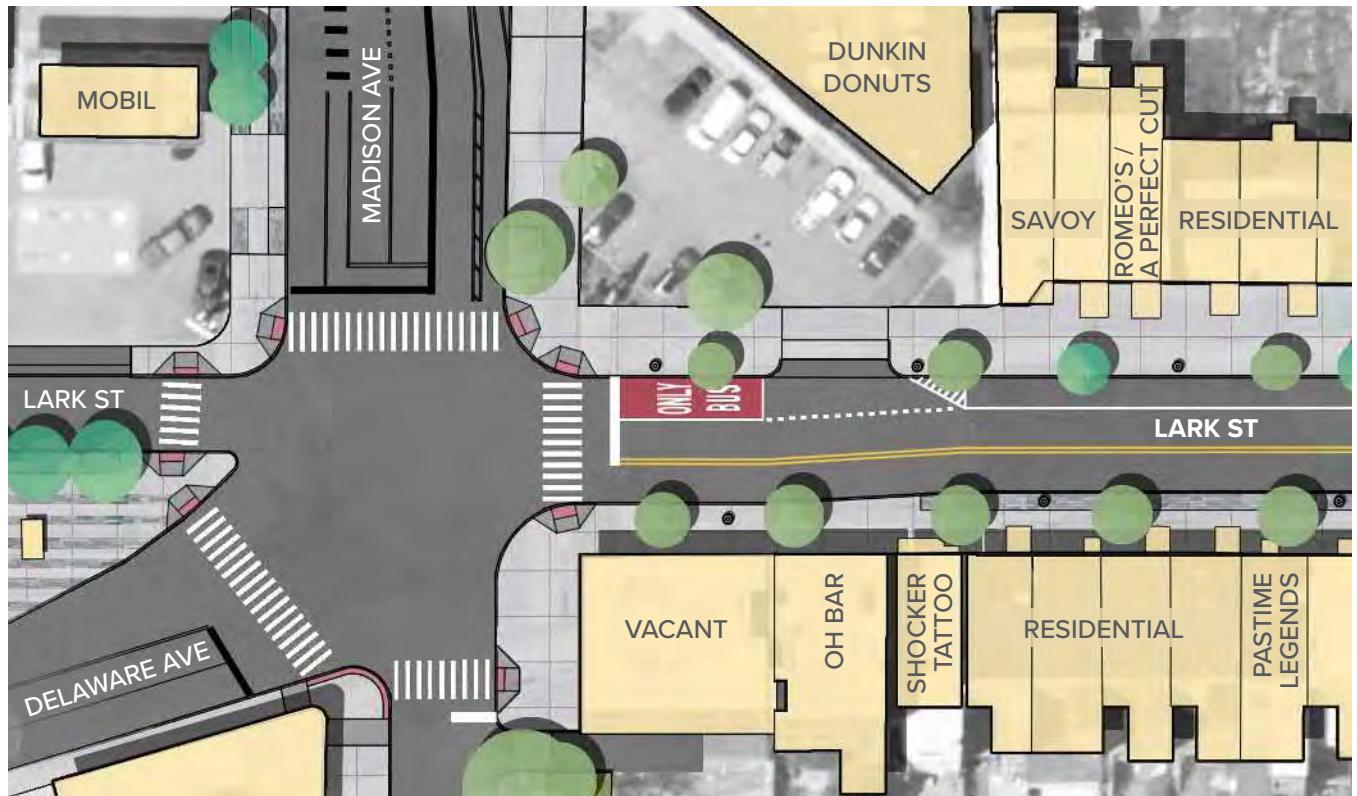
Bus stops should be well-lit to enhance safety and offer public seating and trash/recycling receptacles to improve transit user comfort. The integration of public art is also encouraged where space allows. See the Placemaking section for additional guidance on amenity design, maintenance, and placement.

MAINTENANCE

Routine maintenance, such as litter removal, is recommended to ensure bus stops provide transit users with a pleasant experience and positively contribute to the overall streetscape aesthetic. The Lark Street BID and CDTA should consider exploring a maintenance partnership to ensure transit infrastructure is regularly maintained and repaired along the Lark Street corridor.



▲ The size and constrained sidewalk space associated with the bus shelter at the Washington/Lark bus stop on Washington Avenue creates a dark, uninviting corridor and obstructs pedestrian mobility. Proposed changes to address these issues include a 3 foot wide curb extension to create additional sidewalk space, a smaller bus shelter, and improved lighting.



▲ Proposed bus-only lane at the Lark/Madison bus stop.

5.2 STREETSCAPE AND INTERSECTIONS

INTERSECTION CROSSINGS

PURPOSE

Intersections are critical connections serving all modes of transportation. The provision of accessible pedestrian crossings is fundamental to ensure the safe, predictable, and efficient functioning of intersections.

ALIGNMENT WITH PROJECT GOALS

Accessible crossings advance the following goals:

- **Support Safe Travel for Multiple Modes** by providing accessible crossing conditions and enhancing safety
- **Strengthen Connections to the Park + Downtown** by providing convenient, accessible, and efficient connections between Lark Street and local destinations

APPLICABILITY

The provision of accessible intersection crossings is applicable at all intersections along Lark Street.

RECOMMENDED ACTIONS

- Upgrade all intersections along Lark Street to ensure compliance with the Americans with Disabilities Act (ADA) regulations
- Install new pedestrian crossing infrastructure across Lark Street at the following unsignalized intersection locations:
 - Hamilton and Lark Street, on the southern side of the intersection
 - Chestnut and Lark Street, on the southern side of the intersection
 - Spring and Lark Street, on the southern and northern sides of the intersection

DESIGN FEATURES

ADA UPGRADES

All intersection crossing should be upgraded at the same time any roadway or sidewalk improvements are made (e.g., roadway narrowing, curb extensions) to ensure ADA compliance. Pedestrian crossing improvements should include the following accessible features:

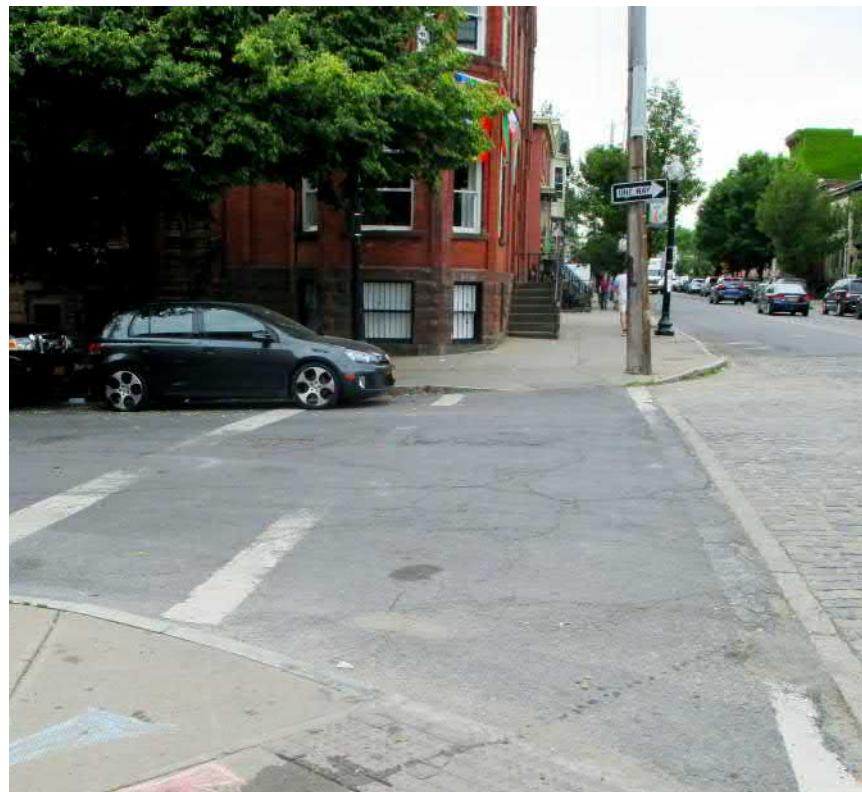
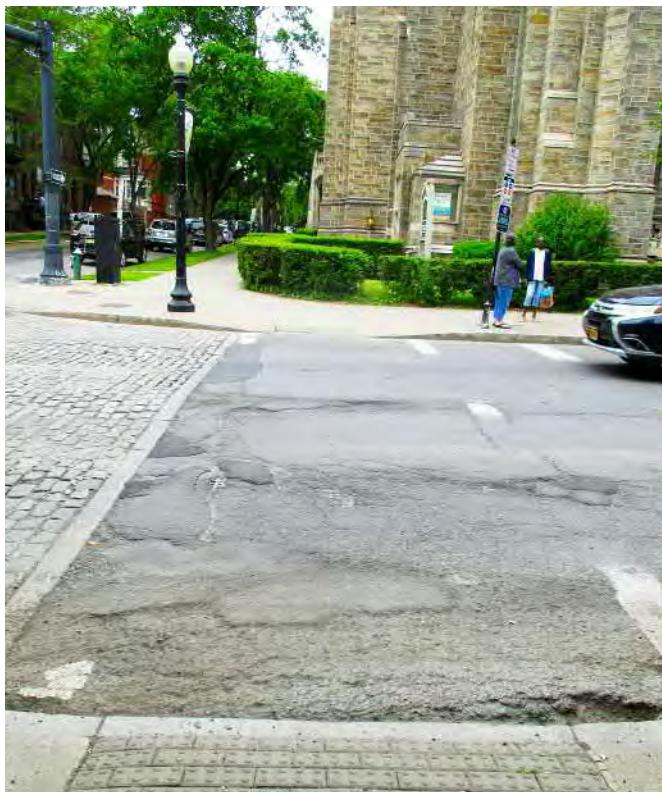
- Sidewalk ramps, with the exception of raised intersections, at every intersection approach
- Detectable warning surfaces at every intersection approach
- High-visibility crosswalks (continental or ladder style); avoid the use of brick or brick-like materials in crosswalks, as these materials are not highly visible

SIGNALIZED INTERSECTIONS

All signalized intersections should include pedestrian signals equipped with visual and audible cues. Careful consideration should be given to the location of the speaker and the volume of audible cues to ensure cues can be heard at busy intersections.

MAINTENANCE

Consistent maintenance and upkeep of signing and pavement markings is of high importance, particularly at intersections. In particular, snow plowing and high traffic volumes can contribute to the deterioration of crosswalks, reducing visibility and consequently their effectiveness. Routine monitoring and maintenance of intersection pavement markings and signage is necessary to ensure positive guidance is given to all users.



▲ A majority of the crosswalks along Lark Street are deteriorating and/or are not high-visibility (left image: Lark Street and Lancaster intersection; right image: Hudson Avenue and Lark Street intersection).



▲ Example of a high-visibility crosswalks. High-visibility crosswalks use longitudinal stripes and include continental, ladder, and zebra style crosswalks (image credit: NACTO).



▲ Crosswalks provide opportunities to integrate art into the streetscape (image credit: Shutterstock, SCK Photo).

5.2 STREETSCAPE AND INTERSECTIONS

RAISED INTERSECTIONS

PURPOSE

Raised intersections elevate an entire intersection to the same elevation as the adjacent sidewalk, enabling pedestrians to cross the intersection at grade. Raised intersections are a vertical traffic calming measure that enhance the pedestrian environment, reinforce slower motor vehicle speeds, and encourage motorists to yield to pedestrians in crosswalks.

ALIGNMENT WITH PROJECT GOALS

Raised intersections advance the following goals:

- **Support Safe Travel for Multiple Modes** by calming traffic and encouraging motorists to yield at crosswalks
- **Establish Gateways** by visually defining entrances into the Lark Street neighborhood
- **Strengthen Connections to the Park + Downtown** by improving accessibility and safety at key connections between Lark Street and local destinations

APPLICABILITY

Raised intersections are appropriate in business districts where speeds are 30 mph or less and traffic volumes are relatively low (approximately 10,000 vehicles per day or less). Raised intersections are not recommended at the Madison/Lark or Washington/Lark intersections due to their complexity, high traffic volumes, and number of traffic movements.

RECOMMENDED ACTIONS

Remove Belgian Blocks and install raised intersections at the following locations:

- Hudson Avenue and Lark Street
- Lancaster Street and Lark Street
- State Street and Lark Street

DESIGN FEATURES

RECOMMENDED MATERIALS

Portland Cement Concrete is recommended for the approach and departure ramps of the raised intersection due to its durability, ability to withstand plow damage, and high contrast with adjacent asphalt roadways. Either Portland Cement Concrete or asphalt can be used for the table of the raised intersection. Cast iron embedded detectable warnings are recommended to protect against plow damage.

RECOMMENDED ELEMENTS

The following streetscape elements should be included at each raised intersection:

- Yield markings on intersection ramps
- Detectable warning surfaces alerting pedestrians as they transition between the sidewalk and roadway
- Bollards with lighting should be placed along intersection corners to protect pedestrians from errant vehicles, differentiate sidewalk and roadway spaces, and improve intersection lighting

DESIGN CONSIDERATIONS

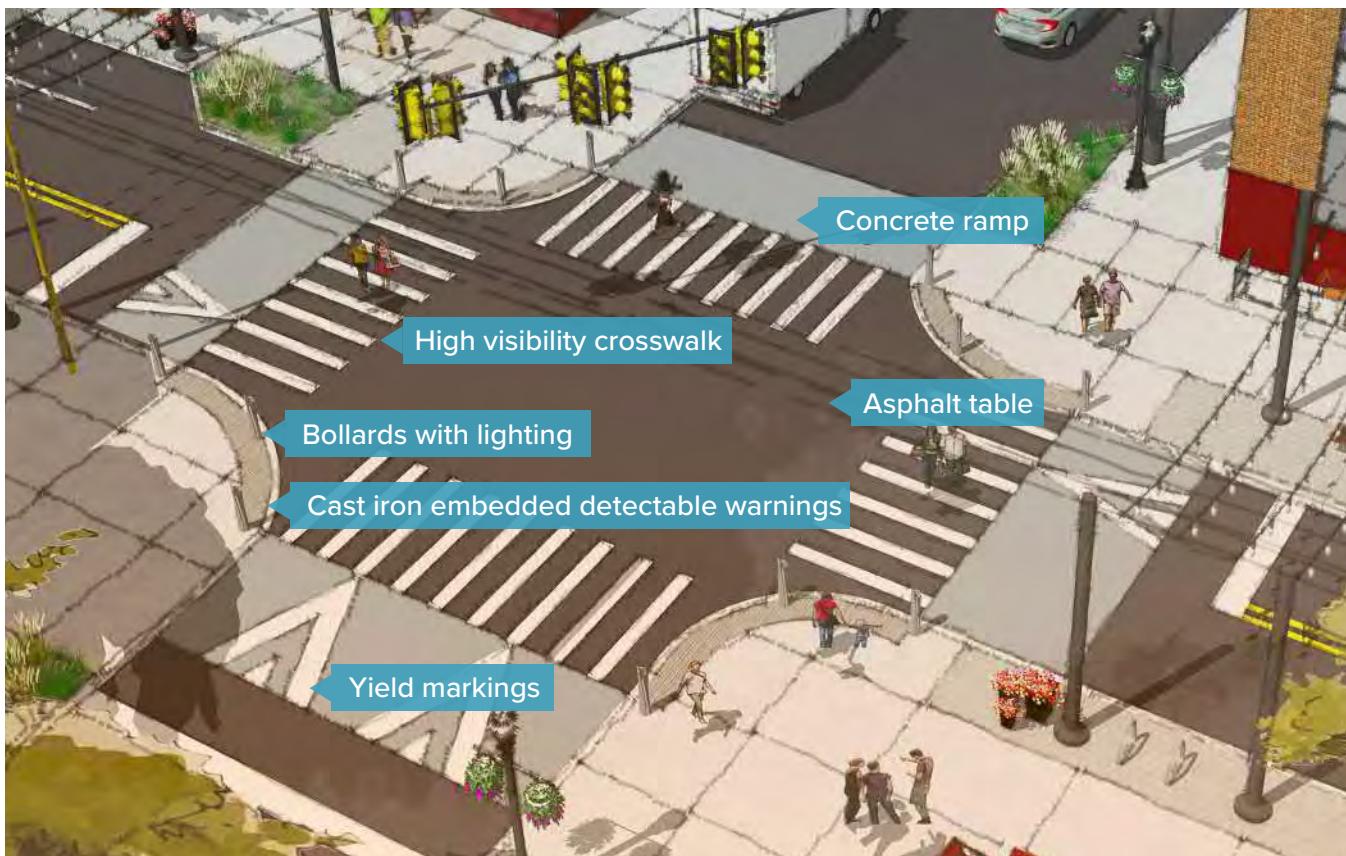
Drainage infrastructure impacts will need to be assessed as the raised intersection design is developed. Also, the change in grade across the intersection table should be carefully considered to ensure design vehicles do not scrape bottom.

