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This Concept Plan has been developed by the Hudson River Valley Greenway ("Hudson Greenway), a New York State entity charged with developing the Albany-Hudson Electric Trail.

In August, 2017, the Hudson Greenway released the Draft AHET Concept Plan. During the four-month period August to December, 2017, the Greenway completed an extensive outreach effort to solicit public input on the draft plan. The Greenway held 14 public information meetings that were attended by more than 750 local officials, adjacent landowners, stakeholders, and interested citizens. The Greenway also received more than 220 written comments on the project’s website (www.AHETtrail.org).

This Final Concept Plan incorporates revisions to the draft plan, reflecting the Hudson Greenway’s review of all public comments, as well as additional study of the trail corridor by the Greenway’s design team. Appendix A summarizes and responds to public comments received through December. Appendix B identifies the specific changes that have been made to the AHET Trail route in the Final Concept Plan (in contrast to the preliminary route depicted in the draft plan).

The Hudson Greenway is now initiating the next step in the AHET Trail process: development of detailed engineering construction plans for the project. Although the Final Concept Plan is complete, the Greenway will continue to accept public comment and hold public informational meetings during the engineering design phase (including public comments on AHET Trail route changes listed in Appendix B). Although the Greenway anticipates the AHET construction plans will follow the trail route set forth in this Final Concept Plan, it is possible that the trail route may be revised in specific discrete sections as a result of detailed engineering analysis, findings of the SEQRA Environmental Impact Statement process, or additional public comment.
The purpose of this study is to provide a planning-level assessment for constructing a shared-use pedestrian and bicycling path along the Albany-Hudson Electric Trolley/National Grid corridor from Hudson, NY to Rensselaer, NY, approximately 35 miles in length. While two partial studies have been previously completed, this plan provides a comprehensive review of the entire corridor and identifies opportunities, constraints, alternatives, and a cost estimate for a trail along its length. This corridor is an important part of the Empire State Trail and has the potential to serve as a key connection for the statewide trail system, provide important transportation and recreation benefits, and help connect people to the Hudson River Valley landscape. More information about the Albany-Hudson Electric Trail is available at:

- www.AHETtrail.org

There are many benefits associated with trail development including health and well-being, transportation, safety, economic, environmental, and community benefits. All these benefits will be realized within the Hudson River Valley, and across the State of New York, once the trail is constructed.

The former Albany-Hudson Electric Trolley line offers enormous opportunity to leverage a former railway, now utility corridor, into a vital community and regional asset. Once complete, the trail is expected to provide considerable benefits to the region, attracting visitors to the scenic landscapes and community centers dotting the corridor. Due to a mix of engineering challenges, such as overlapping highways, missing trolley bridges, and terrain, the trail must deviate from the former rail bed and utilize local and state roads in several locations. Opportunities and constraints include:

- Historic sites and scenic views
- Public parks and community centers
- Terrain and bridges
- Utility lines
- Technical challenges such as varying roadway conditions and steep slopes

An existing conditions inventory for the Albany-Hudson Electric Trail (AHET Trail) was compiled to document the following attributes along the entire corridor:

- Right-of-way
- Missing trolley bridges
- Challenges to trail development
- Roadway crossings

The existing conditions inventory was a key element in determining the proposed trail route of the AHET Trail.
The proposed trail route for the AHET Trail runs through two counties, passing through eight towns, two cities, and three villages in Upstate New York. The proposed route primarily follows the alignment of the historic Albany-Hudson Electric Trolley line. Beginning in the City of Rensselaer, the AHET Trail starts on Broadway near the Dunn Memorial Bridge and ends at Kipp Lane in Greenport, just north of the City of Hudson. In areas where there are substantial challenges to building the trail off-road, a number of on-road routes have been proposed and evaluated as alternatives. In total, the proposed trail has 27 miles of off-road sections and 8 miles of on-road facilities.

This plan proposes two cross-sections for the shared-use path portions of the AHET Trail: A twelve-foot wide asphalt trail to be used in urban/suburban areas of the alignment where higher trail use is expected as well as in locations which present a risk of erosion; and a ten-foot wide stone dust trail for the more rural and less heavily used sections.

Along the off-road trail alignment, there are six locations where bridges will be required to span waterways or other obstructions and two locations which will require culverts. The design intent at these locations is to provide a functional, efficient, and cost effective solution to re-establish the continuity of the trail corridor.

Facility recommendations for each on-road route and each trail roadway crossing were determined using the On-Road Bicycle Facility Selection and EST Crossing Treatment Selection tables included in the Empire State Trail Design Guide. Roadway treatments consider roadway characteristics such as the functional classification, speed limit, average annual daily traffic (AADT), and number of lanes of each roadway to determine appropriate on-road facilities and crossings. On-road routes are recommended for various reasons such as missing trolley bridges that are too costly to replace and constrained rights-of-way. Safe transition and crossing recommendations are provided at on-road/off-road transition locations as well as at all at-grade crossings along the shared-use path alignments. Road crossings have been divided into two categories; major crossings and minor crossings. Major crossings tend to experience higher traffic volumes and speeds while minor crossings are typically local roads. In total, there are 18 major crossings and 49 minor crossings along the proposed AHET Trail route.

Eight trailheads are proposed to provide users a place to easily access the trail. Trailheads include parking areas, wayfinding signage, and various amenities such as bike repair stations, benches, picnic tables, and bike racks.
The 35-mile AHET Trail runs from the City of Rensselaer to the City of Hudson.
A preliminary projection of probable cost has been prepared for the project. Basic trail construction costs were assumed for the shared-use path portion of the AHET Trail. Added to these costs were:

- Replacement of missing bridges
- Trail amenities such as trailheads, site furniture, wayfinding signage, fencing, and other improvements
- Drainage and utility work, including relocation of National Grid poles and guy wires in selected locations where required to accommodate the trail
- Improvements at road crossings
- The on-road segments of the trail

The estimate also includes a number of multipliers to reflect the hard and soft costs of the total project as follows:

- Escalation on Construction: 3% per year for two years
- Engineering, Construction, Inspection, and Project Oversight: 26%
- General Contingency: 25%

The total cost for the AHET Trail, including the above multipliers, is currently estimated at $35-$45 million.

The AHET Trail construction cost estimate will be refined during the engineering design phase of the project.
This study is designed to provide a baseline concept plan to inform local officials, involved organizations, and residents interested in the AHET Trail. The Hudson River Valley Greenway will continue to hold public information meetings during the engineering design process.

The proposed schedule for design and construction of the AHET Trail is as follows:

- Project design and permitting: August 2017 - October 2018
- SEQR and Environmental Impact Study: September 2017 - September 2018
- Construction bidding and contract award: December 2018 - March 2019
- Construction: March 2019 - December 2020
- Project completion: December 2020

Right-of-Way North of Sweets Crossing Road - Nassau
INTRODUCTION
INTRODUCTION

The purpose of this study is to provide a planning-level assessment for constructing a shared-use bicycling and pedestrian path along the 35 mile Albany-Hudson Electric Trolley corridor from Hudson, NY to Rensselaer, NY. The corridor is owned by National Grid, and is used by the utility for two electric power distribution lines. The Albany-Hudson Electric Trail (AHET Trail) is an important part of the Empire State Trail, providing a key link between the Capital Region and the Mid-Hudson Valley. While two partial studies have been previously completed in 2010 and 2011, this plan identifies opportunities, challenges, alternatives, and costs for construction of a shared-use path along the entire trail corridor.

Since the AHET Trail is being developed along electrical utility lines, this plan incorporates design guidelines addressing safety and operational concerns, including clearances (from utility poles, guy wires, and overhead lines) as well as routine maintenance, trail surface and emergency access. There are many examples of trails in New York State and across the country built along power lines, and best practices from these examples will be used as an integral part of the AHET Trail.

It is important to note the former trolley line operated along this corridor between 1899 and 1929. The original rails, bridge structures and railroad features no longer remain. There are washouts in some locations as well as other challenges, including two crossings of Interstate Highway I-90. Due to cost considerations and right-of-way constraints, there are areas where on-road alternatives are more viable and are identified in this plan. At the same time, the majority of the corridor can be developed as an off-road, shared-use path with level grades suited to trail users of all ages and abilities.
TRAIL BENEFITS

HEALTH AND WELL-BEING
The AHET Trail will improve the health and well-being for local resident and visitors as access to outdoor activities increases participation in healthy lifestyles and improves the academic performance of children. Regular exercise reduces the likelihood of heart and respiratory disease. People with access to trails exercise more regularly than those without access to similar recreational opportunities.

TRANSPORTATION
Trails provide alternatives for those without access to cars or transit as well as for those wanting to choose a healthier transportation alternative. Construction of the AHET Trail will increase mobility and accessibility by providing a new recreational opportunity.

SAFETY
Trails provide safe recreational opportunities for all users. They provide a designated space for bicyclists and pedestrians and minimize interactions with motor vehicle traffic. This is especially important for children and elderly people.

ECONOMIC
The positive economic impacts of trails include recreation-based tourism, an increase in property values, an enhanced ability to attract new employers and employees, and development of new businesses, such as visitor services and outdoor related product sales, to accommodate the increase in recreational opportunities in the area.

EDUCATION
Not only do trails provide outdoor learning opportunities, but children with access to open space resources demonstrate higher academic achievement, better attendance, and higher levels of concentration. They also provide children with the opportunity to discover local natural and cultural heritage.

ENVIRONMENT
Trails benefit the environment as well as the people they serve. Trails provide opportunities for habitat protection and enhancement, stormwater and flood retention, improved water and air quality, conservation of natural and cultural resources, and scenic views.

