

RUSSELL ROAD SIDEWALK STUDY

PUBLIC WORKSHOP #2

September 23, 2026

Eagle Point Elementary School

MEETING AGENDA

1. Introductions
2. Project Background
3. Recap of Previous Public Workshop
4. Design Concepts
5. Next Steps/Instructions for Activity



Introductions & Project Background

PROJECT BACKGROUND

- Improve pedestrian connections along Russell Road (Western Avenue to Front Avenue)
- Focus on the possibility of adding sidewalks and associated improvements (ADA compliant curb ramps, etc.)
- Connect residents of adjacent neighborhoods to each other
- Provide access to destinations along Krumkill Road and Western Avenue



CAPITAL REGION Transportation Council

JMT

PROJECT BACKGROUND

- Previous recommendations from City of Albany Bicycle and Pedestrian Master Plan:
  - Sidewalks on both sides
  - Bike boulevard (shared roadway for bicycles and vehicles)



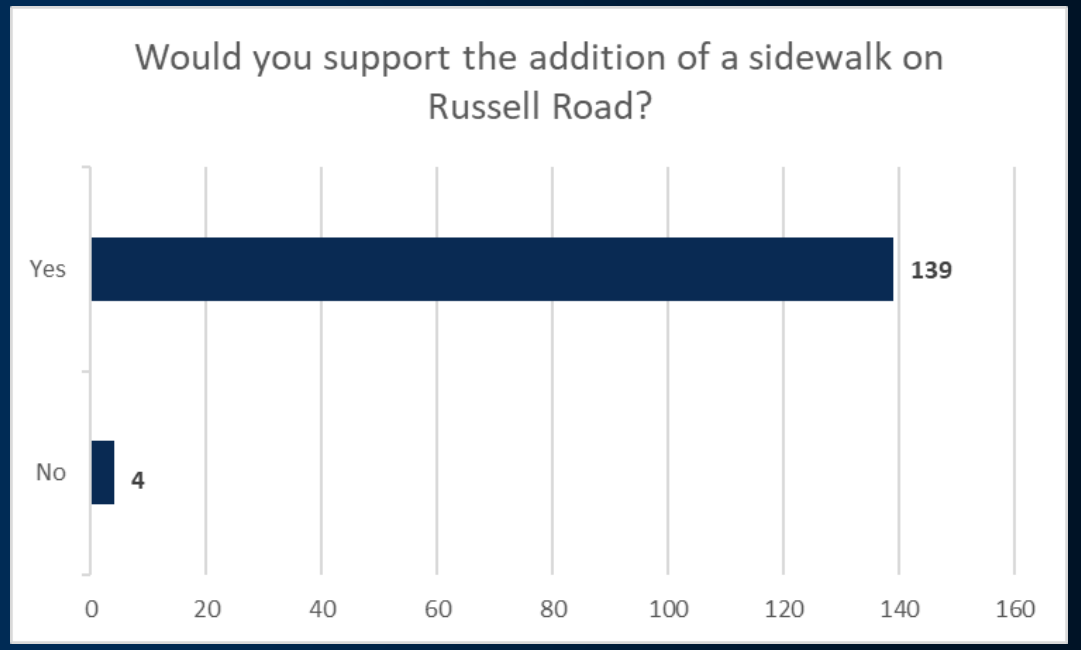
CAPITAL REGION Transportation Council



Recap of Previous Public Involvement

2025 Survey

- Survey distributed in person to houses on Russell Road and via email in summer/fall 2025
- 97% (139) support sidewalks on Russell Road
- 63% (91) live on Russell Road