MAINTENANCE

Similar to the maintenance recommendations for “Intersection Crossings” on page 120, routine maintenance and monitoring of all pavement markings (i.e., yield markings, crosswalks) and signage associated with the raised intersection is critical to maintaining safety for all users.



▲ A raised intersection in Elmira, New York.



▲ Rendering of the proposed raised intersection at Hudson Avenue and Lark Street.

5.2 STREETSCAPE AND INTERSECTIONS

MADISON / LARK INTERSECTION

PURPOSE

To improve pedestrian crossing conditions at this complex intersection, which serves as a major gateway to the Lark Street corridor.

ALIGNMENT WITH PROJECT GOALS

Recommended improvements at the Madison and Lark intersection advance the following goals:

- **Support Safe Travel for Multiple Modes** by shortening crossing distances, calming traffic, and modifying traffic signal timing
- **Establish Gateways** by visually defining this intersection as a major entrance to the Lark Street corridor
- **Strengthen Connections to the Park + Downtown** by improving pedestrian access to Madison Avenue, which provides a direct connection to downtown and the Park

RECOMMENDED ACTIONS

- Implement 6 foot wide curb extensions on both sides of Lark Street, south of the Madison/Lark intersection to calm traffic, define parking, expand Dana Park, and introduce additional landscaping
- Extend the tip of Dana Park into the Madison/Lark intersection to shorten pedestrian crossing distances and expand the Park
- Implement a 6 foot wide curb extension on the westbound approach of Madison Avenue, on the north side of the street, to shorten crossing distances
- Narrow driveway curb cuts into the Mobil Gas Station and integrate a vegetated buffer to improve pedestrian access and mobility, while preserving critical access for gas station operations

DESIGN FEATURES

CURB RADII REDUCTIONS

Where possible, curb radii should be reduced to shorten crossing distances, increase pedestrian visibility, and slow motor vehicle turning movements.

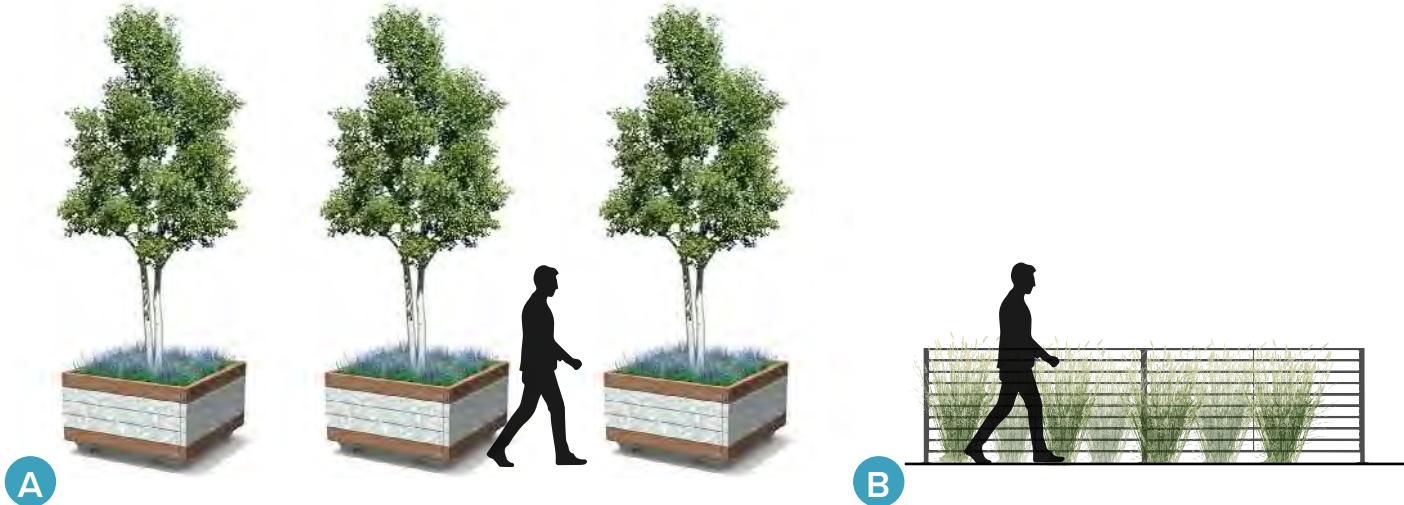
SIGNALIZATION CONSIDERATIONS

The high traffic volumes, frequent turning movements, and five intersecting roads associated with this intersection make it difficult for pedestrians to cross. The following signalization changes and turning movement restrictions should be explored further:

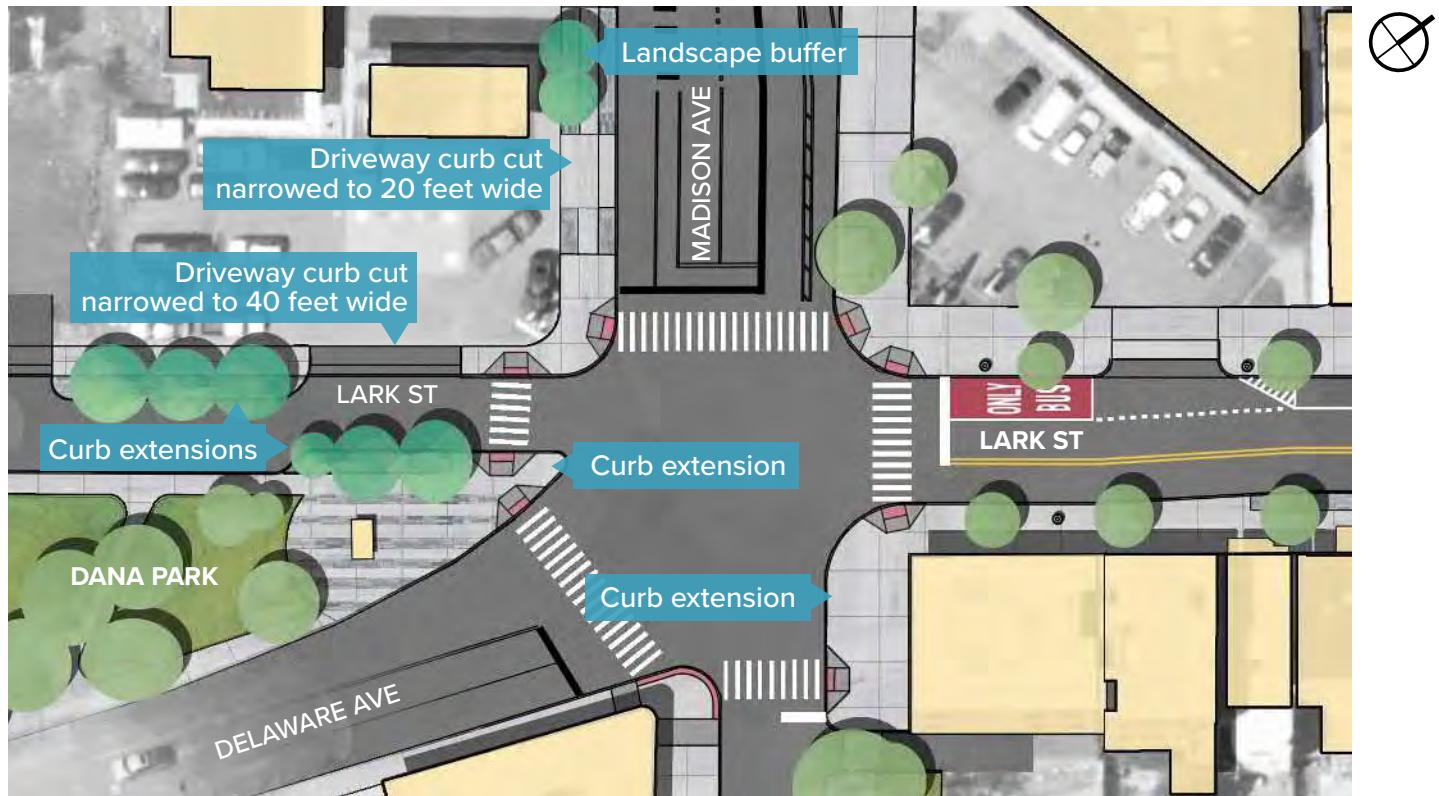
- Incorporate an exclusive pedestrian phase during which all vehicular movement is stopped and pedestrians are able to cross in any direction, including diagonally
- If an exclusive pedestrian phase is not feasible, include a lead pedestrian interval (LPI) of 7 seconds to enable pedestrians to enter the intersection before traffic is permitted to proceed. A 7 second LPI currently exists at the Washington / Lark intersection
- Signalization changes that prioritize bus movements (e.g., queue jumper)
- Prohibit all right turns on red to reduce motor vehicle conflicts with crossing pedestrians

MAINTENANCE

Maintenance considerations for this intersection should be similar to the actions recommended in the Intersection Crossings, Curb Extensions, and Roadway Narrowing sections.



▲ Potential buffer options on Madison Avenue, adjacent to the gas station. Option A includes large planters comprised of materials that complement those recommended for Lark Street site furnishings. Planters provide a sense of separation, while also controlling vegetation growth in constrained spaces. Option B shows a combination of decorative fencing and upright grasses. This option provides transparency, while separating the public right of way from adjacent uses. Decorative fencing should incorporate materials used in Lark Street site furnishings and must meet the requirements of Section 375-4(F)(8) in the USDO (4 feet maximum height and 60% maximum opacity).



▲ Proposed changes at the Madison / Lark intersection.

5.3 PLACEMAKING

SITE FURNISHINGS

PURPOSE

Site furnishings contribute to Complete Streets both functionally and aesthetically. They encourage the use of the street as a public space, and when thoughtfully executed, can also be used to brand and promote an area as a destination. Examples of site furnishings include benches, lighting, bike racks, waste receptacles, information kiosks, street trees, and green infrastructure.

ALIGNMENT WITH PROJECT GOALS

Site Furnishings advance the following project goals:

- **Beautify the streetscape** by adding character and visual interest and promoting a cleaner environment
- **Establish Gateways** by encouraging the use of the streetscape as a special, public space
- **Support Safe Travel for Multiple Modes** by adding vertical separation between cars and sidewalks and providing needed amenities
- **Create a Strong Sense of Place** by adding unique character to Lark Street and helping to brand the area

APPLICABILITY

While some site furnishings are applicable and appropriate along both sides of the entire Lark Street corridor and both sides of all intersecting streets, some types of furnishings should be limited to select locations, as elaborated upon in the following pages.

RECOMMENDED ACTIONS

- Apply site furnishings throughout the corridor that work together aesthetically to create a strong sense of place and promote Lark Street as a unique destination

DESIGN FEATURES

RECOMMENDED MATERIALS

Site furnishings come in a variety of materials and colors.

Considerations:

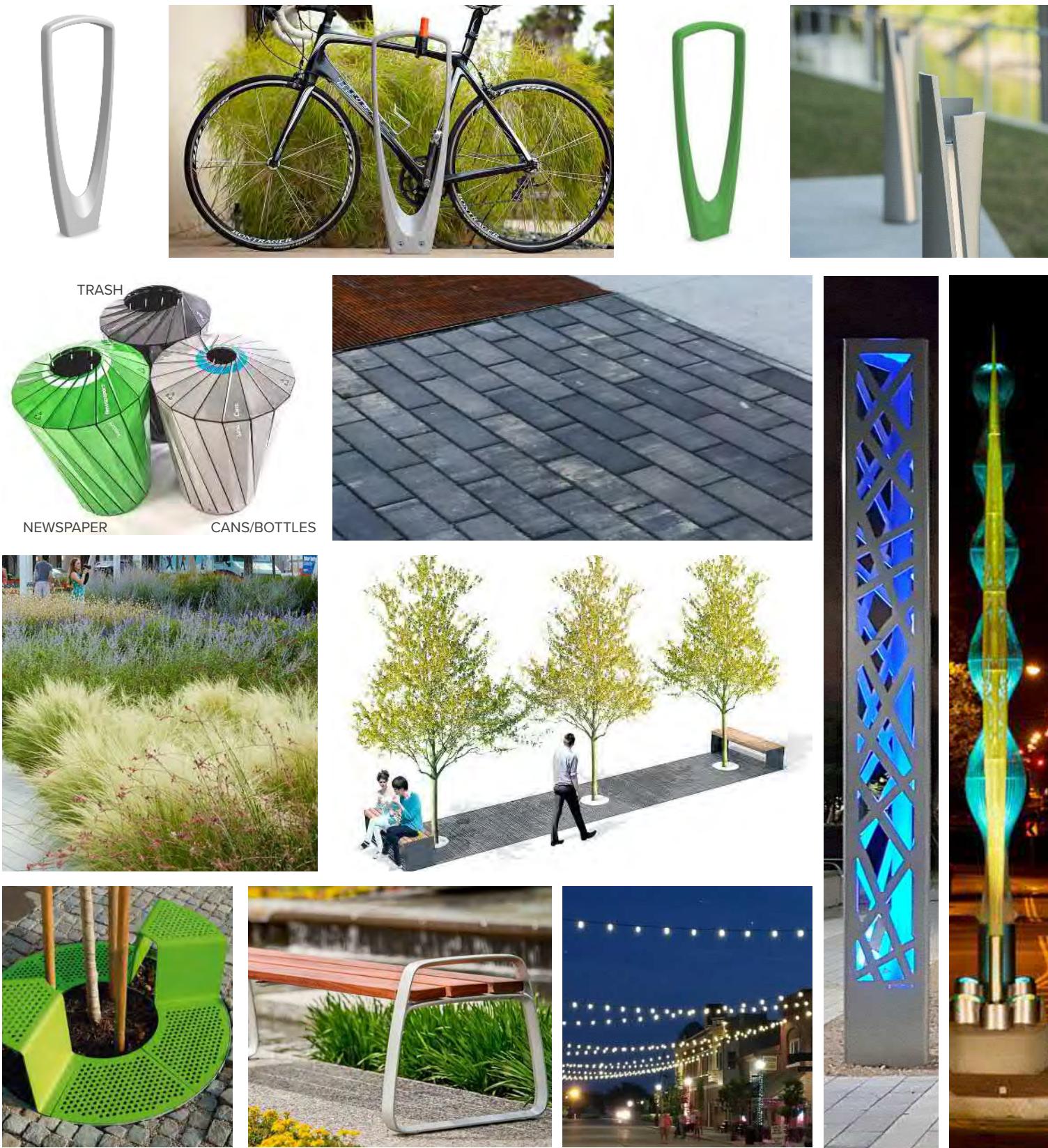
- Site furnishings should be based upon a selected palette of materials that will support the branding of Lark Street as a cultural destination. Branding should respect the historic character of Lark Street while also creating a contemporary appeal
- The use of wood and wood synthetics creates a warm, nature-friendly atmosphere
- Powder-coated metal finishes are more durable and offer a wide range of colors
- Site furnishings need to be strong and durable enough to withstand urban and winter conditions

RECOMMENDED PLACEMENT

Site furnishings should be placed such that they contribute to the overall character of the street, support defensible space, and respect pedestrian use zones.

