The Purple Path

The Multiple Use Path for the
University at Albany Community

University at Albany
Graduate Planning Studio
Fall 2005
Studio Team

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# Table of Contents

## 1.0 Executive Summary

1.1 Introduction .......................................................... 1  
1.2 Project Overview .................................................... 2  
1.3 Existing Conditions .................................................. 2  
1.4 Multi-Use Path ......................................................... 2  
1.5 University Image ..................................................... 3  
1.6 Transportation ........................................................ 3  
1.7 Safety and Security ................................................... 4  
1.8 Health and Fitness ..................................................... 4  
1.9 Funding and Phasing .................................................. 5

## 2.0 Background

2.1 Historic Review ....................................................... 8  
2.2 Campus Case Studies ................................................ 8

## 3.0 Benefits and Opportunities

3.1 Transportation ........................................................ 12  
3.2 Health and Fitness ..................................................... 14  
3.3 Campus Image ......................................................... 17  
3.4 Community Outreach ............................................... 22  
3.5 Safety and Security ................................................... 24  
3.6 Emergency Evacuation .............................................. 25  
3.7 Education ............................................................. 26

## 4.0 Existing Conditions

4.1 Existing Conditions .................................................. 31  
4.2 Current Users ........................................................ 39
1. Executive Summary

1.1 Introduction

The University at Albany has a unique opportunity to transform its image from a “party school” to a University that promotes the health and well-being of its students and neighbors. By implementing a single comprehensive project, named the Purple Path, a new multi-use facility around the inner perimeter of University Drive, UAlbany can improve:

- Transportation infrastructure and multi-modal alternatives
- Parking demand & supply
- General accessibility (ADA compliance)
- Community health & safety
- Campus - Community social cohesion
- Institutional identity & campus physical image
- Campus community pride
- Alumni connections & fundraising capability
- Educational opportunities

“The University needs to make a sustained commitment to working with the neighborhoods...the campus needs attention, both in its infrastructure and its integration into the neighborhood...we need to revisit the student experience...and those students need to have the best possible experience that we can provide.”

President Kermit Hall
April 27, 2004
1.2 Project Overview

The Fall 2005 Master’s of Urban and Regional Planning Studio concentrated on developing a proposal for the Purple Path. As described in this document, the proposed Path will be a purple multi-use 5k loop around the inner perimeter of the campus ring road. The new facility will help humanize the campus by offering students, faculty & staff a great place to run, walk & bike in a scenic and educational environment. The Path will also provide needed connections to local neighborhoods and retail establishments as well as regional transportation networks.

1.3 Existing Conditions

Presently, the campus has a discontinuous system of sidewalks and dirt paths that follow the inside edge of the ring road. The path’s surface changes between asphalt, concrete, dirt and stone dust, depending on the location along the system. The current perimeter path crosses motor vehicle rights-of-way twenty-three times (not including ring road crossings). At each of these crossings, the right-of-way is unclear for bicyclists, pedestrians and vehicles, creating multiple conflict points. The design of these crossings, ranging in width from 24.5 ft to 85 ft., focus almost entirely on moving motor vehicles from the road to the parking areas.

1.4 Multi-Use Path

Once fully implemented, the main portions of the path will consist of bike lanes on both sides of a traffic calmed loop road, and a dual surfaced, purple path along the inside of University Drive. Experienced bicyclists will be able to utilize the bicycle lanes along the ring road while slower, less-experienced cyclists will have the opportunity to ride on the paved portion of the path. For all other non-motorized users, the dual surfaced path will provide a year-round facility for walking, running, skating, skiing, etc. A large paved surface and a smaller low-impact surface will compose the dual surfaced path.

Paved Surface: provides sufficient space for multiple uses and designed for year-round maintenance.

Low-Impact Surface: provides runners and the UAlbany Cross Country team with a soft yet durable surface that is more forgiving on the athlete’s body. Although the non-paved surface will not be plowed during the snow season, it will be available for winter recreational uses such as cross-country skiing or snowshoeing.
1.5 University Image

The physical image of the campus as well as the perceptions of the student population, and the relationships with the local communities will be dramatically improved. The University can use this project to improve its physical environment by beautifying and humanizing an encompassing greenbelt around the entire campus. Through well applied landscaping, the parking lots can be disguised and the additional vegetation will bring the potential physical beauty of the campus to fruition. Student-driven art and historical exhibits displayed along the path will improve the unique character of the grounds and the University’s institutional identity, by providing a focus for campus pride and student inclusion in the ongoing design of the campus form. The perceptual image will be improved through an increased ease of navigation due to new way-finding signage. The greatest image improvement benefit for the University will be to offer this rare, progressive, multiple benefit facility to its surrounding communities and neighbors.

1.6 Transportation

The Purple Path offers more than just recreational benefits, commuting will be facilitated through connections of the path and the campus roadways. The connections will provide safe, paved linkages to the internal facilities on campus as well as the Administration Building, Freedom Quad, Albany Nanotech and CESTM. Along with these campus connections, the new facility will provide several external linkages to the surrounding neighborhoods, numerous local commercial areas and several existing local and regional transportation networks.
1.7 Safety and Security

The Purple Path will enhance the safety on campus by reducing numerous existing bicycle-pedestrian-car conflicts and providing a well-signed, uniform facility. Campus security will be strengthened by the incorporation of a completely enclosed and brightly lit lighting system that would reduce evening security concerns, as well as increased usage during the night.

1.8 Health and Fitness

Studies have traditionally shown that new facilities generate new users: “If you build it, they will come.” The increased level of exercise, spurred by the provision of a safe and attractive facility will result in a substantial health benefit to the campus community. According to the U.S. Surgeon General, moderate physical activity performed a few days a week can substantially reduce the risk of heart disease, high blood pressure, diabetes and other obesity related maladies. Using a physical inactivity cost calculator, the current health care cost of the University community’s lack of physical activity amounts to approximately $6,950,429 each year (estimated using University student population statistics). If 5% of the inactive student population became more physically active, an estimated $350,000 would be saved each year in health care costs.
1.9 Funding and Phasing

The Purple Path can be funded through a variety of resources while additionally creating new fundraising opportunities for the University. The path will provide commuting options through connections to several regional transportation networks, making it eligible for federal transportation funding. A case can be made for this facility to be an integral part of a comprehensive emergency evacuation route, opening eligibility for federal homeland security funding. Sections of the path, benches and other amenities can be sponsored by alumni or friends of the University and the completed 5k loop can be used for an alumni run or other athletic fundraising events. Through a combination of various sources, the Purple Path can generate its construction and maintenance costs while providing the University and its surrounding community with a long-term fundraising asset. The Path can also be included in future growth plans for the University which would alleviate the need for a large separate funding source.

Phase 1
Design and Construct Walking and Running Paths

Phase 2
Add Amenities and Landscaping

Phase 3
Construct Connections and Public Spaces

Phase 4
Reconstruction of University Drive with Bicycle Lanes

Potential Grants for Design and Implementation

- Transportation Enhancements Program
- Recreation Trails Program
- Quality Communities Program

Note: These programs need a lead agency
Legend:
- NYS Bike Route 5
- Proposed Patron Greenway
- Future Connections
- Connections
- Purple Path
- Bus Stops

The Purple Path
# 2. Background

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1 Historic Review</td>
<td>8</td>
</tr>
<tr>
<td>2.2 Campus Case Studies</td>
<td>8</td>
</tr>
<tr>
<td>2.2.1 University of Oregon</td>
<td>8</td>
</tr>
<tr>
<td>2.2.2 Cornell University</td>
<td>9</td>
</tr>
<tr>
<td>2.2.3 Stony Brook University</td>
<td>10</td>
</tr>
</tbody>
</table>

**The Purple Path**
2.1 Historic Review

In 1962, after more than a century of providing secondary education to the residents of New York, the University at Albany was designated a University Center of the New York State University System by then Governor Nelson Rockefeller. In that same year, ground was broken on a new uptown campus on the western end of the City of Albany. The location of the campus, although cited on an existing golf course, was in the heart of a unique ecosystem called the Pine Bush. That ecosystem, characterized by sand dunes and pine trees, is now preserved by the Pine Bush trust and is home to rare species such as the Karner Blue Butterfly.

The design and layout of the uptown campus was produced by Edward Durell Stone and was meant to accommodate 10,000 students. Stone designed the campus during an era of modernist architecture and student unrest, resulting in a campus designed beyond the human scale and for preventing mass congregation. Due to the near doubling of the student population over the past forty years, the campus’ resources are stretched to their limit, especially in regard to parking supply and demand. While the City of Albany and Town of Guilderland have grown around the campus, there is still a feeling of isolation caused by the presence of the ring road and the limited connections to the outside world.

2.2 Campus Case Studies

In order to grasp a greater understanding of the University at Albany’s standing against universities it describes as its peers, several campuses were chosen to compare their bicycle and pedestrian treatment. The campuses were selected to represent similar sizes, climate and a comparable pseudo-urban/suburban environment.

University of Oregon, Eugene, OR

The University of Oregon’s Department of Public Safety strongly encourages bicycling as a form of responsible transportation. The University recognizes that the health of a community is a result of its accumulative actions, and bicycling is a means of promoting both personal and community health. The school maintains an informative website to guide students and staff who want to use bicycles as a
mode of transportation. On that website, (http://safetyweb.uoregon.edu/bicycling/) one can find information about the availability of covered parking, safety recommendations, and a listing of local shops where you may purchase adequate gear for the winter conditions.

To accommodate the bicycle commuting population, Oregon has bicycle parking rules to guide the campus. They offer a choice of bicycle racks, covered bike parking and bike lockers available for rent for the nominal fee of $50 per year. The University strongly discourages parking outside of these facilities and impounds bicycles parked illegally.

Cornell University, Ithaca, NY

Cornell University is another school with a strong reputation for accommodating bicyclists and pedestrians on campus. Due to the limited parking available, most students choose alternate modes to travel around the campus and the City of Ithaca. Similar to University of Oregon, Cornell also has a website specifically catering to the bicycling community (http://www.bee.cornell.edu/extension/bicycle/CA-MPUS.htm). On the opening page it reads, “Cornell endorses bicycling as a healthful, environmentally sound, economical and congestion-reducing alternative to automobile travel to and around campus.”

Cornell emphasizes education as an important part in extending bicycle usage on campus. They offer numerous bicycle-traffic safety programs to create smart and safe adult cyclists who are skilled at riding in all traffic situations. Cornell’s network of accessible routes through the campus has made bicycling a preferred travel mode. Bicyclists are allowed to bicycle on marked, shared walkways and everyone is encouraged to “Share the Road” safely. The parking facilities for bicycles are continually being updated and expanded.
and the local Bicycle and Pedestrian Advisory Committee meets regularly to discuss current issues pertaining to the safety and promotion of bicycling and walking on the campus.

provide the campus community with multi-modal options. Bicycles can be loaded and unloaded in as little as 10 seconds.

The Paul Simons Memorial Bicycle Path is a six-mile long path is open all members of the community including the local public. The path will ultimately connect to the proposed Town of Brookhaven trail further expanding campus connections.

As can be seen from the provided examples, catering to bicyclists and pedestrians is not a new idea. The schools that have implemented such programs often have the most attractive campuses in the country and are able to draw new students based on campus aesthetics.

Stony Brook University, Stony Brook, NY

Stony Brook University is a leader in the SUNY system when it comes to catering to bicyclists and pedestrians on campus. Students and faculty are encouraged to bring a bicycle to campus. They focus on providing scenic facilities to promote bicycling and walking as healthy and convenient ways to travel about campus.

All of the buses in Stony Brook’s fleet come equipped with bicycle racks to

Cornell University’s Extensive Bicycle and Pedestrian Network.
3. Benefits and Opportunities

<table>
<thead>
<tr>
<th>3.1 Transportation</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.2 Health and Fitness</td>
<td>14</td>
</tr>
<tr>
<td>3.3 Campus Image</td>
<td>17</td>
</tr>
<tr>
<td>3.4 Community Outreach</td>
<td>20</td>
</tr>
<tr>
<td>3.5 Safety and Security</td>
<td>22</td>
</tr>
<tr>
<td>3.6 Emergency Preparation</td>
<td>24</td>
</tr>
<tr>
<td>3.7 ADA Compliance</td>
<td>25</td>
</tr>
<tr>
<td>3.8 Multi-Disciplinary</td>
<td>26</td>
</tr>
</tbody>
</table>
### 3.1 Transportation

Too often, the discussion of a multi-use path focuses solely on recreation; the Purple Path’s intention is to step beyond this limitation. Through bicycle-pedestrian access and connection improvements to the campus and community, the University at Albany has the opportunity for greatly improving transportation options provided to the campus and local communities.

#### Automobile Prevalence

Not only has the student body increased but the prevalence of car ownership and the number of car commuters has swelled dramatically. This puts the University in a difficult situation at peak times during the week when the existing parking supply does not adequately meet the growing demand. As of the Fall Semester 2005, the University at Albany has 14,251 cars registered to park on campus and only 7,210 parking spaces to fill that demand.

In order to combat this growing problem, UAlbany is currently examining and implementing new parking policies. One newly adopted policy is the addition of 140 spots to the State Quad parking lot.

At $3,000 per space, this addition is costing the University $520,000, not including the additional maintenance and upkeep costs in the future. If the Purple Path decreases future parking supply demands by simply one percent this would equal seventy-two fewer parking spaces and a savings of $216,000 in future construction cost. Although the new State Lot comes in at just over half a million dollars, this figure still pales in comparison to the $15,000 per parking space considered for a new on-campus parking garage.

Preliminary observation counts on campus observed approximately 600 cars an hour enter the ring road around 5pm on a weekday afternoon. Extrapolating this information leads to an estimated average annual daily travel of 5,000-10,000 vehicles. During the high traffic periods on Tuesday and Thursday afternoons, this often results in traffic congestion and a lack of available spaces. The University already recognizes this problem in their recent Parking Study stating, “Traffic on the west side of campus is already congested…”
Transportation Options

UAlbany faces a daunting problem if they continue to expand the campus to suit the needs of the individual automobile user. Already the campus has set a precedent of the automobile taking priority over pedestrians.

New York State law stipulates that motor vehicles must yield to pedestrians in a crosswalk, however, as this sign indicates, automobile traffic takes priority in the uptown campus transportation infrastructure.

The Purple Path will provide a safe and attractive bicycle and pedestrian transportation corridor into and through the UAlbany campus. The Purple Path will create an inviting environment that is comfortable for travel, while improving the informal connections and cut-throughs that currently exist on the campus.

The Path’s connections to the UAlbany and CDTA provided bus routes, local neighborhoods, local retail centers, and major regional transportation systems will provide the community with multiple transportation options other than the automobile.

In recent months, both the independent UAlbany bus systems as well as CDTA have seen significant increases in rider ship. With gas prices soaring in the wake of Hurricanes Katrina and Rita, many travelers were searching for alternatives to the high cost of fuel.

The Purple Path will generate the base for establishing a demand for reliable “Bikes on Buses.” By necessitating the presence of bike racks on all buses, it will also give travelers access to multi-modal options. The system is already in place to ferry passengers up and down the main transportation corridors in Albany and the surrounding areas. UAlbany can open discussions with CDTA on the frequency of the service and ways in which opening a partnership can improve the kiosks and waiting areas, allowing more people to be apt to find the bus routes an acceptable alternative.

“The University needs to make a sustained commitment, at its highest levels, to working with the neighborhoods immediately adjacent to each of our campuses.”

