

EVERETT BRIDGE

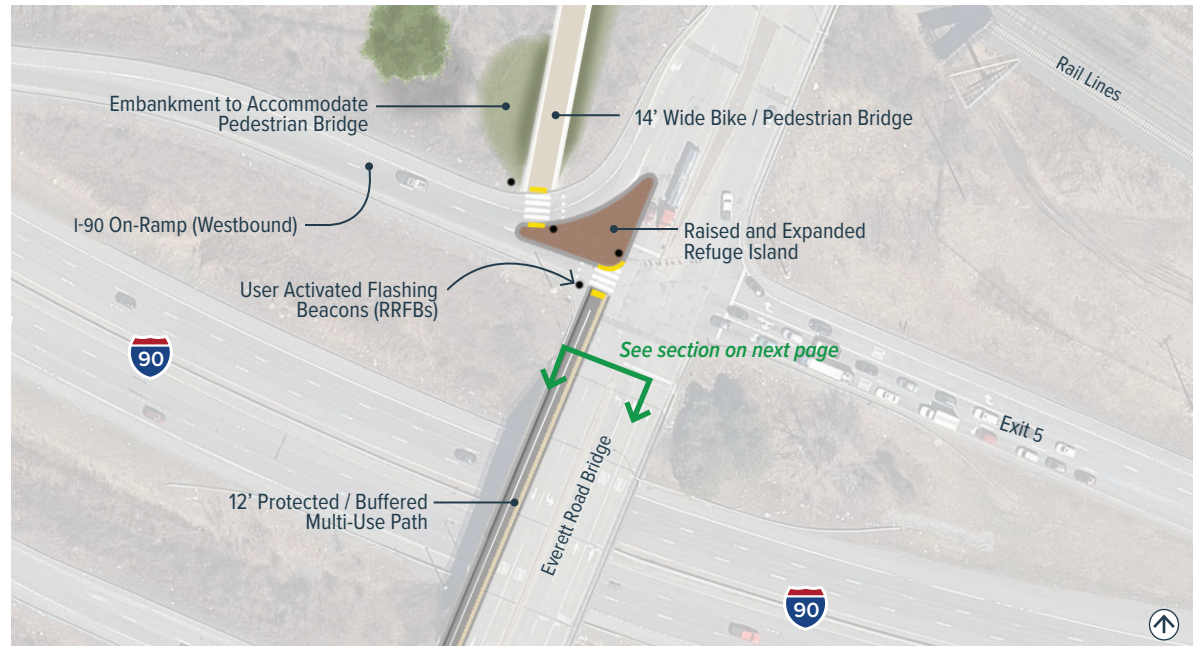


- TYPE: **CROSSING**
- CHARACTER AREA: **INDUSTRIAL (IN)**
- CROSSING TYPES EXPLORED: **1**

Everett Road Bridge provides an important crossing over I-90 and the railroad and is a critical north-south connector between the Town of Colonie and the City of Albany. Currently the bridge does not have any bicycle or pedestrian infrastructure, only narrow safety walks on the outer edges of the roadway.

This bridge is also a critical component in all of the alignment alternatives considered in this analysis. Alignment alternatives IN-1 and IN-2 head south across Everett Bridge to connect to Watervliet Avenue Extension and IN-3 heads north across Everett Bridge to connect to Exchange Street.

The project team engaged NYS DOT Region 1 as part of this alignment analysis. NYS DOT noted that the Everett Road Bridge project is currently listed in the Transportation Improvements Program (TIP). However, this project will not be fully progressed, as the bridge structure requires full replacement. Currently, NYS DOT Region 1 does not have the funding necessary to rebuild the Everett Road Bridge, but they expect full reconstruction in about 10 years. NYS DOT confirmed that any new bridge would include facilities that provide a higher level of mobility for all users (i.e., separated facility for bicyclists and pedestrians), and that reconstruction would also likely include reconfiguration of the interstate access ramps and an overall tightening of the intersection footprint.



EVERETT ROAD BRIDGE: POTENTIAL FUTURE IMPROVEMENTS

Recommended improvements to increase the safety and comfort of pedestrians and cyclists crossing the Everett Road Bridge include:

- 12-foot clear width (min.) for trail users
- Concrete protective barrier to separate trail users from motor vehicle traffic
- Pedestrian refuge islands, high visibility crosswalks, and ADA upgrades at all locations where the trail crosses Interstate on/off ramps

Cost estimates for these recommended improvements were not developed since they will likely be part of a much larger NYS DOT project to redesign and reconstruct Everett Road Bridge in the relatively near future.