MAINTENANCE

The amount of maintenance required for site furnishings can be greatly reduced through the careful selection of well made furnishings that utilize durable materials and finishes.



▲ **Sample Site Furnishing Palette.** Coordinated site furnishings create a strong sense of place, enhance the pedestrian experience, and activate the streetscape year-round.

5.3 PLACEMAKING

BICYCLE AMENITIES

PURPOSE

Incorporating bicycle amenities into the streetscape encourages cyclists to visit Lark Street, which can be easily accessed from the Madison Avenue bike lanes that connect Lark Street to Washington Park. Bike racks are common streetscape elements that allow for easier access to destinations, reduce the need for vehicular parking, and encourage cyclists to visit local retail establishments. Bike repair stations are increasingly popular amenities that support cyclists' needs and promote locations as bicycle-friendly destinations.

ALIGNMENT WITH PROJECT GOALS

Bike amenities advance the following project goals:

- **Support Safe Travel for Multiple Modes** by providing parking, fixit stations, and bike share options for bicycle users and contributing to defensible space
- **Create a Strong Sense of Place** by providing additional aesthetic detail and repetition of site furnishings as a means of branding

APPLICABILITY

Bike amenities are applicable and appropriate along both sides of the entire Lark Street corridor. Bike repair stations should be used in areas where there is adequate sidewalk width to ensure that use does not conflict with pedestrian flow.

RECOMMENDED ACTIONS

- Install new bike racks that will contribute to the Lark Street character at frequent intervals along the corridor
- Use bike racks to provide additional vertical separation from the roadway in areas where usable sidewalk is limited
- Install a bike fixit station near the CDTA bike share station where it can be more easily maintained

DESIGN FEATURES

CONSIDERATIONS

- Bike racks should provide at least two points of attachment for secure locking
- Bike amenities come in a variety of materials and colors
- Utilizing a combination of wood and metal can add a contemporary, warm feel to the streetscape
- Targeted applications of color can help to activate the streetscape year-round

PLACEMENT

Bike amenities should be placed in locations with ample space where their use will not conflict with pedestrian use zones, such as sidewalk buffer zones. Place bicycle amenities in high visibility locations to leverage branding opportunities. Different configurations can be used as a way of accomplishing other project goals, such as creating additional defensible space that can be used for outdoor seating.

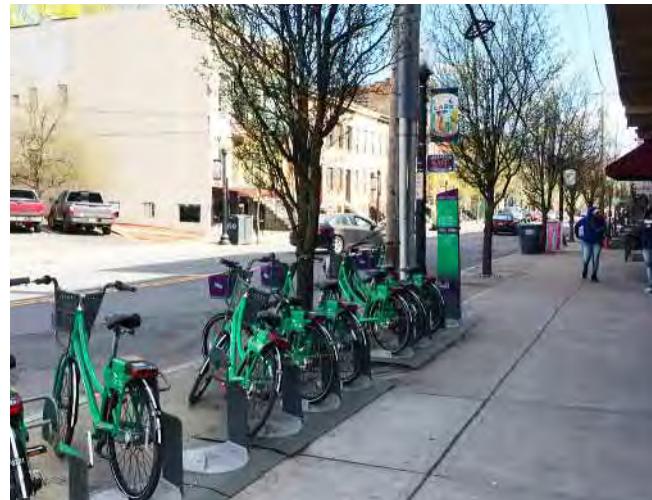
MAINTENANCE

The level of maintenance required will depend upon the materials and finishes. While powder-coated metal racks are a durable way to utilize color, they do require occasional touch up as a result of the constant rubbing of bicycles.

Surface mounted models are often preferred by municipalities as they are easier to repair and/or replace when hit by a car or tipped as a result of snow plowing, whereas the in-ground systems often cause damage to the surrounding walk when hit and require a much greater effort to repair/replace.



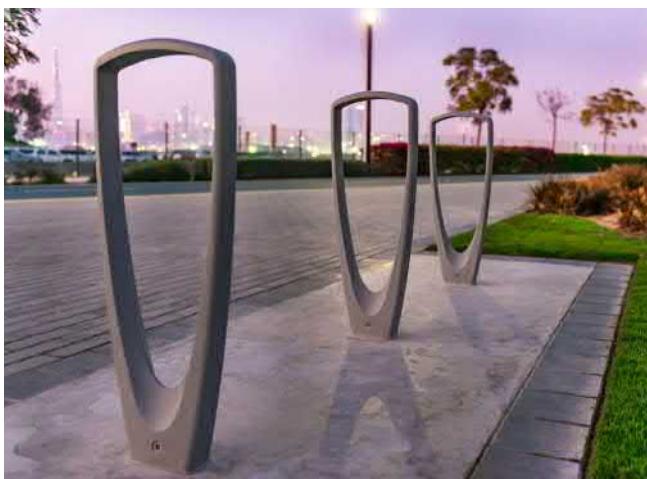
▲ One of two types of existing bike racks on Lark Street.



▲ Existing CDTA Bike Share on Lark Street, which encourages cycling and helps separate pedestrians and motor vehicle traffic.



▲ Bike Repair Station (Image Credit: Dero Fixit).



▲ When clustered together, bike racks can help provide separation between pedestrians and the street (Image Credit: Forms + Surfaces).



▲ Bike racks should provide for at least two locking points and can be used to introduce a pop of color into the streetscape (Image Credit: Forms + Surfaces).

5.3 PLACEMAKING

BICYCLE AMENITIES (CONT.)

RECOMMENDED LOCATIONS FOR BICYCLE AMENITIES



- CDPHP Cycle! bike share station (existing)
- Proposed bike racks (many overlap with existing locations)
- Opportunity areas for bike fixit stations
- Opportunity area where bike racks that can double as vertical barriers could be used to expand defensible space



CDPH Cycle! bike share station (existing)

● Proposed bike racks (many overlap with existing locations)

○ Opportunity areas for bike fixit stations

□ Opportunity area where bike racks that can double as vertical barriers could be used to expand defensible space

5.3 PLACEMAKING

PUBLIC SEATING

PURPOSE

Public seating activates the streetscape and reinforces the perception of streets as public space. Public seating, when provided in appropriate places, can make an area more welcoming and help support local businesses. Placement in locations that will not encourage unwanted uses during late night hours is key, as are partnerships with local authorities and agencies who can facilitate appropriate uses. Examples of public seating include fixed benches, seats built into landscape amenities such as planters and tree wells, and movable tables and chairs.

ALIGNMENT WITH PROJECT GOALS

The provision of public seating advances the following project goals:

- **Create a Strong Sense of Place** by activating and enlivening the sidewalk environment and contributing to an overall aesthetic or character unique to Lark Street
- **Beautify the Streetscape** by contributing to an attractive pedestrian-oriented atmosphere
- **Support Safe Travel for Multiple Modes** through age-friendly design that provides needed places of respite for pedestrians

APPLICABILITY

Public seating, as a second phase of the Lark Street improvements, may be applicable in select, well-lit locations, such as gateways, transit stops, and intersection bump-outs, where there is greater visibility and less conflict with adjoining residences. Placing benches near bodegas and in areas that could encourage late night loitering would not be appropriate.

See page 133 for Recommended Actions.

DESIGN FEATURES

MATERIALS

There are many types of outdoor seating that utilize design features that can help control how it is used.

Considerations:

- Seats that are made of wood and wood synthetics are more comfortable to sit on in extreme temperature (metal can get very hot or very cold)
- Benches with perpendicular slats can discourage skateboarding. Short benches and benches with center armrests can discourage sleeping
- Different configurations encourage different behaviors - some configurations are more social while others provide isolated opportunities for temporary rest
- Seating should be designed to encourage sitting and discourage lying down

PLACEMENT

Outdoor seating should be placed in select locations that will foster positive use. Partnerships should be considered as an option for discouraging late-night loitering.

MAINTENANCE

Surface finishes will need to be maintained. Typical maintenance can include removal of stickers/tags, graffiti, and gum; occasional paint touch-up and/or sanding and regular cleaning for trash.

RECOMMENDED ACTIONS + PHASING

- **PHASE 1:** Introduce modular seating to targeted areas on Lark Street where vibrant businesses are concentrated to provide public seating during specific hours. Use light, fold-able furniture and pursue partnerships with local businesses to facilitate daily furniture set-up, break-down, and storage
- **PHASE 2:** Establish small, permanent units of seating, such as benches that can be integrated into tree grates, to provide places of respite without encouraging loitering
- **PHASE 3:** If other public seating options prove successful, larger and permanent installations of public seating should be considered for gateways and intersections where there is greater visibility and more available space
- Permanent public seating should not be located near convenience stores, residential areas, or in locations that could encourage late night loitering
- Consider instituting an ambassador program to discourage loitering and help maintain the streetscape (see page 168 for additional information)



▲ Using movable tables and chairs allows more control over when seating is available (Image Credit: AIA Detroit).



▲ Small benches integrated into tree grate systems could provide temporary respite for pedestrians (Image Credit: Streetlife).



▲ Larger and more social seating arrangements may be appropriate at gateways and intersections. Arm and back rests can also be incorporated to improve accessibility and comfort (Image Credit: Streetlife)

5.3 PLACEMAKING

PUBLIC SEATING (CONT.)

RECOMMENDED LOCATIONS FOR PUBLIC SEATING



- Phase 1: Mobile Furniture Opportunities (partnerships necessary)
- Phase 2: Small, Individual Seating Opportunities (integrated into tree grates)
- Phase 3: Larger, More Permanent Social Seating Opportunities



□ Phase 1: Mobile Furniture Opportunities (partnerships necessary)

○ Phase 2: Small, Individual Seating Opportunities (integrated into tree grates)

● Phase 3: Larger, More Permanent Social Seating Opportunities

5.3 PLACEMAKING

LIGHTING

PURPOSE

Lighting has many purposes. It illuminates the roadway and the sidewalk area to benefit all users of the streetscape, improves pedestrian access and mobility by illuminating signage, street furnishings and other potential obstacles, and creates a more comfortable pedestrian environment by contributing to the streetscape identity and acting as a unifying element in the overall design. Further, lighting provides important nighttime orientation and security while also contributing to a festive atmosphere.

ALIGNMENT WITH PROJECT GOALS

Lighting advances the following project goals:

- **Support Safe Travel for Multiple Modes** through contributing to the safety and security of the street as well as traffic calming and defensible space
- **Beautify the Streetscape** by activating and enlivening the nighttime sidewalk environment
- **Create a Strong Sense of Place** by providing unique design character and opportunities for seasonal enhancements
- **Establish Gateways** by adding to the sense of arrival and promoting Lark Street as an important destination

APPLICABILITY

Pedestrian-scale lighting fixtures are applicable and necessary along both sides of the entire Lark Street corridor, as well as both sides of all intersecting streets.

See page 137 for Recommended Actions.

DESIGN FEATURES

CONSIDERATIONS

The type, scale and design play an instrumental role in achieving a sense of place, particularly at nighttime, when lighting is necessary to create a safe and welcoming pedestrian experience.

- Pedestrian-scale lighting fixtures are typically 12 to 15 feet high
- Critical locations such as intersections and crosswalks, transit stops and seating areas should be well lit and highly visible
- Poles should provide opportunities for hanging banners and flower baskets to enhance the streetscape character
- String lights offer a festive atmosphere that can promote an area as a cultural and economic center
- Fixtures and poles should complement the character of the streetscape. LED lighting should be used to provide a warm and consistent light
- Dark sky lighting should be used to reduce light pollution and respect area residents

PLACEMENT

Pedestrian lighting should be installed primarily in buffer zones and should be coordinated with street trees and site furnishings.

MAINTENANCE

LED lighting has lower energy and maintenance costs. Broken bulbs or fixtures should be replaced as needed and stickers/tags removed on a regular basis. Finishes should be touched up as necessary, particularly after the plowing season.

RECOMMENDED ACTIONS

- Install poles with string lights suspended over roadway at key intersections. All lights shall be a minimum of 20 feet above ground to ensure emergency access along the corridor. A maximum of four rows of lights, separated by approximately 4 feet, should be used in a sequence to ensure the fire department has sufficient access to building corners
- Install light bollards at intersection crosswalk areas to provide defensible space for pedestrians. Bollards should be durable and as removed from snow plowing push zones as possible
- Consider having light poles powder-coated or repainted as they are taken up and down during construction. A bright color that ties into the visual theme for the corridor could be an effective way of drawing attention to the destination



▲ Artistic light pillars can provide focal points that could enhance gateways where space is limited (Image Credit: Bergmann - Rochester Artwalk).



▲ String lights at select locations over the roadway would strengthen the Lark Street recognition and branding (Image Credit: cuocophoto).



▲ String lights are proposed at intersections to enhance gateways and add nighttime interest.



▲ Using bollards with lights at intersections adds to pedestrian safety and draws attention to intersections and gateways. Lights that have the ability to change color could be used to support Lark Street programming and events. Type and location will need to consider plowing requirements so that the light bollards are durable and do not have to be replaced frequently. (Image credit: Forms+Surfaces).

5.3 PLACEMAKING

LIGHTING (CONT.)

RECOMMENDED LOCATIONS FOR LIGHTING



● Re-purposed Existing Lights

■■■ String Lights Suspended Over Roadway

○ Light Bollard Opportunities



▲ Lark Street currently uses banners and flower baskets on the light poles.



▲ Light poles can be given new life and visual interest with a simple coat of paint (Image Credit: sfbetterstreets).



● Re-purposed Existing Lights

■ String Lights Suspended Over Roadway

○ Light Bollard Opportunities

5.3 PLACEMAKING

TRASH / RECYCLING RECEPTACLES

PURPOSE

Well-designed and strategically placed waste and recycling receptacles are a key component in maintaining a clean and inviting pedestrian experience. Trash and recycling receptacles should be placed throughout Lark Street to facilitate a clean and welcoming sidewalk environment.

ALIGNMENT WITH PROJECT GOALS

Trash/Recycling receptacles advance the following project goals:

- **Beautify the Streetscape** by promoting a cleaner and more welcoming pedestrian environment
- **Create a Strong Sense of Place** by supporting corridor branding through use of materials / aesthetics and repetition

APPLICABILITY

Trash and recycling receptacles are applicable and necessary along both sides of the entire Lark Street corridor, particularly near intersections and high activity areas.