President Kermit Hall

The Purple Path
3.2 Health and Fitness

The proposed Purple Path will provide the infrastructure for the University and its surrounding communities to participate in physical activities developing healthier lifestyles and combating the effects of obesity, cardiovascular disease, diabetes and other ailments brought on by physical inactivity.

According to the New York State Department of Health, poor diet and physical inactivity are the second leading causes of preventable death in the United States. The Purple Path will provide the campus population and the surrounding neighborhoods with a facility that will help our community combat these growing problems.

**Obesity**

Many young people are concerned with their physical self-image and deficient levels of fitness, all of which stem from a lack of exercise and/or their poor eating habits. Young people who do not eat properly or do not get enough exercise are more likely to become overweight or obese and may increase their risk of developing other diseases and conditions.

Obesity is associated with an increased risk of potentially fatal diseases such as diabetes, high blood pressure, stroke and coronary artery disease.

In New York State, the percentage of adults who are overweight or obese has increased from 42% in 1997 to 57% in 2002, while obesity among children and adolescents has tripled over the past three decades. Obesity-related illnesses cost the United States an estimated $117 billion and New York State more than $6 billion. The statewide statistics on obesity do not provide an adequate amount of information to determine what the current conditions and risks of obesity are on the University at Albany campus. Based on an independent, informal windshield survey conducted by the studio team, approximately 30% of the University at Albany student population is at high risk for obesity.

![Obesity Trends* Among U.S. Adults](BRFSS_2001.png)
Health Cost Calculation

Promoting physical activity can be a highly cost-effective and sustainable public health intervention. A very beneficial tool to use in gauging the economic cost of physical inactivity to the university community is the Physical Inactivity Cost Calculator provided by the Active Living Leadership (http://www.activelivingleadership.org/). This instrument supports government leaders as they create and promote policies, programs and places to enable active living and increase overall levels of physical fitness.

It was determined that it would cost the university community approximately $6,950,429 each year for inactivity based on the estimated university student population. The physical inactivity cost calculator also determined, that if as little as 5% of the inactive student population became physically active, it could save the university community an estimated $347,521 each year.

US Surgeon General

There are a multitude of health benefits that physical activity can provide. According to the U.S. Surgeon General, moderate physical activity performed on most days of the week can substantially reduce the risk of dying from heart disease, the leading cause of death in the United States, and can reduce the risk of developing colon cancer, diabetes, and high blood pressure. It has been determined that participating in 30 minutes of moderate physical activity, for example brisk walking, is enough to bring about many of the beneficial effects of an active lifestyle.

Examples of Moderate Levels of Physical Activity

Less Vigorous, More Time
- Wheeling self in wheelchair for 30-40 minutes
- Walking 1 3/4 miles in 35 minutes (20 min/mile)
- Bicycling 5 miles in 30 minutes
- Dancing fast (social) for 30 minutes
- Pushing a stroller 1 1/2 miles in 30 minutes
- Walking 2 miles in 30 minutes (15 min/mile)
- Bicycling 4 miles in 15 minutes
- Jumping rope for 15 minutes
- Running 1 1/2 miles in 15 minutes (10 min/mile)

More Vigorous, Less Time

The U.S. Surgeon General provides ways to promote physical activity in the public. Some of the ideas include well-designed programs in schools to increase physical activity in physical education classes. Other ideas that have been used in some communities around the nation include opening school buildings and shopping malls for walking before or after regular hours, as well as building bicycle and walking paths separated from automobile traffic.

**Advanced Fitness Facility**

The University at Albany takes pride in its investments in advanced, cutting-edge technology such as the Albany Nanotech and CESTM programs, both housed in high-tech facilities. In order for the University to continue in this enterprising, progressive development, it is necessary for them to design and implement a program that will provide such facilities with adequate access to healthy infrastructure. Promoting physical activity would be easier if there was a safe and reliable network of paths available to be used in any location on the campus, including the new structures across Fuller Road. The Purple Path will provide the advanced fitness facility needed to compliment the progressive high-tech lifestyles.

In keeping up with current health trends, the University at Albany should focus on the well-being and fitness of their students and staff along with providing access to the facilities for residents within the local community. The vision of the Purple Path as an accessible multi-use path, intelligently designed for all types of users, is the ideal arrangement. Along with increasing the overall physical activity for the University, this system reaches out to the surrounding communities and offers them the benefits of a recreational transportation facility.


3.3 Campus Image

When approaching the campus one gets a sense of swimming through a sea of asphalt, a habitat for vehicles, guided by painted lines and unnamed passages, only to reach the anonymous massive concrete heart at its center. The campus symmetry makes navigating the campus confusing while the dull uniformity prevents the landscape from attaining a unique sense of place. Recently, the University has received negative press and reviews tarnishing the public’s perception. A combination of these attributes hinders the University at Albany from reaching its full potential as a nationally recognized academic institution and a locally anchored treasure.

In creating a new path system, the University shows its understanding that automobiles are not the only mode of travel, increasing the awareness and importance of walking and biking on campus. The Purple Path will transform the aesthetic image of the campus by improving the natural and artistic beauty along with providing aid in campus navigation. It will counter the perceptual stigma by increasing the amount of outdoor interaction, bringing more activity to the edges of campus. The Purple Path will help to attract more students to study at the University, as well as enhance the interactions with the surrounding neighborhoods.

Aesthetic Image

The aesthetic beauty and distinctive identity of the uptown campus will be dramatically improved through the Purple Path’s development. The Path will apply landscaping techniques such as concealing the parking lots with rows of trees and shrubs to not only make it safer and easier to use, but buffers also make the campus more uniquely beautiful. Special focus on the major gateways to the campus will dramatically affect the first impressions that one gets when arriving on campus. Exhibits of art and historical significance will add a unique flavor to campus and attract users to the path. Signage and information kiosks along the path will help guide the users in their navigation of the campus.
Art and History

To increase the beauty of the campus and to give it a distinctive flavor, the Purple Path should become a place for the University to display student art installations. Working in conjunction with the Fine Arts Department and the Boor Sculpture Studio, students can become actively involved with the Purple Path by creating the potentially functional or interactive artwork. The best example of this today would be the Sustrans Network in the United Kingdom, a 10,000-mile national pathway system that is lined with artwork giving the path local identity and character.

Each section of the pathway can display information kiosks that tell the history of the University at Albany, the City of Albany, and the State of New York. The path can also be broken into sections relating to the nearest residential Quad, which serve as characteristic landmarks. Each section can describe the history of Albany during the time period of its adjacent Quad: Indian (before 1500), Dutch (1609-1664), Colonial (1664-1776), and State (1776-Present).

The visual and physical divisions between the different sections of the path will help solve the problem of navigating around the campus. The historical themes and artwork will breakup the conformity of the campus and give each area a distinct personality that will help users identify the area of campus they are currently located in.

By incorporating art and history, the Purple Path will educate and inspire while becoming a community destination. It will make walking and running on campus an entirely new experience for anyone who wishes to take advantage of the facility. This approach to path development will
make the campus a regional attraction and draw more people to enjoy the University at Albany.

**Institutional Identity**

The University can counter the negative perceptions of the campus through the offering of this progressive and unique asset to its community.

**Social Benefit**

With development currently focused around the centralized Podium, the periphery of the campus is a “dead zone;” the Purple Path will breathe new life into these areas by drawing people to the campus edges. Underutilized assets, such as Indian Lake and its loop path, will also be beneficiaries of this project, attracting people to these locations and re-awakening the campus population to their existence. Rest areas with seating and open space for various activities and interactions will encourage the use of these areas by providing the population with comfortable destination choices along the path.

The greatest social benefit of the Purple Path will be its encouragement of students, faculty, and staff to come out and enjoy the campus in its entirety. The Purple Path, with its campus connections to the podium as well as the surrounding neighborhoods, will create an extensive network of connected public spaces encouraging civic life, transforming the campus into an exciting place, and inspiring intellectual thought.

**Student Perception**

From the 2002-03 academic year through the 2004-05 academic year, enrollment dropped by well over a 1,000 students. This has come at a great cost to the University because of the corresponding drop in tuition revenue. Increasing enrollment is an important policy of the administration and construction of the Purple Path will help achieve this goal. Through the improvement of both the physical and perceptual image of the
campus, the Purple Path will help to attract more students to the University at Albany.

A student’s initial campus visit is a major deciding factor when choosing where they will go to college. An uninviting, uninspiring campus greets potential students who visit the University at Albany. The major entrance gateways to the campus will be more informative, aesthetically pleasing, and welcoming to prospective student and the campus population. Visitors will witness a campus with more nature, art, and activity, dramatically increasing the likelihood they choose the University at Albany as the college to attend.

The University is working to increase not only the quantity of its students but also the quality. An improved campus image will attract more upper-tier students viewed as assets to the University. One commonality of the highest ranked national universities is in their transportation infrastructure giving priority to pedestrians and bicyclists.

3.4 Community Outreach

University students, faculty, and administration will greatly value a finished trail, but so will the outside users that travel from all over the region and even our own backyard to use our facilities. These people include the residents from right next door who traverse muddy dirt paths to access our resources. There are many neighborhood associations that
could help the process by contributing ideas and increasing the publicity of the University. Creating a safe, reliable, and accessible path would also better the image of the school in the community’s mind. Working with these communities is a central benefit of the Purple Path and opening this conversation is paramount to the success of this project.

Along with the neighborhood association’s, there will be outreach to the Capital District Transportation Authority (CDTA). The UAlbany campus is a major destination with multiple bus routes streaming through the campus, there should be accompanying attractive bus stops and improved access. A conversation with CDTA will be opened by developing the Purple Path. This communication can work on ways to improve the present service to the campus.

An alliance with the nearby Harriman State Campus would benefit both UAlbany and the State Campus. The Harriman Campus has become a recreational facility after work hours. Bicyclists and pedestrians flood to this area to use the enclosed street as a track where the safety from traffic gives them comfort while using it to better their health.

While searching outside the university borders for supporters and contributors, there are plenty of possibilities within our school community. There is the athletic department who are regular users of the current path for running and training. All the teams from cross-country to football (including the New York Giants professional football team) use the pathway consistently.

The Fine Art’s and History departments will be included through their work on exhibits for the path. The Business Administration department will be included in running a potential Bicycle Rental and Repair shop. The School of Public Health can be involved through the study of the effects of offering a facility like the Purple Path.
3.5 Safety and Security

In order to be a destination that can attract users, a system must be safe in both perception and reality. Our current system of walkways does not meet the safety standards it is capable of attaining and the Purple Path can address this shortcoming.

The first problem is that the present path does not have a uniform surface. Along the 5K journey around the campus the current system crosses motor vehicle rights-of-way twenty-three times, introducing multiple pedestrian-bicycle-vehicle conflict points. There are points throughout the existing path where the proximity to the ring road creates an added security issue. The number one issue of security on campus is the lack of adequate, pedestrian level lighting; the current path is no exception.

This project will create a uniform surface for the entire system limiting the dangers of bodily injury. The Purple Path will calm the vehicle crossings clarifying the proper pedestrian-bicycle-vehicle interaction, creating a safer environment for every user. The new path will address the proximity to University Drive by moving the path away from the road where possible and placing landscape barriers as a buffer in locations where the space limits moving the path. The Purple Path design calls for the introduction of pedestrian level lighting throughout the entire path system, this will greatly reduce evening security concerns.

Surface Continuity

There are a number of unpaved sections with poor drainage and uneven surfaces. The discontinuous nature of the infrastructure leads users from one surface type onto another without warning. These transition points between the paved and unpaved sections of the path create uninviting environments that could injure a user.

Locations where the inside ring path has to crossover to the outside are unnecessary and only increase the pedestrian vehicle conflict points. The Purple Path will follow the logical inner-perimeter of University Drive, eliminating the unnecessary crossings and the dangers inherent in crossing vehicle paths’.
**Intersections**

Super-sized intersections lacking in pedestrian crossings are a danger to all path users. There currently exist twenty-three (not including University Drive crossings) intersections along the current path and attention must be given to redesigning them. These intersections are dangerous because it takes pedestrians and bicyclists a long time to cross, greatly compromising their safety. The Purple Path opens the option of redesigning the vehicle crossings with traffic calming measures resulting in more focus on the safety of the pedestrians.

Combined with the wide crossings, inadequate signage deprives drivers the advanced understanding that pedestrians are crossing the street and to exercise caution. Applied signage will clarify the proper interaction between drivers, runners, walkers and bicyclists reducing points of conflict. Another major safety concern is the lack of curb cuts. For a person in a wheelchair or a mother with a baby in a stroller, these obstacles can cause challenges that render the current path unsafe to use. This lack of curb-cuts can prevent people from getting onto the sidewalks quickly and easily, creating a potentially life-threatening situation. The newly designed system will incorporate proper curb cuts at all crossings, thus eradicating this preventable safety concern.

**Lighting**

In an effort to increase security, a series of blue light installations were introduced to provide immediate access to a phone in case of emergency. Unfortunately, the lighting network of the University was not updated at the same time. Sections of the campus remain in darkness that keeps people from feeling safe and comfortable. During the winter the sun goes down quite early, necessitating the need for a sufficient lighting structure. The unlit portions of the path leave the user feeling insecure in the environment, decreasing the number of users during the evening.

The lower volume of users and the lack of
adequate lighting increase the threat of danger felt by the remaining users. It should be standard practice to have a fully functional light system at night. With an improved and uniform lighting system, the volume of users during the evening hours would greatly increase; along with the increased volume would come increased security.

3.6 Emergency Preparation

In today’s hectic atmosphere, one of the most thought of concerns is emergency preparation. Our modern world has witnessed the recent failure of several cities and regions to safely handle mass out-migration and the complete emptying of its population. In each of these major visible disaster situations, the traditional vehicle-based transportation infrastructure was over-run very quickly. Once the normal infrastructure is over-run the evacuees must switch to the only available form of movement, walking.

The over abundance of automobiles on campus would leave University Drive utterly impassable within minutes of a disaster. The congestion would leave the pathway as the only way off campus. The Purple Path will provide the campus with an extremely valuable emergency preparation tool. The daily use of the path by the campus community would leave them with a good working knowledge of the campus layout and the connections to the outside. This “good day” use would prepare the daily users for swift evacuation on that possible “bad day.”

Proper identification signage will be placed around the entrances and exits to inform users of the buildings inside the campus as well as connections to the outside. Creating an easy navigation system will benefit the campus community as well as the emergency personnel entering campus, allowing them rapid access to buildings on the interior, thus giving them a better chance to reach the potential victims.
### 3.7 ADA Compliance

The American with Disabilities Act (ADA), passed in 1990, stipulates that all newly constructed and rehabilitated facilities must be accessible to persons with disabilities or chemical dependency. Currently at the University at Albany there are 300 students with a wide variety of disabilities who have registered with Disabled Student Services (DSS). One half of those students registered have transferred to our campus from another.

Five years ago, SUNYA reconstructed the west side of campus during the Empire Commons expansion. During that time, all new sidewalks and curb cuts were brought up to the ADA standards and that area of the campus is accessible to people with disabilities. Unfortunately, the east side of campus is devoid of many of the needed amenities.