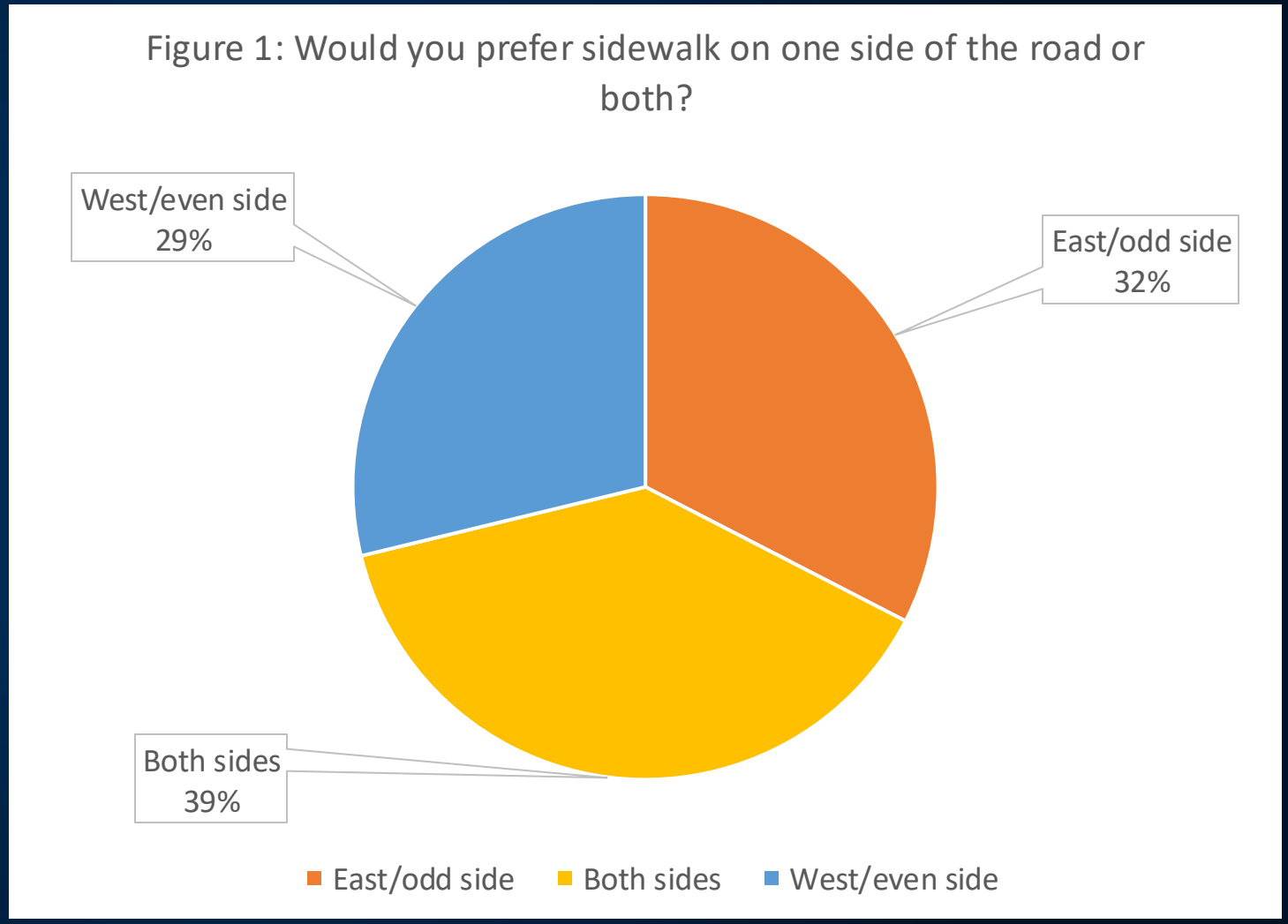
2025 Survey

The 4 respondents (3%) who did not support sidewalks said:

- "I would only support it if it doesn't impact the woods that [border] on Russell road."
- "I don’t want more concrete taking up lawn space."
- "We don’t need more lawns and trees taken down."
- "A sidewalk would encroach on my front lawn and reduce parking options."