COMFORT LEVEL: ● ● ● ● ○

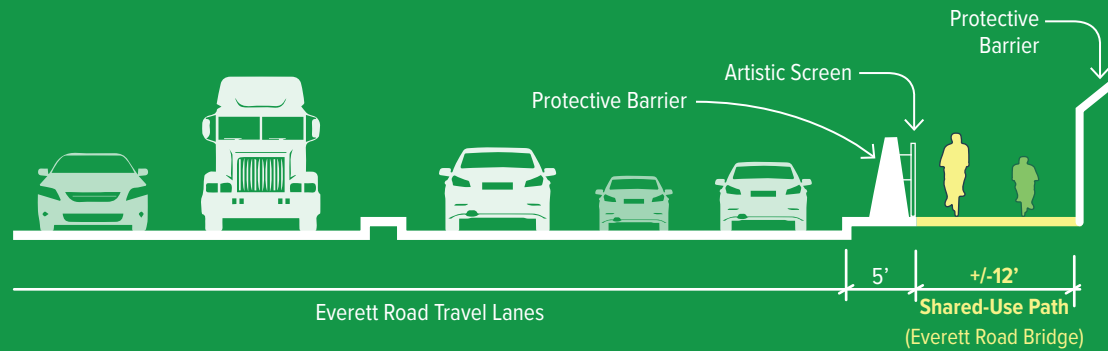
These proposed improvements would significantly increase trail user comfort by providing a protected bicycle and pedestrian lane crossing. Trail users would still likely have to cross the interstate on/off ramps and would be exposed to high traffic volumes.

TIMEFRAME: Mid-Term, 5-10 Years

These improvements will be led by NYS DOT and require additional planning, design, and funding.

► POTENTIAL MULTI-MODAL IMPROVEMENTS: EVERETT ROAD BRIDGE

Typical Separated Facility (Heading South)



**Reconstruction of this bridge is expected in the next 10 years; this conceptual design illustrates potential improvements once the bridge is rebuilt.*



▲ Existing Conditions on Everett Road Bridge



IN-1

- TYPE: **TRAIL CORRIDOR**
- CHARACTER AREA: **INDUSTRIAL (IN)**
- LENGTH OF CORRIDOR: **1.6 MI**



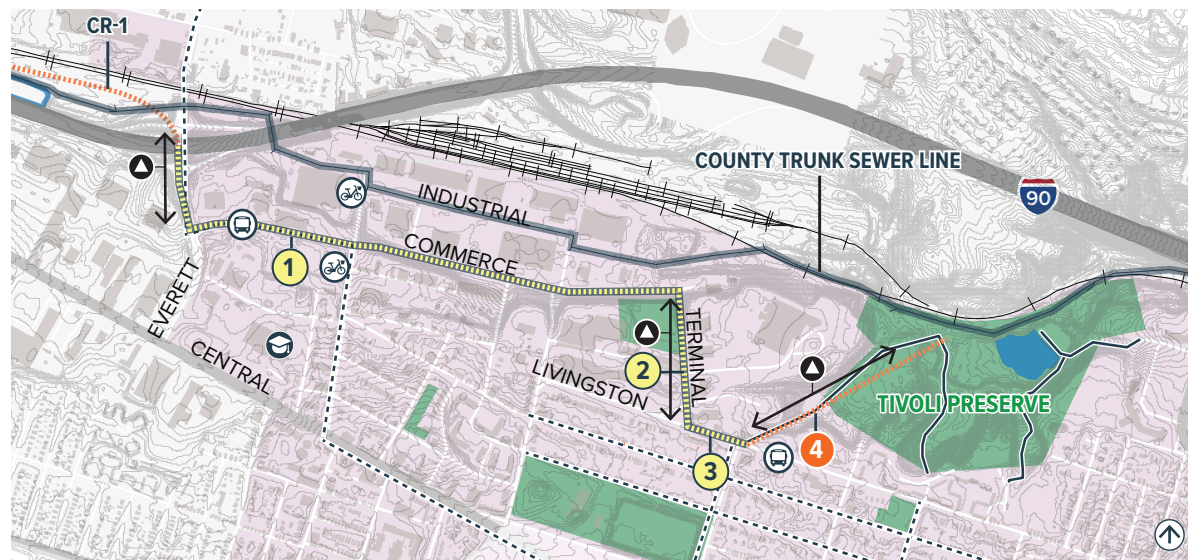
The IN-1 alignment connects Everett Road to the southwest corner of Tivoli Preserve. Unlike the CA-1 and CR-1 alignments, this alignment alternative consists almost entirely of on-road trail facilities separated from car traffic by a landscaped median. From Everett Road Bridge, this alternative proceeds south along Everett Road, turns onto Watervliet Avenue Extension and proceeds east along the south side of Commerce Avenue. At Terminal Street, the trail heads uphill along the western edge of the road to Livingston Avenue and then proceeds one block east to access Tivoli Preserve via a parcel owned by the Albany Water Board.