To quote the SUNYA website, “Our primary objective is to develop and maintain a supportive campus environment that promotes recruitment, retention, academic achievement and personal growth for students with disabilities. To achieve our objective we provide academic support services; seek, obtain and develop many types of resources; train and educate faculty and students; and provide many other support services to our clientele.” The construction of the Purple Path will provide the University the opportunity to bring the rest of the campus up to compliance standards and rise up to their dedication to the disabled community.
3.8 Multi-Disciplinary

The Purple Path will incorporate an educational dimension through interaction with the students and faculty. The Purple Path is more than just a bicycle and pedestrian trail system. Its role will be expanded to become an outdoor exhibit. Each section of the pathway will display information kiosks designed by the History Department covering notable periods during the history of the University at Albany, the City of Albany, and the State of New York. The Fine Arts Department and the Boor Sculpture Studio will involve their faculty and students in the development of the Path. The School of Public Health will become involved through data gathering to begin quantifying how a facility such as the Purple Path can benefit its surrounding community. The School of Business will be involved through the potential of running a Bicycle Rental and Repair shop to cater to the Purple Path users. Athletes, as well as the general community, will become better informed about current campus activities. The School of Education will be able to run an education campaign to provide the community with a better understanding of bicycle and pedestrian safety.

Fine Arts Department

The Fine Arts Department can contribute greatly to the overall appearance and function of the Purple Path. Working in conjunction with the Fine Arts Department and the Boor Sculpture Studio, students and faculty will become actively involved with the Purple Path by creating the potentially functional or interactive artwork. With its prime location and the superb talent, involving the Boor Sculpture Studio will stimulate an excitement to fashion the new trail system into something more than a common exercise path. Due to its location and specialization, the Boor Sculpture Studio should be approached about creating an elegant sculpture park. The space around their building can be landscaped into a garden with various statues and benches for people to relax and admire the original artwork. Offering Purple Path patrons student and faculty art will foster a regional appreciation for the University at Albany’s dedication to promoting artistic expression. The artists’ will create
History Department

The University community and local residents repeatedly request a way finding system to denote where they are on the campus. The campus is designed with each quadrant differentiated by association with a New York State period (Indian, Dutch, Colonial, State). The sculptures, exhibits, and potentially functional art pieces (i.e. benches, coverings, lights...) to be distributed along the path. These contributions will give the path a unique character and help promote school pride.

History Department should be approached to develop exhibits to be presented to path users by way of information kiosks and other information dispensing devices along the Purple Path. The History and Fine Arts Departments should attempt to work together to develop artistic historic exhibits to compliment the information provided in the kiosks. This would dramatically improve everyone’s navigation around the campus combined with gaining a greater understanding into the history of New York State.

School of Public Health

Designing and building the Purple Path begins the foundation for developing the research initiative and statistical analysis process in conjunction with the University at Albany’s Initiative for Healthy Infrastructure. An evolving database should be concocted to collect and track the health situation of students, before the building of the pathway and after completion, to determine the actual benefits of providing a resource similar to the Purple Path.

This physical facility should be accompanied by an increased push in the
education concerning the risks of inactivity among young adults, as well as the benefits of physical activity such as higher levels of energy and an improved self-image. The University should then incorporate the Purple Path in all the new projects on campus in order to promote a physically healthy University.

**School of Business**

Increasing the level of pedestrian and bicycle activity at the University at Albany constitutes more than just the physical design of its campus. Programs and initiatives should be created to promote alternative transportation modes. One such project should be the establishment of a bicycle rental and repair shop, which can be managed by students of the School of Business. The bike shop should have needed supplies, be staffed by trained mechanics, and have a program that buys inexpensive bicycles and rents them to students and employees.

By having students from the School of Business manage the bicycle shop and all of its responsibilities such budgeting, operations, and advertisement, it will give them a unique real-life experience that will also benefit the University at large. The School of Business can use the bike shop to show the public that it supports the spirit of entrepreneurship and a quality education for its students.

**Athletics Department**

According to the Athletic Master Plan there may be a massive reconstruction of the entire southern side of campus. Included in this plan is a new stadium, new fields, new courts, but no new facilities for average exercise. The Purple Path will provide the Athletic Department and the general public with a 5k exercise loop.

Implementation of the Purple Path will provide the Athletic Department with a new way to advertise their events. Along the stretch near the RACC would be an...
ideal location for a new sports board. This board would include information about the University teams such as records, status, and breaking news. By displaying this to the public in a place where people will be running and walking, the athletic teams will have a frequently viewed new forum.

**School of Education**

Another initiative that will support the Purple Path is the development of a pedestrian and bicycle safety education campaign, which would be administered by the students and faculty of the School of Education. This will teach the University community how to safely walk and bike on and off campus by creating awareness of the dangers caused by automobile traffic. The campaign will also educate the local population on the official rules and regulations dealing with transportation on campus. The pedestrian and bicycle safety education campaign is an excellent opportunity for the School of Education because, like the other academic departments already listed, it will offer real-life experience to its students.

The School of Public Health can cooperate on the campaign to promote walking and bicycling on campus and the associated health benefits. The initiative will be a reminder that there are transportation modes other than the automobile. The campaign will also demonstrate the University’s deep care for the safety and well-being of its students, employees and community.

The multiple levels of the UAlbany can use the Purple Path as a catalyst for inter-departmental cooperation. Joint programs should be established to develop greater interaction between the different specialties of the University community. It is up to the University at Albany to notice this unique opportunity to enhance, beautify, and humanize its environment.
4. Existing Conditions

4.1 Existing Conditions

Presently, the campus has a discontinuous system of sidewalks and dirt paths that follow the inside of the University Drive. The path’s surface changes between asphalt, concrete, dirt and stone dust, while the width of the path and its distance from the road vary greatly as well. The current perimeter path crosses twenty-three motor-vehicle rights-of-way (not including University Drive). These crossings are designed for automobiles, with widths ranging from 24.5 feet to 85 feet, allowing fast and easy access from University Drive. The expansive widths of the crossings and the high-speed turning radius create an unsafe area with potential conflicts between pedestrians and automobiles. The delineation of right-of-ways for bicyclists, pedestrians and automobiles is unclear furthering potential conflicts.

Section Condition

The existing path is broken into thirteen sections, differentiated by surface material and the path’s distance from the road.
**Section 1**  
**Location:** Collin’s Circle Right-Turn Exit to Northeast Washington Ave. Entrance  
**Surface Type:** Asphalt  
**Description:** This section is a paved surface that leads to a crossing of University Drive accessing Washington Avenue. The area has few obstructions and ample space to be redesigned into a more desirable path.

**Section 2**  
**Location:** Northeast Washington Ave. Entrance to Carillon Drive East  
**Surface Type:** Dirt  
**Description:** This section of the path formed because of heavy pedestrian traffic that has through the grass creating a dirt surface. When the weather is disagreeable this area becomes hazardous due to slippery roots and mud puddles. This long section holds great potential due to its attractive corridor of pine trees.
Section 3
Location: Carillon Drive to Center Drive East
Surface Type: Concrete
Description: This section, which frames the Life Science Building, is one of the newest along the existing path. It has landscaped trees and green space along with ample room for pedestrian and bicyclist rights-of-way. This should be a demonstration area for potential public spaces along the Purple Path.

Section 4
Location: Center Drive East to Indian Quad Access Road
Surface Type: Asphalt
Description: This small section is connected to the previous one by an enormous intersection that is the pinnacle of the dangerous crossings. This intersection has wide corners, allowing cars to make turns fast without slowing down, and no crosswalk for pedestrians to use and warn the motorists of their activity. It has few obstructions and can be easily redesigned.
### Section 5

**Location:** Indian Quad Access Road to Baseball Field Access Road  
**Surface Type:** Asphalt  
**Description:** This section of the existing path has no buffer space between. A small goat path, formed in the grass by runners, lies adjacent to the paved path surface. It borders natural resources, such as the underutilized Indian Lake and its system of forest trails. This section is restrained by a substantial change in elevation adjacent to the path.

### Section 6

**Location:** Baseball Access Road to Southwest Corner of Practice Fields  
**Surface Type:** Dirt  
**Description:** This section of the existing path has no formal built system; the path is forged through the grass as a result of its heavy use. Rows of trees run along the inside of the path, failing to act as a buffer to automobile traffic. Deep ruts in the dirt fill with water and ice during poor weather. This section’s expansion is constrained by the athletic fence.
**Section 7**

**Location:** Southwest Corner of Practice Fields to RACC South Lot Access  
**Surface Type:** Asphalt  
**Description:** This is another section of the perimeter path that continues the informal dirt surface. Like the other dirt sections, it turns to mud when it rains. It has few obstructions with a considerable amount of adjacent land that allows space for this section to be easily redesigned and should be considered for a public space.

---

**Section 8**

**Location:** RACC South Lot Access to RACC Main Entrance  
**Surface Type:** Dirt  
**Description:** This is another section of the perimeter path that continues the informal dirt surface. Like the other dirt sections, it turns to mud when it rains. It has few obstructions with a considerable amount of adjacent land that allows space for this section to be easily redesigned and should be considered for a public space.
**Section 9**

**Location:** Dutch Parking Lot South Access to Tricentennial Drive  
**Surface Type:** Asphalt  
**Description:** This section of the existing path is adjacent to the roadway with no buffer from automobile traffic. The path travels through a limited land area flanked by University Drive to the west and the Dutch parking lot to the east. A goat path wanders away from the paved surface through the tree-covered portion. As this section approaches Tricentennial Drive the roadway widens to accommodate a separate bicycle traffic lane.

<table>
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<tr>
<th>Distance to Road</th>
<th>Width of Existing Path</th>
</tr>
</thead>
<tbody>
<tr>
<td>12'</td>
<td>10.5'</td>
</tr>
</tbody>
</table>

**Section 10**

**Location:** Dutch Parking Lot South Access to Tricentennial Drive  
**Surface Type:** Asphalt  
**Description:** This section of the existing path is adjacent to the roadway with no buffer from automobile traffic. The path travels through a limited land area flanked by University Drive to the west and the Dutch parking lot to the east. A goat path wanders away from the paved surface through the tree-covered portion. As this section approaches Tricentennial Drive the roadway widens to accommodate a separate bicycle traffic lane.

<table>
<thead>
<tr>
<th>Distance to Road</th>
<th>Width of Existing Path</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5'</td>
<td>8'</td>
</tr>
</tbody>
</table>
Section 11
Location: Tricentennial Drive to Social Science/Podium Exit
Surface Type: Concrete
Description: This is an alternative gateway to the University, approaching from Fuller Road and Freedom Quad, CESTM, and Albany Nanotech. This section of University Drive was recently redesigned with the construction of the new Empire Commons. It is a concrete sidewalk and the only location where the path has ADA compliant curb cuts. Crosswalks are bright and visible whenever the path crosses the roadways. This section continues the small shoulder along the roadway that gives bicyclists a degree of separation from automobile traffic.

Section 11
Location: Tricentennial Drive to Social Science/Podium Exit
Surface Type: Concrete
Description: This is an alternative gateway to the University, approaching from Fuller Road and Freedom Quad, CESTM, and Albany Nanotech. This section of University Drive was recently redesigned with the construction of the new Empire Commons. It is a concrete sidewalk and the only location where the path has ADA compliant curb cuts. Crosswalks are bright and visible whenever the path crosses the roadways. This section continues the small shoulder along the roadway that gives bicyclists a degree of separation from automobile traffic.

Section 12
Location: Social Science/Podium Exit to Collins Circle Right Turn Entrance
Surface Type: Asphalt
Description: This section of the path is directly adjacent to the ring-road with no buffer with the exception of the I-90 access ramp where the buffer expands to a broad 15 feet. The small shoulder for bicyclists continues to provide some separation from automobile traffic.
**Section 13**

**Location:** Collins Circle Right Turn Entrance to Collins Circle Right Turn Exit

**Surface Type:** Dirt

**Description:** This section travels through the main gateway to the campus cutting a thin line across the edge of Collin’s Circle. It is a thin informal dirt surface, adjacent to University Drive. It crosses four road segments, each of which has large turning radii allowing for high-speed traffic. There are no crosswalks over these intersections or signs to inform motorists and trail users the proper information.
4.2 Current Users

The University at Albany already has a path around the inside of University Drive, but it is inadequate for its level of use. The existing path is discontinuous and unsafe with fragmented sections, informal goat paths, areas with a high potential for pedestrian-automobile conflict, and other dangerous conditions. Nonetheless, there is a high level of use by students, employees, and neighbors showing the potential usage level if an adequate path is built.

User Counts

Two different approaches to user counts were utilized for this proposal. The first was an hour count at three locations along the path at three different times of separate day. This was used to appreciate the level of use during the day for key portions of the system perceived to be high volume locations.

Another count was conducted as a half-hour simultaneous count at locations all along the current path. This was conducted at the same time on a single Monday during the National Count Week of the National Bicycle and Pedestrian Documentation Project (pg. 99). This approach was decided upon to gather a greater understanding of the use types and levels for the differing sections.

The findings of the user counts can be examined in the appendix (pg. 100-104).

Hour Count

Morning
Between 7:00 & 9:00

Afternoon
Between 11:00 & 1:00

Evening
Between 4:00 & 6:00

1. Washington Ave Northeast Access
2. Western Ave Gateway
3. Empire Commons Access

Half - Hour Count

Monday
From 5:30 to 6:00

8 Different Locations
The Purple Path

Simultaneous Half Hour Count

Mode Split

Existing Conditions Section Number

Number of Users

Runners
Pedestrians
Bicyclists

Existing Conditions Section Number

Bicyclists
Pedestrians
Runners

The Purple Path
5. Design Recommendation

5.1 Design Guidelines  42
5.2 Connections  54
5.3 Pedestrian Crossings  60
5.4 Public Amenities  64
5.1 Design Guidelines

This section describes the general design guidelines to direct the construction of the Purple Path so it is built to the highest quality, gaining public recognition for the University and expanding its ability to attract many users while attempting to minimize impacts on existing landscaping and infrastructure.

General Design Cross Sections

Five general design concepts were developed as potential cross-sections to implement along the path. No measurements are given because the path is extremely variable and the general cross-section is meant to be flexible in order to be adapted specifically and uniquely to each section of the path. The decisions that define and mold each specialized cross-section include whether each user type is given a separate lane, the amount of buffer space between the road and user lanes, and whether the roadway must be widened.

The objective of an overall cross-section is to make the path as uniform and continuous as possible. Having the sharp, sporadic changes embedding the existing and bicycle traffic flows. If a uniform design is not adopted then these erratic variations could ultimately lead to a reduction in potential users as well as its benefits as a marketing tool for UAlbany.

Choice Matrix

A matrix was created to compare and rank the five general design concepts. The final recommended cross section was chosen based on the scores from the matrix. The design concepts were compared on five criteria.

Five Judgment Criteria

1. Multi-Use – How well does the path accommodate all potential users?
2. Safety/Comfort – How well does the path limit the amount of potential accidents? What is its degree of separation from the road? Does it encourage greater use by creating a comfortable, safe place to walk, bike or run?
3. Maintenance – What is the cost and level of difficulty for maintaining the path year-round?
4. Image/Beauty – How well would the path’s aesthetics attract people to it? Can the path better the school image and be used as a marketing tool for the University?
5. Building Cost – How expensive is the path during initial construction?
Cross Section Choice Matrix

<table>
<thead>
<tr>
<th></th>
<th>Multi-Use</th>
<th>Safety/Comfort</th>
<th>Maintenance</th>
<th>Image/Beauty</th>
<th>Building Cost</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1</td>
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<td>3</td>
<td>2</td>
<td>3</td>
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<tr>
<td>Option 2</td>
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<td>1</td>
<td>4</td>
<td>1</td>
<td>4</td>
<td><strong>11</strong></td>
</tr>
<tr>
<td>Option 3</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>3</td>
<td><strong>11</strong></td>
</tr>
<tr>
<td><strong>Option 4</strong></td>
<td><strong>4</strong></td>
<td><strong>4</strong></td>
<td><strong>3</strong></td>
<td><strong>3</strong></td>
<td><strong>1</strong></td>
<td><strong>15</strong></td>
</tr>
<tr>
<td>Option 5</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td><strong>13</strong></td>
</tr>
</tbody>
</table>
**Recommended Treatment**

The preferred general design concept for development of the Purple Path is Option 4: *Multi-Use/Bicycle Path*. This design will accommodate bicyclists, runners, and walkers, resulting in the highest multi-use rank. This will offer the highest level of safety/comfort by separating the different modes of travel from the automobile traffic and each other, while ranking high in maintenance by providing a wide plow accessible surface. Though it is the most expensive option, it is a smart investment because the benefits far outweigh the cost. As a result, Option 4: *Multi-Use/Bicycle Path* earned the highest support from the choice matrix.

