The Patroon Creek Greenway Feasibility Study was conducted in partnership with the Capital District Transportation Committee (CDTC) and the City of Albany’s Department of Planning and Development, and it is funded through CDTC’s Unified Planning Work Program Task 4.68, Capital District Trails Plan Implementation. This executive summary provides a concise overview of the feasibility study and its recommendations. For additional information, please refer to the full Patroon Creek Greenway Feasibility Study.

This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation. The illustrations presented in this report are conceptual and may need to be investigated in more detail before any funding commitment is made.
**INTRODUCTION**

**Purpose**

The purpose of the Patroon Creek Greenway Feasibility Study is to identify a feasible, multi-use trail connection between the Albany Pine Bush Preserve and the Hudson River waterfront. This approximately nine mile long trail corridor roughly parallels Patroon Creek and will provide a much needed east-west connection for cyclists, pedestrians, and other forms of active transportation in the City of Albany and the Capital District Region.

This study builds on the 2004 Patroon Creek Greenway Linkage Study, which identified an initial route for the greenway and roughly followed the Interstate 90 (I-90) corridor. Working closely with the local community, stakeholders, and local and state agencies, this project builds on the recommendations in the 2004 Linkage Study as well as recent local and regional planning efforts to propose a trail corridor connecting communities to the Hudson River waterfront, Tivoli Lake Preserve, and Six Mile Waterworks Park / Albany Pine Bush Preserve.

**One Creek, Three Preserves**

Patroon Creek is roughly six miles in length and passes through three nature preserves, linking the Albany Pine Push at its source, the Tivoli Lake Preserve where the creek was daylighted in 2019, and the Corning Preserve at its mouth on the Hudson River. In linking these three preserves, the Patroon Creek Greenway will increase access to these natural resources while also providing greater access to regional destinations through the trail’s connections to other trail systems, bicycle infrastructure, and destinations.

**Study Area**

The study area for the Patroon Creek Greenway Feasibility Study is approximately 5,400 acres in size and includes all areas within roughly one-half mile of the CSX railroad corridor and Patroon Creek. The study area also spans multiple municipalities, including: the City of Albany, the Town of Colonie, and a small portion of the Town of Guilderland.

The eastern extent of the study area is defined by the Hudson River, and the western extent is defined by Interstate 87 (I-87). The northern boundary is shaped by major road corridors including Albany Shaker Road, Everett Road, Sand Creek Road, Osborne Road, and Central Avenue. The southern boundary is also delineated by major road corridors including: Clinton Avenue, Main Avenue, Washington Avenue, NY-85, and Western Avenue.

The study area is home to a diverse mix of land uses, services, and destinations. The eastern portion of the study area is comprised of the Arbor Hill and West Hill neighborhoods, several parks, and the north end of downtown Albany. The western portion of the study area is dominated by the UAlbany and Harriman State campuses, which are major employment and educational destinations. The central portion of the study area includes the Corporate Woods campus, a diversity of commercial and industrial uses along paralleling Central Avenue, and the Upper Washington Avenue neighborhood.

**PROJECT GOALS**

- **Provide Equitable Access**
  by creating safe, accessible linkages between the Greenway and neighborhoods, with a focus on serving historically marginalized communities

- **Increase Connectivity**
  by using the Greenway to link recreational, economic, educational, and community services and destinations

- **Enhance Quality of Life**
  for residents by improving the City’s attractiveness, expanding public space, and increasing mobility options

- **Improve Public Health**
  by expanding opportunities for active transportation and recreation, increasing access to nature, and improving air quality through the reduction vehicle miles traveled and greenhouse gas emissions
The Patroon Creek Greenway Feasibility Study builds upon, expands, and updates the Patroon Greenway Linkage Study completed by the Capital District Transportation Committee (CDTC) in 2004. The table below provides a brief overview of related planning efforts and local policies to identify key overlaps, opportunities, and regulations pertinent to the Patroon Creek Greenway Feasibility Study.