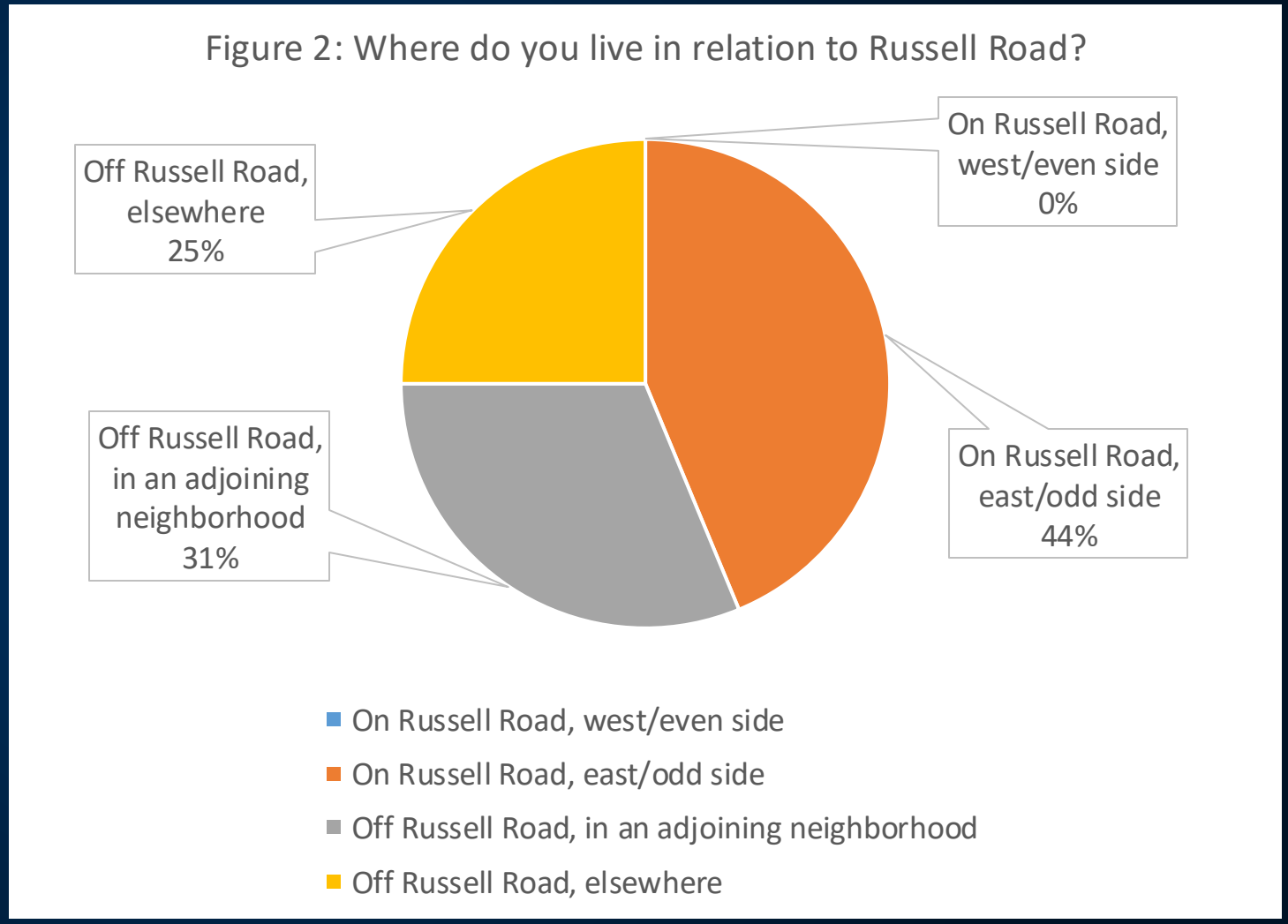
2025 Survey

- More respondents (32%) prefer a sidewalk on the east/odd side over the west/even (29%)
- 11% (16) who live along Russell Road have inconsistent access to a car
- 10% (15) who live along Russell Road are disabled, with 6 using mobility devices



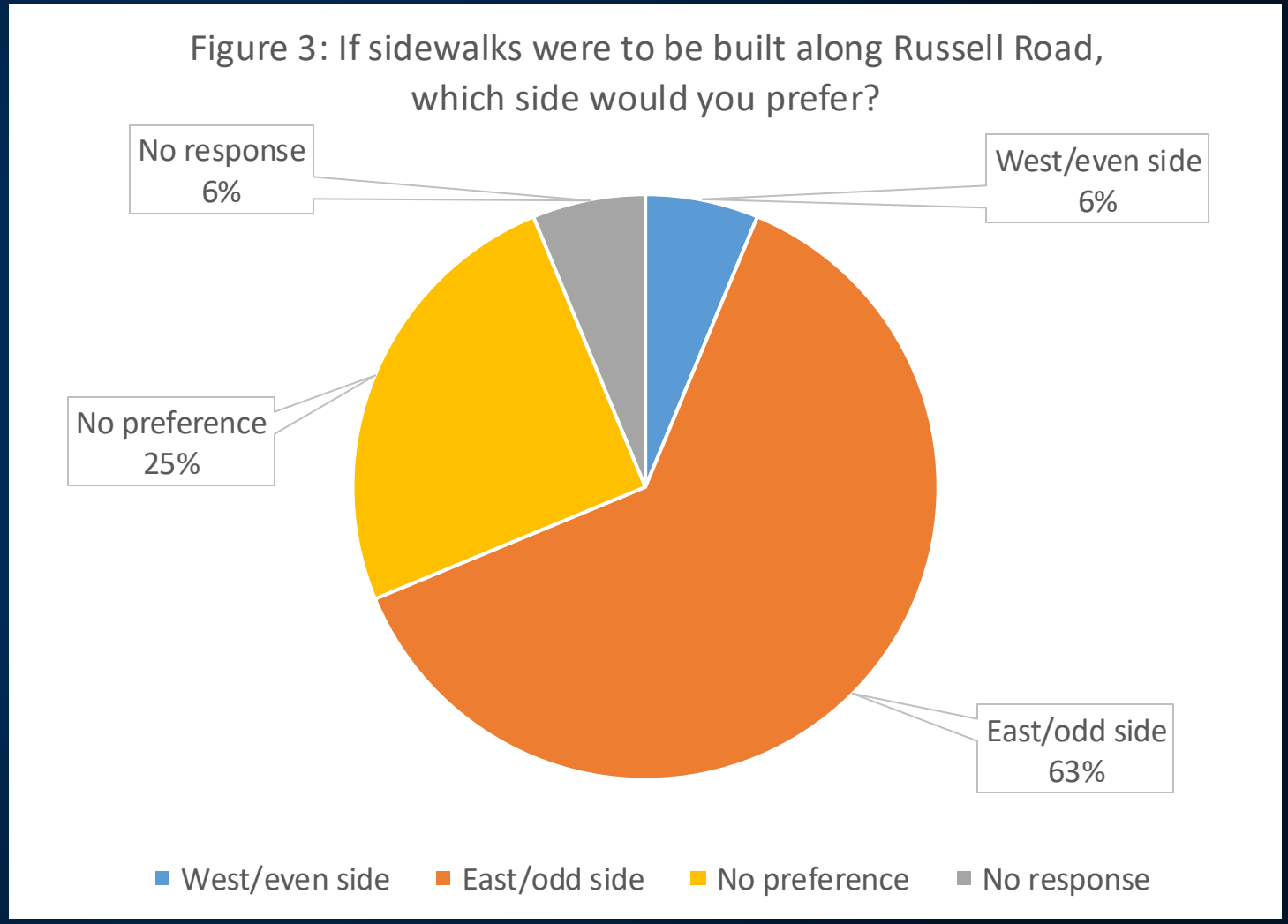
1st Public Workshop

- All participants who lived on Russell were from the east/odd side
- Slight majority of participants did not live on Russell



1st Public Workshop

- Majority preference for sidewalks on the east/odd side of Russell
- 25% had no preference for side



1st Public Workshop

Other important feedback received:

- Perceived danger of Berkshire/Hazelhurst intersection
- Need for sidewalks along Russell for children attending Eagle Point (Albany Public Schools will not bus within a certain distance)
- Poor quality of existing roadway
- Speed of cars passing through the corridor



