

Capping Precedents



Vancouver Land Bridge, Vancouver, WA



Lower Rainier Vista and Pedestrian Land Bridge, Seattle



Gateway Arch Park over I-44, St. Louis



Proposed overlook walk, Seattle



Olympic Sculpture Park, Seattle

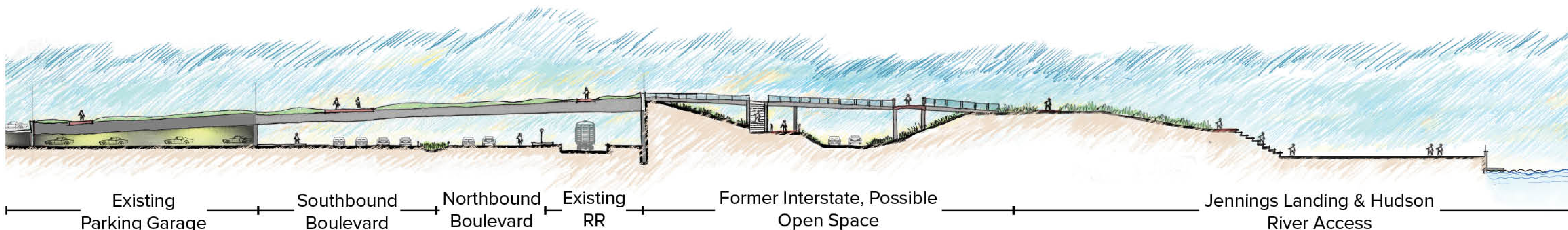


Proposed North Coast Connector, Cleveland



Penn's Landing, Philadelphia

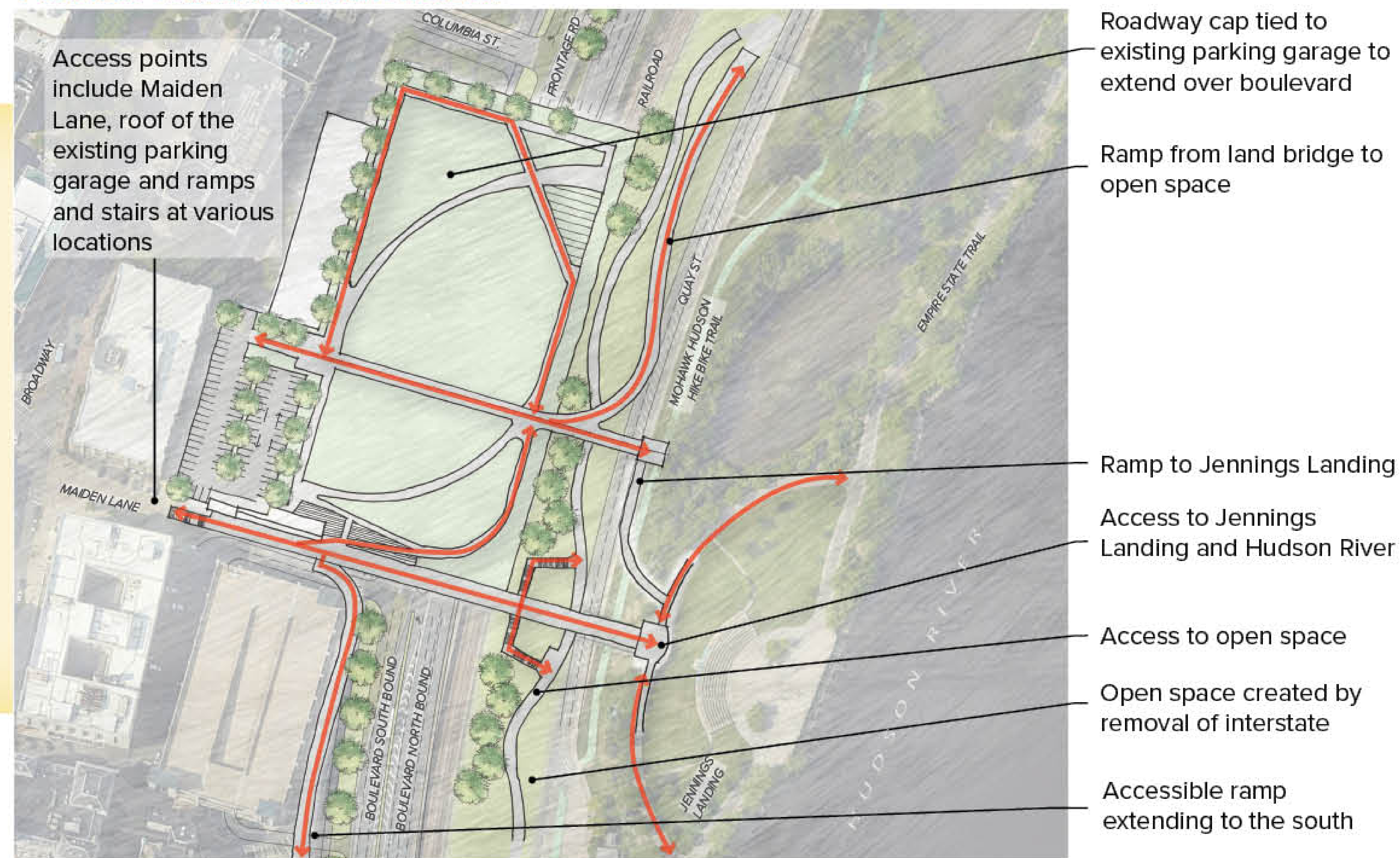
To improve access to the waterfront, a “cap” could span either a 787 interstate or boulevard. A sample cap north of the Dunn over a boulevard is shown here.