Considerations along this alignment include:

- Two lanes travel lanes on Watervliet Avenue Ext. (one travel lane in each direction) would have to be removed to accommodate the trail;
- The southern side of Commerce Avenue and the western side of Terminal Street, where the trail is proposed, are characterized by light industrial uses and large curb cuts; and,
- Use of the Albany Water Board property will require close coordination with the City of Albany Department of Water (see the next page for more detailed information).

PROPOSED IN-1 CORRIDOR MAP

Proposed Off-Road Trail Proposed On-Road, Separated Trail Steep Slope



*Note: alignment width is not to scale.

LAND OWNERSHIP

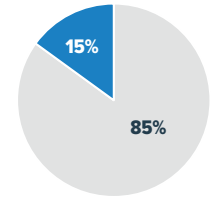
This alignment alternative is entirely on publicly-owned property:

Road Right-of-Way

- City of Albany

Municipal Properties

- Albany Water Board



*Percentages are approximate.

CONNECTIVITY

This alignment alternative provides connections to the following bicycle/trail infrastructure and parks:

CDPHP Cycle! Bike Share Stations (2 stations)

Existing Trail Infrastructure

- Tivoli Preserve

Proposed Bicycle Infrastructure

- Proposed protected/buffered bike lane on Everett Road
- Proposed conventional bike lane on Watervliet Ave Ext
- Proposed bike boulevard on Ontario Street

Parks + Open Spaces

- Field of Dreams
- Tivoli Preserve

CONNECTIVITY SCORE: 5 connections per mile

EQUITY

This alignment alternative connects to the following:

Public Transit (0.1 point each)

- Bus stop on Watervliet Ave Ext (route 125)
- Bus stop on Livingston Ave (routes 106,801,803, and 806)

Schools (0.1 point each)

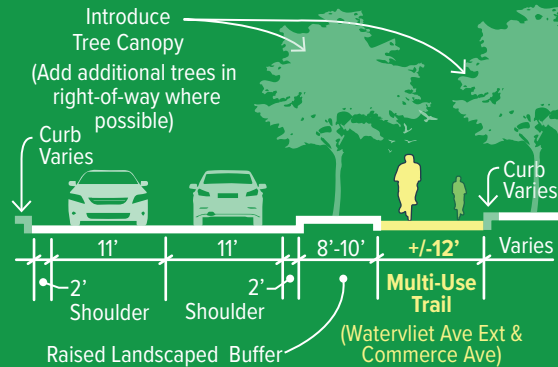
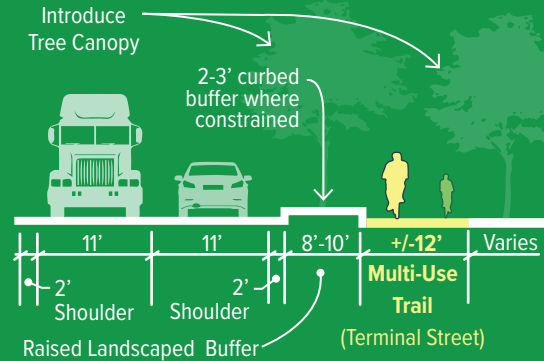
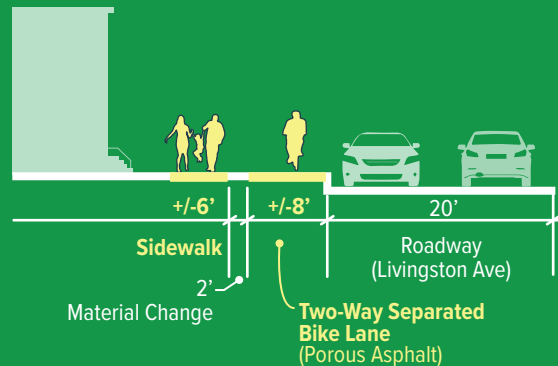
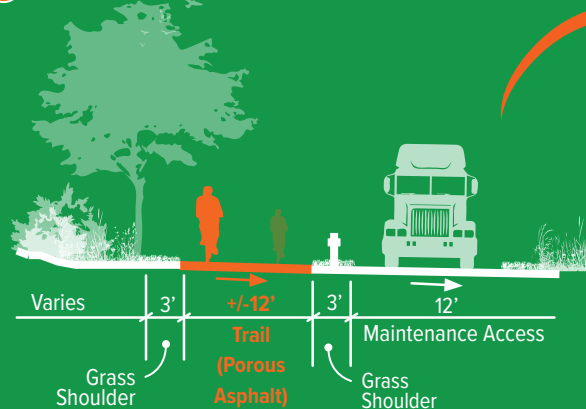
- Henry Johnson Charter School