### RELATED PLANS + POLICIES

<table>
<thead>
<tr>
<th>Plan Name</th>
<th>Plan Elements Related to the Patroon Creek Greenway Feasibility Study</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REGIONAL PLANS</strong></td>
<td></td>
</tr>
<tr>
<td>Patroon Greenway Linkage Study (2004)</td>
<td>• Identifies a proposed alignment for the Patroon Greenway</td>
</tr>
<tr>
<td></td>
<td>• Utilizes state, municipal, utility, and railroad rights-of-way to connect Rensselaer Lake and Tivoli Preserve</td>
</tr>
<tr>
<td></td>
<td>• Proposes three options for connecting Tivoli Preserve to Corning Preserve on the Hudson River</td>
</tr>
<tr>
<td>New Visions 2050 Metropolitan Transportation Plan</td>
<td>• Identifies principles, strategies, and budgetary priorities that guide regional investment in transportation systems</td>
</tr>
<tr>
<td>Capital District Trails Plan (2019)</td>
<td>• Establishes a vision for a regional trail network that seamlessly connects cities, towns, and villages in the Capital District</td>
</tr>
<tr>
<td></td>
<td>• Identifies the Patroon Greenway as one of the high priority core trails critical to achieving the plan’s vision</td>
</tr>
<tr>
<td><strong>CITY POLICIES &amp; PLANS</strong></td>
<td></td>
</tr>
<tr>
<td>City of Albany Bicycle and Pedestrian Master Plan (2021)</td>
<td>• Proposes several new bicycle facilities in the Patroon Greenway study area, creating opportunities to connect neighborhoods and local destinations to the future greenway trail</td>
</tr>
<tr>
<td>Washington Avenue Patroon Creek Corridor Study (2019)</td>
<td>• Identifies complete street improvements along Washington Avenue between the Brevator Street and the I-90 Interchange 2 to improve pedestrian and bicycle connectivity to SUNY Albany and new development along the corridor</td>
</tr>
<tr>
<td>Unified Sustainable Development Ordinance (2017)</td>
<td>• Regulates land uses and the physical form of development, with a focus on creating a pedestrian-friendly environment</td>
</tr>
<tr>
<td>City of Albany Complete Streets Policy and Design Manual (2016)</td>
<td>• Establishes complete street design guidelines for all roadway projects to improve connectivity, accessibility, safety, and placemaking</td>
</tr>
<tr>
<td>Albany 2030: The City of Albany Comprehensive Plan (2012)</td>
<td>• Defines a sustainable and prosperous future vision for the City, including the establishment of multi-modal hubs</td>
</tr>
</tbody>
</table>
The Patroon Creek Greenway is a High Priority Component of the Capital District Core Trails Network

Between 2009 and 2016, the Capital District’s trail network grew from 74 miles to 118 miles of trails, and nearly 150 miles of trails are expected to be constructed by 2021.
EXECUTIVE SUMMARY

OPPORTUNITIES AND CHALLENGES

The Patroon Creek Greenway Feasibility Study examined the study area’s socio-demographic characteristics, land use and land ownership patterns, local destinations, and transportation and natural systems to better understand the current conditions within the study area. This was a critical first step in identifying opportunities and challenges related to the proposed Patroon Creek Greenway. The findings from this analysis, combined with public feedback, laid the foundation for the trail alignment alternatives and recommendations proposed in the Study.

The sections below provide an overview of the challenges and opportunities identified in each existing category assessed.

Socio-Demographic Characteristics

- A large portion of the study area (30%) is identified as a Potential Environmental Justice Area by NYS DEC. These areas are characterized by high rates of poverty and a high concentration of minority communities.
- Households within the study area’s Potential Environmental Justice Areas have limited access to motor vehicles (40% of households do not have access to a car), and instead, tend to rely on public transit and carpooling to commute to work. The future Patroon Creek Greenway could introduce an important new mode of transportation, especially if the Greenway connects to important community destinations, such as shopping and employment centers.
- The study area has a high proportion of young residents. Approximately one-third of the study area’s population falls into the 15 - 24 years old age group, which is likely driven by the presence of SUNY Albany. This major research university has an undergraduate and graduate population of almost 20,000.
- Within the study area, driving alone is the most common form of transportation to work. Very few individuals bike to work and only about 10% of individuals walk to work in the study area and the City of Albany. Establishing a major east-west, off-road connection for cyclists and pedestrians is a major first step in reducing the City’s reliance on motor vehicles, reducing emissions, improving air quality, and supporting healthy lifestyles.