CIVIC ENGAGEMENT
Greenways provide opportunities for diverse groups of people to discover common interests and form a sense of community. Whether as a means of improving quality of life, our health, our children’s well-being or our natural places, civic leadership springs from community engagement. When neighbors are engaged, employers are enthused, and visitors are attracted, the vitality of a community is boosted.
**TROLLEY HISTORY**

The trolley was an interurban third rail system that operated along 35 miles from the City of Albany to the City of Hudson from 1899 to 1929. The trolley was powered by electricity supplied by the Stuyvesant Falls hydro-electric power plant. The 12,000 volt output of the dam was converted to 600 volts at three substations located in the City of Hudson, North Chatham, and East Greenbush.

The trolley line transported millions of passengers over its three decades of service. In the late 1920’s, railroads saw a decline in ridership due to the growing popularity of personal automobile travel. This, coupled with the beginning of the Great Depression, lead to the closure of the trolley line in 1929.

**Albany-Hudson Electric Trolley**

*Source: Gino’s Rail Museum*

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**NATIONAL GRID**

Today, the former trolley line corridor is owned by National Grid, which maintains utility improvements on the right of way:

- National Grid operates an intermediate electrical transmission line along the entire length of the right of way, from the City of Rensselaer to the City of Hudson. The long-distance line (technically referred to as a 34.5 kV line) consists of three transmission wires affixed to single wooden poles. The 34.5 kV line connects to substations at several locations on the right of way, including sites in East Greenbush, East Schodack, and Nassau.

- In some sections of the right of way, National Grid also operates a second parallel set of local electrical transmission poles, to provide regular electric service to nearby users.

- National Grid maintains informal gravel roads and pathways along most of the AHET right of way, to provide access for its administrative vehicles for periodic inspections, vegetation management, and any needed line repairs.

National Grid has agreed to authorize the Hudson Greenway to construct the proposed AHET Trail on its ROW. National Grid will retain ownership of the right of way and will continue to operate and maintain its electrical transmission lines and facilities. The Hudson River Valley Greenway will be responsible for constructing the AHET Trail utilizing state funding. The AHET Trail will be operated and maintained by a collaborative partnership including the Hudson Greenway, local county, town and village governments, and interested trail groups and volunteers.
The Albany-Hudson Electric Trail (AHET Trail) crosses through two counties (Rensselaer and Columbia), eight towns, and five cities and villages. At the northern end, the trail begins at the eastern end of the Dunn Memorial Bridge (Route 20), across the river from the state capital in Albany. At the southern end, the City of Hudson provides a trail destination with shops, galleries and restaurants in an historic downtown. Along the route, the trail goes through historic communities in the rural landscape of the Hudson Valley, including orchards, village Main Streets, shops and restaurants, historic sites, and other locations.

The history of the electric trolley and its conversion to a modern power line provides a unique opportunity for education and interpretation in communities along the trail. The trolley was originally run on electricity generated from hydro power at the dam in Stuyvesant Falls. The railway ran from the city of Hudson to Albany, making stops every few miles at a total of 14 locations and at an amusement park on Kinderhook Lake. Today, National Grid distributes electricity along that same line.

This concept plan identifies the proposed location of the trail, bridges, roadway crossings and related features. While the goal is to keep as much of the trail off-road as possible, there are areas where the proposed trail route is located on existing roads. In order to easily view the details of the right-of-way, it is presented in seven sections throughout the remainder of this document. The seven sections are shown on the locator map on the adjacent page.
SUMMARY OF PREVIOUS PLANS AND INITIATIVES

ALBANY-HUDSON ELECTRIC TRAIL (AHET) FEASIBILITY STUDY (2011)

The Albany-Hudson Electric Trail (AHET) Feasibility Study was completed in May 2011. The planning effort was initiated by the Towns of East Greenbush, Schodack, Nassau and the Village of Nassau to study the feasibility of connecting the Rensselaer County municipalities with a shared-use path. The trail proposed by this particular feasibility study runs from the City of Rensselaer to the Rensselaer/Columbia County border. The project aimed to:

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

The plan identified four bridges which needed to be constructed as well as eight major road crossings and 29 minor road crossings needing pedestrian and bicycle crossing treatments. Completion of the 15-mile shared-use path was estimated to cost between $5.5 million and $9.4 million (2011 dollars).
KSS INTER-MUNICIPAL TRAIL FEASIBILITY STUDY (2010)

This report examined the feasibility of developing a multi-use trail, to have been called the Kinderhook-Stuyvesant-Stockport Intermunicipal Trail (KSS trail system), through the Villages of Valatie and Kinderhook and the towns of Kinderhook, Stuyvesant, and Stockport in New York. The KSS trail system consisted of two proposed routes: National Grid Right-of-Way (ROW) Trail and Kinderhook Creek Trail. The proposed National Grid ROW Trail runs for 5.6 miles and would be appropriate for pedestrians, bicyclists, and equestrians. Spanning a length of 4.82 miles, the Kinderhook Creek Trail would begin in the Village of Kinderhook and end at Stuyvesant Falls. This trail would be appropriate for pedestrians, but some segments could eventually accommodate bicyclists and equestrians. This report built upon a previous study that was conducted in 2003 by the Town of Kinderhook to examine the feasibility of developing a multi-use recreational trail along the same stretch of the National Grid ROW. In 2011, the Kinderhook Trail Committee signed a licensing agreement with National Grid to begin developing the Kinderhook Trail project in three phases. The study evaluated the feasibility of the six trail sections, documented existing conditions, performed a site analysis, and prepared schematic designs for the proposed trail.
OPPORTUNITIES
AND CHALLENGES

The former Albany-Hudson Electric Trolley line offers enormous opportunity to leverage a former railway, now existing utility line, into a community and regional asset. Once complete the trail is expected to provide considerable benefits to the region and attract visitors to the scenic landscapes and community centers dotting the corridor. The legacy of the railway, including its associated infrastructure, surrounding environment, and land use present a host of variables and challenges to construction. Due to a mix of overlapping highways, missing bridges, and challenging terrain in selected locations, the trail must deviate from the former railway and utilize local and state roads. The following highlights some of those opportunities and constraints:

**Historic sites and scenic views** – The proposed trail corridor meanders past historic sites, working farms, and the vestiges of early industrial development, such as Stuyvesant Falls.

**Public parks and community centers** – An enormous advantage, the proposed trail capitalizes on existing features and resources available at the many parks and community centers the trail will cross.

**Terrain and bridges** – The early bridges of the former trolley line have been removed. In some locations, the remaining abutments provide opportunity for the construction of a new bridge. Several sections span watercourses and challenging terrain that make bridges cost-prohibitive.

**Power lines** – There are some segments along the corridor with one utility line while others have two utility lines. Location of utility poles will need to be considered during the design of the trail.

**Technical challenges** – There are various technical challenges along the corridor, including roadway conditions and right-of-way constraints which need additional attention during the design phase.

Scenic Views of Horse Farm - Nassau
Greenport Conservation Area - Hudson

Stuyvesant Falls - Kinderhook
02 PROPOSED TRAIL ROUTE
INTRODUCTION

The proposed trail route for the Albany-Hudson Electric Trail (AHET Trail) connects two counties in the Hudson River Valley and primarily follows the alignment of an old electric trolley line. There is significant potential for historical interpretation along the corridor: the trolley was powered by electricity generated by a small hydro power dam at the southern end of the line, and the corridor still provides regional service as a National Grid power line. Beginning in Rensselaer, the bike portion of the multi-use trail starts on Broadway near the Dunn Memorial Bridge and the pedestrian route starts at Broadway and Third Avenue Extension. The shared-use path ends at Kipp Lane in Greenport, just north of the City of Hudson. In areas where there are substantial challenges to having the trail built off-road, a number of on-road routes have been proposed and evaluated as alternatives. In total, the proposed trail has 27 miles of off-road routes and 8 miles of on-road facilities.
**TRAIL ELEMENTS**

**CROSS-SECTIONS**

Two cross-sections are proposed for the trail: A twelve-foot trail width to be used in the urban/suburban areas of the alignment, where higher usage is anticipated; and a ten-foot trail width for the more rural and less heavily used sections. The urban/suburban trail is proposed to be asphalt paved, while the rural trail is proposed as a stone dust surface. The sections will also include shoulders on both edges of the path that will be a minimum of two feet in width; these will provide clearance to adjacent obstacles, such as utility poles, guy wires, equipment enclosures, and similar objects along the route.
SURFACE MATERIALS
The shared-use path portions of the AHET Trail will vary between a paved asphalt surface and a stone dust surface. It is recommended the trail be paved in higher-use areas, such as cities and villages, as well as in areas at risk of erosion. For more rural locations along the right-of-way, which will experience less use, it is recommended the shared-use path be comprised of a stone dust surface. The adjacent images show typical applications of both paved asphalt and stone dust shared-use paths.

DRAINAGE
In general, the trail will be constructed on top of the former rail prism, which drains to its edges. The trail will be constructed to maintain this drainage pattern, with the trail surface crowned to drain to each side, and the areas adjacent to the trail graded to maintain water flow all the way to the edge of the embankment. Where this drainage pattern cannot be maintained due to the edge conditions along the trail, the trail surface will be cross-pitched to one side and water collected in a swale and then transferred to a release point. Due to the nature of the trail’s narrow width, usage, and construction, the runoff should not require treatment prior to entering adjacent water bodies.