Design Concepts

Tax Parcel Boundaries

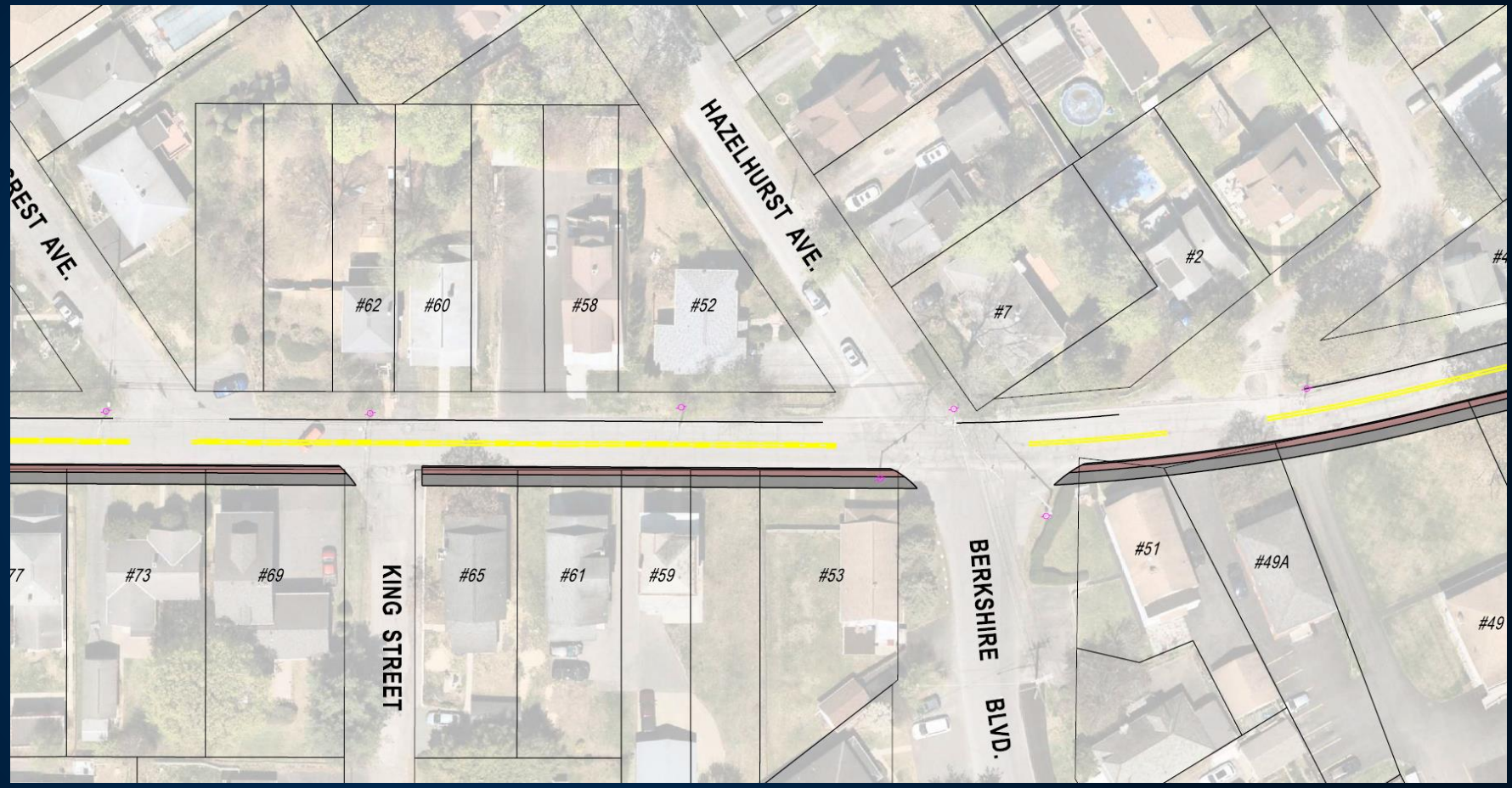
Important to note:

Tax parcel information shown is based on GIS data and is provided for reference purposes only. Parcel boundaries are approximate. A property boundary survey would be completed in the engineering phase of any future construction project.

Concept 1: Sidewalk Only (East/Odd)