Each of the proposed modes of travel move at different speeds, introducing conflicts when passing creating potential safety risks exacerbated by commuter bicyclists who can ride at speeds over 20 mph. The problems created by a shared space are minimized in this design concept by providing separated right-of-ways for each mode of travel.

The pedestrian accommodations should be the widest lane as other users can potentially make use of this space. The paved lane will be shared by recreational bicyclists who ride slowly not wishing to be on-road and during the winter months runners. The American Association of State Highway and Transportation Officials (AASHTO) recommend the paved section of a multi-use path be at least ten feet wide to provide sufficient space for all users, as well as the snowplow in winter.

Another reason for dividing the modes of travel into separate right-of-ways is to accommodate the different preferred surface types for the primary uses. Pedestrians and bicyclists prefer solid paved surfaces to provide proper traction and stability, regardless of the weather conditions. Runners strongly prefer a low impact surface such as grass, crushed limestone or cinder as the ideal running surface. As runners are a dominant proportion of the present users and to accommodate the needs of the UAlbany Cross-Country Team a low impact surface is a high priority in the design concept.
Pine Row is located along the buffer between the State Quad lot and University Drive. It currently exhibits two rows of pine trees creating a beautiful aesthetic sense of place, but is in need of better surfacing. The road on one side and State parking lot on the other border the pathway, but it is over 36 ft wide leaving adequate room to accommodate all users. The trees act as the perfect natural buffer between the different user’s lanes. There is ample space remaining for benches, artwork, and information kiosks.

**Applied Cross Section**

Recommended cross sections have been drawn only for certain portions of the Purple Path loop. These sections were chosen because they had aspects of their existing conditions (such as a high number of obstructions, restrictive grade, limited space, etc.) which would make it difficult to adapt the general cross section design. Other sections of the Purple Path will be easier to layout, such as the northwest portion of University Drive near Washington Avenue. These areas are relatively flat and wide with very few obstructions to work around. It must be said that there are still other sections of the path without recommended cross sections that still need individual attention.

Illustrated below are applied cross sections for five different portions of the path. Each portion is unique, complete with its own challenges and opportunities. These sections received a brand name in order to apply a theme to the portion of the path based on adjacent landmarks vegetation or land-use. These cross section applications show there is enough space to adapt the recommended cross section, Option 4: *Multi-use/Bicycle Path*, and to accommodate all types of users on the path.
The Boor Sculpture Studio section is located opposite the Boor Sculpture Studio. Twelve feet from the curb the terrain descends at a steep grade into the woods surrounding Indian Lake. To give the portion more lateral space, leveling the area after the current initial descent allowing for the 10’ required for the walking lane. The area before the descent is already level, but not very wide, so the ideal running lane must be reduced. The lampposts are spaced far apart from each other and it is recommended that vegetation will help to fill the void.
Great Dane Way is located along the sport’s facilities fields where there is currently not enough space to accommodate all users. A fence bordering the field is only 21.5 ft from University Drive with a row of trees in-between. Due to this restriction, the separated lanes would have to be modified, or eliminated if the fence is immovable. To keep the Purple Path continuous and uniform, it is recommended to move the fence closer to the football field. Displayed in the cross section the fence was moved only 7.25 ft, which gives ample room to accommodate all users. The idea of planting another row of trees was abolished due to space constraints and the added cost; there is already a small hill that acts as a buffer from the playing fields.
Great Dane Way
Sports Facilities

LEGEND
- Unpaved Surface
- Landscaping
- Lighting
- Running Surface
- Walking Surface
- Bike Path

* Fence

The Purple Path
Locust Row is located along the softball field and tennis courts near the Dutch Quad. This section currently exhibits many ideal characteristics the proposed design concept of the Purple Path. It is extremely wide and lined with two gracious rows of large trees, giving a wonderful sense of dimension and beauty. There is plenty of room in between the trees to fit both the running and walking lanes. There is sufficient space remaining for benches, artwork, or information kiosks.
Dutch Lane is on the buffer between Dutch Quad lot and University Drive. It is lined with lampposts and trees, but there is ample room due to the obstruction spacing. The running lane should be sited between the lampposts and the existing row of trees. The lampposts are spaced far apart from each other and it is recommended that trees be planted in between them to fill the void. The paved walking lane should be located to the right of the existing row of trees. A protective barrier should be built to separate walkers and recreational bicyclists from the Dutch parking lot. This could be a wooden fence, bushes, or possibly a stonewall to keep with the Dutch theme.
Dutch Lane
Dutch Quad Lot

LEGEND
- Unpaved Surface
- Landscaping
- Lighting
- Running Surface
- Walking Surface
- Bike Path

The Purple Path
5.2 Connections

The Purple Path should not be mistaken as strictly a multiuse pathway running along the inside of University Drive. The Path is a transportation facility with attention paid to the various departure links to the diverse attractions surrounding the University, such as neighboring communities, business districts, the Harriman State Office Campus, and regional transportation routes. This will transform the pathway into a network benefiting the campus population, the surrounding communities and the region as a whole. Due to space constraints, some connections will be narrower than the main loop, but will still be designed to encourage and support walking and bicycling in and through the campus. These connections allow for all major destinations on and off campus to be a short, safe, and enjoyable walk or bike ride away.
Campus

The focal point of the connections will be the interior of campus, defined as the podium, residential quads, and supporting buildings. This section of campus has the highest density of people and the role of the connections will be leading people to and from the main loop while also making the center of campus a more pleasant place to walk and explore.

Intricate webs of pedestrian links intersect in the center of campus. These have the potential to be constructed into wonderful public spaces due to the already high concentration of active people. If they are designed as places that generate social interaction, they will be full of activity and civic life. One such place with the highest convergence of connections and people is the cobblestone square between the Evan Revere Collins Circle and the podium.

Greater pedestrian traffic through the square will help the University achieve its goal of making this area the grand Gateway to the campus.

The Purple Path will better integrate the northwestern section of campus. Empire Commons and the Northwest Gold parking lot generate a considerable amount of pedestrian traffic that must be supported by adequate infrastructure. This area has the highest volume of pedestrian traffic and the efficiency of the circulation will be greatly improved by providing a system of routes for the pedestrian to choose.

Freedom Quad and the Albany Nanotech and CESTM buildings are isolated from the main portions of the University by a major barrier, Fuller Road. The Albany Nanotech and CESTM buildings are considered by many to be a campus of
their own. The connections of the Purple Path will integrate this area of particular academic achievement into the rest of the University by creating a pleasant, attractive and comfortable route for people to walk and bike along Tricentennial Drive. A major enhancement for this connection would be a reconfiguration of the Fuller Road intersection to make it less of a barrier to human passage. This would have to be in conjunction with Albany County, the custodian of Fuller Road.

The current University Administration Building and the Management Service Center are separated from the rest of the campus. Located on the outside of the ring road with their frontages on Western Avenue, many people do not recognize these buildings as being part of the UAlbany community. A connection will be established to link this area to the main portion of the Purple Path and the Podium benefiting students, faculty, and administrative employees. The most attractive route between the two would be through the trails surrounding Indian Lake. This would bring more people to use the most underutilized asset of the campus. Indian Lake is an unusual asset for a campus the size of SUNY. Creating a major connection between the central Podium and the central administration would draw a considerable amount of activity to the lake and increase the likelihood of walking between the Administration building and the Podium.
**Neighborhood/Commercial**

The Purple Path will not only connect different sections of the University but also integrate the campus with its surrounding neighborhoods and business districts. This is a mission of President Hall who stated, “The University needs to make a sustained commitment, at its highest levels, to working with the neighborhoods immediately adjacent to each of our campuses...both in its infrastructure and its integration into the neighborhood.”

The Purple Path will blend the borders between the campus and the McKownville neighborhood by formalizing the dirt paths leading to Norwood St, Glenwood St, Parkwood St, and Knowles Terrace. The McKownville Improvement Association who wishes to make their neighborhood more bicycle and pedestrian-friendly supports access enhancements like these. These connections are also called for in the McKownville Corridor Study produced by the Capital District Transportation Committee.

Stuyvesant Plaza is a major retail location within a short walking or biking distance of the campus. A connection already exists from the ring road to Fuller Road, which is planned for reconstruction in the near future. This project should continue to the Stuyvesant Plaza entrance. The University will again need to partner with Albany County to redesign Fuller Road, making it more accommodating to pedestrians and bicyclists.

This will bring more residents onto the campus while increasing the likelihood of faculty or staff buying homes in the surrounding community. These are also important for allowing access from campus to the businesses along Western Avenue. Other connections that support this business district are at the Western
State & Regional Connections

The Purple Path will not be a stand-alone transportation system. The University at Albany’s uptown campus is located in the center of the Capital Region and is near or adjacent to major transportation corridors. The Purple Path will interconnect with the existing and proposed transportation infrastructure of the region and of New York State. This allows the construction of the pathway system to be potentially eligible for funding from the federal government through the Transportation Improvement Program administered by the Capital District Transportation Committee (CDTC). The partnerships for this project funding need to be further explored.

The Purple Path will link to CDTC’s Bicycle and Pedestrian Priority Network that define the transportation corridors in the Capital Region that are a priority for pedestrian and bicycle improvements. Included among these corridors are Fuller Road, Western Ave, and Washington Ave, all of which border the University at Albany and will be linked to the Purple Path through its connections. These connections link the campus to a regional Avenue entranceway and to University Plaza. This strip mall contains a number of businesses including Uncommon Grounds, which are very popular off-campus destinations.

Harriman State Office Campus

Presently a large redevelopment project is being planned at the neighboring Harriman State Office Campus. The University will likely expand into the Harriman and it is necessary to create sensible connections that will be the physical link between the two campuses. These will extend from the north and south sides of the podium and adjacent to the Boor Sculpture Studio. There is the possibility for a connector road to be built between the two campus’ ring roads. If so, another Purple Path connection should be built as part of this construction.
web of roadways, which receive greater bicycle and pedestrian focus.

Passing the University at Albany along Western Avenue is New York State Bike Route 5. This bike route extends from the City of Niagara Falls to the Massachusetts border. This is part of a greater New York State bike route system, reaching statewide. The numerous connections to Western Avenue will link the Purple Path with this highly traveled New York State Bike Route.

In 2004, the CDTC proposed the construction of a trail way between the Hudson River and the Albany Pine Bush Preserve called the Patroon Greenway, which connected the communities, resources, and institutions along the I-90 corridor. Included in the Greenway proposal is a connection spur into the Harriman State Office Campus along the loop road. The Purple Path will link to the Patroon Greenway by its connection links to the Harriman Campus.
more aware of their surroundings. A limitation on the width of the roadway or traveling lane discourages fast driving as it feels hazardous. Increasing the automobile’s awareness of the presence of the non-motorized users greatly decreases the likelihood of incidents. While elements of landscaping and lighting do not force a change in driver behavior, they provide visual signals that encourage greater awareness and more cautious driving. Experience throughout Europe, Australia, and North America has shown that traffic calming, when done correctly, reduces traffic speeds, the number and severity of crashes, and noise level.

### 5.3 Pedestrian Crossings

Pedestrian crossings are the most essential safety concern along the existing pathway. When designing a multi-use path that crosses motor vehicle rights-of-way, safety takes precedence in the design of these potential conflict points. In order to create a safe and inviting atmosphere for non-motorized users, the pedestrian crossings must be *traffic calmed*. Traffic calming will provide the tool needed to establish the perception of non-motorized control over the pedestrian crossings. The goal is to eliminate the perception of these crossings as points of conflict and uncertainty. Traffic calming can alter these crossings to give greater support to the pedestrian/non-motorized user infrastructure while simultaneously limiting the sense of automobile dominance over the inner campus.

Traffic calming designs elements of the street to incorporate physical measures encouraging people to drive at speeds conducive to greater all around safety. Through the use of physical and visual cues, traffic calming persuades drivers to travel at slower speeds in addition to being more aware of their surroundings. A limitation on the width of the roadway or traveling lane discourages fast driving as it feels hazardous. Increasing the automobile’s awareness of the presence of the non-motorized users greatly decreases the likelihood of incidents. While elements of landscaping and lighting do not force a change in driver behavior, they provide visual signals that encourage greater awareness and more cautious driving. Experience throughout Europe, Australia, and North America has shown that traffic calming, when done correctly, reduces traffic speeds, the number and severity of crashes, and noise level.

### Crosswalk Striping

As a first step, standardizing and re-striping the existing crosswalks and striping crossings that are lacking will enhance the safety and visibility for path users. It is important to ensure that crosswalk markings are clearly visible to motorists, particularly at night. The recommended material for marking crosswalks is inlay tape, which is installed on new or repaved streets. It is highly reflective, long lasting, slip-resistant, and
Lane/Curb Radii Reduction

Reducing the width of the available traveling lane produces a situation in which the automobile user receives a sense of increased hazard, resulting in conscious or unconscious speed limitation. Curb radius reduction is the reduction of the available space for automobiles at corners, thus limiting the rate at which an automobile can safely navigate the turn.

Raised Crossings

A raised pedestrian crossing (speed table not speed bump) is another traffic-calming device that should be implemented for the Purple Path. Raised intersections or crosswalks encourage motorists to slow down. With speed table crossings in place, pedestrians appear six inches taller and therefore are more visible. The automobile is forced to slow down to drive over the inclination with caution. These also provide a sense of pedestrian dominion over the crossings, reducing right-of-way uncertainties. These create a situation in which the automobile is crossing the pedestrian right-of-way as a pseudo gateway to the pedestrian interior.

These provide the automobile user with the sense that they are entering an area of the campus where they are allowed but not welcomed, establishing a high level of security and control for non-motorized users within the campus. This should be applied along the Purple Path right-of-way at every inner-loop crossing as well as the high conflict points crossing University Drive (Northwest Gold Lot and Carillon Drive West – Liberty Lane crossings).

Requires limited maintenance. This should be applied to all pedestrian crossings.

DuraTherm™ Brand Textured Inlay Crosswalk

Requires limited maintenance. This should be applied to all pedestrian crossings.

Lane/Curb Radii Reduction

Reducing the width of the available traveling lane produces a situation in which the automobile user receives a sense of increased hazard, resulting in conscious or unconscious speed limitation. Curb radius reduction is the reduction of the available space for automobiles at corners, thus limiting the rate at which an automobile can safely navigate the turn.

The Purple Path
Through careful application of these techniques, the length that the pedestrian/non-motorized user must cross can be significantly reduced without an unreasonable hindrance of the free movement of automobile traffic. These treatments can be applied both at mid-block sections of a roadway (not an intersection or corner) as well as at intersections. At mid-block points these traffic calming elements will slow the overall speed of traffic before, during, and after the choke point and at corners/intersections, these dramatically slow the rate at which automobiles can make the turn.

This technique should be applied at every crossing along the Purple Path right-of-way to limit the rate at which automobiles turn into the interior of the campus. Eventually this should be applied to University Drive at constant intervals to limit the average speed of traffic.