Existing Washout along AHET/National Grid right-of-way (due to a failed culvert)
BRIDGES

Along the off-road trail alignment, there are six locations where new bridges will be required to span waterways or other obstructions and two locations which will require culverts. The design intent at these locations is to provide a functional, efficient, and cost-effective solution to re-establish the continuity of the trail corridor. The bridges will be designed for pedestrian, bicycle, and light equipment uses (e.g., mowing equipment). In addition, the design and construction of the bridges must minimize incursions into the waterways and their banks to minimize a potentially expensive and time-consuming permitting process. Based on these goals, pre-engineered, modular, pre-fabricated bridges will be utilized. The bridges will be fitted with pressure treated wood decking and structurally integral railings. In several locations, the abutments for the previous bridge have been removed or are in poor condition. Where abutments remain, new abutments to support the bridge will be installed behind (further from the stream bed) the existing abutments. No work will be required within the stream bed for the construction of the crossings. New abutments could consist of cast-in-place concrete or a combination of cast-in-place concrete and precast structures.
Gully behind Fun Plex - East Greenbush

First Missing Trolley Bridge South of Nassau

Second Missing Trolley Bridge South of Nassau

Missing Trolley Bridge North of Nassau

Missing Trolley Bridge between Valatie and Niverville
**PROPOSED ON-ROAD ROUTES**

There are a variety of on-road sections along the AHET Trail alignment. On-road recommendations were made based on an analysis of the roadway characteristics. On-road routes are recommended for various reasons such as missing trolley bridges, steep slopes, and constrained rights-of-way.

Recommendations for each roadway were determined using the On-Road Bicycle Facility Selection table included in the Empire State Trail Design Guide (issued in October, 2017). Roadway treatments consider the functional classification, speed limit, and average annual daily traffic (AADT) of each roadway to determine appropriate on-road facilities.

**ROADWAY CROSSINGS**

There are many road crossings throughout the proposed AHET Trail route. These crossings have been divided into two categories; major crossings and minor crossings. Those categorized as major crossings were identified as needing additional attention as they tend to have higher traffic volumes, higher speeds, and limited sight distances. Minor crossings primarily consist of local roads and driveways. Minor crossings include pavement markings while major crossings require additional treatments such as signage and lights. There are 18 major crossings and 49 minor crossings.

*Detailed descriptions of all on-road facilities and roadway crossings can be found in the Empire State Trail Design Guide.*
TRAILHEADS
Eight trailheads are proposed to provide users easy access to the trail. Trailheads include parking areas, wayfinding signage, and various amenities such as bike repair stations, benches, picnic tables, and bike racks. The following locations provide examples of potential trailheads. Additional study is needed to refine final trailhead locations. The locations of these trailheads are tentative and based on current knowledge of the corridor. Exact locations will depend on factors such as existing rights-of-way, consultation with involved local officials, and public input.

- Rensselaer Riverfront Park, Rensselaer
- Clinton Street, East Greenbush
- Nassau Lake, Schodack
- Nassau Village Commons Park, Nassau
- Main Street, Niverville
- Village Playground, Kinderhook
- Stuyvesant Falls, Stuyvesant
- Stockport/Stottville Park, Stottville

PROPOSED TRAIL ROUTE
The proposed trail route largely follows the historic trolley route (National Grid utility corridor). Due to constraints along the alignment, various on-road segments are recommended for the AHET Trail. Safe crossing and transition recommendations are provided at these on-road/off-road crossings as well as at all at-grade crossings along the shared-use path alignments. Intersections are highlighted at locations where bicycles and pedestrians will make a turn from one road to another while using recommended on-road facilities. Specific recommendations have not been made for the intersections in this report. Future plans and designs will utilize the Empire State Trail Design Guide to determine safe and appropriate intersection treatments.

Nassau Village Commons Park
There may be an opportunity for a trailhead at Nassau Village Commons Park
**SECTION 1**

The recommended AHET Trail begins at the Dunn Memorial Bridge. Pedestrians will continue along the existing sidewalks on Broadway and Columbia Turnpike (Route 20) to reach Southern Avenue in East Greenbush. New sidewalks are recommended on Columbia Turnpike (Route 20) from the southern end of the bridge to Riverview Terrace to close the gap in pedestrian facilities along this roadway.

On-road bicycle facilities are recommended on Broadway, 3rd Avenue, Barracks Road, Red Mill Road, Sherwood Avenue, Muriel Avenue, and Hampton Avenue to connect bicyclists from the Dunn Memorial Bridge and proposed Rensselaer Riverfront Park trailhead to the northern end of the proposed paved shared-use path where Hampton Road intersects with Columbia Turnpike (Route 20). This route follows State Bike Route 5 until the turn onto Sherwood Avenue.

South of Hampton Avenue, trail users will utilize proposed on-road facilities (shared roadway) on Southern Avenue. The trail then transitions to a proposed shared-use path from the end of Southern Avenue to Point View Drive. Here, trail users will transition to recommended shared roadways on low volume local streets (Point View Drive, Tamarack Lane, and Greenwood Drive) for a short distance due to stormwater installations on the right-of-way. The proposed shared-use path will continue south from Greenwood Drive.

A culvert will need to be constructed between Old Troy Road and Troy Road to enable trail users to cross a gully behind the Fun Plex in East Greenbush.

In addition to multiple minor crossings, three major crossing recommendations are made to provide safe road crossings for bicyclists and pedestrians on the trail:

- Broadway, Rensselaer: Rapid Rectangular Flash Beacon (RRFB) Crossing
- Troy Road (Route 4), East Greenbush: High-Intensity Activated crossWalk (HAWK) Signal
- Elliot Road, East Greenbush: Marked Crosswalk with Yield Lines

In addition to the proposed trailhead at Rensselaer Riverfront Park, a second proposed trailhead (Clinton Street Trailhead) is located on Columbia Turnpike (Route 20) between Clinton Street and Hampton Avenue.
SECTION 2

Due to slope constraints and Interstate 90 (I-90), the proposed trail will transition to on-road facilities at Old Miller Road. A shared roadway and sidepath are recommended on Old Miller Road and Miller Road, respectively.

A paved shared-use path is recommended on the eastern side of I-90, within the I-90 right-of-way, to connect back to the AHET Trail corridor within the National Grid right-of-way. It is important to note that there may be grading issues in this section which will need to be examined during the design phase. The paved shared-use path will continue to the trolley right-of-way, where the surface will switch to stone dust.

South of East Schodack Road (Route 150), a new bridge is recommended over Moordener Kill.

On-road facilities are recommended for a short distance on East Hill Drive. The trail will continue as a proposed stone dust shared-use path south of East Hill Drive.

In addition to multiple minor crossings, four major crossing recommendations are made to provide safe road crossings for bicyclists and pedestrians on the trail:

- Empire State Boulevard, Schodack: High-Intensity Activated crossWalk (HAWK) Signal
- Reno Road, Schodack: Marked Crosswalk with Yield Lines
- East Schodack Road (Route 150), Schodack: Rapid Rectangular Flash Beacon (RRFB) Crossing
SECTION 3

In this section, it is recommended that the AHET Trail utilize proposed on-road facilities in two locations where the right-of-way has been converted into roads: Trolley Way and an informal access road south of Albany Avenue (Route 20) in Nassau. The two segments have low speed limits and experience little traffic, qualifying them as shared roadways. It is recommended the trail be paved through the Village of Nassau to increase accessibility as well as in any areas at risk of erosion along the corridor. The remainder of the trail in this section is proposed as a stone dust shared-use path.

In addition to multiple minor crossings, three major crossing recommendations are made to provide safe road crossings for bicyclists and pedestrians on the trail:

- Schodack-Nassau Road (Route 7) North, Schodack: Rapid Rectangular Flash Beacon (RRFB) Crossing
- Schodack-Nassau Road (Route 7) South, Schodack: Rapid Rectangular Flash Beacon (RRFB) Crossing
- Albany Avenue (Route 20), Nassau: Rapid Rectangular Flash Beacon (RRFB) Crossing

Three new trail bridges are required along the corridor in this section in order to keep the trail within the right-of-way.

One trailhead is recommended at the Village Commons Park in Nassau. A second trailhead (Nassau Lake Trailhead) is recommended just north of Nassau Lake.
SECTION 4

The AHET Trail right-of-way intersects with I-90 (known as the Berkshire Spur) near the Rensselaer/Columbia County line. Constructing a tunnel or bridge over the interstate highway is cost-prohibitive, this plan recommends a paved shared-use path (to avoid erosion) be constructed within the interstate right-of-way heading east along the north side of I-90 to Route 203. South of I-90, bicyclists and pedestrians will utilize the recommended shared roadway treatments on Route 203 and Route 32 into North Chatham.

In North Chatham, a stone dust path will be constructed running south from the historic trolley depot building toward Kinderhook Lake. At Electric Park Road, the trail will be a short on-road section on Niagara Mohawk Road. From the intersection with East Shore Drive, the route will continue off-road on the right-of-way.

Just north of Main Street in Niverville at Kinderhook Lake, the AHET Trail corridor crosses underneath the active railroad track. In this instance, it is recommended users take existing paths on either side of the railroad and utilize a proposed sidepath on the west side of Route 203 beneath the train bridge.

In addition to six minor crossings, two major crossing recommendations are made to provide safe road crossings for bicyclists and pedestrians on the trail:

- Route 203, Nassau: Rapid Rectangular Flash Beacon (RRFB) Crossing
- Main Street, Niverville: Rapid Rectangular Flash Beacon (RRFB) Crossing

Two new trail bridges are recommended along the corridor in this section in order to cross the Valatie Kill. One is located just south of Little Lake Road and the second is south of the Village of Niverville.