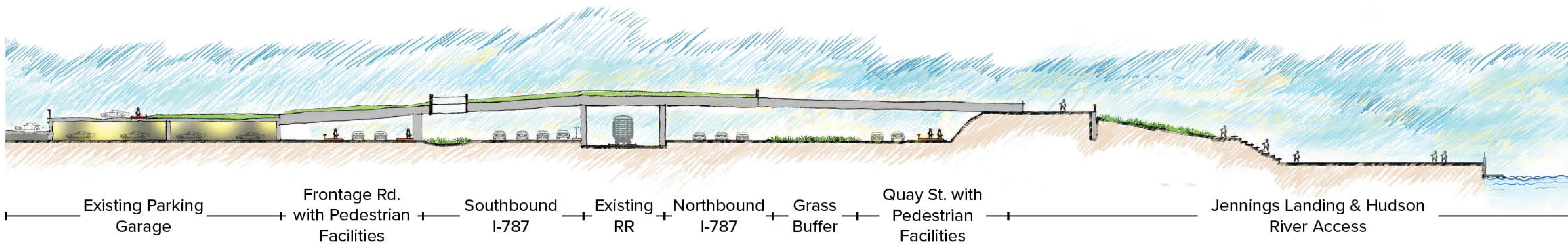
Above: With Concept B-1, the cap would extend from the parking garage near Maiden Lane over the new boulevard to Jennings Landing and the Hudson River waterfront

- Cap would be ADA accessible, with multiple locations for potential ramps and stairs to allow access from the north and south
- Possible access points include Maiden Lane, roof of the existing parking garage, and ramps and stairs at various locations
- Pedestrian access to the waterfront would be completely separated from vehicles and the railroad

Possible features shown below:



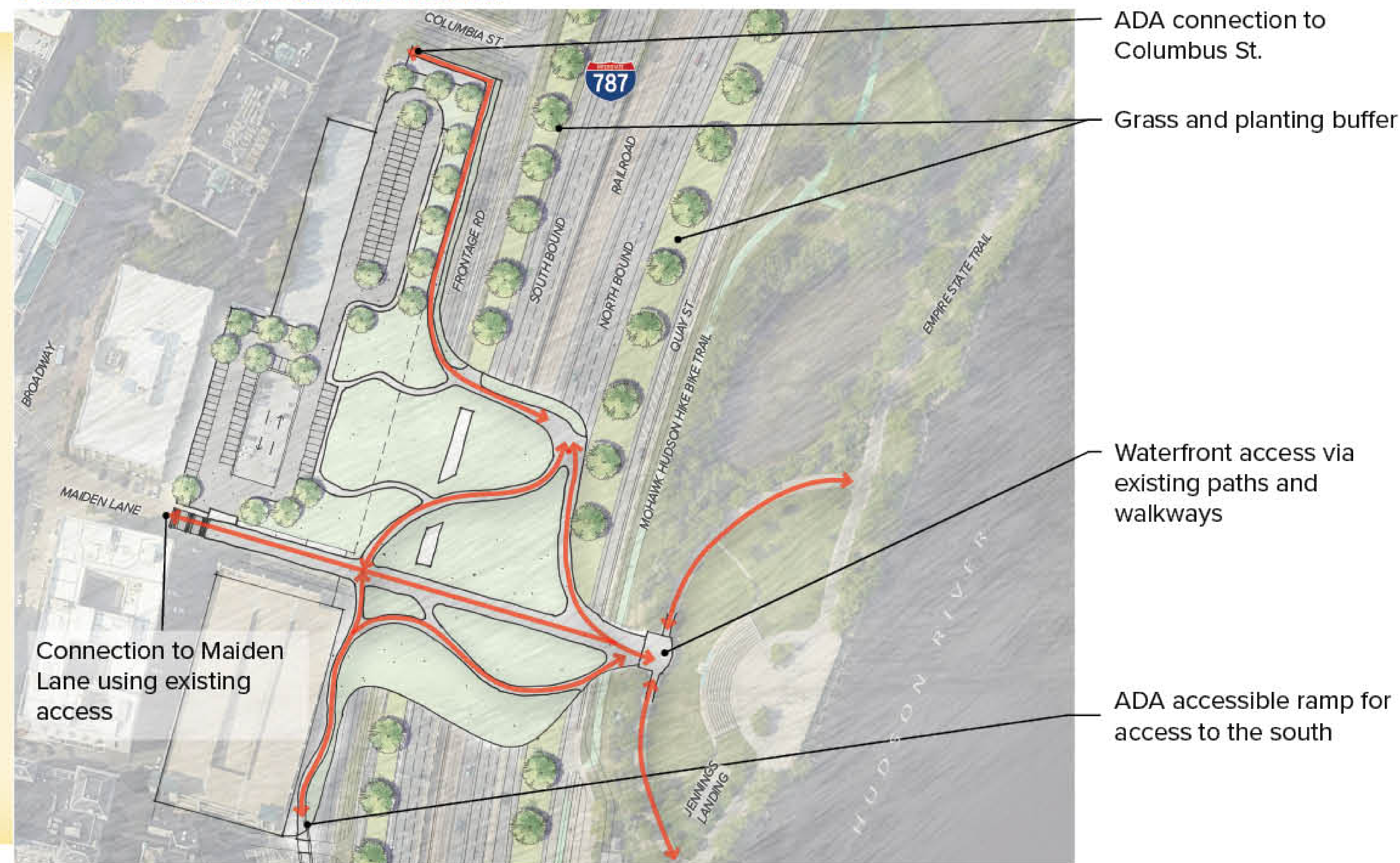
To improve access to the waterfront, a “cap” could span a 787 interstate or boulevard. A sample cap north of the Dunn over the interstate is shown here.