RECOMMENDED ACTIONS

- Replace existing waste receptacles with new receptacles as a phased course of action, which will allow for some trial and error regarding how effective new receptacles are, as well as learning how many are needed to be effective
- Locate combined trash and recycle bins near intersections as a way of introducing the concept and having them at predictable locations

DESIGN FEATURES

CONSIDERATIONS

- Design should be coordinated with site furnishings to contribute to the overall street character
- Security considerations should be considered when selecting receptacles. If visibility is desirable, the strength of the bags used will be very important
- The most effective recycling bins are located immediately adjacent to waste receptacles and are differentiated through different size and shape openings as well as bold, supporting graphics
- Bins should be bolted in place to ensure that they remain in the appropriate locations

PLACEMENT

Waste receptacles should be located near areas of high pedestrian activity such as intersections, seating areas, transit stops and key destinations.

MAINTENANCE

Solar compactors can increase capacity and decrease maintenance costs by reducing the frequency of removal. Receptacles should be emptied as necessary to prevent trash from overflowing and being thrown on the ground.

Materials should be durable and easy to clean. Access for emptying receptacles should be able to be controlled without being cumbersome.



▲ The style of existing trash cans along Lark Street varies and does not foster a cohesive sense of place.



▲ Transparent containers, when used, should draw attention to themselves so as to minimize the appearance of the trash bag. This type of receptacle can be more difficult for maintaining a clean streetscape appearance (Image Credit: mm cité).

▲ Different color bins can help differentiate between trash and recycling (Image Credit: Landscape Forms).



▲ If possible, trash cans should use the same materials as other site furnishings on Lark Street (Image Credit: mm cité).



▲ Combined waste and recycling bins with clear graphics and different size and shape holes tend to be more effective in keeping trash out recycling bins (Image Credit: Waste Wise Products).

5.3 PLACEMAKING

STREET TREES

PURPOSE

Street trees provide numerous aesthetic, ecological, and health benefits to the streetscape. They soften the urban environment by providing an organic, pedestrian-scale canopy. In addition to their ability to frame views and provide seasonal interest, street trees can absorb and treat stormwater, improve air quality, mitigate urban heat island effects, and provide needed shade and valuable habitat.

ALIGNMENT WITH PROJECT GOALS

Street trees advance the following project goals:

- **Beautify the Streetscape** by promoting a cleaner, cooler and more comfortable pedestrian environment and minimizing stormwater runoff
- **Support Safe Travel for Multiple Modes** by contributing to traffic calming and defensible space
- **Create a Strong Sense of Place** through their repetition and seasonal interest

APPLICABILITY

Street trees are applicable and appropriate along both sides of the entire Lark Street corridor.

RECOMMENDED ACTIONS

- Introduce new trees where existing trees are missing, dead, or in severe decline. Install with structural soils as per current recommendations
- Prune and fertilize existing trees to remain to help them adjust to new conditions. Install structural soils where possible
- As existing trees age out, replace with new ones and install structural soils and appropriate tree grates

DESIGN FEATURES

CONSIDERATIONS

- Species selection should consider salt tolerance, growth habit, root growth, presence of overhead wiring, leaf and litter drop, and overall tolerance of urban conditions
- Permeable surfaces and structural soils and other strategies to control root growth, minimize sidewalk heaving, and maximize access to resources should be used in all areas of new tree planting whenever possible
- New trees should be phased into the project as old trees are removed so as to avoid losing all of the existing tree canopy at once
- Diversity of species will help the urban canopy resist disease and insect infestations. Closer spacing of trees can create a more favorable growing environment

PLACEMENT

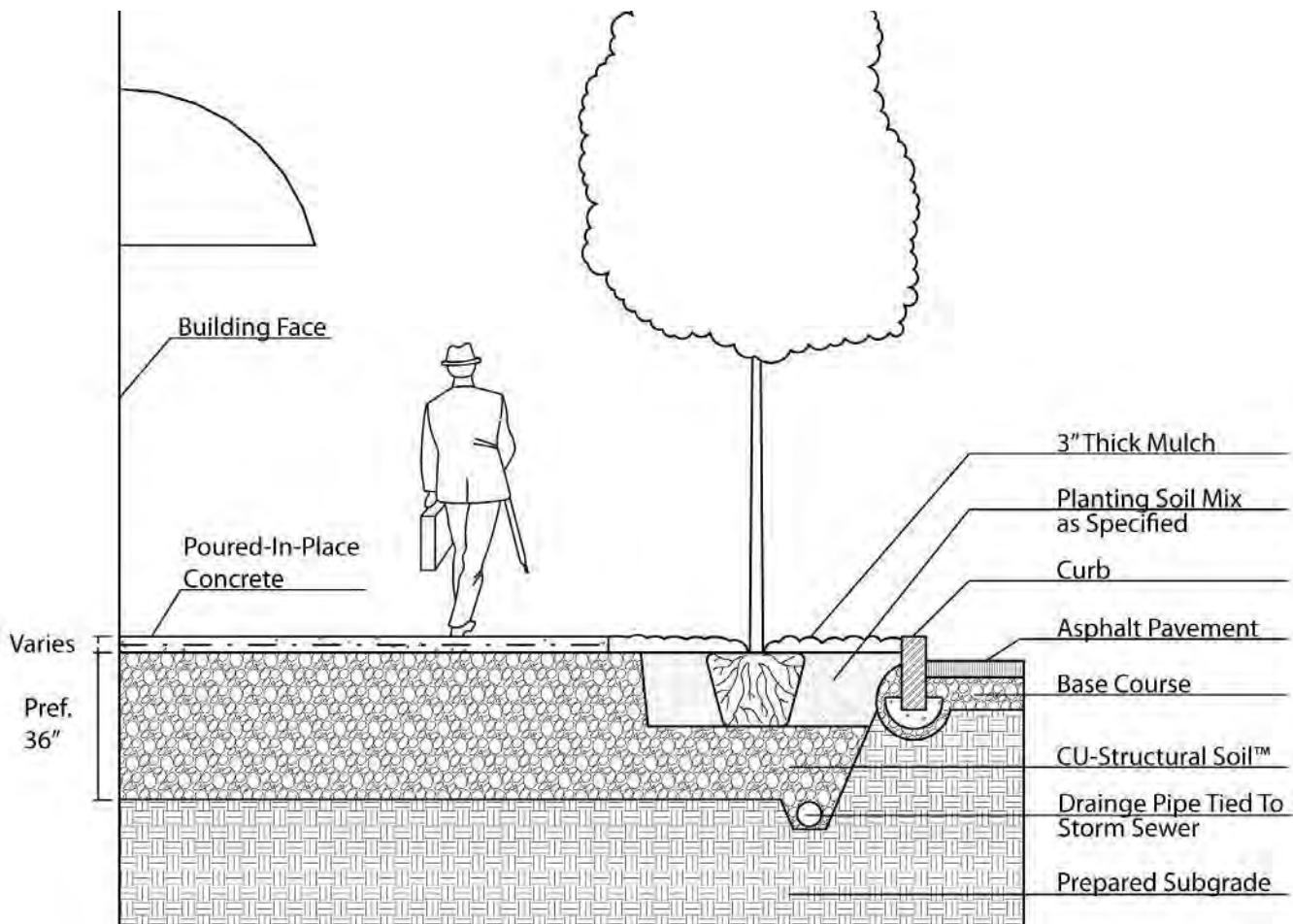
Trees should be placed in the utility and amenity strip and spacing should be coordinated with site lighting.

MAINTENANCE

Watering during the first year of establishment is important to the health of the tree. Trees should be pruned regularly to promote healthy growth and avoid sidewalk conflicts. Choosing species with minimal leaf and litter drop can reduce tree cleanup needs.



▲ Tree grates should have minimal openings to prevent litter from getting trapped under the grate
(Image Credit: Streetlife).



▲ Cross-section of typical tree installation into CU-Structural Soil™. Note where the tree pit is open, topsoil should be placed around the tree ball, but CU-Structural Soil™ should be placed under the ball to prevent tree ball subsidence.
(Image Credit: Cornell University).

5.3 PLACEMAKING

GREEN INFRASTRUCTURE

PURPOSE

Green infrastructure offers a sustainable method for stormwater treatment and management. On-site retention, filtration and infiltration are all tools for reducing urban runoff and improving water quality. The primary goal of green infrastructure is to capture, filter and treat stormwater runoff created by the sidewalks and/or roadways.

ALIGNMENT WITH PROJECT GOALS

Green infrastructure advances the following project goals:

- **Beautify the Streetscape** by promoting a cleaner, cooler and more comfortable pedestrian environment
- **Establish Gateways** by introducing visually rich materials and seasonal interest at gateways
- **Create a Strong Sense of Place** through supporting corridor branding as a cultural and economic center

APPLICABILITY

Green infrastructure is applicable and appropriate along both sides of the entire Lark Street corridor and particularly at intersections where there may be more available space.

RECOMMENDED ACTIONS

- Install rain gardens / bioswales at key intersections to contribute to gateway aesthetics and mitigate storm water impacts
- Re-purpose Belgian Blocks salvaged from intersections as permeable paving within the buffer zone of the sidewalk, where possible
- Partner with the Department of Water and Water Supply and the Lark Street BID for green infrastructure maintenance

DESIGN FEATURES

CONSIDERATIONS

- Types of green infrastructure used should be based on soil types present and proximity to building foundations
- Plants are integral to the success of most green infrastructure methods. Appropriate plant selection is therefore critical
- Existing Belgian Blocks could be reused in permeable pavement applications in sidewalk buffer zones to add to the streetscape character and increase sustainability
- Permeable paving should not be used within 20 feet of sub-sidewalk basements and 10 feet of building foundations
- Uninterrupted planting strips should not extend more than 10 feet without a walkable access strip, if adjacent to on-street parking

PLACEMENT

Green infrastructure should be located in the buffer zone and at intersections. Where possible, co-locate with drainage infrastructure (e.g., catch basins) to minimize modifications to existing utilities.

MAINTENANCE

Maintenance needs include routine trash pickup, annual pruning and mulching, weeding, watering during times of establishment and drought, occasional fertilizing and plant replacement, and sediment removal. Simple planting designs that utilize low-maintenance plant types will reduce maintenance needs and make maintenance partnerships easier. Porous paving systems must be maintained so that openings do not become compacted and clogged.



▲ Highlighting green infrastructure with educational signage can help brand and promote destinations (Image Credit: Connecticut Fund for the Environment).



▲ Granite cobble pavers can be re-purposed and installed as pervious paving in the utility strips.



▲ Street trees help mitigate stormwater. Tree grates help protect roots while allowing water to infiltrate near the trunk (Image Credit: mm cité).



▲ Where Belgian Blocks cannot be repurposed, permeable pavers can be integrated into sidewalk spaces to increase permeability, mimic the aesthetic of the Belgian Blocks, and support accessibility.



▲ Rain gardens help mitigate stormwater while adding visual interest and seasonal variation.



▲ Green infrastructure can also provide desirable separation from adjacent roadways and parking (Image Credit: SvR Design Company).

5.3 PLACEMAKING

GREEN INFRASTRUCTURE (CONT.)

RECOMMENDED LOCATIONS FOR GREEN INFRASTRUCTURE



● Existing trees

■ Existing catch basins

● Proposed new trees (to replace dead/dying trees, fill empty tree grates, and infill between existing trees)

○ Rain garden opportunities



● Existing trees

■ Existing catch basins

● Proposed new trees (to replace dead/dying trees, fill empty tree grates, and infill between existing trees)

● Rain garden opportunities

5.3 PLACEMAKING

PUBLIC ART

PURPOSE

Public art is a powerful place-making tool that can create a sense of place, unify a design area, and inspire those who experience it. It has the unique ability to activate and enliven a space in a way that is unique to that space alone. If thoughtfully executed, public art has the potential to reinforce a community's identity and elevate a sense of place. When used as a focal point, it can enhance gateways, anchor plazas and seating areas, and (if used as part of a sequence) thematically tie areas together.

ALIGNMENT WITH PROJECT GOALS

Public art advances the following project goals:

- **Beautify the Streetscape** by adding unique points of interest
- **Establish Gateways** through focal points that draw attention to the corridor
- **Create a Strong Sense of Place** by adding focal points that are unique to that place alone

APPLICABILITY

Public art is applicable and appropriate along both sides of the entire Lark Street corridor. Large, sculptural pieces are applicable at gateways and intersection curb extensions.

See page 149 for Recommended Actions.

DESIGN FEATURES

CONSIDERATIONS

- Larger and more repetitive works of art should be considered during the early planning stages so that the design can be more integrated with the overall design for the area
- Public art can be incorporated into more utilitarian elements such as traffic signal boxes and waste receptacles
- Public art can be playful and interactive and can be designed and spaced to generate economic spin-off by moving people throughout an area
- Sequences of public art can serve as beacons that can facilitate movement throughout a linear space

PLACEMENT

Large, sculptural pieces should be placed at gateways and plaza areas, while art placed on more functional objects, such as site furnishings and utilities could be located throughout. Murals could also be used on black wall areas fronting on Lark Street. Any mural must be reviewed and approved through a planning process prior to implementation.

MAINTENANCE

Public art provides opportunities for public-private partnerships and maintenance of public art should be coordinated with sponsoring agencies or groups, whenever possible. Artwork applied directly onto the sidewalk will require more regular maintenance than vertical pieces and may be considered as more of a temporary installation.

RECOMMENDED ACTIONS

- Institute an annual sculpture exhibit as a way to introduce art to the corridor, generate renewed interest in the area, and build up a collection of permanent pieces. Ithaca's "Art in the Heart" program is a good example
- Incorporate sculptures as key focal points at major and minor gateways
- Install permanent and temporary everyday art, such as pavement markings, banners, and trash can murals throughout the corridor



▲ Large works of art to mark gateways can create a strong sense of place and draw a lot of attention to an area (Image Credit: Seaport).



▲ Simple public art like painting otherwise utilitarian objects like trash cans can make the streetscape more interesting and attractive (Image Credit: Old Oakland Neighbors).



▲ Murals bring blank walls to life and add vibrancy to the streetscape (Image Credit: Buffalo Rising).



▲ The Lark Street banners create a sense of place and introduce vibrant colors to the streetscape.



▲ Artistic pavement markings can be an effective way to encourage movement through an area.

5.4 GATEWAYS AND WAYFINDING

MAJOR GATEWAYS

PURPOSE

Major gateways play an important role in branding and promoting commercial and cultural centers. They announce the presence of a district, represent visitors' first experience, and can provide additional orientation/information about local amenities and events. Major gateways should be located at key entry points to neighborhood centers and districts.

ALIGNMENT WITH PROJECT GOALS

Major gateways advance the following project goals:

- **Beautify the Streetscape** through the addition of lighting, art and landscaping
- **Establish Gateways** to the enhancement of public space and incorporation of unique focal points and special lighting
- **Support Safe Travel for Multiple Modes** calming traffic and providing important wayfinding information
- **Strengthen Connections to Washington Park and Downtown Albany** through the addition of wayfinding and place-based design
- **Create a Strong Sense of Place** by incorporating elements that are unique to Lark Street and come to be a part of its identity

APPLICABILITY

Major gateways are applicable and appropriate at major intersections along Lark Street, including Madison Avenue and Washington Avenue.

See page 151 for Recommended Actions.

DESIGN FEATURES

CONSIDERATIONS

- The Gateway should be visible from multiple approaching directions whenever possible
- Include a strong focal point that will capture the attention of passersby and complement the design character of the district or area
- Incorporate an identity or a theme that relates to the destination and creates a sense of place
- Incorporate details such as plantings and site furnishings that are used throughout the destination area to visibly connect the gateway to the district / center and to strengthen area branding
- Incorporate places and opportunities to provide more in-depth information about the area to pedestrians

PLACEMENT

Major gateways should be located at the Madison Avenue and Washington Avenue intersections.