One trailhead is recommended at Main Street in the Town of Kinderhook, south of the hamlet of Niverville.
Proposed Trail Route ALBANY-HUDSON ELECTRIC TRAIL CONCEPT PLAN

SECTION 5

Trail users will utilize the recommended stone dust shared-use path traveling from Niverville to Valatie. The trail reaches Valatie where Main Street crosses Route 9. Additional analysis is needed to design the trail route at this intersection.

The recommended stone dust shared-use path continues south to Route 9H, where trail users will utilize bike lanes and an existing sidewalk along Chatham Street (Route 9) due to a lack of space along the right-of-way which runs between the roadway and Kinderhook Creek.

The proposed stone dust shared-use path crosses to the west side of Route 9 and continues to Albany Avenue in Kinderhook. The precise crossing location at Albany Avenue needs to be identified heading south to the Village Park.

South of the Village of Kinderhook, the trail transitions to proposed on-road facilities along Smith Road (sidewalk), Route 9 (sidewalk), and Sunnyside Road (shared roadway). The proposed shared-use path continues south of Sunnyside Road.

In addition to multiple minor crossings, five major crossing recommendations are made to provide safe road crossings for bicyclists and pedestrians on the trail:

- Main Street, Valatie: Rapid Rectangular Flash Beacon (RRFB) Crossing
- Route 9, Kinderhook: Rapid Rectangular Flash Beacon (RRFB) Crossing
- Albany Avenue, Village of Kinderhook: Rapid Rectangular Flash Beacon (RRFB) Crossing
- Eichybush Avenue, Rapid Rectangular Flash Beacon (RRFB) Crossing
- Route 9, Stuyvesant: Rapid Rectangular Flash Beacon (RRFB) Crossing

A trailhead (Kinderhook Park Trailhead) is recommended at the Village Playground in the Village of Kinderhook.
SECTION 6

The recommended stone dust shared-use path continues south until Rossman Road in Stockport. Due to a missing bridge over Kinderhook Creek, the trail will transition to recommended on-road facilities on Rossman Road, Hudson Avenue (Route 25), and Urban Road. The proposed stone dust shared-use path begins again south of the intersection of Urban Road and Loomworks Road.

Multiple minor crossing recommendations were made in this section of the AHET Trail. There is one major crossing:

- Hudson Avenue, Stuyvesant: Rapid Rectangular Flash Beacon (RRFB) Crossing

One trailhead (Stuyvesant Falls Trailhead) is recommended on Hudson Avenue (Route 25) at Stuyvesant Falls.
SECTION 7

Section 7 depicts the southern end of the AHET Trail. Due to the character of the area coming into the City of Hudson and the location of the Albany-Hudson Electric Trolley/National Grid right-of-way, Kipp Lane in Greenport was deemed the most appropriate southern endpoint of the recommended stone dust shared-use path portion of the AHET Trail.

The trail connection through the City of Hudson will be completed by the City of Hudson and NYS DOT Region 8.

One culvert is recommended at a washout north of Stottville.

In addition to four minor crossings, one major crossing recommendation is made to provide safe road crossings for bicyclists and pedestrians on the trail:

- Atlantic Avenue, Stottville: Rapid Rectangular Flash Beacon (RRFB) Crossing

One trailhead (Stockport Trailhead) is recommended at Stottville Park in Stottville.
Empire State Trail route through Hudson to be completed by the City of Hudson and NYS DOT Region 8.
COST ESTIMATE

A preliminary projection of probable cost has been prepared for the project, based on the level of design information and existing conditions data available at the time of the concept plan. The estimate assumes two different levels of earthwork to fit the trail into the existing corridor: a simple section, where only a footprint of approximately twice the width of the trail is disturbed with minimal excavation and grading; and a complex footprint, which assumes a footprint of four times the trail width with greater excavation and filling requirements. These cross-sections were developed for 10-foot and 12-foot wide trails using both asphalt and stone dust surfacing. Added to these basic trail construction costs were:

- Replacement of the missing bridges;
- Trail amenities such as trailheads, site furniture, wayfinding signage, fencing, and other improvements;
- Drainage and utility work, including relocation of National Grid poles and guy wires;
- Improvements at road crossings; and
- The on-road segments of the trail.

A summary of the major items is provided below. The estimate also includes a number of multipliers to reflect the hard and soft costs of the total project as follows:

Construction Escalation - 3% per year: This allows for inflation of costs due to the overall timeline for project delivery. Escalation is calculated at the midpoint of construction, which is assumed to be mid- to late-2019; hence 6% escalation has been applied to the total contract price.

Engineering, Construction, Inspection, and Project Oversight - 26%: include survey, geotechnical explorations and analysis and consultant fees for design, permitting, and construction inspection and other support services.

General Contingency - 25%: This reflects the basis of the estimate; at this point, only concept-level information is available for the trail design and existing conditions. The contingency will be reduced at each progressive stage of the design, ultimately being eliminated at the time of bidding.

The AHET Trail is estimated to cost between $35 and $45 million. The construction cost estimate will be refined during the engineering design phase of the project.
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03 ACTION PLAN
NEXT STEPS

At this point, sufficient information is known about the nature of the trail, the route that it will follow, and the activities required for full implementation to move forward into a preliminary design phase. Discussions between the Hudson River Valley Greenway (the Greenway) and National Grid (NG) are advancing on resolution of use of the right-of-way and design standards for the trail and its components; pending finalization of that discussion, design work can begin in earnest. The Greenway and NG will work together closely to share information about the proposed trail plan and establish an achievable schedule with clear milestones to allow for the monitoring of progress on project delivery. The Greenway has already issued a request for quotation (RFQ) for a final engineering design consultant. Early milestones in that schedule should include:

- Procurement of final design services
- Procurement of topographical survey services
- Permit scoping based on feasibility study

Another key step will be determining how the on-road segments will be designed and implemented. Including these in the final design consultant’s scope is appropriate. The Greenway should work directly with the involved counties, towns, villages, and NYSDOT to develop an implementation process and schedule for these critical pieces.

PUBLIC OUTREACH

The development of a comprehensive public involvement process was a high priority for the AHET Trail. The public outreach effort included a website, flyers, a call-in line, a Facebook page, and email updates and announcements. This process also involved two different tracks of meetings: public workshops and stakeholder meetings.

PUBLIC WORKSHOPS

Meetings were scheduled in Rensselaer and Columbia Counties to solicit input from the citizens of communities along the trail corridor regarding the routing and alignment of the trail. This included interested residents, neighborhood leaders, business owners, property owners, trails organizations, and others. The meetings consisted of a presentation followed by an open-house.

STAKEHOLDER MEETINGS

An ongoing series of meetings will be held to keep elected officials, city and county staff, state and federal officials, civic leaders, and other identified individuals and groups up to date with the progress of the project.

The strategy sessions have and will include stakeholders from the communities and agencies involved in the delivery of the project.
ENVIRONMENTAL REVIEW AND PERMITTING REQUIREMENTS

STATE ENVIRONMENTAL QUALITY REVIEW (SEQR) COMPLIANCE
Prior to issuance of permits, approvals, or award of construction contracts for construction of the trail, compliance with the regulations implementing the New York State Environmental Quality Review Act (SEQRA; regulations at: 6NYCRR Part 617) is required. The concept plan provides sufficient information for the Greenway, which will serve as the lead agency under SEQR, to initiate environmental review, starting with completion of the SEQR Environmental Assessment Form (EAF). The Greenway has determined it will prepare a full Environmental Impact Statement (EIS) for the AHET Trail project. A scoping document has been prepared and a draft EIS will be issued in the spring of 2018.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) COMPLIANCE
Currently no federal funding is anticipated for the AHET. However, federal permits or approvals may be required from the U.S. Army Corps of Engineers, meaning compliance with NEPA must also be addressed.

ACTION PLAN FOR SEQR AND NEPA COMPLIANCE
The Greenway sent formal notice to all involved and interested agencies, including local governments, that it proposes to serve as lead agency under SEQR. The Greenway initiated the comprehensive environmental assessment of the AHET through a completion of a Full Environmental Assessment Form (FEAF). The Greenway formally established itself as the Lead Agency for SEQR review and will coordinate this review through involved state/local agencies (to comply with SEQR requirements) and with interested federal agencies (to comply with NEPA requirements).
PERMITS

The following is a list of the permits that were identified as potentially applicable for the project at the current stage of planning:

STATE/AUTHORITY/UTILITY PERMITS

- Protection of Waters (Article 15) administered by NYSDEC (if stream bed/bank disturbance is involved).

- Freshwater Wetlands Permits administered by NYSDEC (if disturbance to state-regulated wetlands or their associated buffer zones (usually 100-feet from wetland boundary) is proposed).

- State Pollution Discharge Elimination System under the federal Clean Water Act administered by NYSDEC including stormwater management pollution prevention plan (and any local municipality operating a state-designated municipal separate storm sewer system).

- Solid Waste Permit or a Beneficial Use Determination as administered by NYSDEC for disposition of fill removed from a trail site.

- Protection of historic resources under the federal Historic Preservation Act of 1966 (administered by State Historic Preservation Office (SHPO) NYSOPRHP).

- Highway work permit for any work near/affecting highway ROW operated by NYSDOT.

- Project work permit/license from National Grid/Niagara Mohawk Power Corporation.

- Consistency review under the NYS coastal zone program as administered by NYSDOS (and any local municipality with an adopted local waterfront revitalization program).

COUNTY/LOCAL CONCURRENCE

- The Greenway will collaborate with the involved county and local governments to seek their concurrence for road crossings and on-road trail sections.