Potential Environmental Justice Area (PEJA)

- Completely contained within a PEJA (3 points)

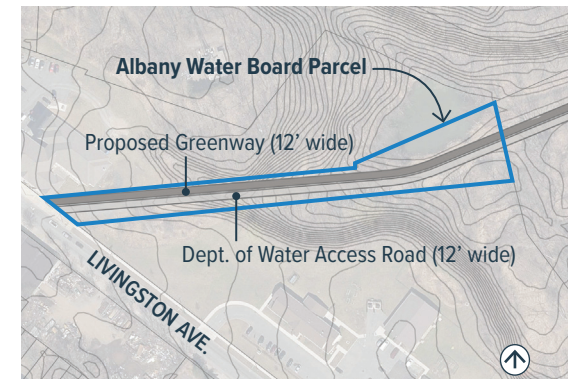
EQUITY SCORE: 3.3

► TYPICAL FACILITY TYPES: IN-1

1 Typical Separated Facility on Watervliet and Commerce Avenue (Heading East)**2 Typical Separated Facility on Terminal Street (Heading South)****3 Typical Separated Facility on Livingston Avenue (Heading East)****4 Typical Off-Road Trail in Tivoli Preserve (Heading North)**

▲ **Existing Condition** City of Albany Water Board access road into Tivoli Preserve.

Access to Tivoli Preserve via City of Albany Water Board Parcel



In order to co-locate the future Patroon Creek Greenway on the Albany Water Board parcel that provides access to Tivoli Preserve and critical water supply infrastructure, the following would be required at a minimum:

- Installation of gates at the Livingston Avenue entrance to prevent motor vehicles from accessing the trail.
- Provision of a 10- to 12-foot wide access road for the Department of Water to ensure clear access at all times to their infrastructure.

COST: \$8,000,000

CONSISTENCY: ● ● ○ ○ ○

TIMEFRAME: Mid-Term, 5 to 10 Years

PUBLIC SUPPORT: 28%

The landscaped buffer increases the cost of this alternative; however, in the long-term this buffer will provide significant air quality, stormwater, heat reduction, and beautification benefits.

This alternative does not include any off-road portions, however, the introduction of a landscaped buffer creates a more greenway-like experience.

This alternative uses all publicly-owned property, which could accelerate implementation. Additional analysis is needed to understand traffic impacts.

Of the three alternatives evaluated in the Industrial character area, this alternative received the least public support. Supporters of this alternative consistently noted the neighborhood connections.