- 5’ sidewalk
- 3’ maintenance strip
- 10’ travel lanes
- No bike facilities

- $4.99M total cost
- 19 potential property impacts
- 1 utility pole relocation

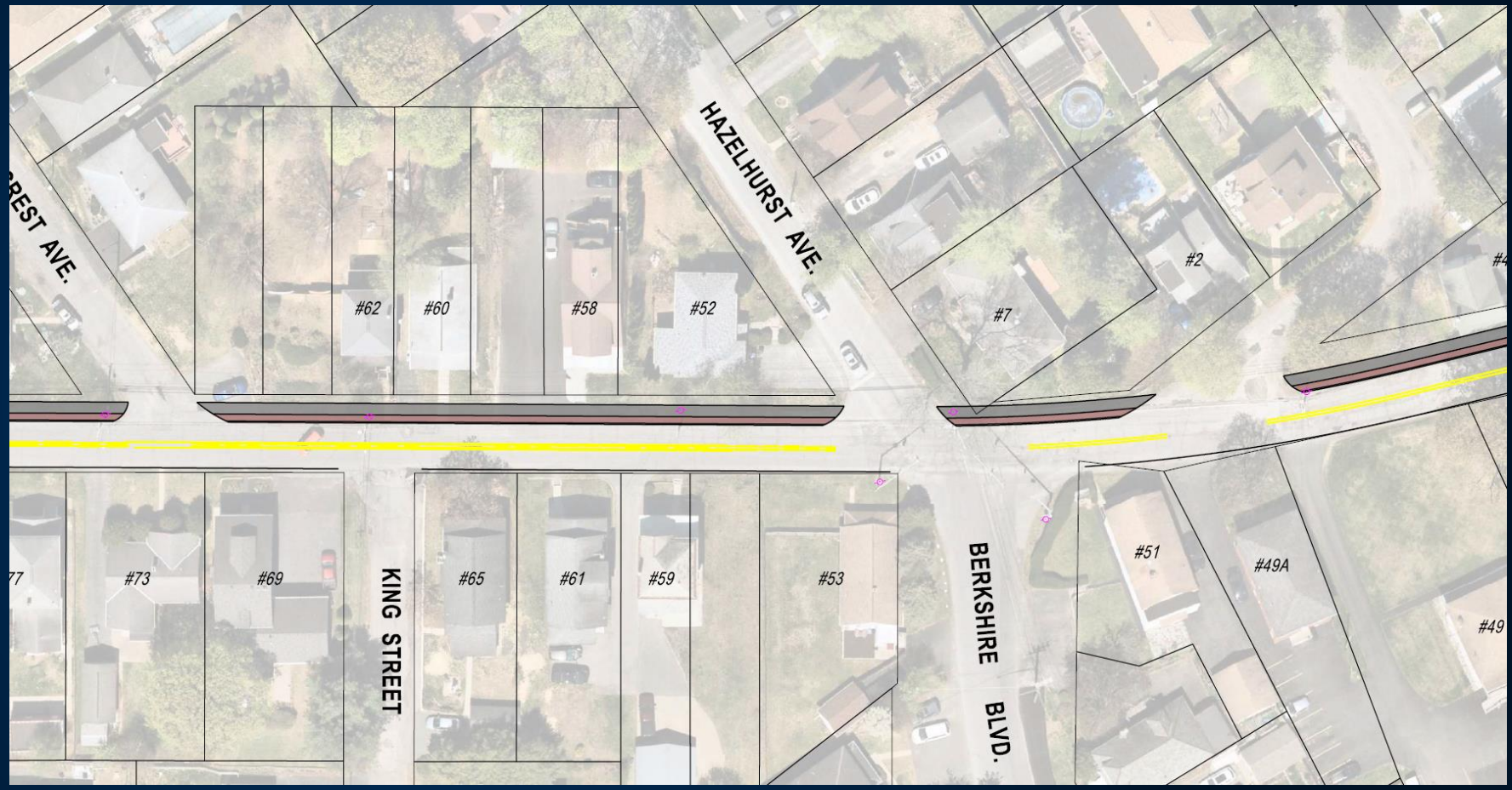


Tax parcel boundaries are approximate!

Concept 1: Sidewalk Only (West/Even)

