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This Study has been initiated by the Towns of East Greenbush, Schodack, Nassau and the Village of Nassau to study the feasibility of interconnecting the various municipalities with a multi-use recreational trail. The proposed trail would follow an old electric trolley line alignment which is currently owned by National Grid and is used for electric transmission lines. Early in the process of the evaluation the following goals were established for the study:

- Better define proposed alignment
- Identify appropriate crossing locations and types
- Identify constraints and major conflicts
- Develop a conceptual cost estimate
- Prioritize implementation
- Identify potential funding sources

The proposed 15 mile recreational trail would begin where Route 203 enters into Rensselaer County and would extend north through the Town and Village of Nassau where it would then begin to head west through the Town of Schodack eventually ending in the Town of East Greenbush near the City of Rensselaer line in close proximity to Routes 9/20.

This study has been prepared to provide the trail sponsors and local officials with additional information of the trail specifics and the actions to be completed to advance the project. The following are the studies key findings:

- The current cost estimate to complete the entire 15 mile trail ranges between $5.5 - $9.4 million dollars.
- There does not appear to be any significant historical or environmental obstacles to the completion of the trail.
- The completion of the trail will require 29 minor road crossings, 8 major road crossings and 4 bridges.
- Building the trail in segments is recommended to allow for phased implementation, funding purposes and to gain public support for the eventual completion of the entire vision.
- Advancing Segment 2 (from US Route 4 to the Schodack town line) as the first segment is recommended.

The next steps towards implementation include seeking funding to advance the design and eventual construction of the first segment. During the design phase more detailed evaluations of the costs and impacts will be examined including alternative alignments to reduce costs by avoiding bridges or major road crossings. Public informational meetings will also be conducted during preliminary design to provide more detail on the specifics and to solicit comments on the design.
1. PROJECT DESCRIPTION

The Towns of East Greenbush, Schodack and Nassau along with the Village of Nassau located in Rensselaer County, New York, have retained the services of Greenman-Pedersen, Inc. (GPI) to evaluate the feasibility of creating a multi-use recreational trail to interconnect the towns and village along a former trolley rail line.

1.1 HISTORY

The proposed 15-mile recreational trail was first identified in the Hudson River Valley Greenway Trail Vision Plan in 2004 and again in the Rensselaer County Trail Vision Plan which consolidated all of the existing and planned trail corridors within the County to a single map. Elected officials from Rensselaer County and the three municipalities identified the former rail line as a unique opportunity to create a recreational trail which would link the three communities and fit within the County’s overall Trail Vision Plan. A grant was then secured from the Hudson River Valley Greenway to perform this feasibility study.

The proposed trail is in the right-of-way of the former Albany Hudson Electric Trolley line which is currently under sole ownership of National Grid. In some areas it is used informally for recreational purposes and is relatively flat with a gravel surface which is overgrown in some parts. Formalizing and enhancing the recreational use of the trail in certain areas would provide needed safety features for users which are not currently available under the informal use.

1.2 PROJECT GOALS

The project team met with representatives from the Town of East Greenbush Planning Department, trail advocates and National Grid during the course of the Study to review the project goals, progress of the evaluation and to help formulate the recommendations. The project goals were identified as follows:

- Better define proposed alignment
- Identify appropriate crossing locations and types
- Identify constraints and major conflicts
- Develop a conceptual cost estimate
- Prioritize implementation
- Identify potential funding sources

The representatives provided valuable feedback and guidance for the evaluation of a multi-use recreational trail which will form a connection from Columbia County to The Town of East Greenbush that can be accessed by alternative means of transportation.
1.3 PROJECT LIMITS

The trail begins in Rensselaer County in the Town of Nassau near Route 203 and runs north along the Valatie Kill, parallel to Route 203 through the Village of Nassau to Nassau Lake. It then goes west, parallel to Route 20, through the Towns of Schodack and East Greenbush. It ends in East Greenbush near the border with the City of Rensselaer, where it could connect in the future to the Hudson River Greenway Trail. In addition, the proposed 15 mile recreational trail also has the potential to connect with the Harlem Valley Rail Trail to the south in Columbia County. FIGURE 1-1 shows a copy of the 2009 Rensselaer County Trail Vision Map and FIGURE 1-2 shows the Trail Location Map.

1.4 TRAIL OWNERSHIP

As stated previously, the proposed trail is in the right-of-way (ROW) of the former Albany Hudson Electric Trolley line which is currently under sole ownership of National Grid. The portion of National Grid ROW which is currently being evaluated was identified as an electric sub-transmission line which runs through Rensselaer and Columbia Counties.

The project team met with representatives from National Grid to discuss requirements for implementing a recreational trail along a National Grid ROW. National Grid has a Property Transaction Review (PTR) process for reviewing requests to use its transmission rights-of-way. National Grid considers several factors when evaluating requests for recreational trails including safety, protection of utility structures and facilities, access and environmental impact. The following information is required by National Grid to evaluate a proposed recreational trail:

- A complete set of engineered plans
- Complete project details with specifications
- Scope of work
- Project Schedule
- Approved funding commitment for construction, and maintenance
- Requestor’s contact information, provide authorizing documentation
- Entity to execute agreement

Furthermore, a design review fee is required by National Grid to evaluate the information provided above for a proposed recreational trail along its ROW.

The project sponsor/municipality will need to acquire either a revocable permit or longer duration permit (which may require Public Service Commission approval) from National Grid and will be responsible for maintenance and enforcement of the recreational trail.
Rensselaer County Trail Vision Map

This map shows existing and potential trails. It is based on state, local, and regional planning documents and data.

This map is for planning purposes only and is not to scale. All potential trails are conceptual in nature. Final alignment and construction will vary. This map is preliminary and subject to change. Every effort has been made to utilize public rights of way for trail alignment.

Legend
- Existing Trails (major)
- Potential Trails (major)
- Existing Trails, Old Roads and Other Access Points (minor)
- Parks and Protected Lands
- Boat Launches

April 2008 PRELIMINARY
Rensselaer Land Trust

This project is supported by a grant from the Hudson River Valley Greenway
The following data was compiled through field observation, aerial images, and files acquired from various agencies. This data was used to determine the existing conditions of the proposed trail alignment. The following sections provide a description of those conditions.