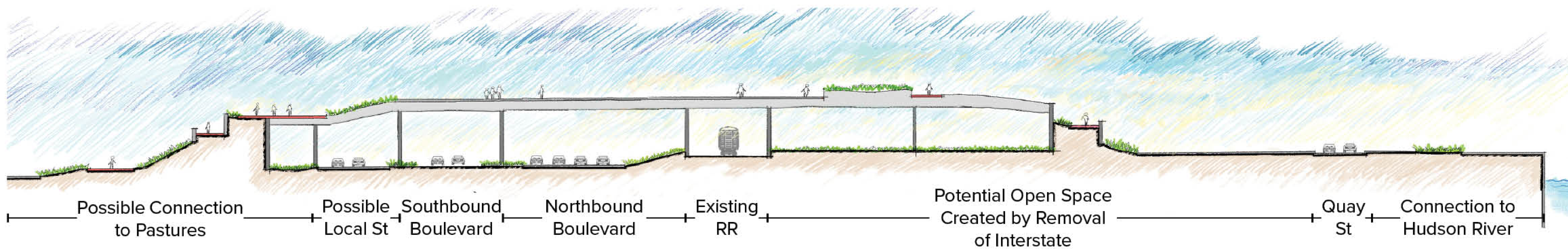
Above: With Concept I-2, the cap would extend from the parking garage near Maiden Lane over the new interstate to Jennings Landing and the Hudson River waterfront

- Cap would be ADA accessible, with multiple locations for potential ramps and stairs to allow access from the north and south
- May include a grass and planting buffer and waterfront access via existing paths and walkways
- May include an ADA connection to Columbus St, connection to Maiden Lane using existing access, ADA accessible ramp for access to the south
- Pedestrian access to the waterfront would be completely separated from vehicles and the railroad

Possible features shown below:



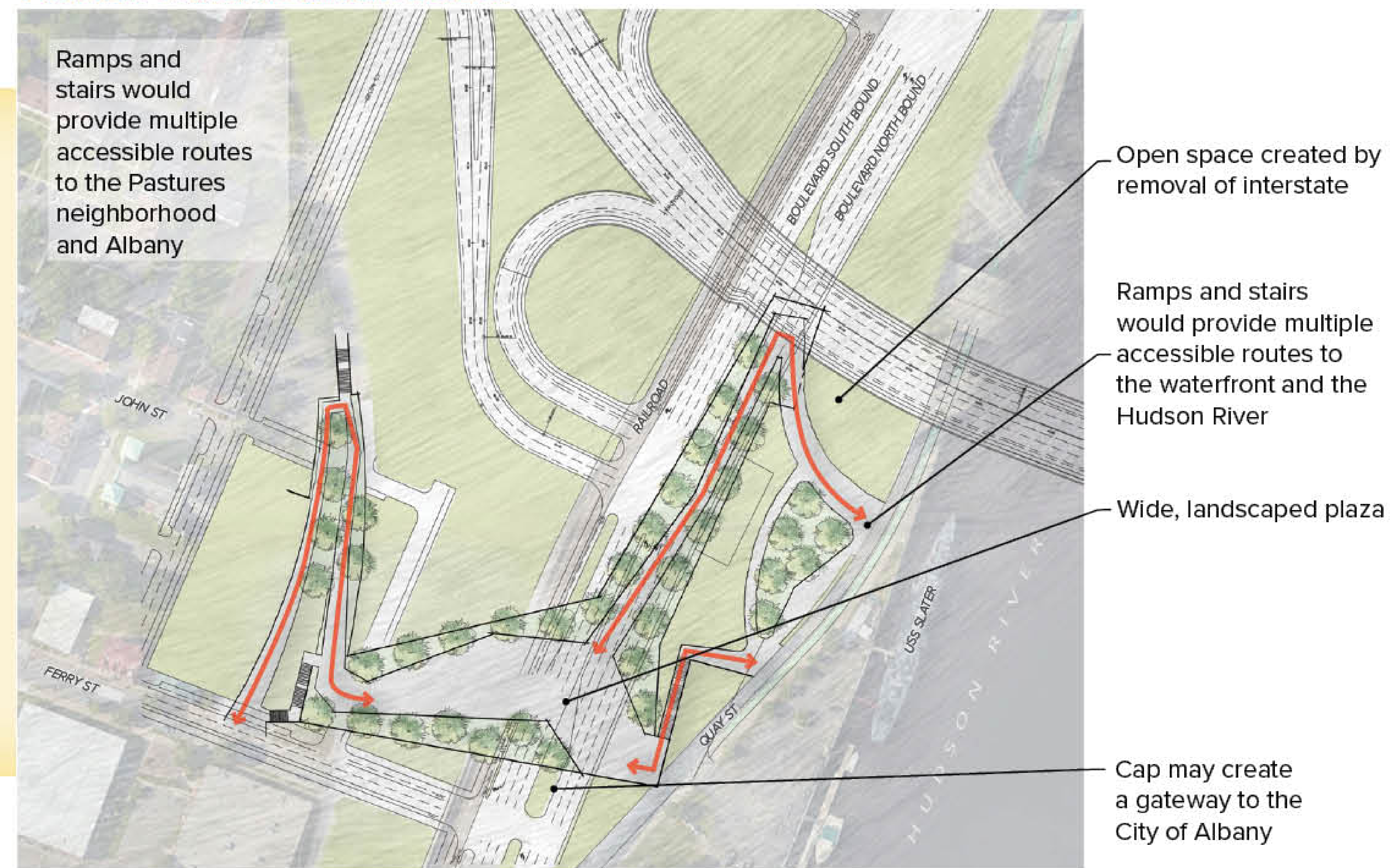
To improve access to the waterfront, a “cap” could span either a 787 interstate or boulevard. A sample cap south of the Dunn over a boulevard is shown here.