IN-2

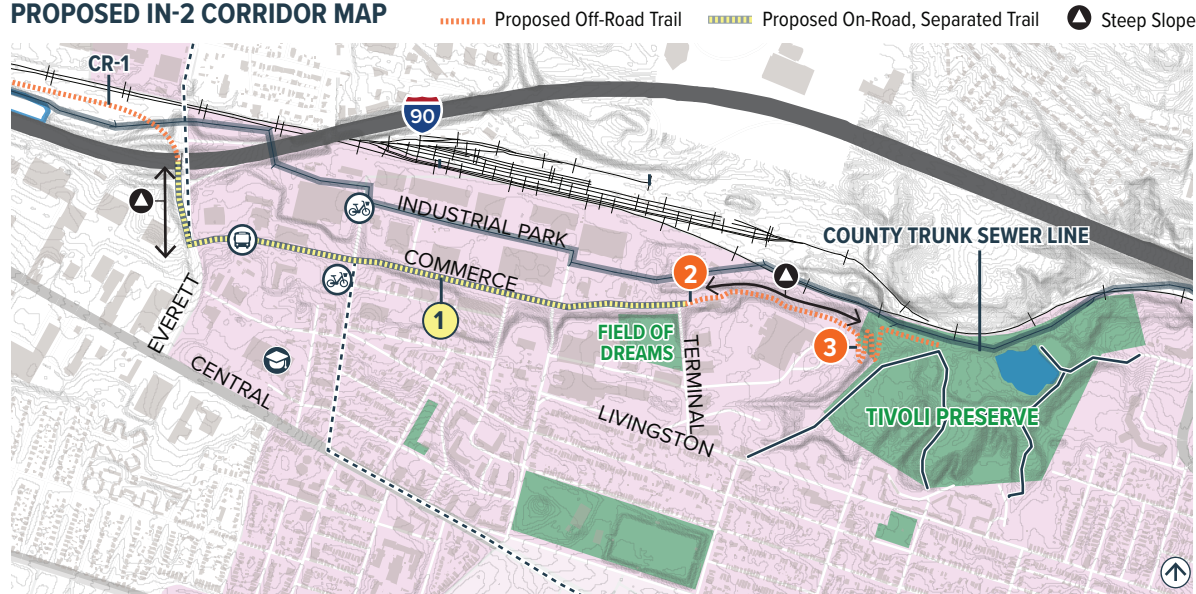
- TYPE: **TRAIL CORRIDOR**
- CHARACTER AREA: **INDUSTRIAL (IN)**
- LENGTH OF CORRIDOR: **1.5 MI**

Compared to IN-1, this alternative provides a more direct connection between Everett Road and Tivoli Preserve. From Everett Road Bridge, this alternative proceeds south along Everett Road, turns onto Watervliet Avenue Extension and proceeds east along the north side of the street. At Terminal Street, the trail continues east and heads off-road following Patroon Creek and northern edge of the Mag Properties Limited and Freihofer Baking Co. parcels. A series of switchbacks are proposed gradually bring the trail downslope and into Tivoli Preserve.

The off-road portions of the trail are characterized by very steep slopes, some of which are as steep as 60%. Constructing a trail in this area will require substantial earthwork, retaining walls, and will result in environmental impacts (i.e., erosion). Other considerations along this alignment include:

- Two lanes travel lanes on Watervliet Avenue Ext. (one travel lane in each direction) would have to be removed to accommodate the trail;
- The northern side of Commerce Avenue, where the trail is proposed, is characterized by light industrial uses and several curb cuts;
- The use of private property (Freihofer Baking Co., Capital District Concrete, and Mag Properties Limited); and,
- The off-road portion of the trail is up-slope from the railroad. This close proximity to the railroad combined with steep slopes will make construction access and trail construction challenging.

PROPOSED IN-2 CORRIDOR MAP



*Note: alignment width is not to scale.

LAND OWNERSHIP

This alignment alternative is proposed on the following properties:

Road Right-of-Way

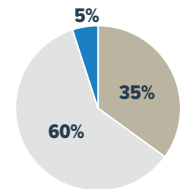
- City of Albany

Private (Industrial) Properties

- Charles Freihofer Baking Co.
- Capital District Concrete
- Mag Properties Limited

Municipal Properties

- City of Albany



*Percentages are approximate.