### 2.1 STUDY AREA

The study area is located within the Towns of East Greenbush, Schodack, Nassau and the Village of Nassau in Rensselaer County, NY and consists of right-of-way solely owned by National Grid which was formerly the Albany Hudson Electric Trolley line. The proposed trail traverses through primarily residential and commercial land uses within the Town of East Greenbush while traversing through residential and agricultural land uses within the Town of Schodack, Nassau and Village of Nassau.

Currently the electric transmission corridor is lined with trees and grass with some locations having informal roads used to access transmission facilities and structures for maintenance activities. In the more densely populated portions of the proposed trail, you can find existing informal trails consisting of an unimproved dirt/stone surface. At certain locations, the proposed alignment is in close proximity to wetlands, streams and ponds and periodically crosses various roadways.

### 2.2 TRAIL CONSTRAINTS

There are several constraints which will pose challenges to the design and construction of the proposed trail including environmental, geometric, major crossings and adjacent development.

#### Environmental

A cursory review of available NYSDEC mapping indicated there are several locations where the proposed trail alignment is in close proximity to streams, ponds or wetlands. **FIGURE 2-1** displays the proposed trail alignment in relation to the NYSDEC wetlands mapping.

Review of the New York State Historic Preservation Office mapping indicated there are locations along proposed trail in close proximity to archeologically sensitive or historically significant areas. **FIGURE 2-2** displays the proposed trail alignment in relation to SHPO mapping.

Because the proposed trail is expected to follow an existing alignment the environmental impacts associated with the construction of the trail are not expected
to be extensive. However, anticipated review and coordination with the following agencies should be assumed:

- **New York State Office of Historic Preservation (SHPO)** – Review indicated a portion of the project limits is within an Archaeological Sensitive area and since disturbance of soil is probable, a Phase 1A/1B study may be necessary.

- **Federal Wetlands (ACOE)** – Review of the National Wetland Inventory mapping (NWI) indicated several wetlands along the project route. Further studies will be necessary to determine the extent of any impact.

- **State Wetlands (NYSDEC)** - Review of the NYSDEC Wetlands indicate the project is located within a defined wetland check zone and further studies will be necessary to determine the extent of any impact.

- **Storm water (NYSDEC)** – this project will disturb over 1 acre of land, however will only be required to address Soil and Erosion Control per the NYSDEC GP-0-10-001 General Construction Activity Permit.

- **Endangered or Threatened Species** – Review of the listing of the federal endangered species indicates that endangered species could be present within the project limits and further studies may be necessary to determine any impact.

Review and confirmation of any impacts in these areas is typically completed as part of preliminary design.

**Geometric**

Geometric constraints may include portions of the trail which may have steep grades or side slopes which may require additional safety features such as safety railings or fencing to protect trail users.

**Major Crossings**

There are several locations where the proposed trail is expected to cross a major highway or will require the construction of a bridge structure to cross a waterway. This study considers these types of crossings as major crossings which means they will require a higher level of investment than crossing a minor residential street with low speeds and less traffic. **FIGURE 2-3** outlines the expected major crossings along the proposed recreational trail alignment.
A major highway crossing will require a higher level of awareness to notify motorists and trail users of the crossing. Crossing Columbia Turnpike (Routes 9/20) or Route 4 would be examples of major highway crossing. There are expected to be 8 major roadway crossings required to complete the recreational trail.

There is a considerable level of design effort and construction costs associated with the installation of structures required to cross waterways. There are four locations which have a breach in the continuous alignment which will require a structure to cross waterways. One is required to cross the Moordener Kill and three are required to cross the Valatie Kill at various points.

**Adjacent Development**

Even though the proposed trail is expected to be primarily contained within the National Grid ROW, there are going to be concerns raised by abutting property owners regarding the implementation of a recreational trail adjacent to their property. It will be the responsibility of the project development team to adequately address any concerns raised by the property owners.
3. TRAIL CONCEPT

3.1 LOCATION OF TRAIL

The conceptual trail alignment follows the former Albany-Hudson Electric Trolley Line which is currently owned by National Grid and is used for electric transmission lines. FIGURE 3-1 thru FIGURE 3-9 show the conceptual trail alignment including a few locations that provide short alternative alignments which may be considered.

The trail begins in Rensselaer County in the Town of Nassau where Route 203 enters Columbia County and runs north along the Valatie Kill, parallel to Route 203 through the Village of Nassau to Nassau Lake. It then goes west, parallel to Route 20, through the Towns of Schodack and East Greenbush. It ends in East Greenbush near the border with the City of Rensselaer, where it could connect in the future to the proposed Hudson River Greenway Trail. In addition, a long term vision is to connect the proposed 15 mile recreational trail with the Harlem Valley Rail Trail to the south in Columbia County.

3.2 PROPOSED TRAIL USE

The multi-use recreational trail is intended for non-motorized activities such as walking, bicycling and cross-country skiing and not intended for motorized activities such as snowmobiling or the use of ATV’s. This limitation is a general condition of National Grid when allowing use of their ROW for trails.

Design measures should be taken to prevent motorized traffic from accessing the proposed trail however, the proposed design should be mindful of the fact that the right-of-way is intended for electric transmission and as such National Grid requires proper access to the transmission facilities and structures.
3.3 DESIGN FEATURES

The design of the multi-use recreational trail will need to follow design criteria and standards established by the New York State Department of Transportation (NYSDOT), American Association of State Highway and Transportation Officials (AASHTO) and National Grid to be eligible to qualify for certain funds.

