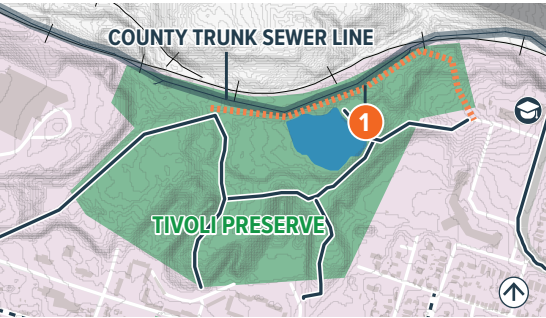


TIVOLI PRESERVE

- TYPE: TRAIL CORRIDOR
- CHARACTER AREA: NEIGHBORHOOD (NE)
- LENGTH OF CORRIDOR: 0.4 MI

Given the significant recent investments the City of Albany has made in Tivoli Preserve, it is recommended that the Patroon Creek Greenway parallel the newly daylighted portion of Patroon Creek. The map below shows the approximate alignment for the future trail and the following improvements are recommended to ensure the Greenway is accessible to all:

- Surface the trail with porous asphalt to improve accessibility for all users. The existing gravel path can be challenging for individuals using wheelchairs or pushing strollers.
- Create a separated maintenance access road to ensure the County’s Water Purification District and the City’s Water Department can access, inspect, and maintain their infrastructure and minimize conflicts with trail users (see graphic on next page).
- Install a pre-fabricated pedestrian bridge over the existing Patroon Creek spillway to ensure the trail can safely be used during storm events (image of the existing spillway is shown to the right).



*Note: alignment width is not to scale.

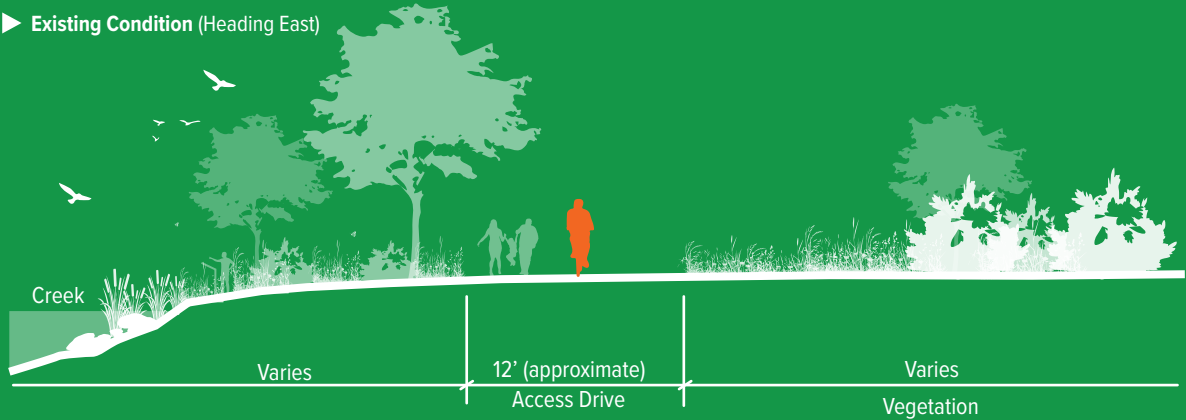


▲ Existing Conditions in Tivoli Preserve along the recently daylight Patroon Creek

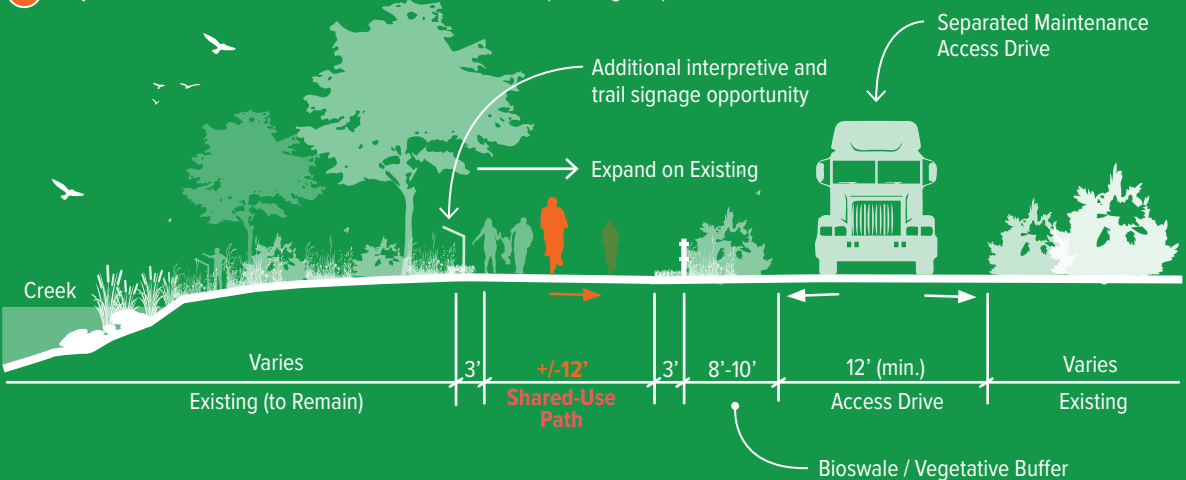


TRAIL IMPROVEMENT RECOMMENDATIONS: Tivoli Preserve

Existing Condition (Heading East)



1 Proposed Off-Road Trail and Maintenance Access Drive (Heading East)



POROUS ASPHALT

Where possible, porous asphalt should be considered for surfacing the future Patroon Creek Greenway trail. Porous asphalt can improve drainage along the trail system, reduce environmental impacts by infiltrating and filtering stormwater runoff, and provide an accessible surface that is softer and more flexible than standard asphalt and concrete.

Snow and ice also melt more quickly on porous asphalt surfaces than traditional asphalt, reducing the maintenance costs associated with plowing. During the day when temperatures rise, porous asphalt absorbs the melting snow and reduces the likelihood ice will form. Conversely, snow melt on impervious asphalt tends to refreeze and form ice when temperatures drop at night.

Although the cost per linear foot is slightly higher than standard asphalt and new maintenance routines would need to be implemented to prevent the surface and underlying infiltration bed from being clogged with fine sediments (i.e., bi-annual vacuuming of the surface with a commercial cleaning unit), the multiple benefits provided by porous asphalt make it cost effective option in the long-term.