Land Development Patterns

- The diverse mix and concentration of different land uses in the study area — particularly commercial, residential, and community service uses that have the ability to attract potential trail users — provides an opportunity to activate the future Patroon Creek Greenway as well as underscores the Greenway’s potential benefit in weaving these uses together.
- Property owned by railroad and electric utility companies bisect the study area, following the I-90 corridor. These properties, paired with I-90, create major barriers to north-south travel in the study area.
- SUNY Albany and the Harriman State Campus are both major destinations and employers in the Capital District and will be important connections for the future Greenway.
- The City of Albany’s recently updated zoning code concentrates dense residential development in the eastern portions of the study area, between N. Allen Street and Broadway. The integration of trail facilities into these dense residential neighborhoods could improve local mobility while also increasing access to regional destinations.
- The Albany-Colonie Intermunicipal Overlay District, which applies to the First Prize site, requires future redevelopment to utilize smart growth principles. Integrating the future Patroon Creek Greenway trail into this site would provide a much needed connection between the Town of Colonie and the City of Albany as well as expand the mobility and recreational options of future residents.
Destinations and Services

- Parks are distributed throughout the study area and offer a diversity of amenities and experiences, from nature preserves to ice skating at Swinburne Park to sports fields at Westland Hills Park.
- Five major off-road trails are located in the study area (Six Mile Waterworks/Albany Pine Bush Preserve trail, the UAlbany Purple Path, Tivoli Preserve trails, the Albany Skyway, and the Mohawk-Hudson Bike Hike Path). Connecting the future Greenway to these other trail systems will improve local and regional connectivity, as well as help to solidify biking and walking as viable modes of transportation.
- Two of the major trails provide important access under interstate highways. The new Albany Skyway provides an off-road connection between Broadway and the Hudson River waterfront and is one of the few opportunities for bicyclists and pedestrians to cross I-787. The trail system in Six Mile Waterworks provides bicycle and pedestrian access under I-87 and makes a critical connection between the study area and western Albany.
- Several destinations are clustered along Central Avenue between Main Avenue and Colvin Avenue, including all of the study area’s full-service grocery stores. Given Central Avenue’s importance as a community destination, connections between this area and the future Greenway will be critical.
- Smaller, community-oriented destinations tend to be concentrated in the eastern and central portions of the study area, near downtown Albany, in Arbor Hill, and along Central Avenue. These destinations include schools, health and social services, and retail.
- Larger, regional destinations are located in the northern and western portions of the study area. These destinations include Corporate Woods, SUNY Albany, and the Harriman State Campus. While these destinations serve the local community, they are also major employment and educational centers that draw visitors from the Capital District and beyond.

Transportation Systems

- The study area is bound and bisected by major interstates and highways. These roads are major obstacles to pedestrians and bicyclists; they carry high volumes of traffic traveling at high speeds with limited crossing opportunities.
- In the City of Albany, traffic crashes tend to be concentrated in the eastern portion of the study area and along major road corridors. The Central Avenue / Colvin Avenue intersection and Livingston Avenue at Lark Street and Henry Johnson Boulevard are particularly dangerous for all modes of transportation.
- The railroad operations within the study area, as evidenced by the historic lack of crashes between trains and public at existing crossings, pose a very low risk to the proposed Patroon Creek Greenway Trail. The development of proposed feasible trail alignment alternatives and details in accordance with Federal Railroad Administration (FRA) recommended best practices and railroad specific guidelines will help assure the continued safety of both railroad operations and public users of a future Patroon Creek Greenway.
- In the City of Albany, the study area has a relatively well-connected network of sidewalks. However, bicycle infrastructure is very limited. The City’s Bicycle and Pedestrian Master Plan proposes several new bicycle facilities that could provide important connections to the future Patroon Greenway.
EXECUTIVE SUMMARY
OPPORTUNITIES AND CHALLENGES (CONT.)