Design Criteria

The table below provides design criteria that should be utilized for the design of the proposed recreational trail:

Critical Design Elements:

<table>
<thead>
<tr>
<th>Design Element</th>
<th>Design Criteria</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>Minimum 10 feet&lt;br&gt;Desirable 11 feet</td>
<td>AASHTO pg. 135</td>
</tr>
<tr>
<td>Design Speed</td>
<td>20 mph minimum &lt;br&gt;grade &gt;4% use 30 mph</td>
<td>AASHTO pg. 144</td>
</tr>
<tr>
<td>Vertical Clearance</td>
<td>8 feet minimum&lt;br&gt;10 feet desirable</td>
<td>AASHTO pg. 139</td>
</tr>
<tr>
<td>Setback</td>
<td>5 feet from edge of pavement</td>
<td>AASHTO pg 137</td>
</tr>
<tr>
<td>Shoulder</td>
<td>Max 1:6 slope = 2’ wide shoulder&lt;br&gt;Min 1:3 slope = 5’ wide shoulder&lt;br&gt;Desirable = 3’ wide</td>
<td>AASHTO pg. 137</td>
</tr>
<tr>
<td>Stopping Sight Distance</td>
<td>Descending 195 feet&lt;br&gt;Ascending 125 feet</td>
<td>AASHTO pg. 149</td>
</tr>
<tr>
<td>Radius</td>
<td>Min 74 feet @ 20° lean angle</td>
<td>AASHTO pg. 146</td>
</tr>
<tr>
<td>Grade</td>
<td>5% Maximum</td>
<td>AASHTO pg. 148</td>
</tr>
</tbody>
</table>


Cross Section

The proposed trail will have multiple cross sections due to the variations in topography, land use and the proposed alignment. A typical cross section is illustrated on the next page and provides a 10 foot wide surface to allow for safe two-way operation for walkers, joggers and bicycles. It should be noted that the trail section adjacent to roadways will be a 5 feet wide sidewalk which will not permit bicycle travel. Bicyclists will be required to share the roadway with motorists at these locations which are typically short in length.

The two cross sections provided below are representative of the typical proposed trail sections envisioned for the project:
Proposed Trail Cross Section
(Photo from Draft AASHTO Bike Guide Feb 2010)

**Proposed Trail Cross Section Adjacent to Roadway
(Photo from NYSDOT HDM Chapter 18 March 2006)**
Trail Heads and Wayfinding

Trailheads and user information is important to the success of recreational trail systems. Properly locating trailheads to provide convenient access and trail information to users will generate a more enjoyable and informed experience. Additional features can be provided to restrict access unauthorized to motorized vehicles.

Crossings

The types of crossings that are expected to be included the trail design are minor and major roadway crossings and structure crossings to bridge various waterways. Minor roadway crossings can typically be found at low speed roadways that carry a low volume of traffic whereas a major crossing would be found at a high volumes roadway with higher speeds.

There is an estimated 41 crossings that would be required to complete the proposed recreational trail from end to end. There are four locations that would require the construction of structure to cross various bodies of water.

Staging and Logical Terminus

The funding for the design and construction of a 15 mile trail which includes at least four bridge structures to cross waterways will be difficult to obtain. For this reason, the prioritization of implementation was determined to be critical to the success of the overall vision. Designing and constructing an ideal test bed segment of the recreational trail would demonstrate potential and generate interest and community support for additional trail segments to be completed.

Staging the construction of the recreational trail will also enable the trail sponsors to construct portions of the trail as funding becomes available in the future. In order to stage the construction, the trail was divided into segments, each containing a logical terminus. A logical terminus is an ideal beginning or ending point for a given trail segment which should provide convenient access to the trail and be located near a parking area or near facilities that generate non-motorized traffic.
National Grid Design Requirements

Because the proposed recreational trail alignment is contained within the National Grid ROW it will be subject to National Grid design and setback requirements in addition to the AASHTO design requirements listed in Section 3.3. A sample of the requirements and standards for crossing a transmission ROW is provided in the appendix. The contact information for National Grid representatives is also provided. Additional direction from National Grid should be obtained as the planning for the project advances.

3.4 TRAIL CONCEPT DESCRIPTION

In reviewing the 15 mile length of the corridor established for the Albany-Hudson Electric Trail it’s evident there are varying characteristics and design issues throughout the length of the trail.

For the purpose of this study, the trail has been divided into five segments to allow for staged planning, design and construction as funding becomes available. The environmental and social impacts for the entire recreational trail should be detailed during future planning and design efforts. The segments begin and end at rational locations which allow convenient access to that portion of the trail.

<table>
<thead>
<tr>
<th>Segment:</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. East Greenbush</td>
<td>North Project Limit</td>
<td>Route 4</td>
</tr>
<tr>
<td>2. East Greenbush</td>
<td>Route 4</td>
<td>Schodack Town Line</td>
</tr>
<tr>
<td>3. Schodack</td>
<td>East Greenbush Town Line</td>
<td>Route 150</td>
</tr>
<tr>
<td>4. Schodack</td>
<td>Route 150</td>
<td>Nassau Village Line</td>
</tr>
<tr>
<td>5. Nassau/Schodack</td>
<td>Nassau Village Line</td>
<td>South Project Limit</td>
</tr>
</tbody>
</table>

The five segments are shown on Figure 1-2. Further refinement of these segments will likely occur during future planning and design. Each trail segment is detailed below with a brief description that summarizes key features.

Segment 1: East Greenbush (Project Limit near City of Rensselaer Line to US Route 4)

Length: This portion of the trail is approximately 3.0 miles long

Adjacent Land use: Both commercial and residential land uses.

Cross Section: The trail cross section and roadway cross section will be needed.
Terrain: The terrain has some slight grades

Crossings: Major roadway crossings at Routes 9/20 and Route 4 will be required.

Environmental constraints: No major environmental constraints expected. A review of the available mapping indicated this segment of the trail will not be adjacent to any wetlands. Assume agency coordination and review as noted in Section 2.2.

Trail Access and Terminus: Potential trailhead, access and/or parking locations have been identified on Figure 3-1 through Figure 3-9.

Segment 2: East Greenbush (US Route 4 to Schodack Town Line)

Length: This portion of the trail is approximately 1.5 miles long

Adjacent Land use: Both commercial and residential land uses. Some ROW infringement is evident.

Cross Section: The trail cross section will be needed.

Terrain: The terrain is relatively flat.

Crossings: No major roadway crossings will be required.

Environmental constraints: No major environmental constraints expected. A review of the available mapping indicated this segment of the trail will not be adjacent to any wetlands. Assume agency coordination and review as noted in Section 2.2.

Trail Access and Terminus: Potential trailhead, access and/or parking locations have been identified on Figure 3-1 through Figure 3-9.

Segment 3: Schodack (East Greenbush Town Line to Route 150)

Length: This portion of the trail is approximately 3.5 miles long

Adjacent Land use: Commercial, residential and agricultural land uses.

Cross Section: The trail cross section and roadway cross section will be needed.
Terrain: The terrain has some slight grades

Crossings: Major roadway crossings at Miller Road and East Schodack Road (Route 150) will be required.