- 5’ sidewalk
- 3’ maintenance strip
- 10’ travel lanes
- No bike facilities

- $4.87M total cost
- 8 potential property impacts
- 21 utility pole relocations

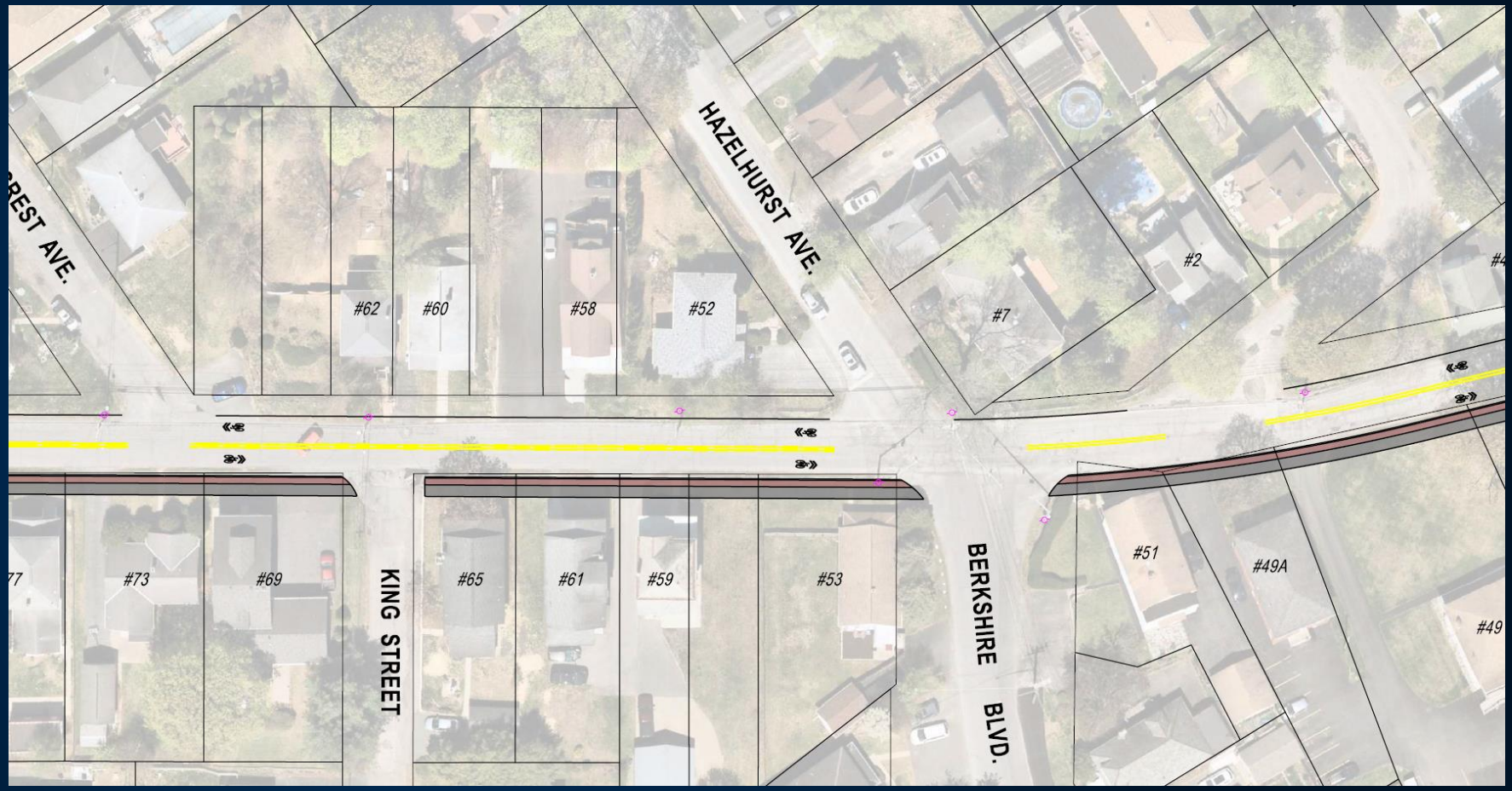


Tax parcel boundaries are approximate!

Concept 2: Sidewalk and Shared Lanes (East/Odd)

- 5’ sidewalk
- 3’ maintenance strip
- 13’ shared lanes (“sharrows”)

- $5.32M total cost
- 21 potential property impacts
- 1 utility pole relocation

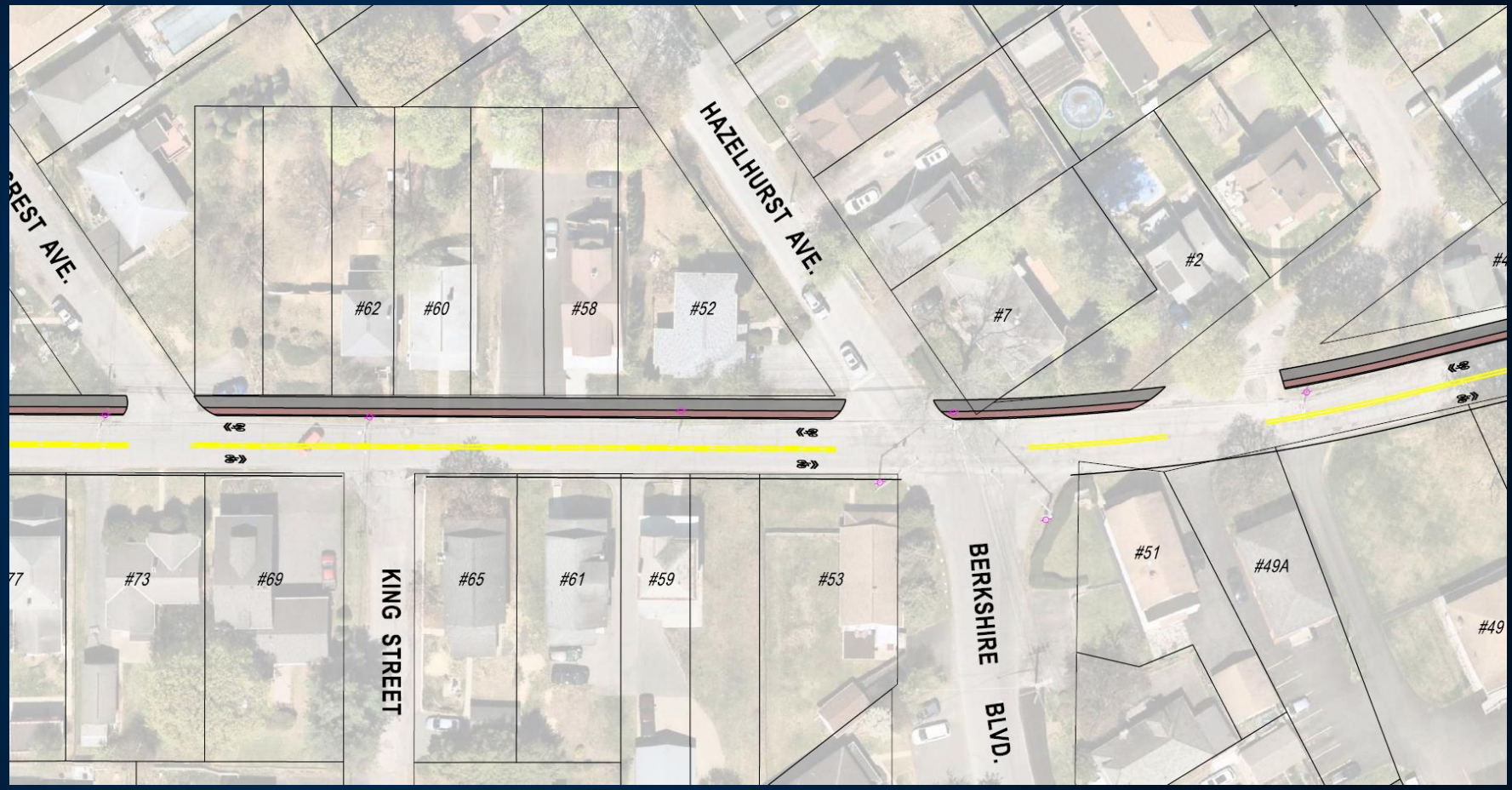


Tax parcel boundaries are approximate!