FEDERAL PERMITS

- Army Corps of Engineers Waters of the United States Joint Permit with NYSDEC if disturbance to federally regulated wetlands is proposed.
PUBLIC COMMENT SUMMARY (DECEMBER 2017)

INTRODUCTION

The Hudson River Valley Greenway (“Hudson Greenway” or “HRVG”) initiated the public engagement component of the Albany-Hudson Electric Trail (AHET Trail) project in August 2017, when the HRVG released the Draft AHET Trail Concept Plan for public review.

The HRVG held two public meetings, on August 8, 2017 at Columbia High School and on August 10, 2017 at Ichabod Crane High School, to provide information about the AHET Trail and receive initial feedback. During the four-month period following the initial public meetings, the HRVG participated in more than twelve local stakeholder meetings in communities spanning the 35-mile AHET Trail route. The meetings were hosted by a variety of entities, including Town Boards, Village Boards, and interested civic groups. All meetings featured short presentations about the AHET Trail, followed by interactive question and answer sessions. In total, more than 750 people attended the various public meetings regarding the Draft AHET Concept Plan, providing a wide spectrum of comments, questions, concerns, and statements.

In October 2017, the HRVG mailed a printed AHET Trail update flyer to every individual and business owning land adjacent to the AHET Trail route – comprising 1,400 property owners – to make sure all interested parties are aware of the project. Comprehensive information about the project is regularly updated on the project’s dedicated website, www.AHETtrail.org, including the Draft Concept Plan, detailed route maps, FAQs, State Environmental Quality Review Act documents, notices of upcoming meetings, and a “submit questions and comments” function.

In addition to oral comments at public meetings, the HRVG received more than 220 specific written comments regarding the Draft AHET Concept Plan that were submitted via comment cards, submissions to the AHET Trail website, emailed comments sent to AHET Trail project staff, and summaries of comments left on a call-in number (518 898-9595).

This document serves to summarize and respond to all public comments received by the HRVG during the four-month AHET Trail public engagement process. The primary goals of the Summary are to:

- Document the major categories of comments identifying key community needs, priorities, and concerns regarding the Draft AHET Concept Plan.
- Provide the HRVG’s response to recurring comments.
- Outline the next steps in the AHET Trail project schedule and continued opportunities for public engagement and outreach.
COMMENT TYPES

#1: STATEMENTS IN SUPPORT.

Many local officials, private citizens, adjacent landowners, private businesses, organized trail groups, land trust organizations, historians, and others expressed support for creation of the AHET Trail. A number of people and organizations asked how they can help support creation of the trail, assist in future trail maintenance, and participate in historical and environmental education programming once the trail is open.

HRVG Response: The HRVG appreciates receiving support for the AHET Trail project, acknowledging the Trail’s future benefits including healthy outdoor recreation, community vitality, safe bicycle and walking facilities, tourism-related economic development, and civic engagement. The HRVG welcomes future engagement and support for trail maintenance and programming from friends groups, bicycle and hiking organizations, land trusts, fraternal and service organizations, youth organizations including Boy Scouts and Girl Scouts, historic sites and historical societies, and other entities.

#2: STATEMENTS OF CONCERN AND OPPOSITION.

A number of local officials, adjacent landowners, and private citizens expressed concerns, and in some cases opposition, to development of the AHET Trail.

HRVG Response: HRVG acknowledges that a number of adjacent landowners have questions and concerns about the AHET Trail, including some outright opposition. Such criticism is common as virtually all proposals to create new rail-trails and canalway trails generate questions and concerns from some adjoining landowners. Fortunately, the experience of hundreds of miles of existing rail-trails across New York State demonstrates that commonly voiced concerns – including trespass, crime, vandalism, litter, and illegal ATV and snowmobile use – do not materialize. To the contrary, rail-trails and canalway trails become cherished community assets, enhancing quality of life and becoming the focus of community vitality and pride. The HRVG has carefully listened to questions and concerns voiced during the public engagement process, and has made modifications to the AHET Trail route where appropriate. We remain committed to continuing the dialogue with adjoining landowners and interested citizens, as the HRVG completes detailed engineering designs, environmental review, and construction of the AHET Trail. Specific categories of concerns are identified in the comments below, along with HRVG’s responses.
#3: CONCERNS FROM ADJACENT LANDOWNERS.

The largest numbers of comments expressing concern or opposition to the AHET Trail were received from people who own property adjacent to the AHET Trail route. Adjacent land owners often asked for information on where the proposed trail would be located, if the trail would affect access to their property, and how the trail would impact current activities on their property. In addition, property owners raised concerns about safety and security, snowmobile and ATV use, liability, property values, and parking by trail users – comments which are addressed separately in this document.

**HRVG Response:** In many instances, HRVG project staff were able to directly respond at public meetings to questions and concerns raised by adjacent landowners. In addition, HRVG staff offered to conduct site visits with individual property owners, to review site-specific concerns, share information, and record and discuss landowner issues. The project team visited nearly 50 individual properties between September and November 2017, in addition to participating in 12 local and neighborhood meetings. The substance of each adjacent landowner meeting was unique to the circumstances of each property, but generally speaking the AHET Trail project staff were able to provide detailed information on the proposed location of the trail and discuss potential trail design options to mitigate adjoining owners’ concerns.

#4: CONCERNS ABOUT TRESPASS ON PRIVATE PROPERTY.

A number of people expressed concern that trail users will trespass onto adjoining private property. Concerned adjoining owners raised security concerns such as personal safety, crime, theft, vandalism, litter, and dog waste, and often asked how trail users will be prevented from entering private land.

**HRVG Response:** Questions about trespass and associated security concerns are commonly issues raised with proposed rail-trails and canalway trails. The AHET Trail will include various features to reinforce the requirement that users respect private property. Rules emphasizing that people are not allowed to enter adjacent property will be posted at trailheads. The trail will be 10-12 feet wide, whereas the National Grid electrical transmission corridor generally ranges in width from 75 to 150 feet, providing a substantial buffer to private property (and natural vegetation growth will deter users from leaving the trail). In addition, there is a large body of evidence that rail-trails do not create security concerns. There are hundreds of miles of rail-trails and canalway trails in New York State. There is no documented problem of trails creating crime or personal security issues. Litter and dog waste is not a pervasive problem. Nationally, there are thousands of miles of rail-trails across the United States. National studies have documented that there are not persistent problems with bicyclists and pedestrians leaving trails and entering adjacent private property.¹ Trail users understand that adjacent land is private property, not to be entered without permission.

¹ “Rail-Trails and Safe Communities: The Experience on 372 Trails” Tammy Tracy and Hugh Morris, Rails-to-Trails Conservancy, 1998.
#5: PRIVACY ISSUES.

Some adjoining landowners believe development of AHET Trail will negatively impact their privacy, particularly where the trail corridor is adjacent to residential backyards.

**HRVG Response:** The AHET Trail is being developed along National Grid’s electrical transmission corridor, which ranges from 75 to 150 feet in width. Because the trail will be 10 to 12 feet wide, the trail design will include a significant buffer between the trail surface and adjoining properties, which can be allowed to naturally create a vegetated buffer of tall grass, shrubs, and trees. Generally speaking, HRVG does not intend to install security or privacy fencing along the trail corridor, with the exception of safety fencing installed where there are drop-offs (typically exceeding four feet) parallel to the trail. However, in special circumstances the HRGV will consider installing additional signage, fencing, or vegetative plantings where warranted to mitigate privacy concerns of adjoining landowners.

#6: PROPERTY VALUES.

Some adjoining landowners expressed concern that having the trail adjacent to or near to their property will lower property values. Conversely, several people expressed support, citing studies that trails increase adjacent property values.

**HRVG Response:** The HRVG is not aware of any studies in New York State analyzing the impact of specific rail-trails and canalway trails on adjacent property owners. However, detailed studies in other parts of the country have found that multi-use trails are an amenity that increase property values and improve the quality of life for nearby residents. For example, in suburban New Castle County, Delaware, homes within 50 yards of bike paths on average experienced a four percent increase in property value.\(^2\) In southwestern Ohio, the Miami Scenic Trail was associated with higher property values in urban, suburban and rural settings.\(^3\)

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\(^2\) “Property Values/Desirability Effects of Bike Paths Adjacent to Residential Areas” David P. Racca and Amardeep Khanju. Center for Applied Demography and Research at the University of Delaware, November 2006.

#7: LANDOWNER LIABILITY.
Some adjoining landowners fear they will be subject to additional liability in the event trail users trespass on their private property and engage in an activity leading to personal injury.

**HRVG Response:** The HRVG will maintain insurance for any liability resulting from the public's use of the AHET Trail. Generally speaking, the HRVG’s liability insurance covers the actual trail corridor (not adjacent properties). Rules will be posted informing trail users to stay on the trail and not enter adjacent property. Trail design features, such as allowing vegetation to grow up establishing a natural boundary, and installing signage or fencing in specific locations where warranted, will reinforce proper trail behavior. New York State has enacted a Recreational Use Statute (General Obligation Law Section 9-103) stating that private landowners do not have “duty of care” to provide for the safety of hikers, bicyclists, and other trail activities on private property. The general experience of rail-trails across New York State is that users stay on the trails and respect adjacent private property, and that liability concerns do not materialize on adjacent private property.

#8: ILLEGAL MOTORIZED VEHICLES.
A number of comments expressed concern that development of the AHET Trail will generate continued or increased illegal snowmobile and/or ATV use on the National Grid Right of Way (ROW). People were interested to know how the prohibition of snowmobiles and ATVs be enforced on the trail.