MAINTENANCE

As the portals into commercial centers, gateways play an important role in setting expectations and should therefore be well maintained at all times. All areas should be cleaned on daily basis and all amenities maintained as necessary.

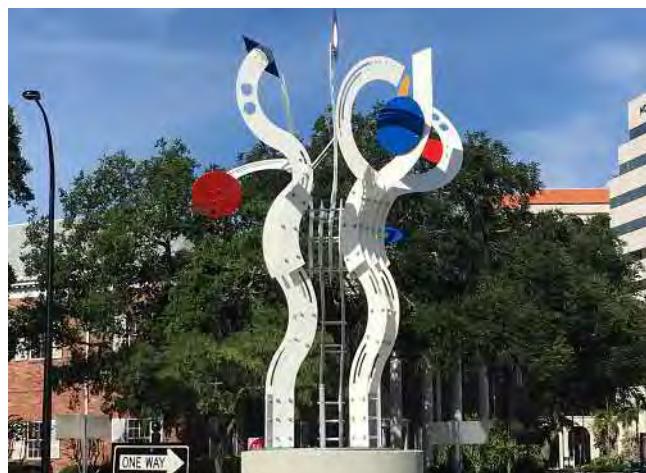
RECOMMENDED ACTIONS

MADISON AVENUE GATEWAY:

- Narrow the intersection and create a new gateway park adjacent to Dana Park
- Incorporate sculptures as key focal points on the east and west sides of the intersection
- Incorporate special lighting to mark the entry onto Lark Street
- Whether through wayfinding elements or sculptural works of art, boldly incorporate the words “Lark Street” in the visual cues announcing Lark Street
- Incorporate information kiosks at the bus stop on the north corner of the intersection and in the gateway park on the southwest corner of the intersection
- Frame the intersection with landscape enhancements and site furnishings

WASHINGTON AVENUE GATEWAY:

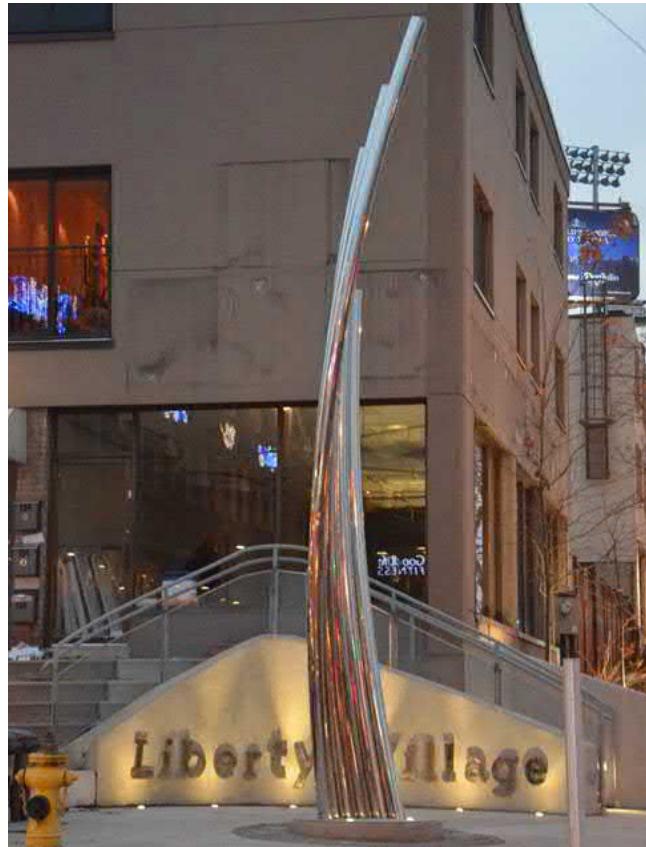
- Incorporate sculptures as key focal points on the west and south sides of the intersection
- Incorporate special lighting to mark the entry onto Lark Street
- Whether through wayfinding elements or sculptural works of art, boldly incorporate the words “Lark Street” in the visual cues announcing Lark Street
- Incorporate an information kiosk on the west corner of the intersection, east of the bus shelter



▲ Incorporating powerful sculptures into gateways can create a strong sense of place and is a powerful way to announce to users of all modes of travel that they are arriving at a special place (Image Credit: City of Sarasota).



▲ This concept proposed for Roosevelt Road in Chicago is a creative way to introduce gateway art in a location with limited space (Image Credit: Site Design Group).



▲ Pillars with destination branding can be an effective way to mark gateways where there is limited space. (Image Credit: Seferian).

5.4 GATEWAYS AND WAYFINDING

MINOR GATEWAYS

PURPOSE

Minor gateways support district branding, announce the presence of a district, provide important wayfinding information, and promote activities and events. They contribute to the overall character of the area and offer opportunities for public art and design that makes a place feel unique, special and welcoming. Minor gateways should be located at secondary entry points and key intersections within neighborhood centers and districts.

ALIGNMENT WITH PROJECT GOALS

Minor gateways advance the following project goals:

- **Beautify the Streetscape** through the addition of lighting, art and landscaping
- **Establish Gateways** to the enhancement of public space and incorporation of unique focal points and special lighting
- **Support Safe Travel for Multiple Modes** calming traffic and providing important wayfinding information
- **Strengthen Connections to Washington Park and Downtown Albany** through the addition of wayfinding and place-based design
- **Create a Strong Sense of Place** by incorporating elements that are unique to Lark Street and come to be a part of its identity

See page 153 for Applicability and Recommended Actions.

DESIGN FEATURES

CONSIDERATIONS

- The Gateway should be visible from multiple approaching directions whenever possible
- Minor gateways should apply elements of major gateways at a smaller scale that is appropriate to the surrounding context
- Internal gateways should include more pedestrian wayfinding to effectively move visitors throughout the whole area
- Incorporate details such as plantings and site furnishings that are used throughout the area
- Consider providing opportunities for pedestrians to sit or rest at minor gateways where there is more visibility as this will make the area more welcoming and age-friendly

PLACEMENT

Minor gateways should be located at key internal intersections. Larger intersections with bumpouts may include public art, enhanced landscaping, special lighting and/or information kiosks while smaller intersections may include only one or two of these elements.

MAINTENANCE

As the portals into commercial centers, gateways play an important role in setting expectations and should therefore be well maintained at all times. All areas should be cleaned on daily basis and all amenities maintained as necessary.

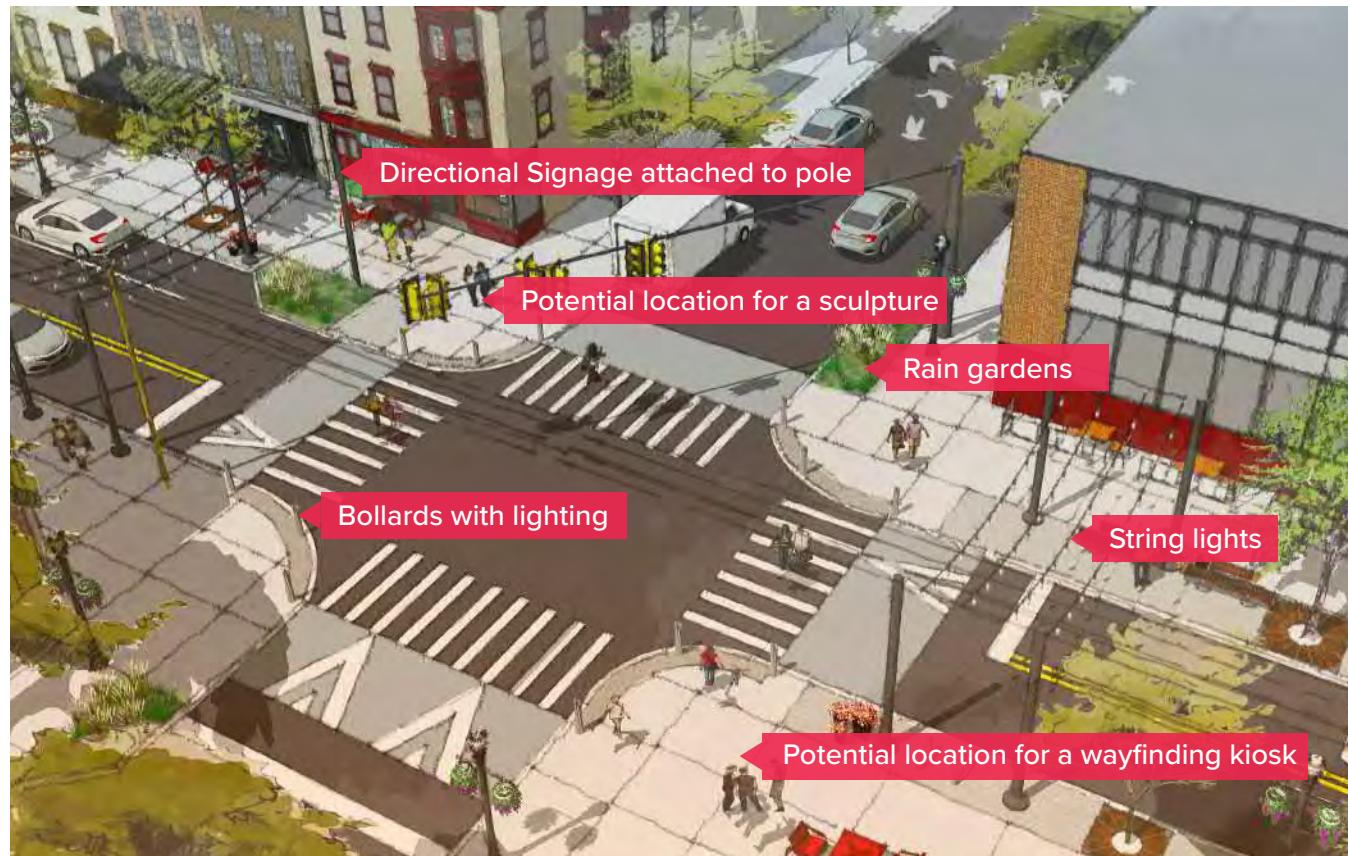
APPLICABILITY

Minor gateways are applicable and appropriate at internal intersections along Lark Street. However, the implementation of minor gateways at streets that provide connections on both sides of Lark Street should be prioritized, including:

- Hudson Avenue and Lark Street
- Lancaster Street and Lark Street
- State Street and Lark Street
- Spring Street and Lark Street

RECOMMENDED ACTIONS

- Create curb extensions where possible to narrow intersections, shorten crosswalks, and calm traffic
- Incorporate significant sculptures into intersections to serve as focal points that will draw people into Lark Street from cross-streets while also serving as coordinated beacons along the corridor
- Install string lighting at the intersections with Hudson, Lancaster, and State Streets
- Include wayfinding with information kiosks, and directional signage attached to signal and/or light poles
- Whether through wayfinding elements or sculptural works of art, incorporate the words “Lark Street” in the visual cues announcing Lark Street
- Frame the intersection with landscape enhancements (green infrastructure opportunities) and site furnishings



▲ Design elements of a typical minor gateway.

5.4 GATEWAYS AND WAYFINDING

DIRECTIONAL SIGNAGE

PURPOSE

The purpose of streetscape signage is to provide an overall image of a neighborhood or district by marking gateways and edges and providing direction both within and to nearby attractions. At a minimum, directional signage conveys essential information to street users. When designed and placed well, it also has the potential to highlight gateways and direct users to nearby points of interest, such as local destinations and public parking areas.

ALIGNMENT WITH PROJECT GOALS

Directional signage advances the following project goals:

- **Support Safe Travel for Multiple Modes** by conveying important wayfinding information
- **Strengthen Connections to Washington Park and Downtown Albany** by alerting visitors to their whereabouts
- **Enhance Parking Access** by directing visitors to nearby parking options
- **Create a Strong Sense of Place** through the use of coordinated graphics

APPLICABILITY

Directional signage is applicable and necessary along both sides of the entire Lark Street corridor, particularly at intersections that serve as gateways in and out of the Lark Street area.

See page 155 for Recommended Actions.

DESIGN FEATURES

CONSIDERATIONS

- Design, color and style palettes should be developed so that directional signage can be locally meaningful and universally understood. Signage should be able to capture the attention of passers-by while complementing the overall design
- When appropriate, develop branded logos or icons that reference widely recognized features of the area such as eateries, points of interest, and public parking
- Use colors and typeface that contribute to the desired character of the area and are easy to read
- Place signage at strategic locations to minimize overall amount of signage

PLACEMENT

Directional signage should be located at all intersections and should follow a hierarchy whereby gateway signage is the most significant and focuses on directing visitors into the district. Secondary signage directed at providing information for parking, bicycle amenities and specific destinations should be concentrated around minor gateways and intersections. Sign posts should be shared when possible to minimize sign clutter.

MAINTENANCE

Signs should be made of durable materials that require minimal maintenance and should be located far enough from the face of curb to minimize physical damage. Damaged signs should be repaired or replaced as needed.

RECOMMENDED ACTIONS

- Coordinate signage design with ongoing branding and wayfinding efforts being conducted by the City of Albany
- Incorporate directional signage at all intersections to direct visitors to corridor attractions and alert them to nearby destinations and connections, such as Washington Park and the Downtown
- Include multi-modal wayfinding information through the use of simple graphics and symbols to direct visitors to parking, transit stations, and bicycle amenities



▲ Temporary signage affixed to existing light poles can be a low-cost approach to testing wayfinding recommendations and/or providing directions during local events.



▲ Attaching important wayfinding information to street signs at intersections can be a bold and effective way to orient visitors (Image Credit: Arterial, LLC).

5.4 GATEWAYS AND WAYFINDING

INFORMATIONAL KIOSKS

PURPOSE

Informational kiosks provide in-depth orientation and information about a district or neighborhood center, often including a map and/or listing of destinations. They can also be used to promote local businesses and post upcoming events and activities. Informational kiosks can be static or have interactive, digital components.

ALIGNMENT WITH PROJECT GOALS

Informational kiosks advance the following project goals:

- **Establish Gateways** through the use of bold, coordinated aesthetics
- **Support Safe Travel for Multiple Modes** by enhancing pedestrian mobility and providing directional information about nearby destinations and transit stops
- **Strengthen Connections to Washington Park and Downtown Albany** by alerting visitors to their whereabouts
- **Enhance Parking Access** by directing visitors to nearby parking options
- **Create a Strong Sense of Place** through the use of coordinated graphics

APPLICABILITY

Informational kiosks are applicable at major gateways and key intersections.

See page 157 for Recommended Actions.

DESIGN FEATURES

CONSIDERATIONS

- Use durable materials and colors that coordinate with other site furnishings and are integrated with the overall design and character of the area
- Use colors and typeface that contribute to the desired character of the area and are easy to read
- Include maps/directories to guide visitors to neighborhood destinations and resources
- Highlight public and private destinations including local businesses, cultural and recreation facilities, parking, transit stops, etc.
- Consider integrating new technologies either through the use of paired digital applications or by tastefully incorporating interactive displays with events and other real-time information

PLACEMENT

Informational kiosks should be located at key connections along the corridor, including gateways/intersections.

MAINTENANCE

Depending upon the design of the informational kiosk, information such as maps, business directories, and event listings will need to be updated on a regular basis. This may be done by a partnering agency or organization. Material finishes should be maintained as necessary, including removal of graffiti, stickers, and/or tags and occasional paint touch up, particularly after the winter season.