Environmental constraints: No major environmental constraints expected. A review of the available mapping indicated this segment of the trail will traverse through defined wetland check areas. Assume agency coordination and review as noted in Section 2.2.

Trail Access and Terminus: Potential trailhead, access and/or parking locations have been identified on Figure 3-1 through Figure 3-9.

Segment 4: Schodack (Route 150 to Village of Nassau Line)

Length: This portion of the trail is approximately 3.5 miles long

Adjacent Land use: Residential and agricultural land uses.

Cross Section: The trail cross section and roadway cross section will be needed.

Terrain: The terrain has some slight grades

Crossings: Major crossing at Best Road and structure for the Moordener Kill.

Environmental constraints: No major environmental constraints expected. A review of the available mapping indicated this segment of the trail will traverse through defined wetland areas. Because the trail follows an existing defined ROW, wetland impacts are expected to be minimal. Assume agency coordination and review as noted in Section 2.2.

Trail Access and Terminus: Potential trailhead, access and/or parking locations have been identified on Figure 3-1 through Figure 3-9.

Segment 5: Nassau/Schodack (Village of Nassau Line to Project Limit near Columbia County Line)

Length: This portion of the trail is approximately 3.5 miles long

Adjacent Land use: Commercial, residential and agricultural land uses.
**Cross Section:** The trail cross section and roadway cross section will be needed.

**Terrain:** The terrain has some slight grades

**Crossings:** Major roadway crossings at County Road 7, Route 20 and will require three structures for the Valatie Kill.

**Environmental constraints:** No major environmental constraints expected. A review of the available mapping indicated this segment of the trail will traverse through defined wetland areas. Because the trail follows an existing defined ROW, wetland impacts are expected to be minimal. Assume agency coordination and review as noted in Section 2.2.

**Trail Access and Terminus:** Potential trailhead, access and/or parking locations have been identified on Figure 3-1 through Figure 3-9.

### 3.5 REGIONAL TRAIL DEVELOPMENT

As noted in the Trail Vision Plan for Rensselaer County, there are several planning initiatives which are being considered or currently underway. Furthermore, the vision demonstrates the regional network of trails which is possible with proper planning and community support.

As an example, the Towns of Kinderhook, Stuyvesant and Stockport produced a feasibility study and held public information meetings to create an inter-municipal recreational trail in Columbia County. This proposed recreational trail will also utilize the former Albany-Hudson Electric Trolley ROW which is currently owned and used by National Grid for electric transmission lines. This project is further along in the process and will serves as a good template for preliminary design and coordination efforts required to implement the recreational trail in Rensselaer County.

There will likely be a future opportunity to ultimately link Albany-Hudson Electric Trail project with the proposed recreational trail project in Kinderhook and/or the existing Harlem Valley Rail Trail which could provide a network which could provide a non-motorized link between Rensselaer, Columbia and Dutchess Counties.

### 3.6 COMMUNITY BENEFITS

In addition to the recreational benefits provided by the construction of a multi-use trail, other benefits including transportation and economic can typically be realized after implementation of a trail system.
Restaurants, cafes and outdoor outfitter type businesses can be routinely found along established trail systems which benefit from trail users. Community leaders and planners are now realizing that trails can generate economic development and revitalization. It’s likely that similar opportunities for trail associated businesses to be created as the trial is constructed.
4. COST ESTIMATES AND FUNDING

Cost Estimates

The cost estimate for the proposed trail has been divided into the following categories to provide a clear understanding of the costs associated with the implementation of the recreational trail:

- Trail Segments
- Roadway Crossings
- Bridges

At this point in the planning process detailed design drawings have not been developed for the trail. Therefore the budget cost estimates has been developed using historical prices for similar trail projects based on a typical cost per mile of a trail adjusted by the additional costs for major crossings or other typical features such as trail heads, signing etc. The budget costs provided have attempted to include all costs associated with the trail including design, legal services, National Grid review fees and construction costs. However the actual costs could vary significantly from these budget costs provided depending factors such as the surface type, amenities and the number trailheads/parking areas included in the final design.

Cost per mile of paved 10 foot wide trail: $500,000
Cost per mile of stone dust 10 foot wide trail: $250,000
Cost of minor road crossing: $5,000
Cost of major road crossing: $10,000
Cost of bridge: $5,000 /lf
Cost of new Trail Head: $50,000

Paved Trail – This alternative involves the construction of the recreational path to provide a 10-foot trail width that would accommodate bicycles, pedestrians and be constructed with an asphalt pavement surface. There is typically a higher initial cost than a non-paved trail however paved trails typically require less maintenance.

Non-Paved Trail – building a non paved trail (typically a stone surface) is sometimes considered as part of the planning process for trails. A stone trail has some advantages such as lower initial cost but typically require more maintenance. While a stone trail will provide savings in asphalt, the cost of all other features such as
bridges and trail heads will still be required. We have provided a budget for a stone trail for each segment to provide a range of costs for the implementation of the trail.

Based on these budgeted costs (rounded) the estimates for each segment are as follows:

<table>
<thead>
<tr>
<th></th>
<th>Length (Miles)</th>
<th>Paved</th>
<th>Non-Paved</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Segment 1:</strong></td>
<td>3.0</td>
<td>$1,700,000</td>
<td>$900,000</td>
</tr>
<tr>
<td><strong>Segment 2:</strong></td>
<td>1.5</td>
<td>$900,000</td>
<td>$500,000</td>
</tr>
<tr>
<td><strong>Segment 3:</strong></td>
<td>3.5</td>
<td>$1,900,000</td>
<td>$1,000,000</td>
</tr>
<tr>
<td><strong>Segment 4:</strong></td>
<td>3.5</td>
<td>$2,100,000</td>
<td>$1,200,000</td>
</tr>
<tr>
<td><strong>Segment 5:</strong></td>
<td>3.5</td>
<td>$2,800,000</td>
<td>$1,900,000</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>15.0</td>
<td>$9,400,000</td>
<td>$5,500,000</td>
</tr>
</tbody>
</table>

**Potential Funding Sources**

Historically, there have been a number of potential funding sources that may be available for some of the construction of projects such as the Albany-Hudson Electric Trail. A description of available funding sources that may be available is as follows:

1. **Transportation Enhancement Program (TEP):**
   The CDTC is the designated Metropolitan Planning Organization (MPO) in the Capital Region. They are committed to enhancing pedestrian and bicycle mobility in the MPO area, which includes Albany, Schenectady, Rensselaer, and Saratoga Counties. As part of their planning process, they typically allocate funds for pedestrian, bicycle and canal projects. When funds become available under this program, CDTC sends notices to local communities and other potential applicants soliciting projects, which could be partially funded as part of TEP.