**HRVG Response:** HRVG is aware that illegal use by snowmobiles, ATVs, and dirt bikes is currently a problem on some sections of the corridor. Based on experience with other rail-trails and canalway trails, we anticipate construction of the trail will displace (and not increase) snowmobile and ATV activity. Signage stating that motor vehicles are prohibited will be prominently posted along the trail corridor. Most people will comply. For the few that don’t, illegal snowmobile and ATV use is inhibited by social interactions with bicyclists and pedestrians, forcing illegal motorized users to find other places to go. If there are discrete locations with persistent illegal motorized activity, state and local law enforcement agencies will be asked to mount targeted enforcement actions. In a few specific locations along the AHET Trail, such as where new bridges are installed, consideration will be given to installing specially engineered gates and bollards during winter months to preclude snowmobile access. However, gates are effective in preventing snowmobile use only in very limited circumstances, at choke points where it is impossible to go around them. As experienced at hundreds of miles of rail-trails in New York State, the combination of signage, social interactions, and occasional targeted enforcement measures is shown to be effective at displacing ATVs and snowmobiles. The HRVG is confident that development of the AHET Trail will reduce the level of illegal motorized use currently occurring on the National Grid ROW.
Appendix A

#9: AHET TRAIL CONSTRUCTION COST.

Several people commented that they believe the $35 - $45 million budget for constructing the AHET Trail is not a priority use of state funding. Conversely, others commented they are pleased to see this level of investment of New York State funds in their local community.

HRVG Response: Funding for the AHET Trail is being provided from a $200 million state appropriation enacted in the 2017-18 NYS Budget, for creation of the Empire State Trail, a 750-mile bicycle and pedestrian trail that will connect communities across the state. The HRVG believes the AHET Trail will generate substantial benefits to local communities and the residents of New York State, including increased health and well-being, alternative transportation options, increased safety, economic development, outdoor education opportunities, environmental conservation, and community revitalization. For example, studies show that every $1 invested in recreation trails yields $3 in direct medical benefit.4

#10: LOCAL GOVERNMENT RESPONSIBILITY AND COST OF MAINTENANCE.

Some local elected officials and residents are concerned that local governments cannot afford the cost of trail maintenance after the AHET Trail is constructed. Some residents are concerned that this could result in local tax increases. Concerns have also been voiced about the cost of providing law enforcement and Emergency Medical Services (EMS) services on the Trail.

HRVG Response: The AHET Trail will be operated and maintained by a collaborative partnership including the Hudson River Valley Greenway, county, town and village governments, and interested trail groups and volunteers. The HRVG is paying for the entire cost of constructing the trail, estimated at $35 to $45 million. HRVG also retains responsibility for long-term “capital maintenance”, such as future resurfacing of asphalt and stonedust, replacement of safety fencing, inspection and maintenance of trail bridges, and repair of any washouts or culvert failures that may occur. However, the HRVG does not have staff to conduct regular trail maintenance, such as mowing a narrow 2- to 4-foot strip of grass along the sides of the trail, which will need to be done periodically during the growing season. HRVG is developing a “per-mile” cost projection for mowing and related activities (annual costs will be modest), and is currently initiating conversations with local governments regarding trail maintenance agreements. The fact that the trail crosses through eight towns and three villages minimizes the impact on any single municipality. Trail patrol and response by town and county police and law enforcement entities is anticipated to be modest (noting that unregulated, illegal motorized activities occur today on portions of the National Grid ROW). Experiences from other rail-trails and canalway trails across New York State indicates that emergencies requiring law enforcement or EMS response are infrequent.

#11: ALTERNATE ROUTE SUGGESTIONS.

The HRVG received a significant number of written comments and verbal statements at public meetings suggesting alternative routes for various portions of the AHET Trail. Commenters typically proposed different routes based on their perceptions of the safety, impacts to adjacent properties, drainage and flooding, and the condition of the National Grid ROW. Specific locations where alternate routes were suggested included (arranged north to south on the AHET Trail corridor):

- **Dunn Memorial Bridge and City of Rensselaer.** Comments suggested that the AHET Trail be developed on a Livingston Avenue Bridge pedestrian walkway. Other comments recommended consideration of alternate on-street routes for the AHET Trail through the City of Rensselaer.

- **Berkshire Drive, East Greenbush.** A number of property owners on Berkshire Drive requested the project team consider an alternate on-street route, due to the narrowness of the road, prevalence of on-street parking, perceived changes to the current character of the street, and potential for impacts and unauthorized parking at a private K-8 school.

- **Route 20, East Greenbush.** Several comments recommended consideration for designating the AHET Trail on State Route 20, to provide trail users direct access to retail and service businesses.

- **East Schodack & Nassau Lake.** Comments suggested that the AHET Trail should utilize County Route 7 and/or East Hill Road (rather than the National Grid ROW) in this area. Other comments recommended avoiding Trolley Lane parallel to Nassau Lake.

- **Village of Nassau.** Comments were received regarding the specific route the AHET Trail should utilize through the Village, including evaluating potential impacts to several private businesses, residences, and the little league field adjacent to John Street.

- **Chatham.** A number of comments expressed concern that the AHET Trail should not be located on State Route 203 in the Town of Chatham, due to concerns over narrow shoulders, absence of sidewalks, and vehicle speeds. One comment recommended that the AHET Trail should pass next to the North Chatham Free Library.

- **Stuyvesant.** A number of people recommended that the AHET Trail utilize Smith Road, Route 9, and Sunnyside Road, to avoid the section of National Grid ROW passing directly through commercial farm operations at the large dairy farm in this area (noting the Sunnyside Road route had been proposed in a prior Kinderhook Stockport Stuyvesant (KSS) Trails study).
• **Stockport.** Multiple comments recommended that the AHET Trail not be located on County Route 25 in Stockport (suggesting alternate routes including State Route 9).

• **Preference for Off-Road Trail.** Comments were received expressing support that the AHET Trail utilize off-road alignments wherever possible, for improved safety and trail experience (in contrast to designating the trail on certain on-road locations).

• **Hudson River Route.** Several comments were received stating the AHET Trail should be developed on the shoreline of the Hudson River in Columbia and Rensselaer Counties (rather than on the National Grid ROW).

**HRVG Response:** The HRVG carefully reviewed all comments recommending consideration of alternative routes. As noted in the Final Concept Plan, the AHET Trail route has been relocated in several specific locations, reflecting detailed study by the AHET Trail design team (refer to Appendix B for full details). For the remainder of the comments, the HRVG determined that the proposed alternative AHET Trail routes were not feasible due to safety, engineering, constructability, financial, or property ownership factors.

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### #12: MAJOR ROAD CROSSINGS.

Several comments underscored the importance of designing safe pedestrian and bicycle crossings at major road intersections, including State Route 4 in East Greenbush, Miller Road in Schodack, State Route 20 in the Village of Nassau, and the intersection of State Route 203, County Route 32, and Bunker Hill Road in North Chatham.

**HRVG Response:** The HRVG will assure that all locations where the AHET Trail crosses roadways meet the current state and American Association of State Highway and Transportation Officials (AASHTO) guidelines for bicycle and pedestrian safety. The Empire State Trail Design Guide (issued by the HRVG in October, 2017) provides an overview of approved crossing treatments for various types of roads. The HRVG will consult closely with the New York State Department of Transportation and county, town, and village highway officials as it designs each specific road crossing.
**#13: TRAILHEAD PARKING.**

Various comments were submitted regarding the eight potential AHET Trail trailheads proposed for consideration in the Draft Concept Plan. In addition, some property owners expressed concern that trail users will park on nearby public streets, potentially creating conflicts with residential owners.

**HRVG Response:** In response to public comment and additional study, the Final Concept Plan identifies several new designated trailhead parking areas, and removes several others from further consideration. Many of the proposed trailhead parking locations are located on municipally-owned land adjacent to the AHET Trail corridor. In these instances, the HRVG will continue to work with the involved local governments to flesh out the design of parking areas, which ultimately will require approval of the municipal landowner.

**#14: RESTROOMS AND AMENITIES.**

A number of comments requested trail amenities to increase the comfort and use of the trail. In particular, people asked whether public restrooms will be developed along the AHET Trail route, with some concern that trail users will utilize adjoining properties if there are no restrooms. Several comments recommended installing signage to promote local businesses located near the trail. One comment requested that trailside campsites be considered.

**HRVG Response:** The AHET Trail will include installation of parking, benches, orientation kiosks, wayfinding signage, and interpretive information at designated locations along the 35-mile route. There are no plans to construct restrooms or develop campsites on the trail and trail users will need to use existing public amenities along the route. This is common practice for trail users, as they are aware restroom facilities are not generally available on trails, and will identify appropriate accommodations. The HRVG will evaluate appropriate ways to promote nearby businesses, amenities, and services through signage and a mobile website, able to utilize the GPS function on cell phones and mobile devices (physical signage will be limited, meaning the mobile website will be the primary way to promote nearby services).
#15: EQUESTRIAN USE.

The Draft AHET Trail Concept Plan proposed that horses will not be allowed on the AHET Trail. HRVG received a number of written and verbal comments recommending that horses should be allowed on the AHET Trail.

**HRVG Response:** The HRVG has entered into a License Agreement with National Grid authorizing creation of the AHET Trail. The agreement limits public recreational use of the trail to pedestrian and bicycle use only, including ADA accessibility. The agreement explicitly prohibits public equestrian use of the AHET Trail, and also prohibits snowmobiles and other motorized recreational uses.