RECOMMENDED ACTIONS

- Coordinate signage design with ongoing branding and wayfinding efforts being conducted by the City of Albany
- Install informational kiosks at all major and minor gateways. Kiosks at major gateways may be larger and contain more information
- Consider options for changing information and advertising important events
- Incorporate area branding into kiosks, including logos, text, font, materials, colors, etc.



▲ Solar powered kiosks offer internal lighting and can be used to announce gateways and provide important wayfinding information (Image Credit: dcl).



▲ Information kiosks can have unique designs that create a sense of place while providing important information about nearby destinations, events, and matters of cultural significance (Image Credit: Arterial, LLC).

5.4 GATEWAYS AND WAYFINDING

INTERPRETIVE SIGNAGE

PURPOSE

Interpretive signs inform visitors and residents and promote the history, cultural heritage and ecology of a particular place. Interpretive panels can also be used to educate visitors about sustainable initiatives and encourage community-wide stewardship.

ALIGNMENT WITH PROJECT GOALS

Interpretive panels advance the following project goals:

- **Beautify the Streetscape** through providing opportunities for educating visitors about sustainable streetscapes and encouraging neighborhood stewardship
- **Create a Strong Sense of Place** through the use of coordinated graphics, celebrating and contributing to the cultural heritage of the area

APPLICABILITY

Interpretive signage is applicable and appropriate throughout the corridor, particularly in locations of historic or cultural significance and where there is enough space to include educational information about green infrastructure and other sustainable features of the streetscape.

RECOMMENDED ACTIONS

- Incorporate interpretive signage along the corridor to alert visitors to the unique heritage of Lark Street and the City of Albany
- Pair educational signage with sustainable site features including rain gardens, porous pavement, solar powered kiosks, and recycling opportunities
- Coordinate graphics with corridor branding

DESIGN FEATURES

CONSIDERATIONS

- Use a unique neighborhood design that incorporates creative or artistic elements into the overall design. Design and materials should be coordinated with overall area character and branding when appropriate
- Incorporate images and graphics when appropriate
- For more in-depth panels, integrate new technology by alerting visitors to apps and other digital resources
- Panels should be coordinated with a centralized map and directory when appropriate

PLACEMENT

Interpretive panels should be located at specific sites (e.g., historic site) and can also be located along historic trails or designated walks. Educational panels can be located at gateways, centralized locations, or within systems being highlighted (green infrastructure, for instance).

MAINTENANCE

Material finishes should be maintained as necessary, including removal of graffiti, stickers, and/or tags and occasional paint touch up, particularly after winters.



▲ Vertical sign posts can provide culturally significant information about an area while also contributing to a sense of place, calming traffic, and providing defensible space (Image Credit: NYC Rescue Mission).



▲ Simple signage made from materials that are coordinated with the larger aesthetic can be an effective way to educate visitors about green infrastructure and encourage participation in keeping the streetscape clean (Image Credit: Urban Design London).

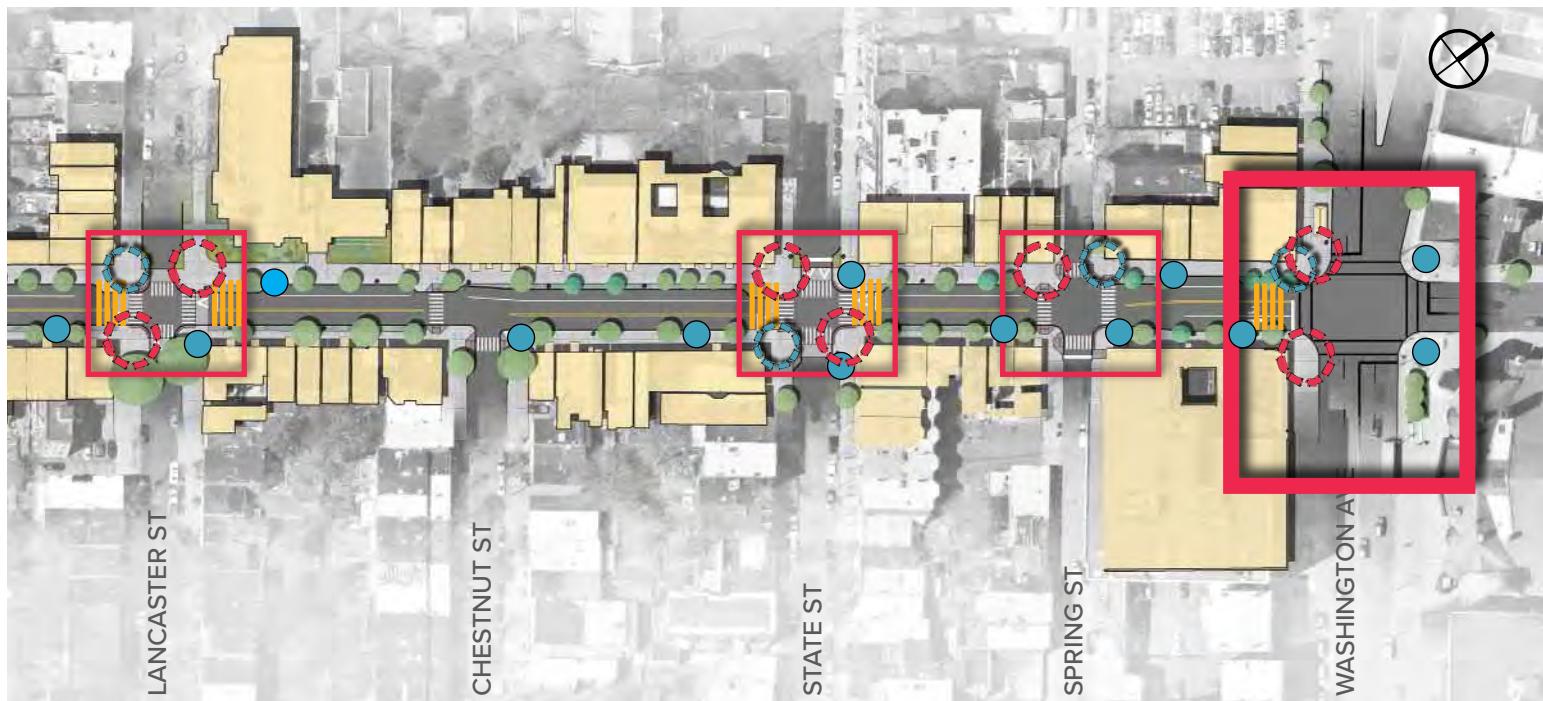
5.4 GATEWAYS AND WAYFINDING

GATEWAYS AND WAYFINDING

RECOMMENDED LOCATIONS FOR GATEWAYS AND WAYFINDING SIGNAGE



- Major Gateways
- Minor Gateways
- |||| String Lights
- Sculpture / Focal Points
- Informational Kiosks
- Directional Signage



■ Major Gateways

■ Minor Gateways

■ String Lights

■ Sculpture / Focal Points

■ Informational Kiosks

■ Directional Signage



06

PARKING + PROGRAMMATIC RECOMMENDATIONS



6.1 PARKING

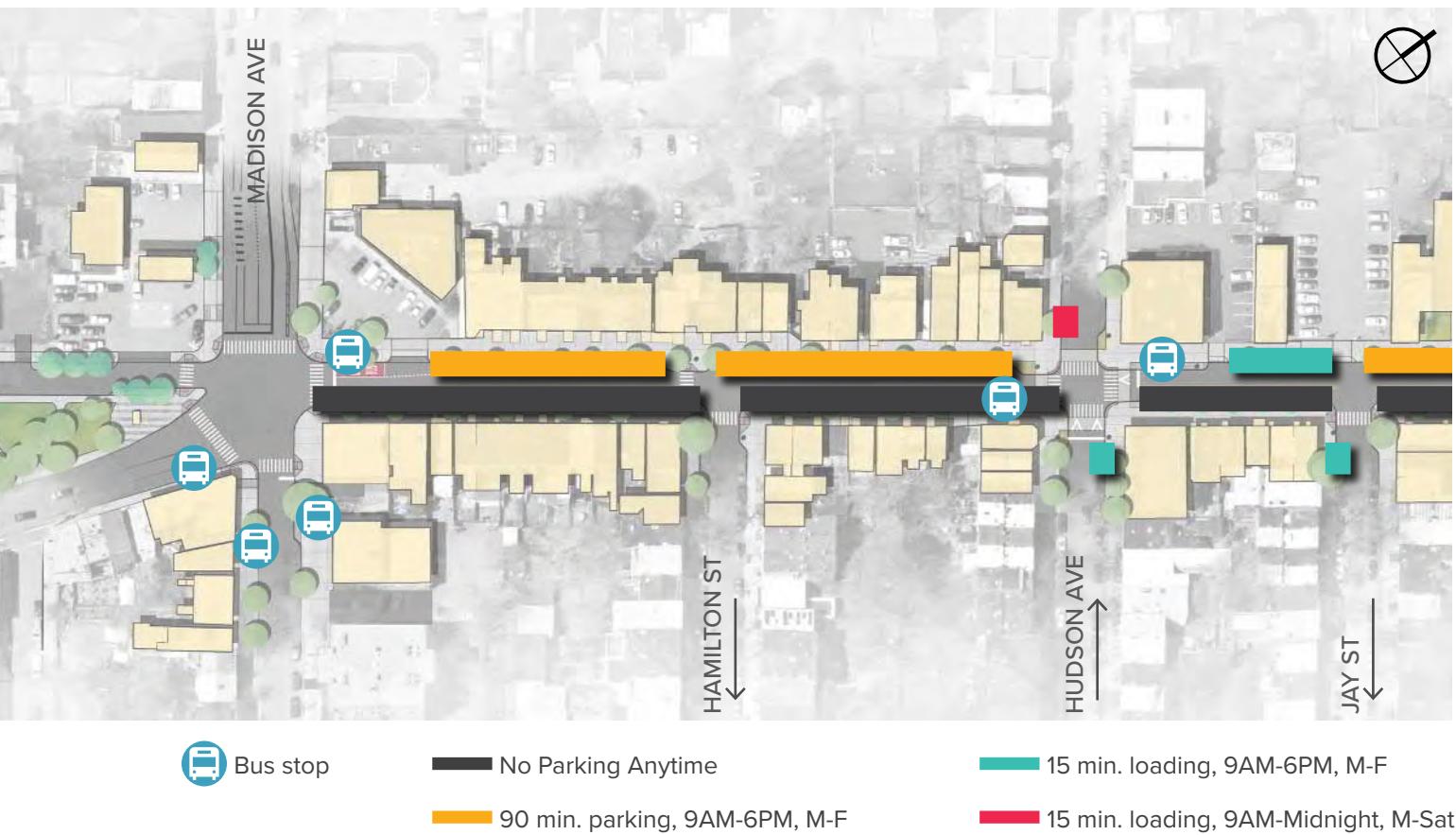
This section focuses on recommendations to improve parking access on Lark Street and in the surrounding neighborhoods. Parking recommendations include targeted regulation changes on Lark Street, additional data collection to inform and adapt parking enforcement and policies over time, partnerships to improve utilization of off-street public parking lots, and programmatic changes to modify behaviors and perceptions related to parking.

PROPOSED REGULATION CHANGES

ON-STREET PARKING

On the western side of Lark Street, existing 90 minute parking regulations are proposed to remain. By keeping the time limits below 2 hours, which is the standard in adjacent neighborhoods, on-street parking turnover is encouraged and parking enforcement is able to more effectively enforce the area.

On the eastern side of Lark Street, it is recommended that on-street parking be prohibited at all times in order to discourage illegal stopping and accommodate for design changes that make the travel lanes symmetrical and extend curb lines.



LOADING ZONES

Five new loading zones are proposed. Two larger loading zones (greater than 20 feet in length) are located on Lark Street, and three smaller loading zones (20 feet or less in length) are located on side streets adjacent to Lark Street. Loading zones are proposed in areas of concentrated commercial activity and vary in size and regulated time frame to accommodate a diversity of activities and delivery vehicle sizes. For additional information about loading zone design, please see pages 116-117.

In particular, two loading zones – one on Lark Street between Spring and Washington and the other on Hudson Avenue, just west of Lark Street – are proposed to allow extending loading activities to occur from 9AM to midnight, Monday through Saturday. These extended loading zones are intended to accommodate delivery and ridesharing services that are frequently used in the evenings.

STREET CLEANING

It is recommended that all on-street parking on Lark Street is prohibited during street cleaning. In order to accommodate this change, street cleaning on Lark Street should be confined to a shorter time frame, between two and three hours in length, on an early weekday morning when on-street parking demand is low. Currently, street cleaning occurs between 11PM on Thursdays and 9AM on Fridays. These changes will facilitate several of the streetscape design recommendations, including narrowing travel lanes so that they are symmetrical and resetting curbs to expand sidewalk space.

RELOCATE PARKING SIGNAGE

All parking signage should be relocated to prohibit on-street parking within 20 feet of a crosswalk. Relocation of parking signs will be reinforced by the proposed curb extensions.



Bus stop

No Parking Anytime

15 min. loading, 9AM-6PM, M-F

90 min. parking, 9AM-6PM, M-F

15 min. loading, 9AM-Midnight, M-Sat

6.1 PARKING (CONT.)

EXPANDED PARKING COUNTS

The methods used in this Study to conduct parking counts should be repeated and expanded by including a fourth time frame from 8PM-10PM. This Study focused on capturing evening transition patterns as people were leaving work and arriving downtown for dinner, but did not sufficiently document parking conditions when a majority of residents had returned home.

At a minimum, expanded parking counts should be conducted after the recommended parking regulation changes are implemented to assess the impacts of the regulation changes. Establishing a regular schedule of parking counts to assess and monitor parking utilization in the Lark Street neighborhood will enable the Albany Parking Authority to adaptively manage parking regulations and enforcement practices based on parking demand.

OPTIMIZING ENFORCEMENT

The following recommendations focus on improving parking enforcement's ability to encourage turnover and monitor compliance with on-street parking regulations:

- Assess on-street parking turnover on Lark Street and in the Lark Street neighborhood to identify areas where turnover is low and inform regulation and enforcement changes
- Ensure parking regulation time frames on Lark Street do not exceed 90 minutes and are uniform along the entire corridor, with the exception of short-term loading zones
- Expand parking enforcement in the Lark Street neighborhood to include a “floating” enforcement officer who has the ability to frequently monitor short-term parking violations associated with loading zones, hydrants, handicap parking spaces, and parking adjacent to intersections

- Metered parking is not recommended at this time; however, it is a tool that could be implemented in the future to encourage turnover and improve enforcement



PARTNERING WITH ALBANY COUNTY

The Washington Avenue parking lot, owned by Albany County, provides a valuable off-street parking resource less than a block from Lark Street. This surface lot is open to the public on weekdays after 6PM and on weekends. Despite the convenient location of this parking lot, weekend utilization rates documented in June 2019 were very low (12% or less), and several stakeholders and members of the public noted that this parking lot serves as a refuge for loitering and illicit activities during times when it is unmonitored and open to the public.

The City is currently working with the County to identify strategies to improve the use and safety of this parking lot. Recommended changes include:

- Improved lighting
- Improved signage to clearly indicate that the lot is open to the public in the evenings and on weekends
- Increased enforcement and monitoring of the parking lot when it is open to the public

PUBLIC TRANSIT SUBSIDIES

The Capital District Transportation Authority (CDTA) frequently partners with local employers to provide employees with subsidized transit passes. Given the concentration of bus routes along Lark Street, the relatively low percentage of residents that drive alone to work, and the presence of several new or proposed high density residential developments within walking distance of Lark Street, exploring opportunities to boost use of public transit can help increase mobility options and reduce on-street parking demands in the Lark Street neighborhood. Specifically, partnerships with between the City, CDTA, and the Lark Street BID should be pursued to identify opportunities to subsidize public transit passes for Lark Street employees and residents of high density residential developments within walking distance of Lark Street.