**In-Pavement Lighting**

In-pavement lights can be installed at crosswalks to alert motorists to the presence of a pedestrian crossing or the presence of a pedestrian preparing to cross the street. The amber lights are embedded in the pavement on both sides of the crosswalk and oriented facing oncoming traffic. When the pedestrian activates the system, either by using a push-button or through detection from an automated device, the lights begin to flash at a constant rate, warning the motorist that a pedestrian is in the vicinity of the crosswalk ahead.

The amber LED lights flash in unison at a rate designed for maximum motorist
recognition and are visible during the day as well as at night. The flashing lights are activated when a pedestrian wants to cross and are automatically shut off after a set period. This traffic-calming device draws attention to the pedestrian and notifies the driver that someone is crossing the street. These are highly visible but also costly, accordingly this treatment should be limited to only the points of the highest conflict potential (Northwest Gold Lot crossing and Carillon Drive West – Liberty Lane crossing).

Traffic Calming Combination

The eventual application of these traffic-calming techniques should incorporate elements of each of these suggestions. Crosswalk striping, raised crosswalks and curb radii reduction should be uniformly applied along the entire Purple Path right-of-way. Crosswalk striping, raised crosswalks, lane width reduction and in-pavement lighting should be applied to the high conflict points (Northwest Gold Lot crossing and Carillon Drive West – Liberty Lane crossing).
5.4 Public Amenities

The relationship of landscape furnishings to walking paths is important for the character of the Purple Path and for viewing the inspiring landscape. The Purple Path is a place where people will want to congregate; by creating an inviting atmosphere, through the incorporation of street furniture, bike racks, information kiosks, artwork, human scale lighting and landscaping, the Purple Path will become the quintessential attraction on the UAlbany campus.

Benches and Rest Areas

Benches are an integral part of a pedestrian circulation system, providing seating and resting opportunities along the path. A three-mile long path must have several points for users to take time to rest, gather themselves or absorb the environment. At few locations along the path, the rest area will include covered seating, bike racks, waste receptacles and water fountains for drinking and beauty. Provision of information kiosks at equal intervals will facilitate way finding on the campus for campus residents as well as visitors.
**Lighting**

Installation of a continuous and complete system of combination pedestrian-street lamps along the pathway will allow for human scale lighting while the higher-level lighting illuminates the roadway. As a possible alternative to standard electrical lighting, solar powered lampposts would allow for the conservation of energy, dramatically decreasing the operating the expenditures of the Path and University. Retrofitting the existing lampposts to use solar energy is a possibility but this would still require installation of pedestrian scale lighting.

**Landscaping**

Attractively designed tree-lined streets are often a source of civic pride. Beautiful vegetation along the path will increase its magnetic draw. Different sections of the path will have different vegetation to create theme sections. This can follow the existing examples of Pine Row and Locust Row. The intent is to extend the positive environmental and aesthetic benefits of landscaping to all users of the Path while creating a recognizable sense of place along the path.

**Art Work**

The University at Albany has a dignified and dedicated art program that will have a new venue for exhibition. The users of the path will benefit as spectators to the beautiful landscape vistas accentuated by the faculty and student driven expositions. Unique designs of functional furniture can provide an unusual outlet for UAlbany to become an innovative outdoor gallery.
Landscaping Concepts

- Dramatic presence of tulips, commemorating the Dutch influence on the region
- Greater distribution of pine trees recognizing the campus’ original pine bush ecosystem
- Introduction of flowering trees and bushes with varying budding times thus extending the flowering period
- Distribution of bushes and trees providing parking lot and roadway barriers for increased sense of security
- Thematic and decorative borders:
  - Stonewalls
  - Sculpted walls
6. Financing Options

6.1 Phasing
The distribution of the overall cost over a flexible timeline will make the project more economically feasible.

Four General Phases of Recommended Implementation

- **Phase 1: Construct Asphalt and Cinder Paths**
  - Fully construct the walking and running paths, the core elements of the Purple Path providing a base to build upon

- **Phase 2: Addition of Public Amenities**
  - Begin implementing seating, lighting, information kiosks, landscaping, art and other public amenities to foster the Purple Path as an inviting attractive destination

- **Phase 3: Construct Connections and Public Spaces**
  - Implement the connection of the Path to the campus interior, the surrounding neighborhoods and regional networks while designing quality public space at the nodes of high pedestrian traffic and pleasant vistas

- **Phase 4: Reconstruction of University Drive**
  - In future construction projects or as a repaving project University Drive should be widened to accommodate an on-road bicycle lane
6.2 Funding

With initial cost estimates of around $1 million, fundraising efforts will be paramount to implementing the project. The Purple Path represents an opportunity to reach out for alumni support. While phasing the implementation of the project in stages and including the costs in other building plans, defers the investment, there exist a number of funding options.

Financing Options:

➢ **SAFETEA Transportation Enhancements Program**
  
  o The program provides federal reimbursement for non-traditional projects that add value to the transportation system by relating to the needs of people. Each project must relate to surface transportation and meet one of the 12 eligible activities.
    
    ▪ [http://www.dot.state.ny.us/progs/tepgen.html](http://www.dot.state.ny.us/progs/tepgen.html)

➢ **Surface Transportation Program (STP)**
  
  o Funds provided to states and localities for projects on any roads that are not classified as minor local or rural collectors. Great funding opportunity for building a bike trails/paths connecting neighborhoods in the City of Albany, through Harriman campus, and University at Albany campus, with the Town of Guilderland.
    
    ▪ [www.dot.state.ny.us/pubtrans/funding.html#stp](http://www.dot.state.ny.us/pubtrans/funding.html#stp)

➢ **Congestion Mitigation and Air Quality Improvement (CMAQ) Program**
  
  o Projects must contribute to attainment of national ambient air quality standards by reducing pollutant emissions from transportation sources. Our project is a perfect match for CMAQ Pedestrian and Bicycle Programs.
    

➢ **Recreational Trails Program**
  
  o The Recreational Trails Program is a State-administered and Federal assistance program to provide and maintain recreational trails for both motorized and non-motorized recreational trail use.
    
    ▪ [http://www.nysparks.state.ny.us/grants/programs/recreation.asp](http://www.nysparks.state.ny.us/grants/programs/recreation.asp)
<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital District Transportation Committee</td>
<td>CDTC administers many of the regional transportation projects and the funding available to them. As an example, The CDTC’s Bicycle and Pedestrian Spot Improvement Program is the funding mechanism for small-scale projects, which will improve the region's bicycle and pedestrian travel environments through &quot;spot improvements&quot; to the transportation system.</td>
<td><a href="http://www.cdtcmpo.org/">http://www.cdtcmpo.org/</a></td>
</tr>
<tr>
<td>NYS Quality Communities Program</td>
<td>The Quality Communities Program is designed to enhance local community development efforts throughout New York State.</td>
<td><a href="http://www.dos.state.ny.us/qcp/qcp2.html">http://www.dos.state.ny.us/qcp/qcp2.html</a></td>
</tr>
<tr>
<td>NYS Department of Health, Healthy Heart Program</td>
<td>The Healthy Heart Program funds programs that make it easier for New Yorkers to choose healthy lifestyles. The Preventive Health and Health Services (PHHS) Block Grant provides funding to promote and evaluate increases in the number of adults participating in regular sustained physical activity.</td>
<td><a href="http://www.health.state.ny.us/funding/grants/block_grant.htm">http://www.health.state.ny.us/funding/grants/block_grant.htm</a></td>
</tr>
<tr>
<td>Healthy Trails, Healthy People</td>
<td>Each year Parks &amp; Trails New York, in conjunction with the New York State Physical Activity Coalition (NYSPAC), select communities that are interested in trail development to receive assistance. As part of the program, selected communities will receive technical and planning assistance, workshops, mini-grants, and organizational support.</td>
<td><a href="http://www.ptny.org/greenways/hthp.shtml">http://www.ptny.org/greenways/hthp.shtml</a></td>
</tr>
<tr>
<td>Architecture, Planning and Design Program</td>
<td>The purpose of this program is to stimulate and promote excellence in design and planning in the public realm for the benefit of all New Yorkers. The Program aims to increase awareness and appreciation of the designed environment of New York State and to advance innovation in the design and planning fields.</td>
<td><a href="http://www.nysca.org/public/guidelines/architecture/index.htm">www.nysca.org/public/guidelines/architecture/index.htm</a></td>
</tr>
</tbody>
</table>
Appendix

Public Meeting Comment Forms  72
Business Review Article “Party School”  87
BEARS and Bikes Article  88
Letter from Resident  89
Employee Assistance Program  90
Notes from Albany Running Exchange  91
Quotes of President Hall  93
Facility Costs  95
Pedestrian Count Form  96
Hour Counts  97
Simultaneous Half Hour Counts  101
Existing Sections  102
Existing Conditions Section Map  105
Surface Material Matrix  106
Support in UAlbany Master Plan (1998)  107
Transportation Committee, Pedestrian Issues and Bicycle Access Report  110
Parking and Mass Transit Distance Map  116
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?

52+ times

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?

I already use it on an almost daily basis but any improvements would enhance my quality of life.

I would like riding my bike on campus more if there was a usable bike lane - not a side walk.

3) Do you have any additional comments or concerns regarding the Purple Path?

please don't pave the section near the quad parking lot - it looks very nice

the way it is.

I am concerned about plowing - the path is my walk and it is planted!

4) What is your position at the University at Albany?

Student  Faculty  Staff  Other (please specify)
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity? 150 times

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?

Would remain the same, but be safer and more pleasant.

3) Do you have any additional comments or concerns regarding the Purple Path?

My concern is that having both buses and pedestrians on same path might be difficult with the width available on the inside of the perimeter.

4) What is your position at the University at Albany?

Student Faculty Staff Other (please specify) None
(RACE COMMITTEE CHAIR HUDSON MOHAWK ROAD RUNNERS CLUB) www.nmrac.com
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?
   At least twice weekly

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?
   No, unless there is winter rain. Even then during the coldest months I would stay indoors.

3) Do you have any additional comments or concerns regarding the Purple Path?
   Difficulty of x-country path which needs to remain "natural", cinders are acceptable

4) What is your position at the University at Albany?
   Student   Faculty   Staff   Other (please specify)
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?
   
   None

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?
   
   maybe - I am someone who exercises very regularly -
   mostly near my home. A pleasant environment for exercise near my work would encourage me to undertake physical activity here.

3) Do you have any additional comments or concerns regarding the Purple Path?
   
   It's important to make a path that everyone will use as an asset for the campus.

4) What is your position at the University at Albany?

   Student    Faculty    Staff    Other (please specify)
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?

   At least twice a month.

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?

   Yes it would decrease the amount of time I ride on the narrow roads. It would also be a more desirable destination.

3) Do you have any additional comments or concerns regarding the Purple Path?

   Construct it in such a way that it blends the campus with the surrounding public roads that may increase the number of students, employees, who want would ride a bike or walk to school/work.

4) What is your position at the University at Albany?

   Student  Faculty  Staff  Other (please specify) City of Albany, resident
1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?
   
   NEVER

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?
   
   walking - it's a beautiful path but problematic where it is unpaved, especially near State Quad

3) Do you have any additional comments or concerns regarding the Purple Path?
   
   it's a fantastic idea

4) What is your position at the University at Albany?
   
   Student  Faculty  Staff  Other (please specify)
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?
   
   0 - I ride my bicycle along the perimeter road frequently, but stay on the road.

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?
   
   I would not use it for bicycling. The bicycle is a vehicle and should not mix with pedestrians. Unsure of how much I would use it for pedestrian purposes.
   
   But, I think for walking, running, etc., it is a great idea. I see runners occasionally running in the road — not a recommended practice.
   
   Any possibility of a marked (even if shared) bike path on the perimeter road?

3) Do you have any additional comments or concerns regarding the Purple Path?


4) What is your position at the University at Albany?

   Student    Faculty    Staff    Other (please specify)  
   (Alb. Bicycling Coalition)
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?
   
   once a month

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?
   Yes - Safe area to come to

3) Do you have any additional comments or concerns regarding the Purple Path?
   There are different user groups to consider. I know many non-student runners that come here by the path is lit in many places in the winter. It's needed to have a complete asphalt path that connects well to the larger regional system (Patterson Trail?) is needed.

4) What is your position at the University at Albany?
   Student  Faculty  Staff  Other (please specify) alumni planner
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?

once a month

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?

Yes - safe area to come

3) Do you have any additional comments or concerns regarding the Purple Path?

There are different user groups to consider. I know many non-student runners that come here b/c the path is lit & planted in many places in the winter. Still need to have a complete asphalt path that connects well to the larger regional system (Patroon Trail?) is needed

4) What is your position at the University at Albany?

Student Faculty Staff Other (please specify) alumni planner
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?  
O - just moved here

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?

Yes, I like to hike, would like connection to downtown (where I live).

3) Do you have any additional comments or concerns regarding the Purple Path?

Excellent presentation.
Have you considered where funding will come from.
Tie in to Midtown plan.

4) What is your position at the University at Albany?

Student  Faculty  Staff  O Other (please specify) City of Albany Planning Dept.
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?


2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?

Yes, especially in the fall and spring...
The scenery is beautiful


3) Do you have any additional comments or concerns regarding the Purple Path?

Your presentation was well-done – however
ieszion down while talking
ren virtual tours make it clearer where the presentation is via the entire loop
and in relation to quad & residential
funding $$??


4) What is your position at the University at Albany?

Student Faculty Staff Other (please specify)
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?
   2 or 3 times
   Commuting to meetings, etc. 6 or 7 times

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?
   probably so - but it would still be related to attending an event or an exhibit

3) Do you have any additional comments or concerns regarding the Purple Path?
   need to address the connection to neighborhoods, Pine Bush, CESTM, Shaynes Plaza, Harriman campus, etc.

4) What is your position at the University at Albany?
   Student  Faculty  Staff  Other (please specify)  area resident
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?
   once

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?
   No, don't own a bike
   Running is conducted on race track around football field

3) Do you have any additional comments or concerns regarding the Purple Path?
   Great idea, needs some adjustments.
   Would be of great resource to both the UC Albany community and the surrounding community

4) What is your position at the University at Albany?
   Student  Faculty  Staff  Other (please specify)
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?
   Daily for a while

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?
   Probably Not Moving Away

3) Do you have any additional comments or concerns regarding the Purple Path?
   About parking — perhaps propose a sliding scale for parking fees
   say live 5 miles or less from campus fee = $500/yr
   10 miles — $300/yr
   20 miles — $100/yr
   etc etc

4) What is your position at the University at Albany?
   [ ] Student [ ] Faculty [ ] Staff [ ] Other (please specify)____________________________
The Purple Path
Open House and Discussion
October 24, 2005
Comment Form

1) How often within the past year have you used the existing pathway around the perimeter of the university for any physical activity?

My team uses it daily — sometimes twice/day.

2) If the Purple Path is constructed would you increase your amount of walking, running, and bicycling on campus? If so why?

- Depending upon materials used in construction

3) Do you have any additional comments or concerns regarding the Purple Path?

If the path is made of multiple materials —

- hard surface — All weather plowable for bikes & walkers
- an aestheticinda path for runners/joggers etc. The

best of both worlds of aesthetics and practical use

could be accomplished.

If you would like additional info please contact

Mr. Craig McVay — UALBANY Athletics

518-3057

4) What is your position at the University at Albany?

Student  Faculty  Staff  Other (please specify)
UAlbany garners dubious honor

It's an honor University at Albany officials wish someone else received.

The Princeton Review has ranked UAlbany the No. 1 "party school" in the United States for the second time in five years.