The HRVG and National Grid have reviewed public comments requesting that horses be allowed on the AHET Trail. We have jointly concluded that equestrian use is not appropriate due to safety concerns. The AHET will be a unique recreational trail due to its close proximity to electrical facilities including utility poles, guy wires, and related infrastructure. These are present along the trail for the entire length of the National Grid corridor to support a 34,500V transmission line, plus a second parallel electrical distribution line located along the majority of the ROW that provides local electrical service to National Grid customers. In many places, the distance between the edge of the trail to utility poles will be as little as two feet, and the distance to guy wires will be as little as five feet. In rural areas, the trail will be ten feet wide, with some sections reduced to eight feet wide to provide required buffers to utility poles, or to accommodate safety fencing that will be installed linearly along the trail where drop-offs present safety hazards.

Given the AHET Trail’s proximity to suburban areas, villages, and hamlets, the HRVG anticipates significant use of the trail by pedestrian and bicycle users. The HRVG and National Grid have concluded that, due to anticipated high levels of trail use, close proximity to poles and guy wires, and constrained trail width in some locations, allowing horses to share the trail with pedestrians and bicyclists would create unacceptable safety concerns and potential conflicts between user groups.

The HRVG explored the option of creating a separate bridle path along the National Grid ROW, paralleling the bicycle/pedestrian trail – but concluded this option is not feasible due to the existence of utility poles and guy wires, along with physical constraints such as drop-offs and wetlands adjacent to the historic trolley bed. The HRVG also researched equestrian use on other rail-trails in the Hudson Valley and the Capital District. Generally speaking, horses are not allowed (with limited exceptions).

**Note:** Where established horse trails cross the AHET corridor and have the consent of the adjacent landowner, horses will continue to be allowed to cross perpendicularly across the AHET Trail.
#16: TRAIL USE RULES.

People asked a variety of questions regarding rules governing the public’s use of the AHET Trail.

HRVG Response: Prior to completion of the AHET Trail’s construction in 2020, New York State will adopt rules governing the off-road sections of the trail. The trail rules will be straightforward: identifying allowed activities (bicycle and pedestrian use), listing prohibited activities (no motorized vehicles), emphasizing that users must stay on the trail and not enter adjacent private property, etc. Prior to adoption, NYS will provide the trail rules in draft form to involved county, town and village elected officials for review and comment. In response to frequently asked questions about the AHET Trail rules:

• **Daylight Use.** The AHET Trail will be posted for use from dawn to dusk only. The Hudson Greenway does not intend to install lighting on off-road sections of the trail.

• **Year-Round Use.** The AHET Trail will be open year-round. During winter months, weather conditions will dictate availability for bicycling and walking, or snowshoeing and cross-country skiing. Off-road sections will not be plowed or salted.

• **Dogs.** Trail users will be allowed to walk dogs on the AHET Trail, provided that dogs must be kept under control and be kept on leash at all times, and dog owners must clean up all pet waste.

• **Private Crossings.** There are a number of locations along the 35-mile AHET Trail route where private driveways and access points cross National Grid’s fee corridor. The HRVG will not restrict adjacent landowners from utilizing designated crossings, including use of motorized vehicles, to access their property. Signage will be installed to inform trail users and landowners or non-trail users to be alert for crossing traffic.

• **Signage.** Signage listing key trail user rules will be posted at trailhead parking areas and major access points. Signage emphasizing that users must stay on the trail and not enter adjacent private property will be installed at selected locations, where conditions warrant. Trail rules will also be posted on the AHET public website.

• **Enforcement.** Experience on existing rail-trails and canalway trails across New York State is voluntary compliance with trail rules is very high. In the event of isolated instances of non-compliance, the AHET Trail rules will be enforceable by state and local police and law enforcement personnel.
#17: IMPACTS ON AGRICULTURE.

Comments were received expressing concern that development of the AHET Trail could impact commercial agricultural activities on adjoining lands, particularly in sections of Columbia County.

**HRVG Response:** The HRVG will incorporate a variety of design features in the AHET Trail to minimize impacts to adjacent agricultural lands. For example, in places where farm equipment currently crosses the AHET Trail to access fields, this practice will continue, with the HRVG working with involved farmers to designate safe crossing locations. HRVG will install signage, and where appropriate fencing and gates, to reinforce trail users must stay on the trail and not enter adjacent agricultural areas. We note that in many places in Columbia County, agricultural fields are farmed right up to the edge of local roads, without creating undue restrictions on farmers or risks to the public. We believe the same practices can occur adjacent to the AHET Trail.

#18: NOTICE OF PUBLIC MEETINGS.

Some individuals requested that future public meetings be more widely publicized; with some people indicating they did not know about the August public meetings until after the fact. Similarly, some people requested that public comments received by the Greenway to be made publicly available.

**HRVG Response:** This Appendix captures all the major categories of public comments of the AHET Trail Concept Plan. The August public meetings were publicized through press releases widely distributed to all local media outlets and local officials. Notice of upcoming public meetings is prominently posted on the AHET Trail public website. There All interested individuals providing email addresses have been added to an email distribution list that receives announcements of future public meetings in their area. As previously mentioned, the HRVG mailed a printed AHET Trail update flyer in October 2017 to every individual and business owning land adjacent to the AHET Trail route – comprising 1,400 property owners – to make sure all interested parties are aware of the project. The HRVG is committed to continued conversation and working with local stakeholders to ensure that community members feel heard through this process.
OPPORTUNITY FOR PUBLIC COMMENT

Ongoing opportunities for public comments and dialogue include:

• Upcoming public engagement opportunities, which will be advertised through the AHETtrail.org website.

• The HRVG will continue to issue and email project updates periodically throughout the project. To be added to an email distribution list, please submit a comment requesting to be added to the distribution list through the project website.

• The Draft Environmental Impact Statement (DEIS), slated to be released in March, 2018, will have a formal public comment period.

• Next spring, the HRVG will share preliminary trail engineering design documents with involved Town and Village Boards and, where appropriate, with individual adjacent landowners for review and comment.

• The HRVG will continue receiving public comment through the duration of the project, including future public meetings and comments submitted through the project website at AHETtrail.org.
The AHET Trail Draft Concept Plan was issued on August 7, 2017. During the four-month period from August through December, the AHET Trail design team, comprised of staff from the Hudson Greenway (HRVG), Greenman-Pedersen, Inc. (GPI), and Alta Planning + Design (Alta), further studied the entire 35-mile route from the City of Rensselaer to the City of Hudson, and carefully reviewed comments submitted by local officials, stakeholders, and members of the public (see attached Summary of Public Comments).

The updated AHET Trail route is described in the detailed maps in this Final Concept Plan. Overall, the AHET Trail remains largely the same to the route proposed in the prior Draft Plan, predominantly following the historic trolley corridor for over 70% of the route, now owned by National Grid. However, after further studies, the design team made revisions to the AHET Trail route in discrete sections where appropriate. The specific changes to the AHET Trail route in the Final Concept Plan are described below (the changes are presented in “north to south” order).
TOWN OF EAST GREENBUSH

1. Southern Avenue. The August, 2017 Draft Plan proposed to construct a separate off-road path on the National Grid ROW, parallel to Southern Avenue, from Hampton Avenue to Maryland Avenue, for a distance of four-tenths of a mile (2,027 feet). Further study has determined engineering challenges with constructing an off-road path in this section, including topography and wetlands issues. Furthermore, the extremely low volume and speed of vehicles on Southern Avenue make it safe for pedestrians and bicyclists to utilize the road in its current configuration. The Final Concept Plan eliminates this section of off-road path. Instead, the AHET Trail route will be designated as a shared pedestrian/bicycle roadway directly on Southern Avenue.

2. Off-Road Path Behind the Funplex. The AHET Trail route from Old Troy Road to Route 4 will be an off-road trail. A large gully exists behind the Funplex complex, creating a break in the trail that must be addressed. The August 2017 Draft Plan proposed to install a bicycle/pedestrian bridge to span over the gully. Further analysis has determined that installing a culvert and placing fill to restore the ROW can meet applicable environmental standards and is a more cost-effective approach. The Final Concept Plan proposes to install a culvert, eliminating the need for a bridge at this location.

3. Route 4 Crossing. The prior Draft Plan proposed to utilize a Rapid Rectangular Flashing Beacon (RRFB) at the location where the AHET Trail will cross Route 4. The design team collected data on traffic volumes and speeds at this location. The data indicates that a more robust crossing treatment is warranted. The Final Concept Plan proposes a High-Intensity Activated Crosswalk (HAWK) signal be installed to provide for pedestrian and bicycle safety at this location. The AHET Trail design team will further consult with NYSDOT before finalizing the appropriate Route 4 crossing treatment.
4. Berkshire Drive and Tamarack Lane. A half-mile section of the National Grid ROW between Point View Drive and Greenwood Drive is not conducive to constructing an off-road trail. At some point in the past, portions of the trolley bed were removed, and a series of drainage structures were installed to collect stormwater run-off. The August 2017 Draft Plan proposed using Berkshire Drive and Highland Drive as the on-road AHET Trail route to bypass the unusable ROW section. Upon further study, the design team concluded Berkshire Drive is not desirable as the designated AHET Trail route, due to its narrow pavement width (20 feet), prevalence of on-street parking, steep grades and sight distance concerns, deteriorated sidewalks in some locations, and potential traffic and parking conflicts with an adjacent private school and church. The design team concluded that Tamarack Lane provides the best on-road route in this location, due to its wider width (32-35 feet), low traffic volumes and speeds, better sign distances, and overall roadway configurations. The Final Concept Plan identifies Tamarack Lane as the on-road AHET Trail connecting route between Point View Drive and Greenwood Drive.

5. East Greenbush Trailhead. The Final Concept Plan recommends an existing DOT-owned parking lot, located on the southeast side of Clinton Street where it intersects with Route 20, be designated an AHET Trail Trailhead parking location. This is an additional trail head location to supplement the proposed location within the City of Rensselaer located at Riverfront Park.