STRATEGIES TO CHANGE PARKING PERCEPTIONS

A coordinated marketing campaign to brand Lark Street as a walkable destination is recommended to begin changing perceptions related to parking. Although on-street parking on and near Lark Street is highly utilized, there is sufficient supply within approximately 0.25 miles of Lark Street. The proposed marketing campaign should be rolled out as streetscape improvements are being implemented and should be coordinated among the Lark Street BID, Albany Parking Authority, and the City.

Several of the placemaking, wayfinding, and gateway recommendations described in Chapter 5 should also be introduced along side streets. Integrating design features from Lark Street into intersecting residential streets (e.g., lighting features, public art, green infrastructure, and directional signage) will visually connect Lark Street to adjacent neighborhoods, enhance safety, and make the walk between a parking spot and the final Lark Street destination more delightful.

6.2 PROGRAMS + ENFORCEMENT

This section focuses on proposed non-infrastructure projects and programs to support, enhance, and improve the effectiveness of the streetscape design and parking recommendations made in the preceding sections. While infrastructure upgrades are a major component of improving the Lark Street corridor, programmatic changes that provide education, enforcement, and long-term maintenance are integral to achieving the goals of this Study.

AMBASSADOR PROGRAM

Loitering and panhandling along Lark Street were consistent issues raised by the public and stakeholders. Instead of focusing on removing and excluding individuals from Lark Street, opportunities to establish an Ambassador Program should be explored.

Downtown Albany has an “Albany Ambassadors” program, which was established in 2014 and is a partnership between the Interfaith Housing Partnership and local theaters. This program employs homeless or formerly homeless individuals as greeters who are selected through a formal application and interview process. The program provides Ambassadors, some who have never had a job, with critical skills, income, and a sense of pride.

PROPOSED ACTION

Expand the Albany Ambassador Program or build upon its model to establish a Lark Street Ambassador Program. For example, the Lark Street BID could partner with the Interfaith Housing Partnership or other local non-profits serving homeless individuals to establish the program and train and employ Ambassadors. Ambassadors would not only be a daily asset to Lark Street, but could also play an important role in the many events the BID hosts annually.

SCHENECTADY AMBASSADORS

Schenectady’s Downtown Ambassador program was started in 2009 and has played an important role in the transformation of the downtown. Started as a partnership between the City Mission and Proctors, the program offers hospitality service to downtown visitors. The primary role of the ambassadors is to welcome people and provide help in crossing the street, directions, parking, and restaurant recommendations. Most importantly, they offer friendly faces and make visitors feel safe and welcome when coming to the city.

The program provides hospitality training and employment to individuals who were once homeless and unstable. As they build workplace skills, they support the community and take pride in themselves and their actions. Ambassadors have also played a tremendous role in minimizing the panhandling that happens in the downtown by distributing cards that provide information about where meals and other resources can be accessed.

ALBANY COUNTY SAFER BARS INITIATIVE

Albany County, in partnership with the NYS Department of Health, recently implemented the “Safer Bars Initiative.” This initiative is a voluntary program that provides assault and violence prevention training to alcohol serving establishments. The training program focuses on training and empowering staff to recognize and stop sexual aggression before it escalates. Several restaurants and bars on or adjacent to Lark Street have already participated in the training, including Savoy Taproom, Cafe Hollywood, OH Bar, Lark Tavern, Susie’s Pub, and Cafe 217. Several other Lark Street restaurants and bars plan to participate in the program in the near future, including Pint Sized, Post, Lionhart, 3Fish, and Bombers.

As noted in the Existing Conditions chapter, a majority of crime incidents occurred on and around Lark Street at night, between 10PM and 5AM, and were concentrated around alcohol serving establishments. The Safer Bars Initiative provides an existing framework for building a local, community-based safety network on Lark Street to proactively address and prevent crime along the corridor.

PROPOSED ACTION

Partner with Albany County to support and further the mission of the Safer Bars Initiative on Lark Street. For example, Safer Bars Initiative participants proposed implementing a text or messaging app to inform one another about unsafe situations developing along Lark Street. The Lark Street BID could provide the technology framework to implement the proposed communication system and/or facilitate ongoing community discussions to identify common safety concerns and pursue solutions.



6.2 PROGRAMS + ENFORCEMENT (CONT.)

POLICE ENFORCEMENT

Slow police response times to incidents on and adjacent to Lark Street were consistently raised by stakeholders and local bars and restaurants participating in the Safer Bars Initiative. Coordinating with the Albany Police Department to convey safety concerns and develop a better understanding of police department resources and constraints is an important first step in addressing crime and safety concerns along Lark Street.

PROPOSED ACTION

Coordinate with the Albany Police Department to identify and effectively address safety concerns along and adjacent to Lark Street.

TRAFFIC ENFORCEMENT

Increased and persistent enforcement immediately following implementation of the proposed parking regulations, loading zones, and streetscape improvements will be integral to maintaining traffic flow, increasing compliance, and improving pedestrian and motorist safety along Lark Street.

PROPOSED ACTION

Plan for increased enforcement by the Albany Police Department and Albany Parking Authority immediately following implementation of proposed parking and streetscape changes.



BUILDING CODE ENFORCEMENT

The presence of deteriorating building facades and the placement of trash cans on the sidewalk were frequently cited as issues that detract from the comfort and aesthetics of Lark Street by stakeholders and the public. Increasing building code enforcement along the corridor will help increase the effectiveness of the recommended streetscape improvements, since buildings are an integral component of the streetscape, framing and directly impacting visitors' experiences.

PROPOSED ACTION

Coordinate with the City's Code Enforcement Officer to increase building code enforcement along Lark Street.

LONG-TERM MAINTENANCE

Routine maintenance of the proposed streetscape improvements is an important consideration and critical to ensuring streetscape investments contribute to a high-quality urban environment for many years. Prior to implementing the proposed streetscape changes, maintenance partnerships should be explored and formalized. These partnerships should focus on daily activities necessary to maintain a clean, aesthetically pleasing streetscape (e.g., litter removal) as well as intermittent activities to ensure the proper function of streetscape elements (e.g., sediment removal from green infrastructure). For specific maintenance needs, please see Chapter 5, Streetscape Design Recommendations.

PROPOSED ACTION

Establish streetscape maintenance partnerships between the Lark Street BID, City of Albany (e.g., Department of Water and Water Supply's Green Infrastructure Maintenance Crew), and private entities.





07 IMPLEMENTATION PLAN



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AMAZING WOK

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7.1 PRE-CONSTRUCTION WORK

This Study represents a planning-level feasibility study, and therefore, several additional actions and analyses will need to be undertaken prior to initiating construction of the recommended streetscape improvements.

GRANT WRITING

Given the scope and significant expense associated with the recommended streetscape improvements, the City will need to seek additional sources of funding to support the project. Securing sufficient funding is a critical first step, and grant applications should be initiated as early as Spring 2020.

DELIVERY MANAGEMENT AND ENFORCEMENT PLAN

The City Department of Planning & Development, the Albany Parking Authority, and the Lark Street BID should initiate one-on-one conversations with all business and property owners along Lark Street affected by the proposed streetscape changes as soon as possible. These conversations are intended to ensure business and property owners are fully aware of the scope of the proposed streetscape changes and to solicit feedback regarding how the proposed changes may affect the use of their property and/or business operations.

In particular, delivery and loading needs should be discussed with all property and business owners, including:

- Frequency and timing of loading activities;
- Location of loading activities;
- Size(s) of delivery vehicles; and
- Ability to adapt loading activities to accommodate the proposed streetscape changes.

Based on the results of these conversations, a delivery management and enforcement plan should be drafted that articulates any modifications needed to the

proposed streetscape improvements and loading zones recommended in this Study. Albany Parking Authority policies related to loading zone enforcement should also be addressed (e.g., vehicles that are actively loading/unloading but have exceeded the time limit of the zone will not be ticketed).

LONG-TERM DEMONSTRATION PROJECT

Prior to permanently narrowing the roadway along Lark Street, implementation of a long-term demonstration project using low-cost, temporary materials is recommended. The demonstration project should be installed for at least a month (preferably longer) in order to test the effectiveness, impacts, and feasibility of narrowing Lark Street to 11 foot travel lanes and expanding pedestrian space by approximately 4 feet. Flexible delineators, paint, and other vertical elements (e.g., large planters) can be used to define the expanded pedestrian space. The demonstration project should be closely monitored throughout installation to evaluate impacts on emergency vehicles, loading and unloading activities, and traffic flow and to gather user feedback.

The demonstration project should occur prior to engineering design, and findings from the demonstration project should directly inform the development of construction documents.

In addition to increasing awareness and providing a low-cost “test run” of the proposed streetscape improvements, this temporary installation creates an opportunity to partner with local artists and art institutions to install semi-permanent art on the roadway. Lark Street envisions itself as a vibrant, artistic neighborhood, and the installation of roadway art along the length of the corridor will reinforce this vision and continue momentum between the completion of this Study and final construction of streetscape upgrades.

ENGINEERING DESIGN + PERMITTING

The proposed streetscape improvements and cost estimates presented in this Study will be refined significantly through engineering design and the preparation of construction documents and the construction bid package. During engineering design, additional analysis should be conducted, such as traffic impact analyses and drainage studies, to inform and refine design recommendations. Coordination with several City Departments should occur throughout the entire engineering design process, including: the Departments of Engineering, Traffic Engineering, Water and Water Supply, and General Services.

Permitting should occur in advance of or at the beginning of engineering design (e.g., once 10% construction documents are developed) to ensure any

permit requirements are efficiently integrated into the final design. Anticipated permitting and consultation requirements include:

- State Environmental Quality Review (SEQR)
- NYS Department of Transportation (DOT) Highway Work Permit
- NYS DEC SPDES General Permit for Stormwater Discharges from Construction Activity
- NYS State Historic Preservation Office (consultation)
- City of Albany Historic Resources Commission (review and approval)



▲ Example of a demonstration project using temporary materials to expand pedestrian space in Baltimore, MD (image credit: Graham Coreil-Allen).

7.2 COST ESTIMATES + PHASING

This section provides an overview of the proposed phasing and estimated costs for the recommended streetscape improvements on Lark Street. All cost estimates presented in this Study are planning-level with a high percentage of contingency to account for unknowns and unexpected risks. These planning-level cost estimates assume no right-of-way acquisition is required and that estimated costs will be refined as designs are further developed.

Each cost estimate includes the following:

- Materials and labor
- Mobilization (7% of total estimated cost of materials and labor)
- Traffic control (4% of total estimated cost of materials and labor)
- Survey Operations (2% of total estimated cost of materials and labor)
- Erosion & sediment control (1% of total estimated cost of materials and labor)

Design and construction fees and contingencies are also included in each cost estimate as percentages of the total estimated cost of the project phase (sum of the bullets listed above):

- Engineering design fees are assumed to be 10% of the total estimated cost
- Construction inspection and support fees are assumed to be 10% of the total estimated cost
- Construction contingency is conservatively estimated as 30% of the total estimated cost to account for incidentals, field changes, and unknown risks

Phasing recommendations focus on implementing major roadway infrastructure changes first and then enhancing the pedestrian experience with sidewalk upgrades, additional amenities, and landscaping. Recommended phases represent best practice, but are not intended to be overly prescriptive. The estimated costs associated with each phase should be viewed as a menu of options that provides flexibility and enables the City to nimbly respond to available funding opportunities.

PHASE 1 - \$3.6 MILLION

Phase 1 is comprised of roadway and sidewalk improvements, ADA upgrades, signage, and pedestrian amenities.

Roadway improvements include: curb resetting to achieve roadway narrowing, curb extensions, and reduced curb radii; milling and resurfacing of the entire roadway; and, concrete raised intersections at Hudson Avenue, Lancaster Street, and State Street.

Sidewalk improvements include concrete sidewalk replacement at all intersections and the installation of permeable pavers with structural soils as a sub-base in all linear areas where the sidewalk is expanded. ADA upgrades include curb ramp replacement, cast iron embedded detectable warnings, and high visibility crosswalks at all intersection crossings, including four new non-signalized intersection crossings across Lark Street at Hamilton Street, Chestnut Street, and Spring Street.

Signage in this phase is limited to pedestrian yield signs at the four new, non-signalized intersection crossings. Pedestrian amenities focus on high-impact features, including street tree infill, the addition of green infrastructure, and relocation of light poles into expanded sidewalk spaces.

The cost estimate for Phase 1 assumes that the roadway is narrowed by approximately 4 feet along the entire Lark Street corridor. However, based on the results of the long-term demonstration project (see page 174), the roadway may be narrowed by less than 4 feet or not at all.

COST ESTIMATE - PHASE 1 IMPROVEMENTS

IMPROVEMENT CATEGORY	ACTION	ESTIMATED COST
ROADWAY	Curb resetting <ul style="list-style-type: none"> Roadway narrowing Curb extensions Curb radii reductions 	\$750,000
	Roadway resurfacing <ul style="list-style-type: none"> 2" mill and resurface New pavement markings Utility modifications 	\$450,000
	Raised intersections <ul style="list-style-type: none"> Concrete ramps and table ADA upgrades Bollards 	\$850,000
SIDEWALK	Concrete sidewalk replacement at intersections	\$250,000
	Permeable pavers in areas where sidewalk is expanded; includes structural soils as sub-base	\$580,000
ADA UPGRADES	Curb ramp replacement	\$190,000
	Detectable warnings	\$45,000
	High visibility crosswalks	\$120,000
SIGNAGE	Pedestrian yield signs at new crosswalks	\$5,000
AMENITIES	Trees (22 total) <ul style="list-style-type: none"> New trees to replace dead/dying trees New trees in empty tree pits New tree infill to densify urban forest 	\$50,000
	Green infrastructure plantings	\$50,000
	Pedestrian light pole relocation	\$260,000
TOTAL ESTIMATED COST FOR PHASE 1		\$3,600,000

7.2 COST ESTIMATES + PHASING (CONT.)

PHASE 2 - \$2.9 MILLION

Phase 2 consists of sidewalk upgrades and high priority pedestrian amenities.

This phase recommends that all existing sidewalks not improved in Phase 1 are replaced in kind. However, if permeable concrete is used, the cost of sidewalk replacement would be increased to approximately \$2.6 million, and the total estimated cost of Phase 2 would be approximately \$4 million. The use of permeable concrete would improve stormwater management along the corridor as well as introduce other potential funding sources (e.g., Environmental Facilities Corporation's Green Innovation Grant Program).

The pedestrian amenities in Phase 2 include additional street tree infill, decorative lighting, and large-scale sculptures at the major intersections of Lark Street and Washington Avenue and Lark Street and Madison Avenue. The use of structural soils are recommended for all street trees (2 cubic feet of structural soil for every square foot of tree crown projection and a minimum soil depth of 3 feet) to improve tree establishment, survivorship, and foster the growth of larger canopies. Decorative string lights are recommended at the following Lark Street intersections: Madison Avenue, Hudson Avenue, Lancaster Street, State Street, and Washington Avenue.

