



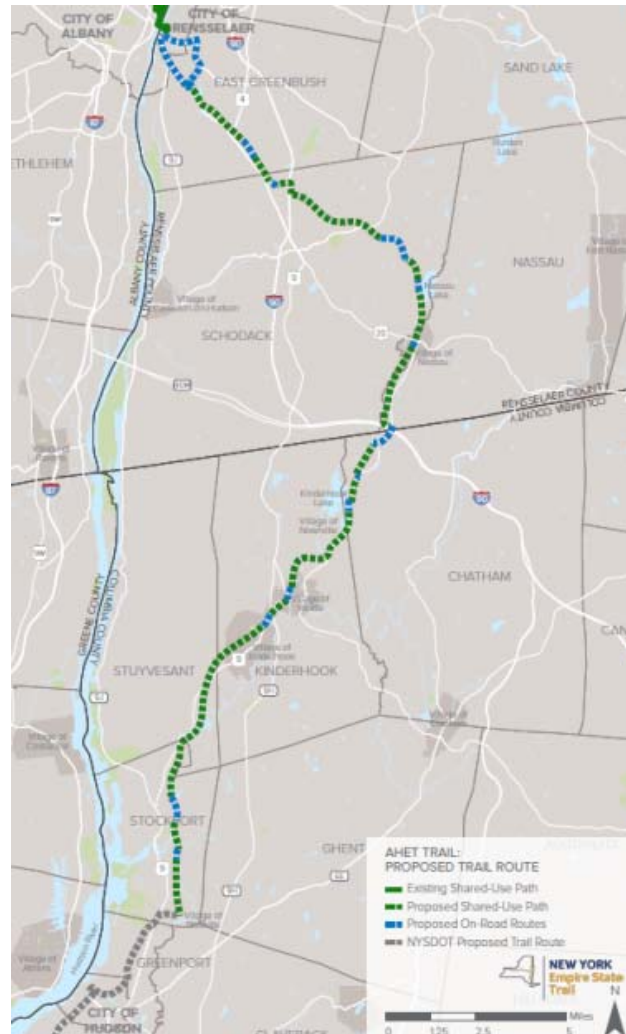
BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

May 11, 2021

On Tuesday, May 11, the CDTC Bicycle and Pedestrian Advisory Committee met at the Hannaford Parking lot located on US-9 / 20 in East Greenbush and walked to the intersection of the Albany Hudson Electric Trail (AHET) at US-4.

The AHET was part of the Empire State Trail Project completed in December 2020. The AHET, a 36-mile trail connecting the City of Rensselaer with the City of Hudson via a National Grid right-of-way, had been in development since 2010.

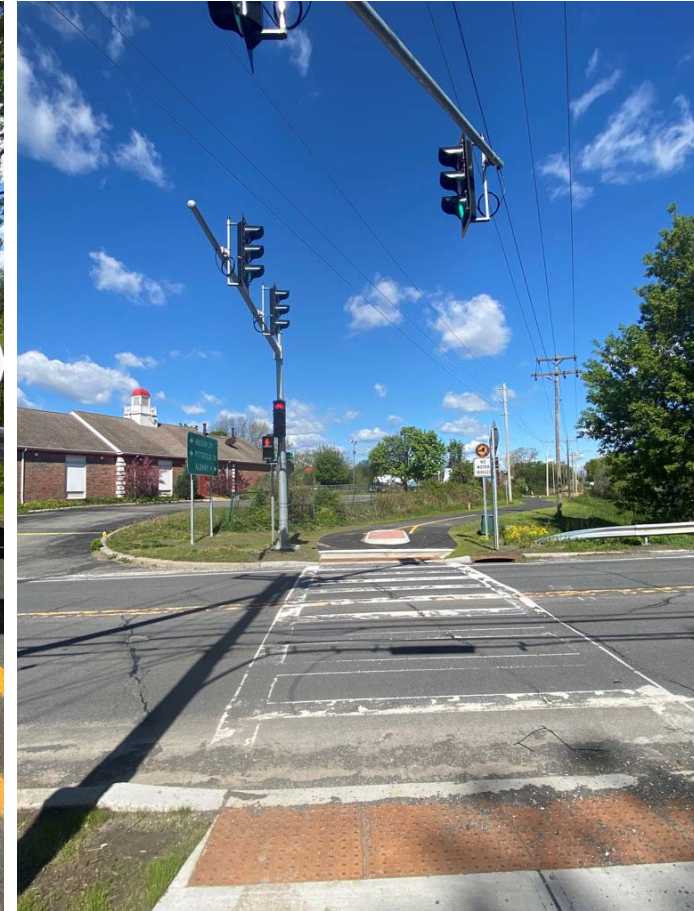
Adam Yagelski, Director of Planning and Zoning from the Town of East Greenbush; Andy Beers, Empire State Trail Director at the Hudson River Valley Greenway ; Christopher Cornwell, Engineer from GPI; and Officer Ed Ashley from the East Greenbush Police Department led the BPAC on a brief walking tour of a portion of the AHET trail beginning at US-4 to Point View Drive.