Transportation Systems (cont.)
• In the Town of Colonie, sidewalks are sparse and there are no on-road bicycle facilities in the study area.
• The study area is well-served by public transportation. The major bus routes are concentrated along Central Avenue, Washington Avenue, and Western Avenue. Ensuring connectivity between bus stops and the future Patroon Creek Greenway will help expand access to and increase the use of the future Greenway. Additionally, improved bicycle and pedestrian crossing infrastructure across Central, Washington, and Western Avenues would benefit both future Greenway trail users and current public transit riders.

Natural Systems
• Wetlands and flood hazards are concentrated in the western and eastern portions of the study area and along Patroon Creek.
• If the future Greenway follows Patroon Creek, existing wetlands and other natural features provide opportunities to integrate ecological restoration, wildlife viewing, and educational and interpretive displays into the Greenway.
• Permeable trail surfacing and bioretention features should be considered along the future Greenway to reduce stormwater runoff in Patroon Creek’s highly urbanized watershed.
• If sections of the future Greenway are located in the 100-year floodplain, floodable features and/or elevated structures should be integrated to ensure the resilience of the built trail and the safety of its users.
Public engagement was a critical part of the planning and design process; it provided important opportunities to increase awareness about the project, gather local knowledge, better understand the community’s needs, and identify, develop, and vet alternative trail alignments and proposed trail facilities.

The following engagement strategies were used throughout the planning process:

- **Two Advisory Committees** met at major project milestones, provided feedback on all deliverables, and helped guide the project.

- **Two Community Liaisons** with deep connections to the local community were hired as part of the project team, and they guided the project’s engagement approach, conducted community outreach, and provided feedback on project deliverables.

- **Over 50 Stakeholder Meetings** were conducted with property owners, involved agencies, and local community organizations, business owners, and residents.

- **More than 8 Public Events and Targeted Outreach** were conducted over the course of the project to gather feedback on the future Greenway’s route, amenities, and facility types. These included a demonstration project, participation in Kipp Tech Valley Elementary School’s trunk-or-treat event, and several community pop-ups.

- **One Project Website** was maintained and updated over the course of the project providing a centralized source of information and communication, including an online public survey.
EXECUTIVE SUMMARY
ALIGNMENT ANALYSIS

The alignment analysis explored several different corridor and crossing alternatives for the future Patroon Creek Greenway and provides a standardized framework for comparing the different alternatives. Selection and evaluation of the alignment and crossing alternatives was informed by the needs and opportunities identified in the existing conditions analysis, several stakeholder conversations, input from the Project and Citizen Advisory Committees, and feedback from the public. This analysis directly informed the identification of preferred alignment and crossing alternatives.

Character Areas
Four different character areas were identified in the study area based on existing land uses. These character areas provided the foundation for the identification of trail alignment alternatives and include:

- **Campus Character Area (CA):** This character area includes the areas adjacent to the SUNY Albany and Harriman State campuses in the western portion of the study area.
- **Commercial/Retail Character Area (CR):** This character area is defined by the presence of large-scale commercial uses along Central Avenue.
- **Industrial Character Area (IN):** This character area is defined by the prevalence of industrial uses located along the I-90 corridor between Everett Road and Tivoli Preserve.
- **Neighborhood Character Area (NE):** This character area is defined by dense residential and mixed-uses in Albany’s Arbor Hill, Ten Broeck, and Downtown neighborhoods.