COST ESTIMATE - PHASE 2 IMPROVEMENTS

IMPROVEMENT CATEGORY	ACTION	ESTIMATED COST
SIDEWALK	Concrete sidewalk replacement <ul style="list-style-type: none"> Includes all sidewalks not improved in Phase 1 Assumes the use of impermeable materials 	\$1,500,000 (\$2.6M if permeable)
AMENITIES	Trees <ul style="list-style-type: none"> Street tree infill to densify the urban forest (20 new trees) Assumes 2 cubic feet of structural soil for every square foot of tree crown projection 	\$225,000
	Lighting <ul style="list-style-type: none"> String lights at Madison Avenue, Hudson Avenue, Lancaster Street, State Street, and Washington Avenue Poles for string lights 	\$575,000
	Gateway sculptures <ul style="list-style-type: none"> 2 located at the intersection of Lark Street and Madison Avenue 2 located at the intersection of Lark Street and Washington Avenue 	\$600,000
TOTAL ESTIMATED COST FOR PHASE 2		\$2,900,000

7.2 COST ESTIMATES + PHASING (CONT.)

PHASE 3

Phase 3 includes additional signage and pedestrian amenities that further a unique sense of place along Lark Street. This phase could be completed all at once or broken into multiple phases depending on funding availability and priorities of the City and the Lark Street BID.

The table on page 181 provides a menu of amenity options. The estimated unit cost for each amenity includes materials and installation. However, design fees and contingencies have not been factored into the unit costs for each amenity. Design fees and contingencies are expected to vary depending on the amenity and scale of the installation (e.g., one bench versus 25 benches) and should be estimated on a case-by-case basis.

MENU OF AMENITIES - PHASE 3 IMPROVEMENTS

IMPROVEMENT CATEGORY	AMENITY	UNIT	UNIT COST
SIGNAGE	Map kiosk includes kiosk and installation	EACH	\$10,000
	Interpretive panel includes panel and installation	EACH	\$7,000
AMENITIES	Tree planting includes tree, installation, and establishment	EACH	\$1,100
	Structural soils plan for 0.37 cubic yards of soil for every square foot of tree crown projection and a minimum soil depth of 3 feet	CUBIC YARDS	\$200
	Pedestrian light pole includes foundation, pole and luminaire, conduit excavation and backfill, conduit, and cable	EACH	\$10,000
	Bench includes bench and installation	EACH	\$3,500
	Bike rack (2 bike capacity) includes bike rack and installation	EACH	\$1,000
	Trash / recycling receptacle includes receptacle and installation	EACH	\$2,500
	Sculpture includes foundation, artist fees, fabrication, and installation	EACH	\$100,000

7.3 IMPLEMENTATION STRATEGY

FUNDING STRATEGY

This section provides a phased funding strategy for implementing the recommended streetscape improvements. Detailed information regarding potential funding sources is provided on pages 186 and 187.



FUNDING STRATEGY - PHASE 1 IMPROVEMENTS

IMPROVEMENT CATEGORY	ACTION	ESTIMATED COST	POTENTIAL FUNDING SOURCES
ROADWAY	Roadway resurfacing <ul style="list-style-type: none">• 2" mill and resurface• New pavement markings• Utility modifications	\$450,000	<ul style="list-style-type: none">• Existing Federal Aid funding• CDTA
	Curb realignment	\$750,000	<ul style="list-style-type: none">• DEC Climate Smart Communities• CDTA• TAP-CMAQ
	Raised intersections (ADA upgrades at raised intersections included in estimated cost)	\$850,000	<ul style="list-style-type: none">• DEC Climate Smart Communities• TAP-CMAQ
SIDEWALK	Concrete sidewalk replacement (at intersections)	\$250,000	<ul style="list-style-type: none">• DEC Climate Smart Communities• TAP-CMAQ
	Permeable pavers (in areas where sidewalk is expanded; includes structural soils as sub-base)	\$580,000	<ul style="list-style-type: none">• DEC Climate Smart Communities• Green Innovation Grant Program
ADA UPGRADES	Curb ramp replacement	\$190,000	<ul style="list-style-type: none">• Existing Federal Aid funding• DEC Climate Smart Communities• TAP-CMAQ
	Detectable warnings	\$45,000	<ul style="list-style-type: none">• Existing Federal Aid funding• DEC Climate Smart Communities• TAP-CMAQ
	High visibility crosswalks	\$120,000	<ul style="list-style-type: none">• Existing Federal Aid funding• DEC Climate Smart Communities• TAP-CMAQ
SIGNAGE	Pedestrian yield signs (at new crosswalks)	\$5,000	<ul style="list-style-type: none">• Existing Federal Aid funding• DEC Climate Smart Communities• TAP-CMAQ
AMENITIES	Trees (includes new trees and existing tree removal where dead or dying)	\$50,000	<ul style="list-style-type: none">• DEC Climate Smart Communities• Green Innovation Grant Program• DEC Urban & Community Forestry
	Green infrastructure plantings	\$50,000	<ul style="list-style-type: none">• DEC Climate Smart Communities• Green Innovation Grant Program
	Pedestrian Light Pole Relocation	\$260,000	<ul style="list-style-type: none">• NY Main Street• City of Albany
TOTAL ESTIMATED COST FOR PHASE 1		\$3,600,000	

7.3 IMPLEMENTATION STRATEGY (CONT.)

FUNDING STRATEGY - PHASE 2 IMPROVEMENTS

IMPROVEMENT CATEGORY	ACTION	ESTIMATED COST	POTENTIAL FUNDING SOURCES
SIDEWALK	Concrete sidewalk replacement (sidewalk areas along the corridor not improved in Phase 1; cost assumes impermeable materials)	\$1,500,000 (\$2.5M if permeable)	<ul style="list-style-type: none"> DEC Climate Smart Communities TAP-CMAQ Green Innovation Grant Program (if permeable)
AMENITIES	Trees <ul style="list-style-type: none"> Tree infill Structural soils 	\$225,000	<ul style="list-style-type: none"> DEC Climate Smart Communities Green Innovation Grant Program DEC Urban & Community Forestry
	Lighting <ul style="list-style-type: none"> String lights Poles for string lights 	\$575,000	<ul style="list-style-type: none"> NY Main Street City of Albany NYSERDA / National Grid Lark Street BID Private Public-Private Partnerships
	Gateway sculptures	\$600,000	<ul style="list-style-type: none"> NYS Council on the Arts Private Public-Private Partnerships
	TOTAL ESTIMATED COST FOR PHASE 2	\$2,900,000	



7.3 IMPLEMENTATION STRATEGY (CONT.)

POTENTIAL FUNDING SOURCES

The following section provides detailed information regarding potential funding sources applicable to each phase of implementation.

PHASE 1

Phase 1 predominantly consists of roadway and sidewalk improvements to calm traffic, increase accessibility, expand pedestrian space, and encourage walking and the use of public transit as viable modes of transportation. High-impact landscape improvements are also included in this phase; proposed street tree infill and green infrastructure will provide immediate beautification and stormwater management benefits.

Several New York State funding programs, available through the Consolidation Funding Application (CFA) process, are applicable to Phase 1. These funding programs include:

- **Department of Environmental Conservation's (DEC) Climate Smart Communities Program.** This program provides financial assistance to projects that reduce greenhouse gas emissions from the transportation and other non-power sectors. Complete street projects that emphasize traffic calming and support and encourage alternative modes of transportation (e.g., walking, biking, public transit) are frequently funded through this program.
- **Environmental Facilities Corporation's (EFC) Green Innovation Grant Program.** This program provides financial support to municipalities and private entities for projects that improve water quality and implement green infrastructure. Permeable pavement, bioretention systems (e.g., rain gardens, bioswales), and stormwater street trees (street trees engineered to capture and infiltrate stormwater from adjacent sidewalks and roads) are all eligible activities.

- **Homes and Community Renewal's New York Main Street Program.** This program focuses on downtown revitalization, and grants are made to units of local government and non-profits in eligible target areas. The renovation of mixed-use buildings paired with streetscape enhancements (e.g., street trees, pedestrian amenities) within a target area are eligible activities. Prior to submitting a funding application, the municipality must pass a formal resolution in support of the proposed project for which NY Main Street funds are being sought.

It is recommended that the City of Albany Departments of Planning & Development, Engineering, and Water and Water Supply submit a coordinated CFA application for the 2020 funding cycle. Coordination and application preparation should begin in early Spring 2020.

Additional sources of potential funding for Phase 1 streetscape improvements include:

- **Capital District Transportation Authority (CDTA)** for public transit improvements, such as the designated bus lane at the Madison/Lark intersection, redesign of the Washington/Lark bus stop, and curb extensions associated with bus stops.
- **DEC Urban and Community Forestry Grants** for tree planting and maintenance.
- **Federal Highway Administration's (FHWA) Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvements (CMAQ) Program** for roadway and sidewalk improvements that encourage alternative modes of transportation and reduce emissions.
- **City of Albany Funds** to fill funding gaps (e.g., bonds, existing Federal Aid Highway funding).

PHASE 2

Phase 2 consists of additional sidewalk improvements and high-impact pedestrian amenities. Sidewalk replacement is recommended along the entire length of the corridor for all areas not improved in Phase 1. Decorative string lighting, gateway sculptures, and additional tree infill are also proposed for this phase.

Funding for the proposed sidewalk improvements, which encourage walking as a viable mode of transportation, could potentially be obtained through a combination of State and federal grants, including DEC's Climate Smart Communities, EFC's Green Innovation Grant Program (only if permeable materials are used), and FHWA's TAP and CMAQ programs. City funding may also be required to fill funding gaps, and any planned sidewalk upgrades along the Lark Street corridor should be coordinated with Phase 2.

Potential funding sources for proposed lighting and gateway improvements include a mix of State, private, and non-profit funding sources, such as:

- **NYS Council on the Arts** to support large-scale public art installations. This funding is available through the CFA process and should be pursued in partnership with established, local artistic and cultural organizations.
- **NYS Energy Research and Development Authority (NYSERDA) and National Grid** often provide funding for energy efficient lighting improvements
- **Lark Street BID** for the string light pole supports, especially if the selected poles are multi-functional and provide the BID vertical structures for attaching banners, signage, flower baskets, and other items that further their mission to enhance the Lark Street corridor.
- **Private Funding and Public-Private Partnerships** to engage local businesses and residents in the beautification of Lark Street.

Potential funding sources for proposed street tree infill include: EFC's Green Innovation Grant Program and DEC's Climate Smart Communities and Urban and Community Forestry grant programs.

PHASE 3

Phase 3 consists entirely of pedestrian amenities, including: lighting, public seating, bike racks, trash and recycling receptacles, signage, street trees, and public art. State funding sources continue to be funding options for this phase. For example, DEC's Urban and Community Forestry grants for street trees and NYS Council on the Arts funding for large-scale public art.

Given the flexible implementation timeline for this phase, a diversity of private, non-profit, and local government resources can be leveraged. Funding partnerships with local businesses, art and cultural institutions, site furnishing manufacturers, National Grid, and CDTA should be explored.



7.3 IMPLEMENTATION STRATEGY (CONT.)

ACTION PLAN

The action plan matrix on page 189 provides a concise guide for implementing the various streetscape design, parking, and programmatic recommendations made in this report. The actions are listed in chronological order, and the matrix covers the following topics:

- Action type
- Recommended action
- Estimated cost
- Responsible Party
- Key Partners
- Timeframe
- Considerations



ACTION PLAN MATRIX

Pre-Construction Activities for Streetscape Improvements

Streetscape Improvements

Parking Recommendations

Programmatic Recommendations

Type	Recommended Action	Estimated Cost	Responsible Party(ies)	Key Partners	Timeframe	Considerations
	Delivery Management + Enforcement Plan	Staff Time	• Dept. of Planning + Development • Albany Parking Authority	• Lark Street BID • Lark Street businesses	Winter/Spring Year 1	Begin conversations with Lark Street businesses regarding loading operations as soon as possible to refine the preferred streetscape alternative and proposed loading zones, as needed.
	Grant Writing for Phase 1 Streetscape Improvements	Staff Time	Dept. of Planning + Development	• Dept. of Engineering • Dept. of Water + Water Supply	Spring Year 1	Coordinate grant writing efforts early to prepare for the NYS CFA process. Applications are typically due in July each year.
	Implement Recommended Parking Regulations	Staff Time	Albany Parking Authority	• Dept. of Traffic Engineering • Dept. of General Services	Spring Year 1	Includes installation of signage paired with increased enforcement and monitoring efforts to evaluate effectiveness.
	Conduct Additional Parking Counts	\$15,000 (approx.)	Albany Parking Authority		Summer Year 1	Replicate and expand parking counts conducted in this Study to include an 8-10PM timeframe. Costs will vary depending on scope and whether staff or a consultant conducts the counts and analyzes the data.
	Initiate Branding + Marketing Program to Change Parking Perceptions	Staff Time	Lark Street BID	• Albany Parking Authority • City of Albany	Summer Year 1	This initiative should include partnering with CDTA, local businesses, and the owners of large residential developments to subsidize public transit passes for residents and employees.
	Demonstration Project to Test Roadway Narrowing	Cost Varies	Dept. of Planning + Development	• Dept. of Engineering • Dept. of Traffic Engineering	Summer/Fall Year 1	Cost will vary depending on material selection and mix of staff vs. consultant time and labor. Funding likely to be a mix of City resources and grants. Regular monitoring of the installation will be critical to identifying issues/problem areas. Partnerships with local art organizations should be pursued for roadway painting.
	Engineering Design + Permitting of Phase 1 Streetscape Improvements	\$250,000	Dept. of Planning + Development	• Dept. of Engineering • Dept. of Traffic Engineering • Dept. of Water + Water Supply	Spring/Summer/Fall Year 2	This action should also include more detailed traffic, drainage, and other analyses, as needed.
	Establish Ambassador Program	Staff Time	Lark Street BID	• Lark Street businesses • Albany County • Local non-profits	Year 2	Implementing this program prior to completing Phase 1 improvements will provide time to evaluate program effectiveness and modify as needed.
	Establish Maintenance Partnerships	Staff Time	Lark Street BID	• Dept. of Water + Water Supply • Lark Street businesses • Dept. of General Services	Year 2	Maintenance partnerships should be established and ready for implementation upon completion of Phase 1 improvements.
	Construction of Phase 1 Streetscape Improvements	\$3,350,000	Dept. of Planning + Development	• Dept. of Engineering • Dept. of Traffic Engineering • Dept. of Water + Water Supply	Spring/Summer/Fall Year 3	The construction work should be bid in late Year 2/ early Year 3 to provide sufficient time for rebidding, if necessary, and completion of construction by the end of Year 3.
	Increased Monitoring + Enforcement	Staff Time	• Albany Police Department • Albany Parking Authority	• Department of Traffic Engineering	Fall Year 3	Increased monitoring and enforcement should begin immediately upon completion of the Phase 1 streetscape improvements.
	Design + Construction of Phase 2 Streetscape Improvements	\$2,900,000	Dept. of Planning + Development	• Dept. of Engineering • Dept. of Traffic Engineering • Dept. of Water + Water Supply	Year 3 - Year 5	Grant writing should begin in Year 3, with engineering design occurring in Year 4, and construction in Year 5.
	Ongoing Implementation of Phase 3 Streetscape Improvements	Cost Varies	Dept. of Planning + Development	• Dept. of General Services • Lark Street BID • Dept. of Traffic Engineering	Year 4 +	This phase can occur on a rolling basis, as funding is available. Phased tree infill will occur indefinitely, but all pedestrian amenities should be installed within 5 years of completing Phase 1 improvements to achieve a cohesive, unified corridor.