Concept 2: Sidewalk and Shared Lanes (West/Even)

- 5’ sidewalk
- 3’ maintenance strip
- 13’ shared lanes (“sharrows”)

- $5.46M total cost
- 29 potential property impacts
- 23 utility pole relocations

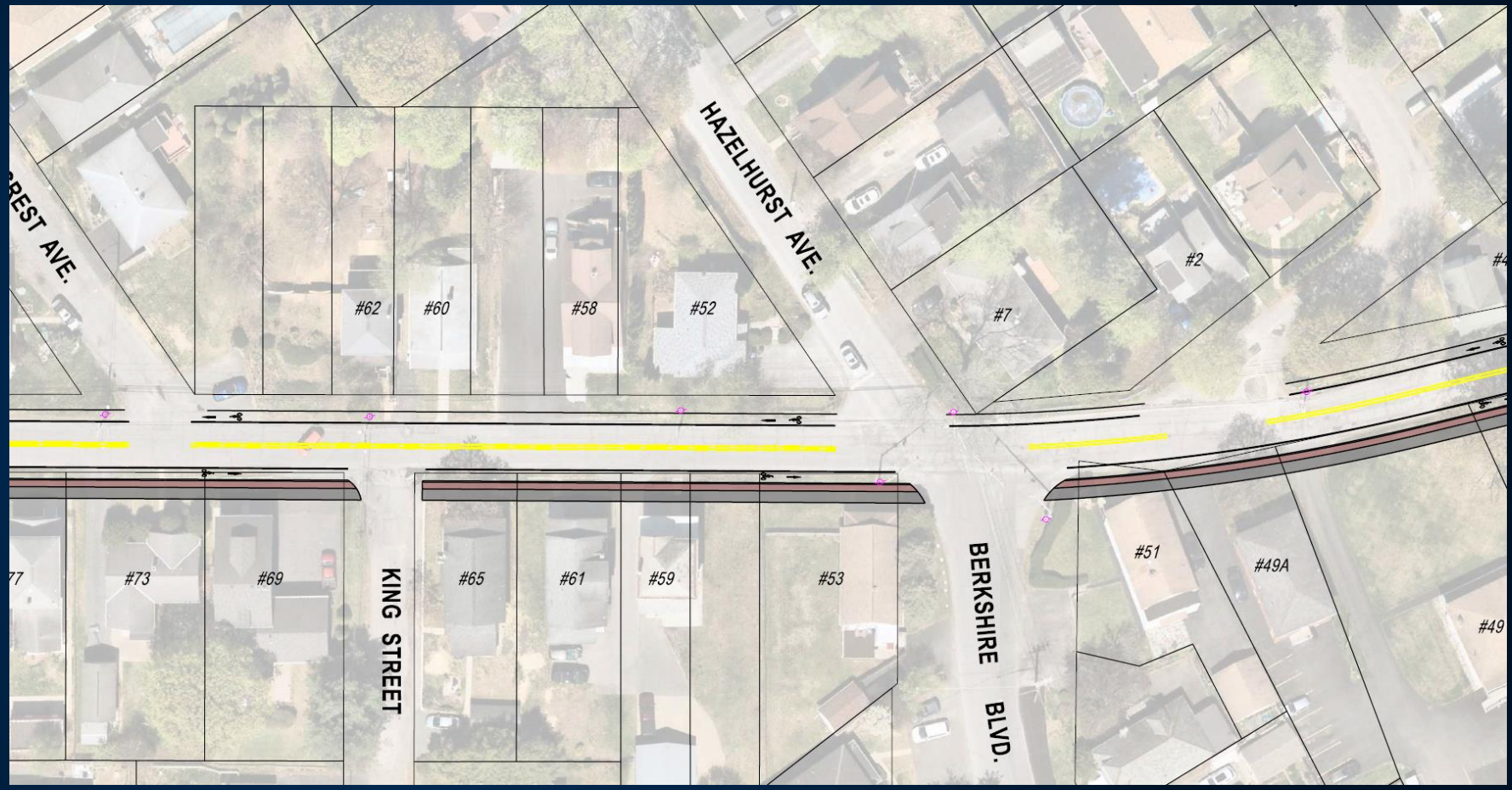


Tax parcel boundaries are approximate!