Trail Alternatives
Eight different trail alignments were evaluated as part of this analysis (see map on following page) and were identified based on the following criteria:

- Proximity to the Patroon Creek
- Connectivity to adjacent neighborhoods and local destinations
- Ability to connect Albany Pine Bush Preserve, Tivoli Preserve, and the Corning Preserve as directly as possible
- Use of public property and public rights-of-way
- Support from the Technical Advisory Committee, Citizen Advisory Committee, and general public

Crossing Alternatives
Several trail crossing alternatives were evaluated for Fuller Road, Central Avenue, and I-90 at the Everett Road bridge. Every Patroon Creek Greenway alignment alternative crosses these roads, and therefore, improved crossing facilities at these junctures are critical to the success of the future Greenway. Options explored at each of these crossings included:

- **Fuller Road:** An enhanced at-grade crossing and a new bicycle/pedestrian bridge
- **Central Avenue:** A new signalized crossing at Yardboro Avenue and Central Avenue, a new crosswalk with a pedestrian refuge island and user-activated rectangular rapid flashing beacons (RRFB), and a new bicycle/pedestrian bridge
- **Everett Road Bridge:** A new protected shared-use path was recommended as part of the future reconstruction of this bridge

Alignment Evaluation Criteria
A standardized set of metrics were developed to evaluate each trail alternative. These metrics included:

- **Land ownership**: Percent of land in the public right-of-way (ROW)
- **Connectivity**: The number of direct connections to CDPHP Cycle! bike share stations, existing or proposed bicycle/trail facilities, and existing parks (quantified as connections per mile)
- **Equity**: The number of direct connections to schools and public transit stops and whether a trail alignment is entirely or partially contained in a Potential Environmental Justice Area (PEJA, as defined by NYS DEC)
- **Trail facility type(s)**: The most protected facility types possible were identified for each alternative
- **Cost**: Planning level cost estimates for design and construction
- **Consistency**: Each trail alternative was ranked based on its ability to provide an off-road trail experience immersed in nature
- **Implementation time frame**: The estimated amount of time (including design, permitting, and construction) to implement each alternative
- **Public support**: An online public survey was created to gather feedback from the public regarding preferred trail alternatives in the Industrial (IN-1, IN-2, and IN-3) and Neighborhood (NE-1, NE-2, and NE-3) character areas
- **Challenges and required coordination**: Identified potential constraints (e.g., steep slopes) and required coordination / permits
ALIGNMENT ANALYSIS: CHARACTER AREAS AND TRAIL ALIGNMENT ALTERNATIVES

<table>
<thead>
<tr>
<th>Alignment Alternative CA-1</th>
<th>Alignment Alternatives NE-1, NE-2, and NE-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed bridge crossing</td>
<td>Proposed at-grade crossing</td>
</tr>
<tr>
<td>Existing tunnel</td>
<td>Structure is required with alignment alternative</td>
</tr>
</tbody>
</table>

Schools
Libraries

- Parks
- Study area
- Municipal boundaries

NORTH

<table>
<thead>
<tr>
<th>Campus Character Area (CA)</th>
<th>Commercial / Retail (CR)</th>
<th>Industrial Character Area (IN)</th>
<th>Neighborhood Character Area (NE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Pine Bush Preserve</td>
<td>Central Avenue</td>
<td>Everett Road</td>
<td>Tivoli Preserve</td>
</tr>
<tr>
<td>Six Mile Waterworks Park</td>
<td></td>
<td></td>
<td>Corning Preserve</td>
</tr>
</tbody>
</table>