According to the review's Web site, UAlbany was ranked based on survey questions about the use of alcohol and drugs, hours of study each day, and the popularity of the fraternities and sororities.

The Princeton Review determines school rankings using a survey pool of about 110,000 college students nationwide. The results are published annually as "The Best 357 Colleges."

UAlbany has about 12,000 undergraduate students and 5,400 graduate students.

"The Princeton Review annual college guide is known for cursory, unscientific surveys," said UAlbany spokeswoman Lisa James Goldsberry in a statement. "The rankings are not to be taken seriously, and are certainly not reflective of the serious, hardworking students at UAlbany."

UAlbany last received the party school top spot in 1998. This year, UAlbany also clinched No. 1 spots on the review's "Students (Almost) Never Study" and "Professors Make Themselves Scarce" lists.
BOURBONNAIS, Ill. - Christmas came four months early for 20 excited children who were given bicycles by Lovie Smith and his assistant coaches Wednesday when the Bears broke training camp in Bourbonnais.

The Bourbonnais Police Department and the Kankakee County Sheriff's Department worked with the Pembrook Food Pantry and the Kankakee Valley Park District to identify 20 worthy youngsters to receive the bikes, which were ridden by the coaches throughout camp.

All of the bikes were donated at the beginning of camp by "Bike 'N Hike" in Rock Island, Ill.

In previous years, Bears coaches traveled around training camp on golf carts. But Smith prohibited that practice when he was hired in 2004, stressing physical fitness and encouraging his assistants to use bikes.

Smith donated his bike last season and thought it would be a great idea of his coaches joined him this summer.

"Last year we started really putting a big emphasis on everyone getting into shape," he said. "It's pretty hard to preach getting in shape when you're riding around in golf carts."
October 26, 2005

Jeffrey Olson
Geography and Planning
Arts & Sciences 218
1400 Washington Avenue
Albany NY 12222

Dear Professor Olson,

I am writing in response to an inquiry by one of your students into my utilization of the “trail” circling the University at Albany campus. I have been a resident of Albany for the past 4 years and my husband is a graduate of SUNY Albany. I frequently walk with my family around the campus “trail”. However, since the birth of my child it has been difficult to navigate the “trail” with a stroller. The sidewalks are difficult to use since they do not have ramps and are not ADA compliant. I frequently see other community residents utilizing the “trail” on the weekends and evenings. I would support improvements to the SUNY Albany campus “trail” such as ramps, an increased number of cross walks, and an increased number of lamps for evening use. If you have any questions, please feel free to contact me.

Sincerely,

[Signature]

Pamela Strassberg
"America on the Move"
to be kicked off on
National Employee Health and Fitness Day
5/18/05 --- 12pm - 1pm
Round Fountain in front of the Campus Center bldg.

Featured Speaker: MARCI FRASER,
News Channel 9 Health Reporter

Additional Speakers: Merci Miglino,
Paul Jensen, Nancie Segel

FUN ACTIVITIES AND PRIZES: SCAVENGER HUNT!
FREE Pedometers! Kick Off Walk Around Podium! (wear your sneakers)

America on the Move is an exercise and weight maintenance program, that promotes learning new behaviors of gradually increasing exercise and decreasing 100 calories per day!

I WANT TO REGISTER FOR "AMERICA ON THE MOVE":
NAME:__________________________________________
CAMPUS PHONE AND EMAIL:________________________
MAIL TO: EAP, MSC #200
Interview with Mary Bovenzi - President of the Albany Running Exchange (ARE)

2:00 pm  9-21-05

Students voiced some opinions she commented on
- Would be nice to have a paved path, but need to have the option of using either dirt side trail or concrete
- Choice of dirt trail is a preference
- Most runners/walkers need a solid even surface
- State parking section- roots above ground cause injury such as twisted ankles and falls

Advantages of paved as voiced by Mary
- Evens out the ground which supports a safer passage
- Can be PLOWED in winter, most other surfaces might be all-weather, but they cannot be accurately and cleanly plowed and cleaned in the winter months, which are a majority of the school year here

Overall Impressions and Concerns about Usage
- Absolutely no lights at night, dangerous to run anywhere once the sun goes down
- Parts where path crosses the street is unnecessary and inefficient, also it’s unsafe
- Having the path on the outside of the circle is a bad idea
- Area lining Western Ave. is prone to flooding after rain, causes uneven and muddy path
- Also wet paths become very slippery and can led to accidents, should have a surface that can drain quickly and thoroughly such as a porous concrete
- In winter when path is unplowed the ARE goes to the Harriman campus to run around the clean road
- Ice is also a concern of the group
- They like the idea of the ring road path greatly, it just needs to be more user friendly and accessible to runners of all types

Safety Concerns
- LIGHTS
- Most of the backside of the path has no lighting
- Make the path safer at night with lights affords more people the opportunity to use the path
- Paved surface with a continuous system of lights
- Crossing from the inside to the outside of the road is a hazard
- Collins Circle is a major hazard and totally discontinues the path
- Buses are also a danger because they do not stop or slow down for anyone

Decorations and Character for the Purple Path
- Want a pleasing, scenic environment to combat the dullness of the campus and ring road
- Pond Path- have put together the paths around the pond to create a 1 mile loop
- Water fountains- drunk kids would probably ruin them which is always a scare for putting free, unlocked objects around campus
- Make sure the water fountains work and are clean of debris
- Gutters and a system of drainage for runoff
- Murals/sidewalk art- idea of club sponsorship of sections of the purple path
- Concrete is a surface that could be drawn on, painted on, whatevered on and cleaned or painted over again easily
- Life Science building has a pretty good path in front of it
- Near the football fields, should put the path between the fence and the trees, if need be have to move the fence in a few feet, want the path away from the road
- Use the space on the path to advertise student clubs and organizations
- Sponsor community gardens taken care of by clubs and students
- Would help promote school spirit as wanted by President Kermit Hall

**Albany Running Exchange as an Organization**
- Over 100 due paying members
- 60-80 are students, both undergrad and grad status
- Their main objective is to promote health and healthy activity
- Most new members are unfit and need to have an easier system to use so as to not scare them away
- Most new members join for the simple reason of losing a few pounds and keeping relatively healthy and fit
- It has a constantly growing membership, at the first meeting of the semester they had 30 new members
Since I stepped off my Utah space ship and landed here, a series of paradoxes of place and purpose have become apparent. Let me share with you a few of them, since they provide an entering wedge in understanding our University.

- It is a place that prides itself on academic success and houses a chapter of Phi Beta Kappa, but ranks as the nation's number one party school.
- A place that sits in a city, but that has no urban strategy.
- A place that proposes to inform the world about how to plan, but has no signage to direct its visitors across the podium, through its three campuses, and in and out of its buildings.
- A place that has increased its share of Group One students, but has lost enrollment and with it the revenue necessary to finance its ambitions.
- A place with an alumni board begging to make a difference, and an alumni giving rate well below the national average.
- A place with a University Council determined to make a difference, but whose existence seems to make no difference at all.
- A place with the nation's second best criminal justice program, but where students in its downtown neighborhood talk casually with the president about gun fire, knifings, drugs, and break-ins,
- where a student writes to the president to explain that her apartment was broken into five times in one year,
- where one parent is so concerned about the safety of her daughter that she suggests we contact Curtis Sliwa and the Guardian Angels to restore order,

My purpose is to launch a dialogue about what we value at a level appropriate to a great university, but to do so with the prudent urgency appropriate to our situation. I invoke my office as a bully pulpit to urge us to act not merely to discuss.

Our enrollment has dropped by about 600 full time students in the past three years and that has cost the University $2 million dollars.

Even more troubling is that the numbers of students applying to the University are down as well, almost 900 since 2002.

Over the past three years, the percentage of Group 1 students has gone up by more than 10 percent, with about 40 percent of the new student population in this group. At the same time, however, the overall student population has declined.

Finally, the dashboard reminds us of one of the central weaknesses of the University - its private and alumni base of support. The University has the lowest endowment of any of its peer institutions - and the lowest of the research centers in New York.

We need a little home cooking, some basic planning, and some re-calibration. I offer this view while keeping in mind Mark Twain's observation that "I am all for progress, but it is change that I can't stand." The way forward, at least in the short term, looks to me to involve the following:

- A renewed dedication to an urban mission, to the neighborhoods in which we teach and learn, and to providing opportunities for the diverse ethnic and racial groups form these neighborhoods;
We need a planning process, moreover, because we have so many plans. As I have combed through the University’s past decade of activity, I am struck by how many task force and other kinds of reports there are, dealing with undergraduate education, honors programs, international education, multi-cultural affairs, the undergraduate experience, parking, food services, Fuller Road, the East Campus, signage, and on and on. It is as if an army had been lined up but never fired a bullet.

The person to oversee this process should be our provost, whose selection I hope will be completed shortly. The search committee for the provost, chaired by Distinguished Service Professor John Pipkin, has done a remarkable job under extraordinarily tight time constraints.

Second, we need to revisit the student experience in general and the experience of our undergraduate students in particular. The task before us is simple: we need get our student enrollment back to where it was, given our financial model, and we need better prepared students, given our role as a research university. And those students need to have the best possible experience that we can provide.

Of all of the issues before the University, the student experience has the greatest _-urgency._

What do these documents suggest? Let me tick off some items for action:

- an identity for the University
- more effective parking and parking regulation
- better campus lighting
- fewer alarms about safety and crime
- more access to wellness facilities
- creation of a Principles of Community document

Let me shift our attention to another area for short-term attention but long-term gain. The University has played a critical role in economic development of the region. These efforts need to continue, especially as Albany and the region become increasingly attractive for these kinds of businesses. Part of the social compact for public universities in our time is precisely that, and this university in the capital city of the state cannot walk away from that responsibility.

The University needs to make a sustained commitment, at its highest levels, to working with the neighborhoods immediately adjacent to each of our campuses, particularly our downtown campus. That campus, I would note, needs attention, both in its infrastructure and its integration into the neighborhood.

We need contact with the various constituencies that make up this neighborhood. We also need to foster a better working relationship with the city, to help every way that we can with the Mid-town re-development plan, and to provide a safer community for our students living there.

Doing so may require some non-traditional approaches to housing in these areas, but it is in our interests to have more viable neighborhoods, safer places for our students to live, and a retail and service sector that will not only attract students but staff and faculty as well.

Let me underscore that these four areas do not encompass all of what we need to do, but they are initial steps toward re-engaging the social compact that has frayed, re-directing attention to our student population, re-affirming our commitment to participating in making Albany and the region a better place to live, work, and study, and re-energizing our efforts to tell our story even better than we have.
## Facility Costs

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<th>Units</th>
<th>Length (Feet)</th>
<th>Width (Feet)</th>
<th>Depth (Inches)</th>
<th>Default Unit Cost (2002)</th>
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Location:  
Date:  
Time Period:  
Weather Conditions:  

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<tr>
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### Washington Avenue Entrance

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<tbody>
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<tr>
<td>Noon</td>
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<td>Evening</td>
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### Western Avenue Entrance

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<tbody>
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### Empire Commons Crossing

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# Hour Count Detail

## Washington Avenue East Entrance: Section 1 and 2

**Morning: 7:45-8:45**  
*Weather: Foggy / Damp*

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<th>Runners</th>
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</thead>
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<td>Ring</td>
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<td>7:45-8:00</td>
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**All Ring: 18**  
**All Potential: 0**  
**Grand Total: 18**

**Afternoon: 12:00-1:00**  
*Weather: Sunny*

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<tr>
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<th>Bicycles</th>
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<th>Runners</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ring</td>
<td>Ring</td>
<td>Ring</td>
</tr>
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<td>12:00-12:15</td>
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**All Ring: 58**  
**All Potential: 0**  
**Grand Total: 58**

**Evening: 4 - 5pm**  
*Weather:*

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<tr>
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**All Ring: 26**  
**All Potential: 0**  
**Grand Total: 26**
### Western Avenue Entrance: Section 6

**Morning: 7:30 - 8:30 am**
- Weather: Foggy / Chilly

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- All Ring: 19
- All Potential: 0
- **Grand Total: 19**

**Afternoon: 12:00-1:00**
- Weather: Sunny

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<th>Runners</th>
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- All Ring: 54
- All Potential: 0
- **Grand Total: 54**

**Evening: 4 - 5pm**
- Weather: Sunny

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- All Ring: 48
- All Potential: 0
- **Grand Total: 48**
### Empire Commons - Section 11

#### Morning: 7:45-9:00
Weather: Cloudy / 75

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All Ring: 13
All Potential: 199

Grand Total: 212

#### Afternoon: 12:00-1:00
Weather: Sunny / 80

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<th>Runners</th>
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All Ring: 73
All Potential: 281

Grand Total: 354

#### Evening: 4 - 5pm
Weather: Wet / Post Rain

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<th>Walkers</th>
<th></th>
<th>Runners</th>
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<td>Ring</td>
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All Ring: 73
All Potential: 169

Grand Total: 242
### Simultaneous Half Hour Count

<table>
<thead>
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<th>Runners</th>
<th>Pedestrians</th>
<th>Bicyclists</th>
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<tbody>
<tr>
<td>1</td>
<td>21</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>21</td>
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<td>38</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>22</td>
<td>38</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
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<td>--</td>
</tr>
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<td>--</td>
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</tr>
<tr>
<td>11</td>
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<tr>
<td>12</td>
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</tr>
<tr>
<td>13</td>
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</table>

#### Mode Split

![Mode Split Graph](image.png)

**Existing Conditions Section Number**

- Runners
- Pedestrians
- Bicyclists

![Simultaneous Half Hour Count Graph](image.png)

**Number of Users**

- Runners
- Pedestrians
- Bicyclists

![Simultaneous Half Hour Count Graph](image.png)

**Number of Users**

- Runners
- Pedestrians
- Bicyclists

![Simultaneous Half Hour Count Graph](image.png)

**Number of Users**

- Runners
- Pedestrians
- Bicyclists

![Simultaneous Half Hour Count Graph](image.png)

**Number of Users**

- Runners
- Pedestrians
- Bicyclists

![Simultaneous Half Hour Count Graph](image.png)

**Number of Users**

- Runners
- Pedestrians
- Bicyclists

![Simultaneous Half Hour Count Graph](image.png)

**Number of Users**

- Runners
- Pedestrians
- Bicyclists

![Simultaneous Half Hour Count Graph](image.png)