Concept 3: Sidewalk and Bike Lanes (East/Odd)

- 5’ sidewalk
- 3’ maintenance strip
- 10’ travel lanes
- 5’ bike lanes

- $5.86M total cost
- 28 potential property impacts
- 1 utility pole relocation

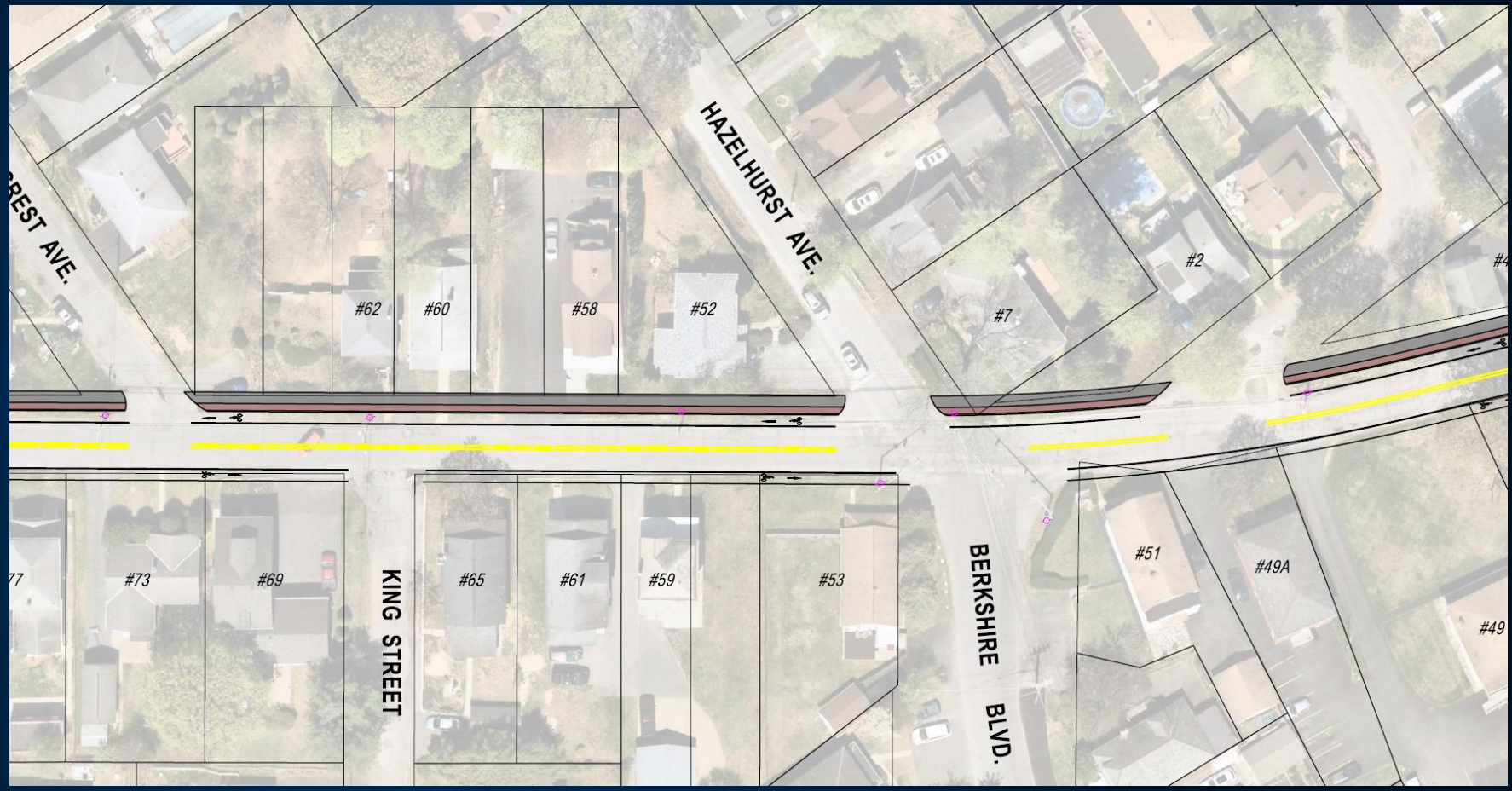


Tax parcel boundaries are approximate!

Concept 3: Sidewalk and Bike Lanes (West/Even)

- 5’ sidewalk
- 3’ maintenance strip
- 10’ travel lanes
- 5’ bike lanes

- $6.16M total cost
- 40 potential property impacts
- 22 utility pole relocations



Tax parcel boundaries are approximate!

Overall Comparison

CONCEPTS	TOTAL COST	POTENTIAL PROPERTY IMPACTS	UTILITY POLE RELOCATIONS
Concept 1: Sidewalk Only (East/Odd)	**$4,990,000.00**	**19**	**1**
Concept 1: Sidewalk Only (West/Even)	**$4,870,000.00**	**8**	**21**
Concept 2: Sidewalk and Shared Lanes (East/Odd)	**$5,320,000.00**	**21**	**1**
Concept 2: Sidewalk and Shared Lanes (West/Even)	**$5,460,000.00**	**29**	**23**
Concept 3: Sidewalk and Bike Lanes (East/Odd)	**$5,860,000.00**	**28**	**1**
Concept 3: Sidewalk and Bike Lanes (West/Even)	**$6,160,000.00**	**40**	**22**



Next Steps

CAPITAL REGION Transportation Council

Next Steps

- Timeline is currently undetermined
- Preferred concept(s) will be chosen
  - Cost, feasibility, community input
- Look for funding for final design and construction in the future
  - This study helps position the City to seek design and construction funding in the future
- Engineering design
- Construction



Instructions for Activity

INSTRUCTIONS FOR ACTIVITY:

1. Look over plotted concepts
2. Use sticky notes to make location- and concept-specific comments
3. Use comment cards to make other comments

CONTACTS:

Carrie Ward

Project Manager
Transportation Council
cward@capitalmpo.org
(518) 458-2161

Lisa Ramundo

Commissioner
Albany County Department of Public Works
DPW@albanycountyny.gov
(518) 765-2055

CAPITAL REGION Transportation Council