CONNECTIVITY

This alignment alternative provides connections to the following bicycle/trail infrastructure and parks:

CDPHP Cycle! Bike Share Stations (2 stations)

Existing Trail Infrastructure

- Tivoli Preserve

Proposed Bicycle Infrastructure

- Proposed conventional bike lane on Watervliet Ave Ext

Parks + Open Spaces

- Field of Dreams
- Tivoli Preserve

CONNECTIVITY SCORE: 4 connections per mile

EQUITY

This alignment alternative connects to the following:

Public Transit (0.1 point each)

- Bus stop on Watervliet Ave Ext (route 125)

Schools (0.1 point each)

- Henry Johnson Charter School

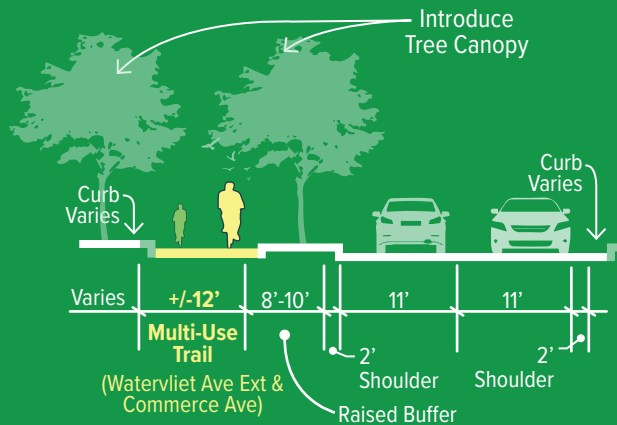
Potential Environmental Justice Area (PEJA)

- Completely contained within a PEJA (3 points)

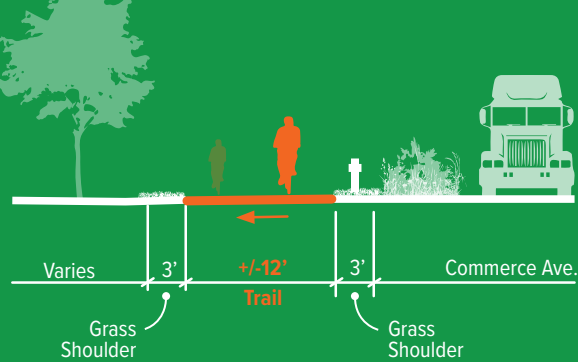
EQUITY SCORE: 3.2

► TYPICAL FACILITY TYPES: IN-2

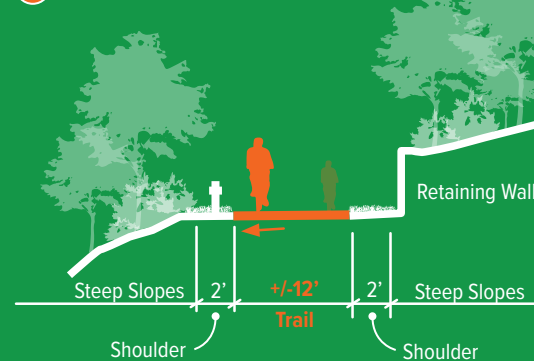
1 Typical Separated Facility (Looking East)



2 Typical Off-Road Trail (Heading East via Capital District Concrete and Mag Properties Limited parcels)



3 Off-Road Trail with Switchbacks (Heading Into Tivoli)



▲ **Existing Conditions** at the northwestern entrance to Tivoli Preserve (top) and looking west along Commerce Avenue (bottom).

COST: \$10,000,000

The need for extensive earthwork and retaining walls increases the cost. Private property impacts and limited construction access will increase costs.

CONSISTENCY:



The off-road portion of the trail provides access to nature, but travels through light industrial areas and is characterized by steep topography.

TIMEFRAME: Long-Term, 10+ Years

Several private properties are impacted and the off-road portion of the trail will require significantly more design and analysis due to the terrain.

PUBLIC SUPPORT: 39%

Of the three alternatives evaluated in the Industrial character area, this alternative received the most public support.

IN-3

- TYPE: **TRAIL CORRIDOR**
- CHARACTER AREA: **INDUSTRIAL (IN)**
- LENGTH OF CORRIDOR: **1.6 MI**



From the eastern terminus of CR-1, this alternative continues north along the western side of Everett Road as a shared-use path separated from motor vehicles by a concrete barrier. At Exchange Street, the trail continues east and a shared roadway is proposed. At I-90, a new 24-foot wide underpass is proposed next to the existing Anderson Road tunnel. The trail then continues off-road using Interstate ROW adjacent to the northern edge of the CSX railyard. At the eastern end of the railyard, the off-road trail utilizes railroad ROW (about 2,750' linear feet total) to continue east utilizing an existing approach to two abandoned rail