**Number of Users**

- Runners
- Pedestrians
- Bicyclists
<table>
<thead>
<tr>
<th>Section</th>
<th>Simultaneous Count</th>
<th>Material</th>
<th>Condition</th>
<th>Length</th>
<th># of Vehicle Crossings</th>
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<tr>
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<td>Collins Cirle Right Turn Exit</td>
<td>Ending</td>
<td>Northeast Washington Ave Access</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Road</td>
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<td></td>
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<td></td>
</tr>
<tr>
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<td>10 ft</td>
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<td>Northeast Washington Ave Access</td>
<td>Ending</td>
<td>Carillon Drive East</td>
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<tr>
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<td>Road</td>
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<td>Distance to Obstructions</td>
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<td>Average</td>
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<td>Ending</td>
<td>Center Drive East</td>
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<td>Ending</td>
<td>Indian Quad Access Rd</td>
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<td></td>
<td>Road</td>
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</tr>
<tr>
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<td>4 ft</td>
<td>10</td>
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<td></td>
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<td>Distance to Obstructions</td>
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<tr>
<td>5</td>
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<td>Asphalt w/Goat Path</td>
<td>Great</td>
<td>Very Long</td>
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<td>Beginning</td>
<td>Indian Quad Access Rd</td>
<td>Ending</td>
<td>Baseball Field Access Road</td>
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<td>18R</td>
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<td>18R</td>
<td>6B</td>
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<td>Ending</td>
<td>Southwest Corner of Fields</td>
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</tr>
<tr>
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<td>0.5 ft</td>
<td>1 - 7.5 ft</td>
<td>-----</td>
<td>Distance to Road</td>
<td>Pathway</td>
</tr>
</tbody>
</table>

| Section 7 | Simultaneous Count | 24P | 18R | 6B | Asphalt | Great | Very Short | 1 |
| Beginning | Southwest Corner of Fields | Ending | RACC Southern Lot Access |
| Road | 0.5 ft | 10 ft | ----- | Distance to Road | Pathway | Distance to Obstructions |

| Section 8 | Simultaneous Count | 40P/R | 6B | Dirt w/Goat Path | Poor | Average | 0 |
| Beginning | RACC Southern Lot Access | Ending | Southwest Corner of RACC Building |
| Road | 0.5 - 1 ft | 1 - 4 ft | ----- | Distance to Road | Pathway | Distance to Obstructions |

| Section 9 | Simultaneous Count | 40P/R | 6B | Asphalt w/Goat Path | Great | Average | 3 |
| Beginning | Southwest Corner of RACC Building | Ending | Dutch Lot Southern Access |
| Road | 0.5 ft | 10 - 10.5 ft | 5 ft | Distance to Road | Pathway | Distance to Obstructions |

<p>| Section 10 | Goat Path | Good | Long | 3 |
| Beginning | Dutch Lot Southern Access | Ending | Tricentennial Drive |
| Road | 0.5 ft | 7 - 8 ft | 2.5 ft | Distance to Road | Pathway | Distance to Obstructions |</p>
<table>
<thead>
<tr>
<th>Section 11</th>
<th>Material</th>
<th>Condition</th>
<th>Length</th>
<th># of Vehicle Crossings</th>
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<tbody>
<tr>
<td>Section 12</td>
<td>Material</td>
<td>Condition</td>
<td>Length</td>
<td># of Vehicle Crossings</td>
</tr>
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<td>Section 13 Simultaneous Count</td>
<td>Material</td>
<td>Condition</td>
<td>Length</td>
<td># of Vehicle Crossings</td>
</tr>
</tbody>
</table>

### Section 11
- **Material**: Concrete w/Goat Path
- **Condition**: Great
- **Length**: Short
- **# of Vehicle Crossings**: 2
- **Beginning**: Tricentennial Drive
- **Ending**: Social Sciences One-Way Exit

<table>
<thead>
<tr>
<th>Road</th>
<th>Distance to Road</th>
<th>Pathway</th>
<th>Distance to Obstructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5 ft</td>
<td>6 ft</td>
<td></td>
<td>10.5 ft</td>
</tr>
</tbody>
</table>

### Section 12
- **Material**: Asphalt w/Goat Path
- **Condition**: Good
- **Length**: Long
- **# of Vehicle Crossings**: 3
- **Beginning**: Social Sciences One-Way Exit
- **Ending**: Collins Circle Right Turn Entrance

<table>
<thead>
<tr>
<th>Road</th>
<th>Distance to Road</th>
<th>Pathway</th>
<th>Distance to Obstructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5 - 15.5 ft</td>
<td>6 - 6.5 ft</td>
<td></td>
<td>1.5 - 6 ft</td>
</tr>
</tbody>
</table>

### Section 13 Simultaneous Count
- **Material**: Goat Path
- **Condition**: Average
- **Length**: Average
- **# of Vehicle Crossings**: 4
- **Beginning**: Collins Circle Right Turn Entrance
- **Ending**: Collins Circle Right Turn Exit

<table>
<thead>
<tr>
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<th>Pathway</th>
<th>Distance to Obstructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5 - 1 ft</td>
<td>2 ft</td>
<td></td>
<td>3 ft</td>
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</tbody>
</table>

### Road to Obstructions
- **Social Sciences One-Way Exit**
- **Collins Circle Right Turn Entrance**
Surface Materials

Surface Material Options
A matrix was created to determine what material would best suit the pathway’s multiple user types. Using a value scale from 1 through 4, each surface option was rated based on its comfort level for each user type.

Users
ADA - those with disabilities as described by the American’s with Disabilities Act (i.e. wheelchair, visually impaired, and hearing impaired users, etc.).
Walking - pedestrians and those with strollers, etc.
Running - runners, both for personal fitness and for athletic training.
Bicyclists - experienced high-speed bicyclists and low speed leisurely bicyclists.

Surface Materials
Five suggested standard surface types were used in the matrix to establish which surface would best fit the entire pathway. These five choices were determined based upon maintenance, cost effectiveness, and their ability to withstand the changing weather in the northeast.

Dirt – Unfinished natural state path
 Crushed Limestone – Powdered limestone applied to an unpaved surface
 Cinder – Hard pack cinder surface applied to unpaved surface
 Asphalt – Permeable or traditional asphalt
 Concrete – Permeable or traditional sectional concrete

Surface Evaluation Matrix

<table>
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<tr>
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<th>Walking</th>
<th>Runner</th>
<th>Bike</th>
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<td>1</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>7</td>
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<tr>
<td>Crushed Limestone</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>9</td>
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<tr>
<td>Cinder</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>Asphalt</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>4</td>
<td>14</td>
</tr>
<tr>
<td>Concrete</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>3</td>
<td>11</td>
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</tbody>
</table>

Matrix Recommendation
Based upon the results of the matrix, asphalt is the highest ranking material that can accommodate all of the Purple Path user types. Asphalt has a durability of 10 years with low maintenance if installed correctly. It serves its function for all path users including people on rollerblades and it is compliant with the American Disabilities Act. Although asphalt can accommodate all of the path users, the purpose of the path is not only to serve a function but to comfortably accommodate everyone.

During the Purple Path Open House and Discussion Session, individuals that run on the path indicated that a low impact surface was preferred to asphalt or concrete. Based on the existing conditions of the current path, if the path provides only a paved surface the runners will create a parallel dirt path that generates lower impact for their bodies. A soft surface allows for greater shock absorption and causes less damage on the runners’ knees. It was also brought to our attention by the Cross Country coach of the University at Albany that a completely paved path along the perimeter of the university will not be suitable for the cross country team to train on. A low impact, natural surface that mimics a cross country trail would best suit the needs of the team. This low impact path can provide the UAlbany Cross Country Team with a fully connected, natural surface, 5k running course.

While it is difficult to meet the needs of all of the path users, the design proposal provides a pathway separated into two sections; when these two sections are considered together, the pathway will comfortably accommodate all users. A paved surface for walkers and slow bicyclists and a low impact surface for runners.
Establishing Zones
To help the University achieve its goals and objectives at the Uptown Campus, the Master Plan proposes four zones. Three zones radiate out from the Podium (Center, Middle and Perimeter). These three Zones are proposed to assure the architectural integrity of the Podium and to make the pedestrian and vehicular movements as well as parking on the Uptown Campus safer and less confusing. The Special Zone around the Lake is proposed to preserve the natural environment of the lake and its surroundings. The actual demarcation of this Zone will require further study to assure that the special natural features around the lake are both included and protected by the Zone's boundary.

Zone 1-The Center Zone (Podium)
The focus of the Center Zone is the unique and rigorous architecture of the mega-structure Podium, which would be surrounded and "softened" by a green area, up to 400 feet wide, of well defined plantings, active and passive open spaces and pedestrian walkways. The uses proposed for the two or three building sites in this Zone, as well as the proposed complete renovation of buildings on the Podium for academic uses, would reinforce the Podium's role as the academic and research core of the Uptown Campus. The height of the two or three new buildings proposed for this Zone would be limited to one story above ground, or the elevation of the Podium deck, so that these new buildings would not block or interfere with views of the Podium, assuring the preservation of the Podium’s historic and architectural presence. Finally, to enhance the pedestrian experience and to increase personal safety, traffic in this Zone should be limited to service vehicles and to vehicles accessing the passenger drop off area or the parking lots for visitors.

Zone 2-The Middle Zone
The Middle Zone extends from the edge of the Center Zone to a distance of 1200 feet from the edge of the Podium. This Zone, which contains the four residential quads and the majority of the parking for the Uptown Campus is the Zone where all future parking facilities for the Campus are proposed. It is proposed that both existing and proposed parking areas be connected to the Podium with pedestrian paths that are appropriately lighted, well defined and interestingly landscaped. The three or four building sites designated for this Zone are proposed to be no higher than the roof of the Podium buildings, a limitation that will, in combination with the Center Zone's proposed height guidelines, assure that the historic and architectural integrity of the Podium is preserved.

Zone 3-The Perimeter Zone
The Perimeter Zone would encompass all the areas that are more than 1200 feet from the edge of the Podium and would include most of the recreation-athletic fields, specialized facilities, such as the Center for Environmental Sciences and Technology Management (CESTM) and Freedom Quad, the University's apartment style complex. It is expected that new construction in this Zone will include facilities of varying heights and architecture, depending upon the specific needs of each facility. It will be important in this outlying Zone to assure that the new facilities are linked to an adequate and integrated pedestrian, bicycle and automobile circulation system. It will also be important for those facilities located at the edge of the Campus immediately adjacent to the neighboring community to be well buffered and screened.

Traffic and Parking Improvements
Intersection Improvements
It is proposed that the following intersections be reconfigured to make them safer and more efficient:
Perimeter Road East and Washington Avenue
Perimeter Road West and Washington Avenue
Perimeter Road West and Fuller Road.
Perimeter Road West Realignment and Relocated Parking
Perimeter Road West should be realigned to the west between Washington Avenue and the Alumni House to improve the safety of its intersection with Tricentennial Drive, increase the curvature (and safety) of Perimeter Road West and create space for parking that is to be removed from around the Podium.

University "Front Door" Improvements
One of the Objectives of the Master Plan is to "Create a clear 'front door' for the campus". It is proposed that the front door of the University be clarified and strengthened by reconfiguring Collins Circle, adding an Entry Building and redesigning the entry plaza.

Restoration of the Podium Setting
Remove all parking from around the Podium except for visitors, the disabled and those having special needs, in order to restore the original Edward Durrell Stone design which placed the rigorous, colonnaded arcade of the Podium in the center of a wide green band of pine trees and paths leading to the residential Quads. The area immediately surrounding the main fountains on the Podium, which connects the lecture centers, is considered to be under utilized at many times throughout the year. It is recommended that the University work to create an attractive year-round environment conducive to a high pedestrian traffic area and that such enhancements might include the development of this pedestrian mall for entertainment or recreation, such as the installation of an ice-skating rink in the winter months.

Improvement of Podium's Internal Pedestrian Circulation
Provide a safe and weather protected pedestrian system at the Lecture Center level of the Podium that will link all buildings on the Podium, but will be separate and independent from the service/utility tunnels at this same level.

Improvement of the Campus Pedestrian System
The removal of the parking from the pine tree area around the Podium will increase the safety of the pedestrian paths leading to the Podium. In addition, the Master Plan proposes that the existing partial pedestrian path adjacent to the Perimeter Road be extended and improved so that a continuous sidewalk completely encompasses the campus. A separate bike path is proposed parallel to the Perimeter Road to encourage the use of bicycles on the Uptown Campus and between the Uptown and the Downtown Campuses.

Wayfinding
The Master Plan recommends that a comprehensive wayfinding, signage and graphics program be initiated at the Uptown Campus. The implementation of such a program will create a visual linkage among the facilities at the University. It will also make it easier and less confusing, as well as more colorful and interesting, to get around the campus and more clearly identify the buildings and parking areas.

Life Sciences Research Building
A 215,000 square foot Life Sciences Research Building is proposed on the east side of the Campus, either immediately adjacent to the Podium (Building Site 1) or somewhat removed from the Podium to the southeast (Building Site 4). This building will be a state-of-the-art, modular and flexible facility that will address some of the University's present problems in functioning effectively as a research institution, as well as provide surge space so that the existing science buildings can be renovated.

Entry Building
A 70,000 square foot Entry Building is proposed at the main entrance to the Podium on a reconfigured Collins Circle at Building Site 2 or Building Site 2A. An all weather, sky lighted, passage beneath the landscaped entry plaza will link this building and a proposed new bus and auto drop off point to the previously mentioned internal pedestrian system under the Podium. This building will dramatically and clearly mark the entrance to the Uptown Campus, provide a pleasant all weather pedestrian connection to the Podium and provide space for the departments and functions of the University that interface with new and prospective students and visitors. It will also provide space to consolidate programs dispersed in the Podium, and permit large blocks of functionally obsolescent space on the Podium to be renovated with minimum disruption to academic functions.

Sculpture Studio
A 16,850 square foot Sculpture Studio is proposed off the Perimeter Road in the eastern part of the site (Building Site 8). This building will bring the entire Fine Arts Department back to the Uptown Campus. It will also improve the facilities available to the Fine Arts Department and vacate a currently leased, inadequate facility.
Public Safety Building
The current Public Safety building, which is a temporary building in poor condition, will be demolished by the proposed realignment of the Perimeter Road. The new 8,700 square foot Public Safety building is proposed as an addition to the Health Center (Building Site 5).

Renovations
It is recognized that all of the buildings on the Podium are in need of major renovation. This obviously, however, is a long term effort because of funding restraints, the disruption of construction and the need for the University's academic programs to continue during renovation.

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The Uptown UAlbany Campus: Pedestrian Issues and Bicycle Access

Transportation Committee of the University Life Council

The accompanying resolution concerning pedestrian issues originally grew out of dissatisfaction with the pedestrian environment in the State Quad-Earth Sciences area this past winter.

However, as we looked around campus, it became evident that there is a lack of thought for pedestrian safety, comfort and convenience not just in the State Quad area, but all around the uptown campus.

This report will present some of the problem areas on campus, and also look at possibilities for access between the campus and the surrounding community.

The University’s Master Plan

(from http://chef.fab.albany.edu/mastplan/development/goals.htm)

Goal #2 (of 4): Develop the campus as primarily a safe pedestrian environment

- Minimize vehicular/pedestrian conflicts around the podium and in other areas with high pedestrian activity.
- Concentrate visitor/event/visiting faculty parking in locations that are convenient to their destinations.
- Develop connectivity between campus facilities.
- Develop a distinct campus-wide pedestrian walkway system separate from the roadways.
- Reinforce and enhance desired pedestrian routes.
- Improve pedestrian approaches to and onto podium.

We found that the actual pedestrian environment on the campus is far from meeting the goal presented in the Master Plan. In this part of the report we will survey some of the problem areas, working counterclockwise starting from the State Quad area.

State Quad Area

The area between the State Quad parking lot and the podium was particularly difficult this past winter, primarily because the Life Sciences construction staging area forced both vehicle and pedestrian traffic in the area onto the State Quad access road. The University constructed a sidewalk alongside that access road, but it doesn’t go all the way to the parking lot, and was not always well-cleared of snow, so it was less useful than it should have been--many pedestrians just ignored the sidewalk and walked in the roadway.

Conflicts between vehicles and pedestrians were most severe after 4 pm in the winter months, when commuters seeking parking spots near the podium encountered pedestrians in the roadway coming and going from classes in the dark.

Pedestrians normally cross the State Quad access road, weave around the parked cars and walk on a diagonal dirt path to reach the podium, rather than walking on the roadways. But in the winter this path is often blocked by snow, so pedestrians must share the roadway between State Quad and the podium with vehicles.