2. **Transportation Improvement Program (TIP):**
   The CDTC has responsibility under federal law to adopt a multi-year program of proposed transportation improvement projects within the MPO area. Similar to TEP, CDTC with input from NYSDOT and local governments, is the responsible MPO for programming federal transportation funds for state and local highway and transit projects. CDTC typically forwards notices to communities soliciting projects, which could be partially funded as part of the TIP Program.
3. **New York State Multi-Modal Program Funding (MMPF):**
The Multi-Modal Program legislation requires that all funds be solely utilized for capital project costs for construction, reconstruction, reconditioning, and preserving of facilities and equipment with a service life of ten (10) years or more. However, funds cannot be used for the mandated non-federal matching share of federally funded projects. Historically, the amount of funds available under the Multi-Modal Program is very limited.

4. **Transportation and Community and System Preservation Pilot Program (TCSP):**
The TCSP is a nationwide discretionary program administered by the Federal Highway Administration. Projects, which are eligible for funding, must meet several objectives, which include improving efficiency of the transportation system and reducing environmental impacts of transportation. Similar to the CDBG Program, TCSP funding availability is very limited.

5. **Spot Improvement Program:**
CDTC has historically set aside $100,000 per year for projects that provide low cost pedestrian and bicycle improvements that are too small for other programs such as TIP and TEP. Spot improvement projects typically address problems at specific locations such as intersections and short lengths of roadway.

6. **Safe Routes to School:**
A Federal program administered by NYSDOT that provides funds for projects that include the planning, design and construction of infrastructure that will improve the ability of elementary school students to walk and bicycle within 2 miles to school. The Genet Elementary School and The Holy Spirit Elementary School are both located along Trail Segment 2.

Due to current economic conditions the traditional sources for funding of trails has been reduced in recent years. However some funding is still available and advancing the trail in segments may make it easier to begin implementation of the project.
5. STAGING AND PRIORITIZATION

As the implementation of the entire 15 mile length of the Albany-Hudson Electric trail would require significant funding that would be difficult to obtain at one time, it is beneficial to identify a staging plan that could initiate the project. It was determined that Segment 2 located in East Greenbush from US Route 4 to the Town of Schodack line would be the ideal first segment for the recreational trail for the following reasons:

- This segment of the trail is relatively flat and
- It would provide a formal non-motorized connection between the residential neighborhoods and Genet Elementary School.
- This segment of the trail is not expected to encounter major constraints including environmental, geometric or require any major crossings which will help keep costs down.
- This is the shortest segment and therefore the lowest cost.
- Two elementary schools are located in this segment which may help qualify for Safe Routes to School Funding.

The major constraint expected for this segment will be addressing property owners concerns over having a recreational trail adjacent to their property. This can be addressed through public and individual property owner meetings as the project advances to preliminary design.

Implementation of this trail segment will demonstrate the value of non-motorized transportation routes and if successful could generate community support for future segments of overall recreational trail.
6. PUBLIC INFORMATION MEETING

A public information meeting was held on September 14, 2011 at the East Greenbush Town Hall to present the project findings and recommendations of the study. Prior to the formal presentation an open house was conducted to allow for an informal exchange of information. In addition, the meeting served as a platform for discussion between the project team and members of the community. The members of the community where encouraged to provide written comments and feedback regarding the project that would be incorporated into the study.

Several written comments were received during and after the meeting. All of the written comments that were submitted as well as an attendance list for the public meeting are included in the appendix of this report.
7. SUMMARY AND NEXT STEPS

The Vision for the Albany- Hudson Electric Trail is to provide a non motorized path along the former Albany Hudson Electric Trolley line for 15 miles connecting the City of Rensselaer to the North to the Village of Nassau to the South. The path of the trail would go through the Towns of East Greenbush, Schodack and Nassau. This study has been prepared to provide the trail sponsors and local officials with additional information of the trail specifics and the actions to be completed to advance the project. The following are the studies key findings:

- The current cost estimate to complete the entire 15 mile trail ranges between 5.5 - $9.4 million dollars.
- There does not appear to be any significant historical or environmental obstacles to the completion of the trail.
- The completion of the trail will require 29 minor road crossings, 8 major road crossings and 4 bridges.
- The planning and design of the trail must be approved by National Grid as they own the bulk of the ROW where the trail will be located.
- Building the trail in segments is recommended to allow for phased implementation, funding purposes and to gain public support for the eventual completion of the entire vision.
- Advancing segment #2 (from US Route 4 to the Schodack town line) as the first segment is recommended.

This Feasibility Study is a first step towards the creation of the Albany-Hudson Electric Trail. The next steps towards implementation include the following:

1. Identify Project Leadership: Identify a project champion that would take ownership of the project.
2. Advisory Group: establish a group of interested parties including agencies, advocates, public officials, etc to guide the project development
3. Seek Funding Sources: Examine potential sources for additional planning design and construction.
4. Design Development: Develop detailed designs for the trail starting with the highest priority segment.
5. National Grid review: Initiate the required review of the designs by National Grid and reach necessary agreements for use of their ROW.
6. Environmental Review (SEQRA): Conduct environmental reviews and obtain permit as needed including cultural, historic and natural resources.
7. Construction: Once all design are complete and necessary approvals and funding is obtained.
8. **Operation and Maintenance:** Arrange for ongoing care, maintenance and repair of the trail. A “Friends of the Trail” group could assume some of these responsibilities.