Implementing the AHET required good community relations and public outreach work. The Greenway met with property owners and stakeholders to discuss the project and land owner concerns. Fourteen agencies were involved – 2 counties, 2 NYSDOT Regions, Army Corp. (permitting), and lots of local governments.

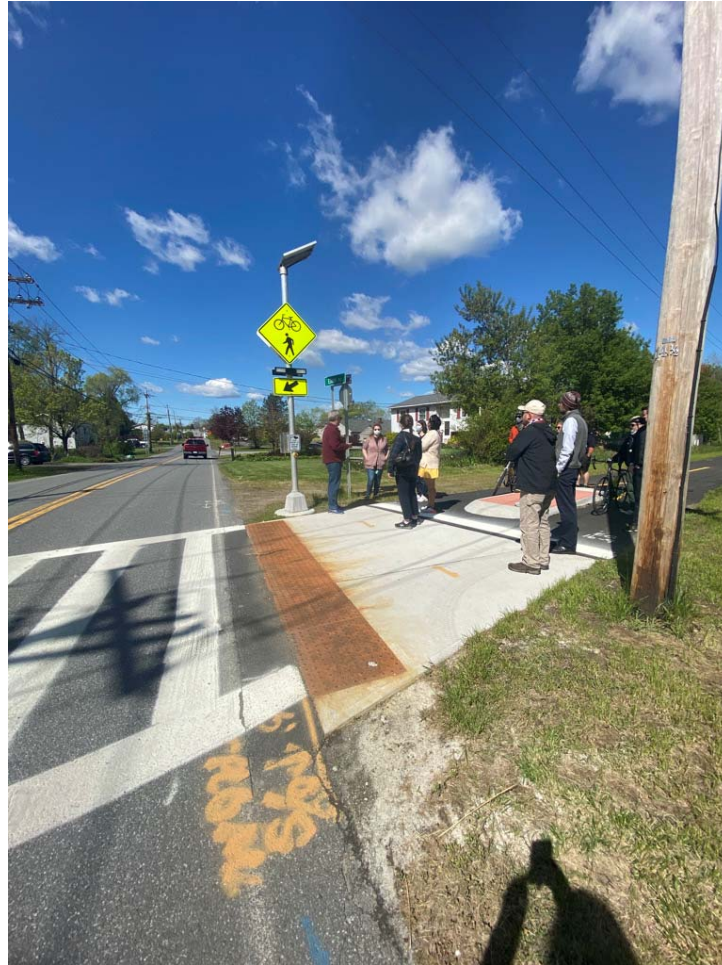
The BPAC walked to the US-4 intersection to observe the safety treatments installed there. The trail uses splitter islands as an alternative to bollards because they allow for better emergency vehicle access.

The US-4 / AHET intersection has both a bicycle signal triggered by in-pavement loop detection, and a push-button pedestrian signal.



Other road and trail intersections along the AHET have detectable warning strips, push-button activated Rectangular Rapid Flashing Beacons, and marked crosswalks.

Each intersection costs approximately \$25,000, including splitter islands, signage, ADA-compliant treatments, striping, and labor (not including signalization).



Being part of the Empire State Trail, (EST) the AHET project includes EST signage and wayfinding. Additional interpretive signage was installed to provide community and historical context.

Guidelines on how EST signage should be applied can be found in the Empire State Trail Design Guide.



The AHET is a mix of shared use paths, sidepaths, sidewalk, bike lanes, shared roadways and walk / bike roadways. Areas such as Point View Drive, are neighborhood streets that serve as walk / bike roadways.