Collins Circle Area
Visitor parking and the bus stop on Collins Circle are separated from the podium by cobblestone pavement. Footing on the cobblestones is difficult at all times for women in heels or persons with impaired mobility or with strollers, and is particularly so in the winter. The obstacle to reaching the podium presented by the cobblestones cannot be helpful for the University’s relations with the community.

Colonial Quad Area

As in the State Quad area, there are several locations with well-worn dirt paths. One connects Colonial Quad and the podium between the Arts and Sciences and the Business buildings. Others extend sidewalks coming in from the Colonial parking lot. We have not observed, but assume, that the dirt paths are not kept clear of snow.

Empire Commons Area

Already at Empire Commons there are heavily eroded areas near doorways and at the ends of sidewalks indicating locations where sidewalks should be but were omitted.

A more serious problem is access between Empire Commons and the parking lot north of the complex. Someone parking in that lot has two choices to reach Empire Commons. One is to scrambling up a grassy knoll adjacent to the perimeter road, then walk on the lawn into the complex. One can already see erosion on the grass where this route has been used.

The other route is to cross the perimeter road at the crosswalk east of the parking lot, observing the sign to yield to all vehicular traffic (in contravention of state law regarding vehicle behavior at crosswalks), then walk on the sidewalk to the next crosswalk to the south, which does attempt to tell vehicles to yield to pedestrians.

Access between Empire Commons and the parking lot was the subject of a letter in the ASP earlier this year.

Student Health Center

The short route between the parking lot and the front entrance includes a heavily eroded dirt path connecting the parking lot and the sidewalk along the east side of the building.

CESTM

To walk from the podium area to the original CESTM building, a pedestrian would walk on the sidewalk on Tricentennial Drive to reach the Fuller Road intersection. From there, the desired route would be to walk north along the west side of Fuller Road, since the building is obviously located in that direction. But the only route with sidewalks requires continuing to walk along Tricentennial Drive (on a sidewalk partially in disrepair) to the entrance to Freedom Quad, then turn sharply to the northeast to walk along the access road to CESTM. The University should work with Albany County to put in a sidewalk along the west side of Fuller Road north of Tricentennial Drive.

Dutch Quad area

There is a 30+ year old dirt path connecting the north end of the parking lot to the northwest corner of Dutch Quad. There is another dirt path under the trees connecting that corner of Dutch Quad, to the southwest corner of the podium. The wide sidewalk along the east side of the Dutch Quad parking lot ends abruptly before reaching a new east-west sidewalk connecting the north end of the lot to Dutch Quad.

Indian Quad area

There is a diagonal paved sidewalk through the trees partially connecting Indian Quad to the Bookstore, but to reach Indian Quad from the end of that sidewalk a pedestrian must walk through the woods and weave around parked cars, just as at State Quad.
The university recently constructed a sidewalk along the inside of the perimeter road between the new Life Sciences building and the driveway leading to the UAB. Unfortunately, that sidewalk was built immediately adjacent to the roadway. Such a design is undesirable for pedestrians for several reasons. One is that pedestrians are more impacted by adjacent vehicle traffic, such as by noise or splashing of rain or slush. Another is that any pedestrian spillover ends up in the roadway, such as when two pedestrians wish to walk abreast and encounter a runner going the other way. A third is an improved sense of security for pedestrians from some separation from vehicular traffic. National design standards (such as the Oregon DOT Bicycle/Pedestrian Plan) recommend at least five feet of green space between a roadway and an adjacent sidewalk, and suggest that trees and other plantings in the green space will further enhance the pedestrian experience.

The original sidewalks along the perimeter road, such as in and near Collins Circle, have such a green strip between the roadway and the sidewalk.

Getting off campus

The uptown campus is a commuter destination for nearly all faculty and staff, and for all of the thousands of students who live off-campus. At present, nearly all of these commuters must drive, because there are few friendly, safe routes to campus for pedestrians and bicyclists.

At the same time, thousands of students who live on campus often go off campus for a variety of reasons—shopping, services, entertainment. Some of their destinations are within reasonable walking or biking distance from campus.

The University should seek ways to encourage people to travel to and from the campus by foot or bicycle. One important reason is public health considerations. The Director of the Center for Disease Control’s Center for Environmental Health, Richard J. Jackson, M. D., wrote recently, "There is a connection…between the fact that the urban sprawl we live with daily makes no room for sidewalks or bike paths and the fact that we are an overweight, heart disease-ridden society." A more practical reason is that people who commute to campus by foot or bicycle don’t clog the campus roads and help overload the campus parking lots.

But simply encouraging non-motorized travel to and from the campus is not enough. The University should get behind efforts to provide safe infrastructure for pedestrians and bicyclists to use to reach the campus. Much of the area around the campus is very unfriendly to pedestrians and cyclists. Washington Avenue Extension, and Fuller Road north of Loughlin Street are unsafe for pedestrians. Western Avenue is part of New York State Bike Route #5, and Western Ave., Washington Ave. and Fuller Road are all part of the Capital District Transportation Committee (CDTC)’s Bike and Pedestrian Task Force’s Priority Bike/Ped network, but these highways all have high amounts of traffic and are not safe for other than highly skilled and motivated bicyclists. As Don Odell, Albany County Director of Planning, stated in 1993 during the CDTC New Visions process: "Cyclists (and walkers) are not stupid. If there isn’t a safe place for them to ride (or walk), they won’t do so."

We shall survey some possibilities to connect the uptown campus to the greater community by foot and bicycle more safely. We start next to the campus and move farther away.

I. McKownville, including Stuyvesant Plaza.

All of McKownville, and Stuyvesant Plaza in particular, is within a short walking distance to campus. It should be easy and friendly to walk between the campus and its closest adjacent community.

The Town of Guilderland and the CDTC has made the walking environment in McKownville a high priority. Following adoption of the Town of Guilderland’s Comprehensive Plan in 2001, the CDTC funded a McKownville Corridor Study, which focused on improving the environment in the hamlet for walking. That study in turn led to the
inclusion of sidewalks along Western Avenue in McKownville as a $750,000 TIP (Transportation Improvement Program) project, with construction expected to start in around five years.

One reason for the high priority for walking in McKownville is that in addition to McKownville residents, many University residents and employees walk to the shops, services and entertainment in McKownville.

The University should support efforts to make the walking connections between the uptown campus and its neighboring community more safe and attractive. Here are some ideas:

A. Since the only sidewalk along Fuller Road is on the west side, anyone walking from campus to Stuyvesant Plaza, or from the neighborhood west of Fuller Road to campus, must cross Fuller Road, typically at or near the most southern unsignalized intersection of the campus roadways with Fuller Road, across from Mercer Street. There is a crosswalk at that intersection, but it would be desirable to warn motorists explicitly that according to a recent (2003) state law, vehicles traveling in either direction must stop when a pedestrian steps onto the crosswalk. This could be done with a blinking yellow light and by updated signage. Fuller Road is a County highway, so Albany County would be responsible.

B. There is a traffic signal with a pedestrian phase at Executive Park Drive and Fuller Road. But there is no sidewalk along the east side of Fuller Road to connect that intersection with the campus road and sidewalk network, but instead just a very narrow but well-worn dirt path. The crosswalk near Mercer Street is inadequately signed, and traffic on Fuller Road is heavy, so pedestrians walking from the campus to Stuyvesant Plaza typically walk south along the east side of Fuller Road, where there is no sidewalk, until there is an opening in the traffic, then dart across the highway to reach the sidewalk. It should be noted that two pedestrians have been killed crossing Fuller Road in that area during the past 30 years.

Albany County constructed a sidewalk between Providence Street and Loughlin St. on the west side of Fuller Road within the past few years. The University should encourage the County to install a sidewalk along the east side of Fuller Road at least between the southern campus entrance road and Executive Park Drive, so pedestrians can cross at the signal at Executive Park Drive.

C. How does someone walk between Freedom Quad and Stuyvesant Plaza?

   Walk Along Tricentennial Drive to Fuller Road, then along Fuller Road? But there is no sidewalk or shoulder along Fuller Road next to the cemetery, so that route is dangerous.

   Through the cemetery? It’s certainly possible, if highly inappropriate, to cut through the cemetery to reach the sidewalk on Fuller Road south of the cemetery.

   Cross Fuller Road and continue along Tricentennial Drive to the perimeter road, cross that to reach the sidewalk on the east side, then walk along that past the Alumni House area, then walk back to Fuller Road and cross Fuller Road either in midblock or at the crosswalk near Mercer Street to reach the sidewalk. No one would go that far out of their way.

   Along the dirt path on the gas line that runs north from Stuyvesant Plaza along the western boundary of Freedom Quad? There is a fence separating Freedom Quad from that path. But it has been heavily vandalized. It is clear that anyone who walks between Freedom Quad and Stuyvesant Plaza would use the gas line path whenever possible. Why not recognize that and formalize the path?

D. University employees and students residing in McKownville have walked or biked to campus using the side streets off Western Avenue that back up onto the southern edge of the campus (Parkwood St., Glenwood St., Norwood St.) for many years. To continue to encourage this form of commuting, it would be desirable to formalize and improve the informal paths connecting those streets to the campus, and consider how pedestrians and bicyclists using those connections could more easily walk or bike to the podium. Perhaps this question could be addressed as part of the forthcoming master plan for athletic facilities.
E. What route would residents of Empire Commons take if they wished to walk to Stuyvesant Plaza? The only route using sidewalks involves two crossings of the perimeter road. A sidewalk on the west side of the perimeter road near the Alumni House would be appropriate.

F. Some students like to walk from campus to Crossgates. But this involves either walking along Washington Avenue Extension or along Western Avenue past the end of the Northway. Both routes are unfriendly for pedestrians. The University could consider taking an interest in trying to improve those routes (for example, by advocating for a sidewalk along Washington Avenue, or improving the pedestrian environment on Western Avenue).

2. The neighborhoods east and south of the Harriman Campus.

A. There is an existing paved path that connects the perimeter road near the new Life Sciences building with the parking lot of the Harriman Campus building just east of the Life Sciences building. This path was closed for a time after 9-11 because of security concerns. It might be desirable to move that path to the south, through the parking lot of the Sculpture Studio, and connect that path to the main podium area by some kind of off-road bike path. The University should work with the Harriman Campus planners to try to insure that in any reconstruction of that campus, a safe bicycle/pedestrian route connecting the UAlbany campus and the neighborhood east of Brevator Street is included.

B. The access road to the parking lot of the UAB, on Western Avenue, allows a connection between the campus and Homestead St., which in turn connects via Hazelhurst Ave. to the neighborhood near Buckingham Lake. Pedestrian and bicycle use of that parking lot as a route between Homestead St. and the campus could be encouraged, and a direct connection could be developed between the access road and the driveway by the Public Safety building. In addition, perhaps some signage or publicity (e.g. a map) would encourage use of that route.

3. North Albany and the Pine Bush Preserve, Cohoes, Troy, Niskayuna, Buffalo

NYSDOT is presently investigating the feasibility of the proposed Patroon Path, a bike path that would connect Fuller Road at Rensselaer Lake, just north of the I-90 bridge over Fuller Road, to the Corning Preserve. This path would run alongside the Patroon Creek. Potential portions of this path can be seen just on the north side of I-90 east of Exit 4: the service road off Central Avenue between the I-90 bridge and the railroad bridge becomes a path that goes a substantial distance to the east. The eastern end of this path would connect to the Mohawk Hudson Bike Trail that runs from the Corning Preserve at downtown Albany north along the Hudson River to Cohoes, Niskayuna, Schenectady and well beyond.

From Fuller Road west, an existing paved path connects Fuller Road to the Pine Bush Preserve just west of the Albany Landfill, crossing under Rapp Road beside the Thruway ramp heading west from Exit 24 towards Buffalo. This little-used path could easily make a connection to Rapp Road itself, and then connect to the north and south service roads along Washington Avenue Extension, which in turn connect to Crossgates and Crossgates Commons.

However, the campus is cut off from the Patroon Path by I-90. The only nearby connection presently is along Fuller Road, through the intersection of Fuller Road and Washington Avenue Extension, one of the most congested and least pedestrian-friendly intersections in the Capital District.

One possibility to avoid the Fuller Road-WAE intersection might be to start a path at or south of Freedom Quad, run the path west to where the Northway crosses under Washington Avenue Extension, run the path under WAE next to the northbound Northway lanes (separated from the traffic by the bridge supports) then run the path along the north side of WAE to Fuller Road, and go under I-90 on the sidewalk on the west side of Fuller Road. This would then immediately connect to the Lake Rensselaer-Pine Bush path.

Another possibility to connect to the Patroon Path might be to run a path along the western edge of the Exit 3 ramp from I-90 to the State Police Academy. A tunnel or bridge across the ramp from I-90 eastbound might be necessary, however.
The main point is that the University should express a strong interest in a safe off-road connection between the campus and the Patroon Path/Lake Rensselaer-Pine Bush Path.

4. Crossgates, Crossgates Commons, the Whitehall Road area, Delmar, etc.

Related to the Thruway Authority’s Albany Corridor Study, the Town of Guilderland’s Pathways Committee has proposed to the Thruway Authority the idea for a bike path along the southern edge of the Thruway ROW between Exits 25 and 23. The Thruway has expressed a willingness to consider the idea, but has said that initiative for such a path must come from NYSDOT and CDTC. CDTC is aware of the idea and there is a possibility that when more planning funds become available to CDTC (out of the successor to the TEA-21 federal transportation bill), it will support a feasibility study for such a path.

Such a bike path could connect to campus in any of three ways:

a. Via the Schoolhouse Road bridge, Strawberry Lane and an existing Town of Guilderland path connecting Abele Park on Strawberry Lane to McKown Road, then along McKown Road, and Norwood Street, crossing Western Avenue at the signalized intersection at Norwood Street, or

b. Via Krum Kill Road just west of Route 85, then through neighborhood streets and Hillcrest Avenue or Daytona Avenue to the Harriman Campus roadway, crossing Western Avenue at the signalized intersection at Hillcrest Avenue or at Daytona Avenue, or

c. Via Krum Kill Road just west of Route 85, then through neighborhood streets to Berkshire Boulevard and Hazelhurst Avenue, reaching the campus via Homestead Avenue and the UAB parking lot.

Such a Thruway path would connect to the Whitehall Road area via New Scotland Avenue, to Crossgates via a spur behind the McKownville Methodist Church, to Crossgates Commons directly, to the Pine Bush Preserve via the Rapp Road bridge connecting to the Lake Rensselaer-Pine Bush Preserve path (and directly, west of Route 155), and to the Fort Hunter area of Guilderland near Exit 25.

Albany County is actively pursuing the purchase of the old D & H Railroad ROW between Voorheesville and the Port of Albany for a rail trail. This rail trail would pass near Exit 23 and could easily connect to a Thruway bike path along the south side of the Thruway via the former Delaware Avenue bridge over the Normans Kill at Normanside. Thus the uptown campus could be connected to downtown Albany via a Thruway bike path and the D & H rail trail. This in turn could connect to the Mohawk-Hudson bike path along the Corning Preserve, to form with the Patroon Path a complete loop around the City of Albany. It would be very desirable to connect the uptown campus to this loop both towards the north and towards the south.

5. The East Campus

The Capital District Transportation Committee and the Hudson River Greenway are actively pursuing a path along the east side of the Hudson River between the Troy-Menands Bridge and the Rensselaer Railroad Station, not far from the East Campus. The Livingston Avenue Railroad Bridge is a possibility to connect this path to the path along the Corning Preserve. Thus the Thruway bike path and the Patroon Path both have the potential to help connect the uptown campus and the East Campus by off-road bike paths. 4/21/04