This Study has helped refine the vision of the Albany-Hudson Electric Trail. Completing a project of this magnitude has many challenges and may it take a long time to achieve the entire vision. However, once completed it could be a valuable resource for the residents of Rensselaer County.
APPENDIX
NIAGARA MOHAWK POWER CORPORATION (“NMPC”)

TRANSMISSION RIGHT-OF-WAY CROSSING REQUESTS
REQUIREMENTS and STANDARDS

REQUIREMENTS

Prior to reviewing the Applicant’s proposal, Applicant must provide the following items:

- **Project Description:**
  - Letter describing the scope of the entire project, which includes the following information:
    - Tax map parcel number(s) of the affected parcel
    - Street, city/town/village, and county where the property is located
    - Tax map parcel number of NMPC’s right-of-way
    - Project scope, i.e., residential, subdivision, commercial
    - Specific details of the right-of-way crossing; i.e., width; driveway, water/sewer, underground utilities

- **Record information and map references:** (a) Current deed to the property, with recording information; (b) copies of applicable documents in the parcel’s chain of title, particularly existing easements, crossing reservations, deed restrictions, etc.; (c) Recording information for the recorded deed for NMPC’s right-of-way, and (d) reference to the map title and number associated with NMPC’s right-of-way (if known).

- **Engineering Drawings:**
  - Plan and profile drawings, which include the following:
    - North arrow and site location map.
    - Conductor heights (a) at three low points in the affected span over the proposed crossing and (b) at their attachment points on the structures at each end of the affected span. References are to be made to existing and proposed ground elevations and to the temperature to the nearest 2 degrees F, at the time of measurements.
    - The physical limits of the crossing are to be coordinated and oriented to NMPC’s right-of-way, and to its traverse line where pertinent. Include all relevant information, including structure numbers and adjacent parcel information.
    - 15’-wide asphalt or concrete curb cuts/apron on either side of the crossing to allow continual access over the right-of-way (slope of 1 vertical / 10 horizontal).
    - Existing utilities and other improvements within the area affected by the Applicant’s proposal.
    - Proposed underground utility installations.
    - Certification to “Niagara Mohawk Power Corporation” signed by a Land Surveyor, together with a seal of a Professional Engineer, where pertinent.
  - Map size shall be 8 ½” x 11” or multiples thereof (maximum size 34” x 44”).
  - Six copies of the maps are to be submitted to Niagara Mohawk Power Corporation, Real Estate Asset Management, 1125 Broadway, 2nd Floor, Albany, NY 12204.
• Legal Description of Crossing:
  o Description may be centerline or metes and bounds.
    o Coordinated and oriented to NMPC's right, title or interest and to its traverse line
      where pertinent.
    o Signed and dated by a Land Surveyor.

• Governmental approvals: Proof of preliminary/conceptual submittals to applicable
  government agencies (planning/zoning board, etc.) and to parties other than Applicant having
  any rights or interests, where applicable. It is strongly recommended that Applicant process
  the crossing request simultaneously with obtaining necessary governmental (planning/
  zoning) or other permits.

INSURANCE, FEES AND CONSIDERATION

At the time an easement, license or assent is signed, the owner will be required to submit the
following:
• Certificate of liability insurance, naming Niagara Mohawk Power Corporation as an
  additional insured, with the following limits:
    Bodily Injury: $1,500,000 per occurrence
    $1,500,000 aggregate
    Property Damage: $ 500,000 per occurrence
    $ 500,000 aggregate

• Processing Fee in the amount of $500 to $2,500, depending upon the complexity of the project
  and request.
• Consideration for a permanent easement, calculated using Fair Market Value (where there is
  no reserved crossing in the chain of title).
STANDARDS:

1. The edge of any proposed crossing shall be located a minimum horizontal distance from NMPC structures, facilities or guy wires, as follows:
   (a) 34.5 kV transmission line: at least 25’
   (b) Greater than 34.5 kV transmission line: at least 50’

2. The proposed crossing shall meet vertical clearances from the conductor above the crossing, as set forth in the attached NMPC Recommended Clearances Table I (at 60 deg F ambient wire temperature) for voltages indicated.

Where clearances under conductors are insufficient for Applicant’s crossing and need to be raised, or where NMPC’s poles, structures or other facilities have to be moved as a result of Applicant’s project, the work (if approved) shall be performed by NMPC, with the cost for materials and labor to be borne by Applicant.

3. Applicant’s crossing shall be approximately at right angles to NMPC’s right-of-way, and no longitudinal occupations are allowed.

4. The following are not allowed within the crossing or right-of-way:
   a. Vehicular parking, repair, storage, or disposal.
   b. Storage or disposal of oil or hazardous waste or substances.
   c. Installation of any unauthorized structure including, but not limited to, sheds, swimming pools, light standards, and the like.
   e. Crossings which prevent or otherwise impede longitudinal vehicular travel by NMPC once the permanent crossing is installed.
   f. Change of grade, other than originally approved, without prior consent of NMPC.
   g. Blasting operations of any nature.

5. Any paving approved for the crossing shall be constructed and maintained by the grantee.

6. Construction on or near the right-of-way shall not commence until UFPO - Dig Safely New York - has been contacted (1-800-962-7962), and all underground facilities located and marked. Visit the website for additional information: digsafelynewyork.com

7. During construction, no equipment or other material shall come closer than 15’ (up to 115 kV line), 17’ (over 115 kV, up to 230 kV) or 20’ (over 230 kV, up to 345 kV). All equipment must be grounded.

8. Markers shall be placed on each side of NMPC’s right-of-way locating buried facilities.

9. Existing buried gas pipe lines shall be reviewed for protection requirements.
10. Water and sewer lines constructed across NMPC's right-of-way shall have tight joints and shall be made of approved materials.

11. All disturbed ground on the right-of-way is to be re-seeded to conform to adjacent terrain.

12. If the area is subject to rights granted to others (individuals, other utility companies, etc.), the Applicant is obligated to obtain prior approval from any other appropriate party, and provide proof thereof to NMPC.

13. NMPC has the right of inspection during construction, with the cost to be borne by Applicant.

Revised 7/19/06
SAMPLE PLAN & PROFILE
DRAWING OF REQUESTED
RIGHT-OF-WAY CROSSING

* ALL PROPOSED CROSSINGS
SHOULD BE AS CLOSE TO
PERPENDICULAR AS POSSIBLE

LOCATION PLAN

PROPOSED CROSSING

EXISTING STRUCTURE

DIST.

PROPOSED CROSSING WIDTH
N.M.C.P. R.O.W.

DIST.

EXISTING STRUCTURE

DIST.

DISTANCE 25' MIN.
(INCLUDING GUYS)

TRANSMISSION LINE

PAVEMENT WIDTH

CITY OF
VILLAGE OF
TOWN OF
COUNTY OF
CONSTRUCTION DATA

DATE:
TITLE
SIGNED/STAMPED

EXISTING LOW CONDUCTORS

CLEARANCE DIST.