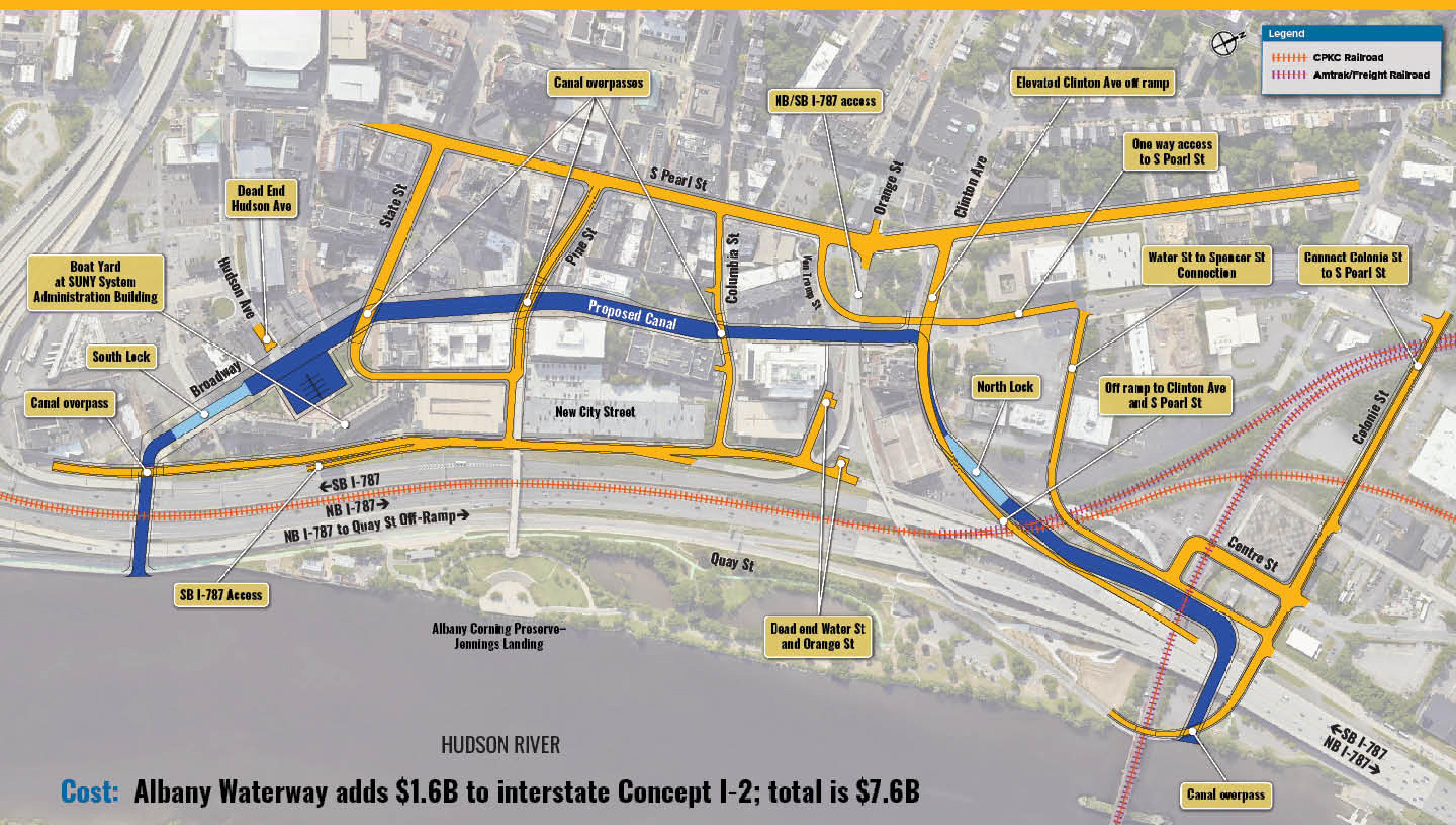
Above: With Concepts B-1 and B-2, this cap south of the existing Dunn interchange would extend to the waterfront near the existing location of the USS Slater. This particular arrangement would not work with Concepts I-2 or B-4.