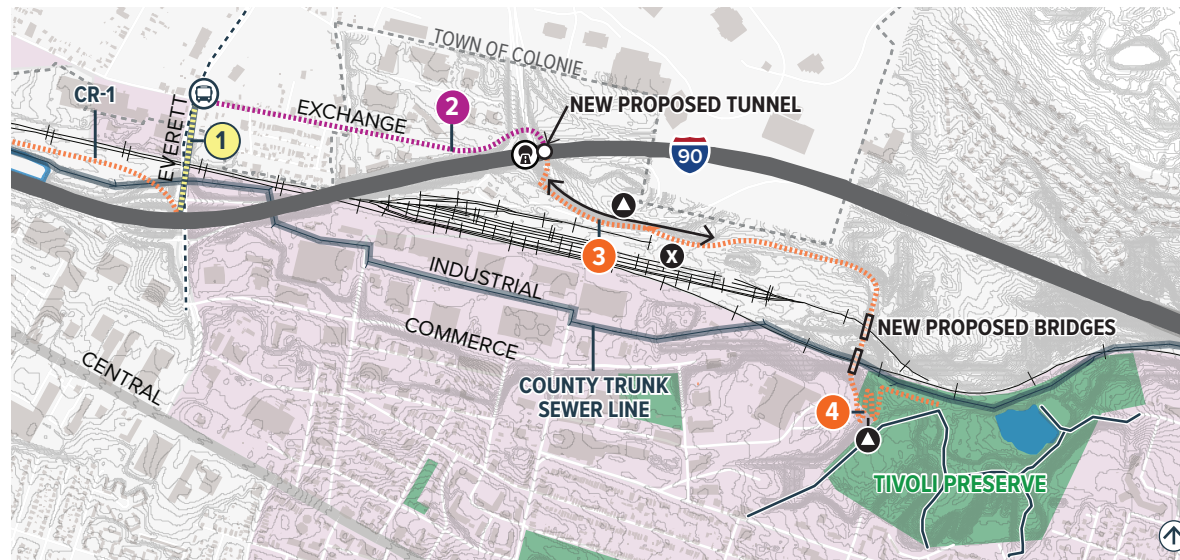
trestles and into Tivoli Preserve. Due to the anticipated costs to rehabilitate the existing rail trestles, two new prefabricated bridges are proposed to replace the existing rail bridges.

Key considerations along this alignment include:

- This alignment is located in both the City of Albany and Town of Colonie;
- A significant amount of interstate and railroad ROW is used in this alternative;
- Steep topographic conditions creates a challenge for trail construction and accessibility at several points along this alignment. Significant earthwork and new retaining walls will be required to make this alignment possible; and,
- Exchange Street is characterized by several light industrial uses and has several curb cuts along its length that may create conflicts between truck traffic and trail users.

PROPOSED IN-3 CORRIDOR MAP

■ Proposed On-Road, Separated Trail ■ Proposed Shared Road ■ Proposed Off-Road Trail



*Note: alignment width is not to scale.

ⓧ On Railroad Property from this point east to Tivoli ▲ Steep Slope

LAND OWNERSHIP

This alignment alternative is proposed on the following properties:

Road Right-of-Way

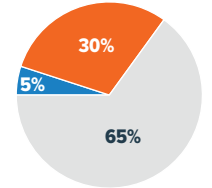
- City of Albany
- Town of Colonie
- Interstate

Private (Rail) Properties

- Consolidated Rail Corp.

Municipal Properties

- City of Albany



*Percentages are approximate.

CONNECTIVITY

This alignment alternative provides connections to the following bicycle/trail infrastructure and parks:

Existing Trail Infrastructure

- Tivoli Preserve

Proposed Bicycle Infrastructure

- Proposed protected/buffered bike lane on Everett Road

Parks + Open Spaces

- Tivoli Preserve

CONNECTIVITY SCORE: 1.9 connections per mile

EQUITY

This alignment alternative connects to the following:

Public Transit (0.1 point each)