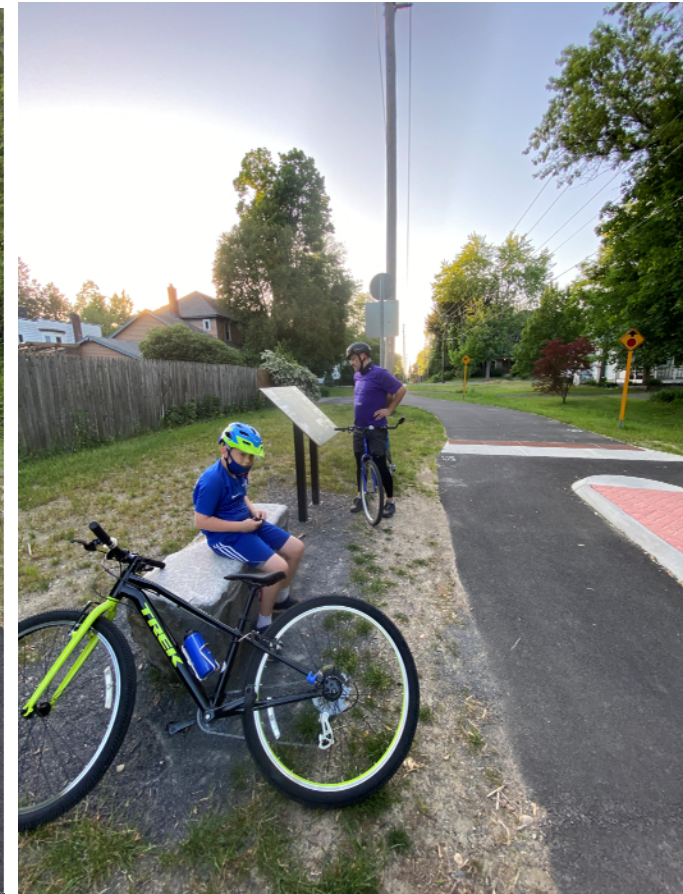
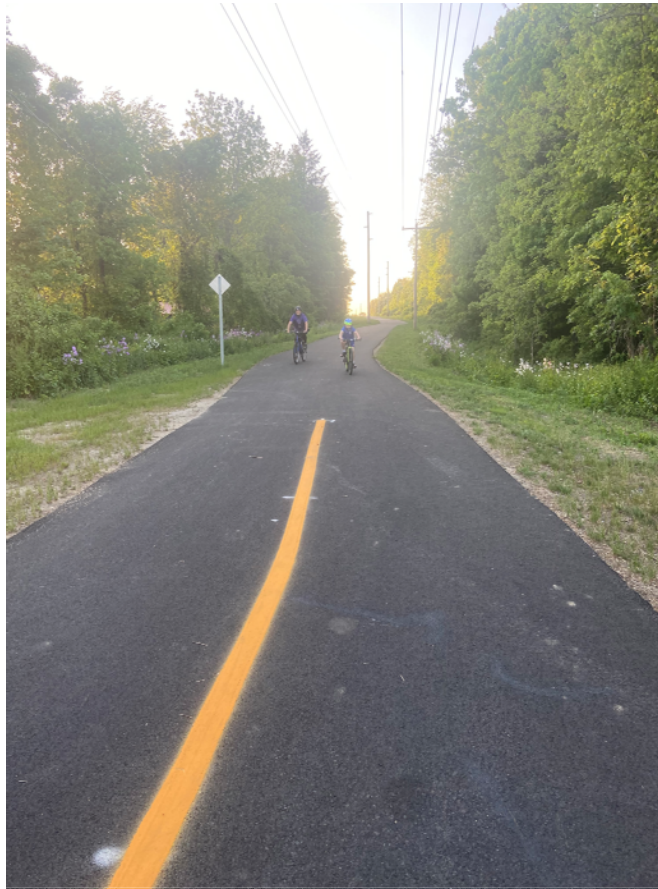
Traffic calming and signage have both been installed to signal to drivers that they should be aware of trail users. The bright-colored signage did receive some criticism from nearby residents and described as “out of character” with the neighborhood, but the Greenway stressed that it’s highest priority was safety and the signage was required and compliant with design guidance the MUTCD.



The AHET and other trail projects that are part of the EST will be managed through “trail manager agreements” between the Greenway and local governments. Greenway Trail Managers have been provided with trail maintenance equipment by the Greenway and managers have committed to trail upkeep, including fixing and reinstalling signage. Currently, the trail is now plowed during the winter. Ongoing trail maintenance has been incorporated into local government budgets.

The AHET is primarily asphalt but stone dust was used in some spots. The AHET project improved drainage along the trail and conducted wetland mitigation. The standard trail width is 10-feet but most AHET segments are 12-feet. The Greenway estimates the EST project cost about \$1.25M per mile.

E Greenbush currently updating its Comprehensive Plan and is Incorporating areas of trail development. It will recommend creating more connections to the AHET from neighborhoods.



Thank you to Adam Yagelski, Andy Beers, Christopher Cornwell, Officer Ed Ashley and the Town of East Greenbush for hosting the BPAC!



Photo Source: GPI

Upcoming Webinars – registration information at <https://www.cdtcmpo.org/news/nv-webinars>

CDTC Complete Streets Summer Series

CDTC is working with a consultant team led by Planning4Places, in partnership with Sam Schwartz Engineering, to develop a 3-part virtual Complete Streets Workshop.

Tuesday, June 15 at 3:30 - 5:00 pm: Obstacles to Implementing Complete Streets

What are common issues communities are facing implementing Complete Streets in the Capital region? Why are retrofits so difficult? And what are the costs?

Tuesday, July 13 at 3:30 - 5:00 pm: Complete Streets Demonstration Projects

Examples from across the region and beyond that help you understand what you can do and how? How effective are demonstration and pilot projects in creating long-term and permanent changes?

Tuesday, August 17 at 3:30 - 5:00 pm: Open Streets

What are Open streets and why are cities and towns around New York and across the country doing them? Will they work in your community? Why are changes to streets and the built environment created by COVID and social distancing guidelines, likely here to stay?

Panelists:

CDTC Staff: Jen Ceponis, Carrie Ward, & Chris Bauer

Planning 4 Places: Jim Levy & Katherine Ember

Sam Schwartz Engineering: Mike Flynn

Thank you!

Next meeting:
June 8, 9:00 am