TEMPERATURE AT _____ °F

EXISTING STRUCTURE

FINISHED GRADE

EXISTING GRADE

ELEVATION

PREPARED BY

(Insert Standard Title Block)

DES. CR. CK. DATE SCALE
NO. DATE BY DESCRIPTION OF REVISION CR. APP. APPROVED APPROVED INDEX
NO. APPROVED APPROVED
### Summary of NMPC Recommended Clearances Table I

**NMPC Vertical Clearance of Wires, Conductors and Cables Above Ground, Railroads or Water Surfaces (Refer to NESC Rule 232—1990 Edition)**

<table>
<thead>
<tr>
<th>NATURE OF SURFACE UNDERNEATH WIRES, CONDUCTORS, OR CABLES</th>
<th>GNDED GUYS, SPAN WIRE &amp; SURGE PROTECTION WIRES (FT)</th>
<th>OPEN SUPPLY CONDUCTORS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>23kV to 46kV (FT)</td>
<td>69kV to 115kV (FT)</td>
</tr>
<tr>
<td>1. Railroad Tracks *</td>
<td>27</td>
<td>33</td>
</tr>
<tr>
<td>2. Roads and Other Areas Subject to Truck Traffic *</td>
<td>19</td>
<td>25</td>
</tr>
<tr>
<td>3. Residential Driveways</td>
<td>19</td>
<td>25</td>
</tr>
<tr>
<td>4. Other Land Traversed by Vehicle</td>
<td>19</td>
<td>25</td>
</tr>
<tr>
<td>5. Spaces or Ways Accessible to Pedestrians</td>
<td>13</td>
<td>21</td>
</tr>
<tr>
<td>6. Water Areas not Subject to Sailboating</td>
<td>18</td>
<td>24</td>
</tr>
<tr>
<td>7. Water Areas Subject to Sailboating</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Less than 20 acres *</td>
<td>21</td>
<td>27</td>
</tr>
<tr>
<td>(b) 20 to 200 acres *</td>
<td>29</td>
<td>35</td>
</tr>
<tr>
<td>(c) Over 200 to 2000 acres *</td>
<td>35</td>
<td>41</td>
</tr>
<tr>
<td>(d) Over 2000 acres *</td>
<td>41</td>
<td>47</td>
</tr>
<tr>
<td>8. Areas Subject to Sailboat Launching</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Less than 20 acres</td>
<td>26</td>
<td>32</td>
</tr>
<tr>
<td>(b) 20 to 200 acres</td>
<td>34</td>
<td>40</td>
</tr>
<tr>
<td>(c) Over 200 to 2000 acres</td>
<td>40</td>
<td>46</td>
</tr>
<tr>
<td>(d) Over 2000 acres</td>
<td>46</td>
<td>52</td>
</tr>
<tr>
<td>9. Along Roads, Streets and Alleys in Urban Districts</td>
<td>19</td>
<td>25</td>
</tr>
<tr>
<td>10. Along Roads in Rural Districts</td>
<td>17</td>
<td>23</td>
</tr>
</tbody>
</table>

**NOTES:**

(A) The NMPC minimum clearances shown above are at 69 degrees F, with no wind, and with Final Unloaded sag in the conductors.

(B) Refer to Section 7.2.3.5—Appendix A for the development of the recommended clearances shown above.

* Refer to Section 7.2.2.3—Summary of NMPC Recommended Clearances Table II and 7.2.5.5—Appendix B

**OVERHEAD TRANSMISSION STANDARDS**
<table>
<thead>
<tr>
<th>Name</th>
<th>Municipality of Residence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Betty Bellino Giagno</td>
<td>East Greenbush</td>
</tr>
<tr>
<td>Kelly Sambrot</td>
<td>East Greenbush</td>
</tr>
<tr>
<td>Jennifer Dean</td>
<td>East Greenbush</td>
</tr>
<tr>
<td>Kate Murphy</td>
<td>East Greenbush</td>
</tr>
<tr>
<td>Lindsay Childsrose</td>
<td>East Greenbush</td>
</tr>
<tr>
<td>Noileen Gill</td>
<td>East Greenbush</td>
</tr>
<tr>
<td>Francille Egbert</td>
<td>Berlin</td>
</tr>
<tr>
<td>Matt Flannery</td>
<td>East Greenbush</td>
</tr>
<tr>
<td>Susan Zweig</td>
<td>Nassau</td>
</tr>
<tr>
<td>Nick Conrad</td>
<td>Grafton</td>
</tr>
<tr>
<td>Sig Adelman</td>
<td>Schodack</td>
</tr>
<tr>
<td>Linda Hedman</td>
<td>Averill Pl.</td>
</tr>
<tr>
<td>Mark Welman</td>
<td>Averill Pl.</td>
</tr>
<tr>
<td>Eel Hedman</td>
<td>Averill Pl.</td>
</tr>
<tr>
<td>Donna Bradbury</td>
<td>East Greenbush</td>
</tr>
<tr>
<td>Ronald Rich</td>
<td>Stockport, Columbia County</td>
</tr>
<tr>
<td>Deborah Smead</td>
<td>E. Greenbush</td>
</tr>
<tr>
<td>Sue Mangold</td>
<td></td>
</tr>
<tr>
<td>Jeanette Dietrich</td>
<td>Nassau/Schodack</td>
</tr>
<tr>
<td>Lypne Freyman</td>
<td>East Greenbush</td>
</tr>
<tr>
<td>Janet Wilbek</td>
<td>E.G.</td>
</tr>
<tr>
<td></td>
<td>Name</td>
</tr>
<tr>
<td>---</td>
<td>--------------</td>
</tr>
<tr>
<td>22</td>
<td>Quisquella Witbeck</td>
</tr>
<tr>
<td>23</td>
<td>Angelo Ventura</td>
</tr>
<tr>
<td>24</td>
<td>Jim Tansey</td>
</tr>
<tr>
<td>25</td>
<td>Pete Stenson</td>
</tr>
<tr>
<td>26</td>
<td>Mike Rubinstein</td>
</tr>
<tr>
<td>27</td>
<td>Mike Rubinstein</td>
</tr>
</tbody>
</table>
I/We wish to comment about the following aspects of the project:

This project is a chance to improve the quality of life for the citizens of many towns and villages. In connecting population centers, the towns will develop a greater sense of community. Health-conscious individuals will be attracted to the area and will be more likely to spend their money.
Name: Linda and Ed Hedman
Address: 63 Alps Mountain Rd.
City/Town: Averill Park
State: NY
Zip Code: 12018
Date: 9/13/11

I/we wish to comment about the following aspects of the project:

Please include equestrian use in your plans for a multi-use trail.