0 0.25 0.5 1 MILES
## EXECUTIVE SUMMARY

### ALIGNMENT ANALYSIS (CONT.)

Alignment Analysis Summary

<table>
<thead>
<tr>
<th>Ownership % publicly-owned</th>
<th>Connectivity connections/mile</th>
<th>Equity Score</th>
<th>Cost Estimate planning-level</th>
<th>Public Support</th>
<th>Timeframe</th>
<th>Required Structures</th>
<th>Challenges</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA-1</td>
<td>50%</td>
<td>2.4</td>
<td>CA-1a: $6M</td>
<td>N/A</td>
<td>5-10 years</td>
<td>CA-1a: None</td>
<td>CA-1b: Boardwalk</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CA-1b: $8.5M</td>
<td></td>
<td></td>
<td></td>
<td>Adjacent to railroad ROW; uses National Grid and interstate ROW; limited access points</td>
</tr>
<tr>
<td>CR-1</td>
<td>55%</td>
<td>3.8</td>
<td>CR-1a: $4M</td>
<td>N/A*</td>
<td>5-10 years</td>
<td>Bridge to Everett</td>
<td>Uses interstate, National Grid, and railroad ROW; steep topography; limited access points</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CR-1b: $10.5M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IN-1</td>
<td>100%</td>
<td>5</td>
<td>$8M</td>
<td>28%</td>
<td>5-10 years</td>
<td>None</td>
<td>Uses Albany Water Board property</td>
</tr>
<tr>
<td>IN-2</td>
<td>65%</td>
<td>4</td>
<td>$10</td>
<td>39%</td>
<td>10+ years</td>
<td>Retaining walls</td>
<td>Adjacent to railroad ROW; steep topography; uses private property</td>
</tr>
<tr>
<td>IN-3</td>
<td>70%</td>
<td>1.9</td>
<td>$28.5M</td>
<td>33%</td>
<td>10+ years</td>
<td>Tunnel; 2 bridges; retaining walls</td>
<td>Uses interstate and railroad ROW; steep topography</td>
</tr>
<tr>
<td>NE-1</td>
<td>100%</td>
<td>12.7</td>
<td>$8M</td>
<td>37%</td>
<td>5-10 years</td>
<td>None</td>
<td>Removes one lane of on-street parking</td>
</tr>
<tr>
<td>NE-2</td>
<td>90%</td>
<td>10</td>
<td>$14M</td>
<td>20%</td>
<td>5-10 years</td>
<td>Retaining walls</td>
<td>Steep topography; adjacent to railroad ROW</td>
</tr>
<tr>
<td>NE-3</td>
<td>95%</td>
<td>3.7</td>
<td>$25M</td>
<td>43%</td>
<td>10+ years</td>
<td>Bridge over railroad</td>
<td>Crosses railroad ROW</td>
</tr>
</tbody>
</table>
The recommended route for the Patroon Creek Greenway was defined based on feedback from the project’s advisory committees and the public, the alignment analysis, and the overarching project goals to provide equitable access, increase connectivity, enhance quality of place, and improve public health.

Two complementary trail alignments are recommended for the Patroon Creek Greenway: one that can be implemented relatively soon and will provide immediate benefits to the local community and another longer-term option that enables the Greenway to follow the entire length of Patroon Creek.

These recommended short- and long-term alignments and the associated trail facility types are shown in the map below. To ensure the Greenway can be used comfortably by users of all ages, abilities, and forms of active transportation, protected trail facilities that are physically separated from adjacent motor vehicle traffic are recommended wherever space allows.
To ensure the future Greenway not only serves as a conduit for moving people from one place to another, but as also provides a unique experience that enhances the public realm, increases access to nature, and expands recreational opportunities several recommendations related to neighborhood connections, access points, wayfinding, native landscaping, and placemaking were also made.

**Neighborhood Connections**

Several new connections are recommended to increase access to the future Patroon Creek Greenway. These recommendations build upon existing and planned bicycle and trail infrastructure as well as propose new bicycle infrastructure to enhance neighborhood, intermunicipal, and campus connectivity to the future Greenway.

**Trailheads and Trail Stops**

A network of trailheads and trail stops is recommended to promote access to the Greenway, encourage greater use, and highlight local cultural and natural history. The types of trailheads and stops include:

- **Major Trailheads**: Located at each of the three preserves, allowing for Greenway access at each end and in the middle
- **Minor Trailheads**: Located at prominent access points with sufficient space to incorporate larger trail amenities
- **Minimal Trailheads**: Located at prominent access points but with minimal room for trail amenities
- **Interpretive Stops**: Located at places of interest along the trail to provide opportunities for exploring cultural and environmental themes