6. Miller Road Crossing. The AHET Trail will cross Miller Road slightly to the west of the Exit 10 Interchange on I-90. The design team evaluated numerous options to develop the proper treatment to provide a safe pedestrian and bicycle crossing of Miller Road. The Final Concept Plan anticipates installation of a High-Intensity Activated Crosswalk (HAWK) signal at the intersection of Miller Road and Empire State Boulevard. The AHET Trail design team will further consult with the Town and NYSDOT before finalizing the Miller Road crossing treatment.

7. East Schodack. The August 2018 Draft Plan proposed to designate an on-road section of the AHET Trail route along State Route 150 and County Route 7 in East Schodack, with pedestrians and bicyclists using the shoulders of the roads for a distance of one-half mile (the on-road section would have avoided the need to replace a missing bridge and skirt a small substation on this section of National Grid ROW). Upon further study, the design team concluded these roads are not desirable for the AHET Trail route: both have narrow shoulders; Route 150 has high traffic speeds and volume; and the “triangle intersection” where County Route 7 meets Route 150 presents challenges for pedestrian and bicycle safety in addition to the very narrow ROW along in this area which restricts potential for improvements. Accordingly, the Final Concept Plan proposes constructing...
an off-road trail on the National Grid ROW from Route 150 to the intersection with East Hill Road. The National Grid ROW is sufficiently wide to accommodate construction of the trail around the existing substation and a new bridge will be installed across the Moordener Kill. The AHET Trail route will then run southeast on East Hill Road for 700 feet, which is a very low traffic road that services a small number of residences (no changes will be made to the road other than installation of AHET Trail directional signage). After the short East Hill Road section, the AHET Trail will continue southeast as an off-road trail on the National Grid ROW.

8. West of Nassau Lake. The August 2017 Draft Plan proposed constructing an 1,100-feet section of off-road trail on the National Grid ROW, from the intersection of Trolley Way and Long Branch Road, to a point where the trail crosses over County Route 7. Several issues (including septic fields on the ROW) have been identified relating to residences built immediately adjacent to National Grid’s property. The Final Concept Plan continues to identify the AHET Trail route as off-road trail on the National Grid alignment from Long Branch Road to County Route 7 (no change from the Draft Plan); however further study will be required during the engineering design phase to consider constraints at this location.

9. Schodack Trailhead. The location of the proposed Schodack Trailhead as originally proposed in the draft concept plan was be located along Reno Road. Significant grading along with ROW challenges prevent construction of the trail head in this location. A new location is now proposed south along County Route 7 on Rensselaer County property. This new proposed Trailhead is located on a vacant county-owned parcel adjacent to County Route 7.

VILLAGE AND TOWN OF NASSAU

The Final Concept Plan utilizes the same AHET Trail route proposed in the Draft Plan (no changes) in the Village and Town of Nassau.
TOWN OF CHATHAM

10. North Chatham to Electric Park Road. The August, 2017 Draft Plan proposed that the AHET Trail route be constructed as off-road trail, on the National Grid ROW, from County Route 32 in North Chatham to Little Lake Road. South of Little Lake Road, the August, 2017 Draft Plan proposed the AHET Trail route be designated on the shoulders of State Route 203 for three-quarters of a mile (4,000 feet). Use of Route 203 would avoid the need to install a new bridge over the Valatie Kill. The design team has carefully studied Route 203, and concluded it is not desirable for pedestrians and bicycles due to narrow shoulders and high traffic speeds (posted 55 mph). Widening State Route 203 to provide improved trail user conditions would require ROW property acquisition, relocation of numerous utility poles, reconfiguration of private driveways, and additional impacts to adjacent residences. Accordingly, the Final Concept Plan proposes a continuous off-road path from Route 32 in North Chatham to the point where it intersects with Electric Park Road, including utilizing the National Grid ROW south of Little Lake Road. This change will require installation of a missing bridge across the Valatie Kill, and significant grading of the trolley alignment embankment north and south of Little Lake Road.

TOWN OF KINDERHOOK AND VILLAGES OF KINDERHOOK AND VALATIE

11. Village of Valatie. The Final Concept Plan continues to designate the AHET Trail as an off-road trail north and south of Main Street in Valatie, where Main Street intersects with Route 9. The design team continues to evaluate the preferred road crossing design for providing safe passage for pedestrians and bicyclists through the Main Street/Route 9 intersection.

12. Village of Kinderhook. The August, 2017 Draft Plan proposed a trailhead parking area be created at Mills Park. The Final Concept Plan proposes locating the trailhead parking area at a different location – at Rothermel Village Park, where the village playground and little league fields are located. The new location is much larger and can better accommodate trail parking, and provides access to existing park amenities including seasonal restrooms and picnic tables. Also in Kinderhook, the Final Concept Plan anticipates more robust trail crossings (Rapid Rectangular Flashing Beacons) where the AHET Trail crosses Albany Avenue and Eichybush Road in the Village and anticipates using the Historic Society ROW from Albany Avenue bypass a section of the National Grid transmission line where ROW limits restrict placement of the trail.
TOWN OF STUYVESANT

13. Smith Road and Sunnyside Road. The August, 2017 Draft Plan identified several options for the AHET Trail south of Smith Road. The design team has eliminated consideration of developing an off-road trail on the National Grid ROW immediately south of Smith Road. The ROW in this location passes directly adjacent to a large dairy farm operation and buildings located on both sides of the corridor, creating an unsafe condition for trail users. The Final Concept Plan identifies the following route in this area: the Trail will be a separated sidepath along Smith Road to the intersection of Route 9 and will continue as a separated sidepath for a short distance south along the west side of Route 9; the route will then cross Route 9 and follow Sunnyside Road south until it intersects with the National Grid ROW; from that point the trail will be constructed as an off-road path running south on the National Grid ROW. A safe crossing treatment will be designed where trail users cross Route 9 at Sunnyside Road.

14. Stuyvesant Falls. The August, 2017 Draft Plan proposed the AHET Trail would include a short on-road section on Route 25A and Woods Lane. Further study by the design team has determined the National Grid ROW is suitable for off-road trail at this location. The Final Concept Plan eliminates the off-road route at this location; instead an additional 500-foot section of off-road trail will be built on the ROW from Route 25a to New Street, including appropriate trail crossings at Route 25A, Frisbee Lane, and New Street. Also, a small new trailhead parking area is proposed at Stuyvesant Falls.

15. Hamlet of Stockport. The AHET Trail route includes a 1.83-mile on-road section utilizing Rossman Road, Route 25, and Urban Road in the hamlet of Stockport. The National Grid ROW is not usable for off-road trail in this section because large railroad bridges that once spanned long distances across the Kinderhook Creek and Claverack Creek no longer exist and installing new bridges is cost-prohibitive and potentially will have significant environmental impacts to the stream beds of both creeks. The August, 2017 Draft Plan proposed several short sections of off-road trail that would be built on parts of the National Grid ROW in this area. However, further study by the design team has concluded that real property ROW ownership issues and additional engineering issues including drainage and wetlands preclude development of these short off-road trail sections. Accordingly, the Final Concept Plan identifies this entire AHET Trail section as an on-road route along Rossman Road, Route 25, and Urban Road. In this stretch, bicyclists and pedestrians will travel on the road shoulders, as a shared roadway largely in their current condition. Signage will be installed informing motorists to be alert for bicyclists and pedestrians. Traffic calming measures as outlined in the EST Design manual in consultation with Columbia County will be investigated.
TOWN OF STOCKPORT AND TOWN OF GREENPORT

16. New Off-Road Trail South of Stottville. The August, 2017 Draft Plan proposed that the off-road portion of the AHET Trail would end where the National Grid ROW intersects with Atlantic Avenue (County Route 20) in Stottville. From there, the August, 2017 Draft Plan proposed the AHET Trail would be an on-road route along Atlantic Avenue, Fairview Avenue, Joslen Boulevard, and Harry Howard Avenue into the City of Hudson. Further study by the design team has concluded: a) Atlantic Avenue, Fairview Avenue, and the northern part of Joslen Boulevard have relatively high traffic volumes and speeds and narrow shoulders, making them less desirable for bicyclists and pedestrians; and b) an off-road trail can be constructed on the National Grid ROW for a significant distance south of Stottville. Accordingly, south of Stottville, the Final Concept Plan proposes the AHET Trail route will continue as an off-road trail running south of Atlantic Avenue through Stockport and into Greenport (the new off-road trail segment will be two miles long). The off-road trail will end at the intersection with Kipp Lane (southern driveway). At that point, the AHET Trail will follow a new separated sidepath for a short distance (700 feet) along the east side of Fairview Avenue. The route will cross over Fairview at the intersection with Livingston Parkway, and will continue west along Livingston to Joslen Boulevard (appropriate treatments will be installed at all road crossings). From there the AHET Trail route will follow a short stretch of Joslen to Harry Howard Avenue, into the City of Hudson. Continuing the AHET Trail as an off-road path on the National Grid Row south of Atlantic Avenue creates an additional two miles of off-road trail, thereby eliminating the need to locate the route on-road for a distance of 2.2 miles on Atlantic Avenue, Fairview Avenue, and the north part of Joslen Boulevard.

17. Stottville Trailhead. The Final Concept Plan proposes to create a trailhead parking area in Stottville at the existing town park and little league field on Park Place. The plan anticipates installing improved parking facilities, amenities, and landscaping where cars currently are parked adjacent to the ballfield on Park Place (designation of the trailhead is contingent upon approval by the Town).