There are other initiatives that are successfully including equestrian use in their trail building initiatives.

I will try to locate info on the Greenway Trails being built in Rochester, Buffalo, and send it to you.

Sincerely,

Linda Hedeman

Return to:
Mr. Matthew Mastin
Planning Department
Town of East Greenbush
225 Columbia Turnpike
Rensselaer, New York 12144
mmastin@eastgreenbush.org
ALBANY-HUDSON ELECTRIC TRAIL FEASIBILITY STUDY

Public Informational Meeting Comment Form

Name: Mitoe Rubinstein Date: 9/4/11

Address: 2 teriss crossing

City/Town: E. Greenbush State: NY Zip Code: 12061

I/We wish to comment about the following aspects of the project:

I feel that this is a very worthwhile project. It will improve quality of life for the town. It will keep people in the town instead of visiting elsewhere. It will enable people to walk from end of the town to another, which is becoming more of a priority at the local, state, and national level.

Return to: Mr. Matthew Mastin
Planning Department
Town of East Greenbush
225 Columbia Turnpike
Rensselaer, New York 12144
mmastin@eastgreenbush.org
ALBANY-HUDSON ELECTRIC TRAIL FEASIBILITY STUDY

Public Informational Meeting Comment Form

Name_________________________________________ Date____________________

Address________________________________________

City/Town________________________ State__________ Zip Code________

I/We wish to comment about the following aspects of the project:

I believe the project would be wonderful. I think children and their families need to get out and exercise. We have an epidemic of fat kids. I think there are probably studies to show that positive recreation would help with prevention of drug and alcohol problems.

Return to: Mr. Matthew Mastin
Planning Department
Town of East Greenbush
225 Columbia Turnpike
Rensselaer, New York 12144
mmastin@eastgreenbush.org

GPI
Greenspan Pederson, Inc.
Hello Mr. Mastin,

I attended the meeting on this proposal last nite, and while I think a bike trail would be a nice addition to our community I still cant keep from thinking of all the other things that money like this could be better spent on. I moved here 30 years ago, at the time my mother enrolled us into the town park summer program. We swam in a green swamp (as I am sure everyone knows) that to this day has not been improved upon. The entire park is basically the same except for the playground they built, oh and how can I forget about that awesome dog park that we probably paid a million dollars for. It was mentioned that this trail would be made to intersect with the town park so people would have more access to the park. Who would want more access? Why would I want to take my children to a park with a pond that last I heard is contaminated with Ecoli? I think one of my biggest concerns is. Who came up with this idea? Are our elected officials so blind to the problems in this town that they think this is a good idea? A woman said it perfectly last nite, our roads are dilapidated. Our library is going to have to make cuts in hours due to insufficient funds but we are going to put in a trail. I think our politicians need to take a step back and reevaluate our priorities.

I will be one of the first residents affected by this trail. My home is on Iroquois Place. Directly in front of the start of phase two and from what I heard last nite the beginning phase because of cost. At this time my children and thier friends play in these woods, the wildlife that is back there is abundant. What will happen when this trail goes in? I cant help but think that when you finish it the people of this town are going to smarten up and realize what a waste of taxpayer dollars this is. However in my case the damage will be done. You will have given the ATV's a beautiful route to pass through, and no one is going to use it because it will not go anywhere. But I will have a sidewalk going through my backyard. What happens to my back yard if you start this project and then decide to abandon it? Will it be torn up or fixed? Is the town going to put up a privacy fence for the home owners directly adjacent to this trail?

I hope that you understand that I like the basic idea of a trail. I just feel there are other things in this town that have been neglected for far to long to go and start another project that will ultimately be draining funds from this town for years to come. Outside donors was mentioned or in your words hoped. We all know that means we as taxpayers will be paying for this because who else will. Another gentleman mentioned Colonie's nice trail. I'm sorry but you cannot compare Colonie to EG. They have a beautiful park that has been updated and maintained over the years whereas are park is basically the same algae infested swamp it has been for over 30 years now. The taxes we pay and our children have no where to swim. Our children are transported out of town for swimming while attending the summer camp in our beautiful park. I'm sorry but that is just unacceptable.

I hope you or someone finds the time to address some of these issues that I have brought up. Will there be another meeting on this project? I look forward to hearing from you.

Sincerely,
Angelo Ventura
10 Iroquois Place
East Greenbush
518-369-9462
Due to a prior commitment, I was unable to attend the discussion last night regarding the proposed trail.

Please understand that though the idea may be a good one, I am a firm believer that there are significant better projects or areas we could enhance in our community. The first thing that comes to mind is the shameful park that this town calls the Town Park. I look at the surrounding communities and am in awe of the parks they have. Bethlehem's park is beautiful, even the small village of Ravena in the Town of Coeymans has a respectable park for its residents. I am sure their tax rate is not above ours, so how can they afford to build such facilities and EG is sitting with a leech-filled mud-hole for a swimming facility for its residents?

I understand one resident suggested doing a joint venture and purchasing Evergreen Golf Course. That would be a money-making revenue and allow the communities to expand and grow some of the area into Bike Trails, etc. They could develop the property to include swimming facilities and many other family-oriented features. This would provide a year-round space for the participating communities and residents to rent out for parties, etc.

No trail should be built that would subject residents to numerous walkers/runner, bikers, and the likes in their backyards. Many individuals enjoy having undeveloped areas behind their homes so they can enjoy the natural wildlife that it has to offer. That is why they may have purchased their current property. I also believe this type of venture would significantly decrease their homes value. Perhaps you would consider putting up privacy fences, but who would maintain them? What about the winter months? Would we have to plow it?

Please reconsider this venture and expand/develop/enhance the current facilities in this town. This resident votes – NO, NO, NO – on this proposed trail.

Thank you.

Renee Bullis
13 Daniel Street
Rensselaer, NY 12144