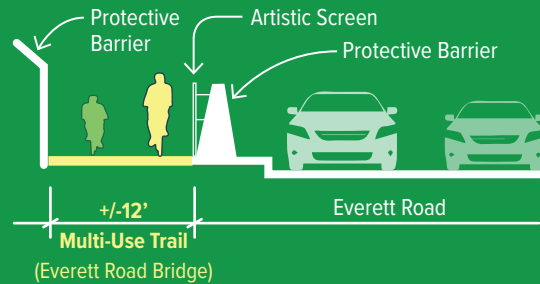
- Bus stop on Everett Road (routes 125 and 737)

Potential Environmental Justice Area (PEJA)

- Partially contained within a PEJA (2 points)

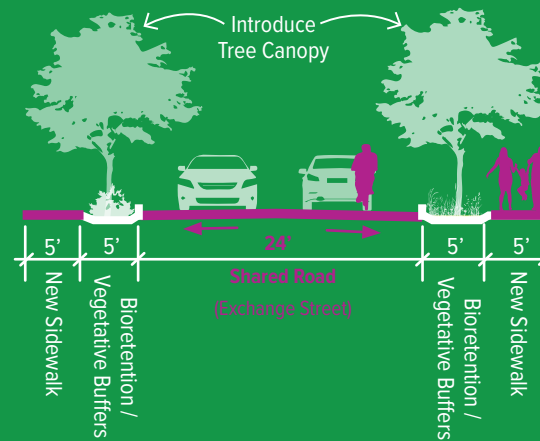
EQUITY SCORE: 2.1

► TYPICAL FACILITY TYPES: IN-3

1 Typical Separated Facility on Everett Road Bridge
(Heading north over railroad)

**Reconstruction of this bridge is expected in the next 10 years; this conceptual design illustrates potential improvements once the bridge is rebuilt.*

2 Typical Shared Facility (Heading East)



▲ Existing Condition (Abandoned Rail Trestle)

REQUIRED STRUCTURES

As part of this alignment alternative three new structures are proposed:

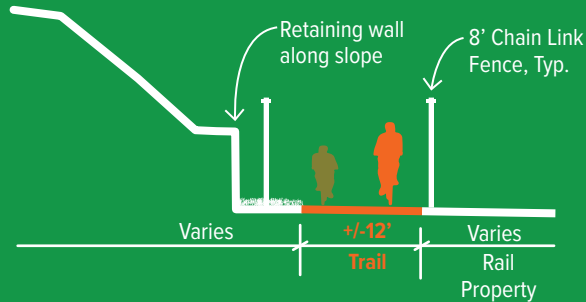
New proposed underpass under I-90

This proposed underpass would be located just east of the existing Anderson Drive tunnel. It would be approximately 220 feet in length and 24 feet wide.

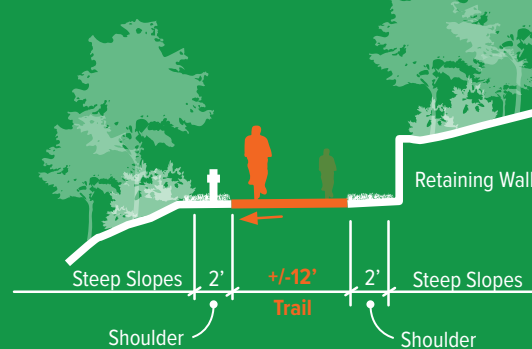
Two new proposed bridges over railroad

Replacing the two existing abandoned rail trestles in place with prefabricated structures is recommended as it would likely be cheaper than rehabilitating them. Rehabilitation would require removing ties, adding deck, painting, and installing protective fencing to meet current safety standards. Also, the need for railroad flagging would be greatly reduced for a bridge replacement compared to rehabilitation. These new bridges would not require approach ramps due to the existing grade.

3 Typical Off-Road Trail (Heading north using interstate ROW)



4 Off-Road Trail with Switchbacks (Heading Into Tivoli)



COST: \$28,500,000

The structures required to make this alternative possible significantly increase the cost and constitute over 50% of the total cost.

CONSISTENCY: ● ● ● ○ ○

Within the Industrial character area, this alternative has the most off-road trail. However, the shared road on Exchange Street, industrial setting, and close proximity to the railyard detract from the overall trail experience.

TIMEFRAME: Long-Term, 10+ Years

This alternative will require significant coordination with the railroad and FHWA due to the proposed use of their ROW, as well as additional design and analysis.

PUBLIC SUPPORT: 33%

Of the three alternatives evaluated in the Industrial character area, this alternative received the second most public support.