The following connections have been identified by the City of Albany and stakeholders as high priority connections that should be implemented in the short-term and could be constructed prior to the Greenway. These connections would provide immediate benefits to the local community by expanding bicycle and pedestrian infrastructure:

- **Broadway**: Identified as an important component of the City’s future bicycle network, the installation of protected bicycle facilities would provide an important north-south connection between downtown Albany, the warehouse district, and Menands. This connection is also a key part of the long-term vision for the Greenway.
- **Livingston Avenue**: Pedestrian infrastructure improvements on Livingston Avenue, between Ten Broeck Street and Broadway, are a high priority due to their ability to improve connectivity between Broadway, the future Greenway, and existing transit stops and destinations along this corridor.
- **Lark Street**: An important local connector, pedestrian infrastructure improvements along this corridor would immediately benefit local schools and residents.
- **Northern Boulevard / Shaker Road / Loudonville Road**: Identified as a priority in the City’s Bicycle and Pedestrian Master Plan, implementation of this connection would build on existing bicycle infrastructure to provide a continuous bicycle facility connecting Northern Boulevard to Broadway.
PATROON CREEK GREENWAY: RECOMMENDED TRAILHEADS AND TRAIL STOPS

1 Albany Pine Bush Preserve / Six Mile Waterworks Park Trailhead
1A Patroon Creek History Interpretive Trail stop
2 Central Avenue Trailhead
2A Native Vegetation Interpretive Trail stop
2B Invasive Vegetation Interpretive Trail stop
3 Watervliet Ave/Commerce Ave Trailhead
3A Engine 999 Interpretive Trail stop
4 Charles Young Memorial Park Interpretive Trail stop
4A West Tivoli Lake Preserve Trailhead
4A Tivoli Lake Preserve and Farm Interpretive Trail stop
5 East Tivoli Lake Preserve Trailhead
6 Lark Park Trailhead
7 Arbor Hill Elementary Trailhead
8 Manning Blvd/Livingston Ave Trailhead
9 Clinton Ave/Ten Broeck St Trailhead
10 Albany Skyway Trailhead
11 Corning Preserve Trailhead
EXECUTIVE SUMMARY

IMPLEMENTATION

To aid the City of Albany and its partners in implementing the Patroon Creek Greenway, a phased action plan was developed. This action plan identifies several related initiatives that directly relate to and provide momentum for implementing the future Greenway; it establishes a phasing plan with planning level cost estimates for implementing the Greenway; and, it provides an overview of potential funding sources.

Phase One

This phase includes the design and construction of Patroon Creek Greenway segments from Everett Road east to the riverfront. These improvements will provide immediate benefits to the local neighborhood by increasing connectivity and access to Tivoli Preserve, the Hudson River waterfront, and local community destinations (e.g., schools). This phase also includes a parking study in the Ten Broeck neighborhood to assess the potential impacts of removing one of lane parking along Ten Broeck Street to provide space for a separated trail facility.

Phase Two

This phase includes the design and construction of the Patroon Creek Greenway segments in the Campus character area to provide an off-road connection between Six Mile Waterworks Park and Central Avenue. This phase also includes upgrades to trail facilities in the Neighborhood character area and crossing improvements at Fuller Road.
Phase Three

The implementation of this phase relies on the redesign and replacement of the Everett Road Bridge. Once the bridge is replaced with a separated shared-use path for cyclists and pedestrians, the off-road section of the Patroon Creek Greenway between Central Avenue and Everett Road can be constructed. This phase also includes crossing improvements at Central Avenue and the construction of an embankment and ramp to connect the trail to Everett Road Bridge. Ecological restoration along Patroon Creek between Central Avenue and Everett Road was also explored as an option in this phase.

Phase Four

This final phase includes the implementation of the long-term vision for the Greenway, which more closely follows the Patroon Creek for its entire length.

Potential Funding Sources

Several state and federal funding sources are available to support the design, construction, and maintenance of trail and active transportation systems. The full Feasibility Study identifies potential existing funding sources that are aligned with the proposed Patroon Creek Greenway project.