- Cap would be ADA accessible, with multiple locations for potential ramps and stairs to allow access from the north and south
- Cap would connect southern neighborhoods over a new 787 boulevard and existing railroad to the Hudson River
- Pedestrian access to the waterfront would be completely separated from vehicles and the railroad

Possible features shown below:



Concept B-1 shown above



- A new, navigable canal along Broadway and Water Street linking to the Hudson River on both ends would include docks, two locks, and a boat yard at SUNY Systems Administration Building
- Because this option would disconnect numerous city streets (e.g., Quay; Broadway to the south; State, Pine, and Columbia Streets; Clinton Avenue and off-ramp), several new overpasses connecting city streets would be built
- Albany Waterway is paired with Concept I-2, in which I-787 would remain as an interstate and CPKC Railroad would remain in place
- A boulevard paired with this canal idea would likely require oversized intersections to carry additional traffic as a result of the closure of Broadway
- Option would require extensive relocation of utilities, including sewer and stormwater infrastructure
- No upstream reservoir has been identified for the new canal; the elevation of Broadway is above that of the Hudson River and would require a water source a maximum of 20' above the Hudson for canal lock operations

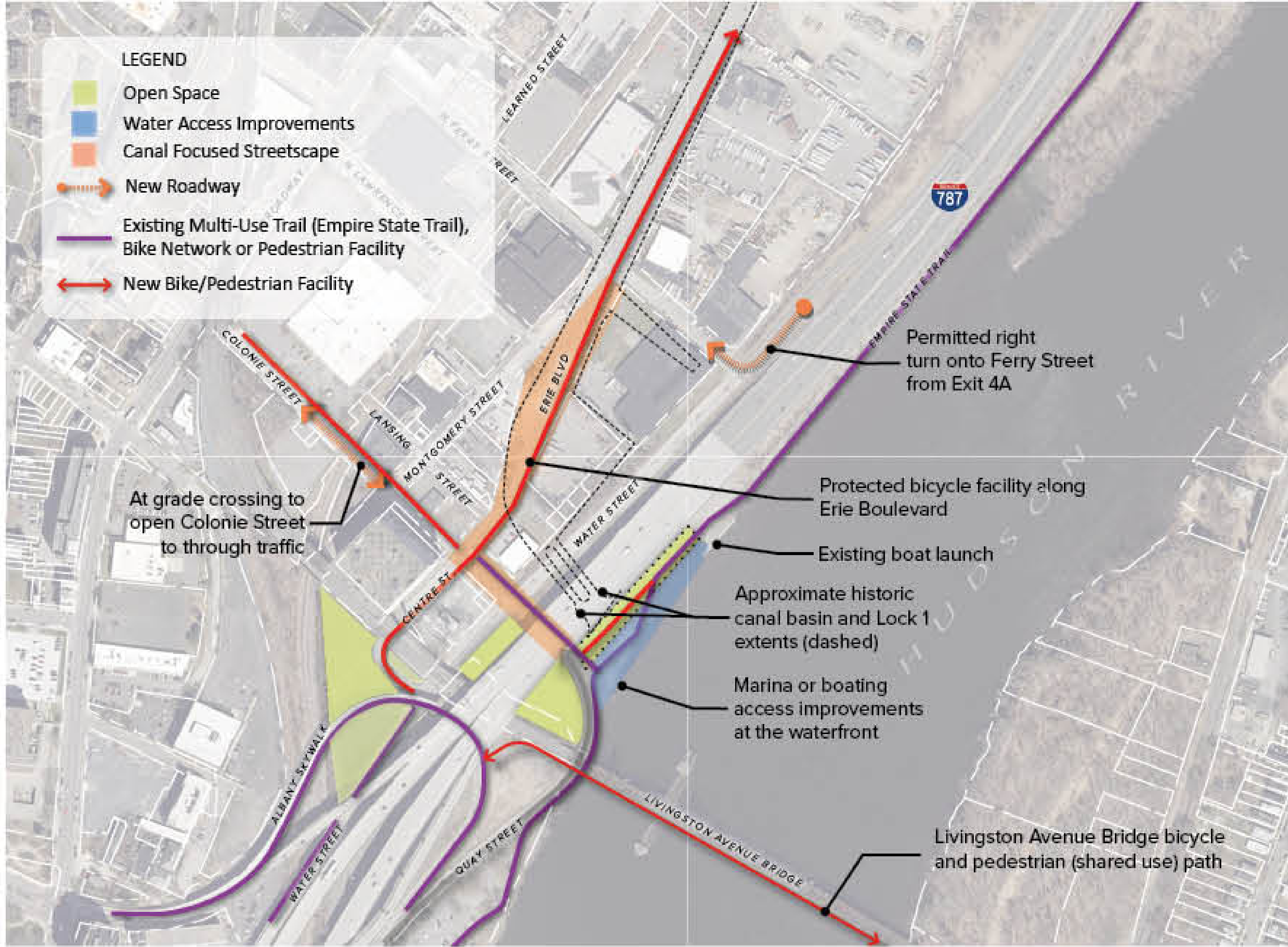


Vision from albanywaterway.org



Vision from albanywaterway.org

Option 1 Possible Features



Three options were developed to celebrate the area's Erie Canal heritage. Each would introduce Canal themes to Colonie Street and Erie Boulevard and could be integrated with various concepts

In Option 1:

- Boating improvements would occur along the shores of the Hudson
- The street grid would be reconfigured to provide more direct connections to the waterfront
- Several bike facilities and pedestrian improvements would be proposed

Option 2 Possible Features



In Option 2:

- A Canal-themed plaza or park would be built in the approximate location of historic Erie Canal basin
- Traffic potentially re-routed to Montgomery and Colonie Streets
- Canal themes introduced on Montgomery and Colonie Streets
- All potential marina or boating activity concentrated along the shore of the Hudson River near the former Erie Canal terminus
- Possible improvements to the street grid to more directly connect drivers to the waterfront
- Possible improvements to bicycle facilities

Option 3 Possible Features



In Option 3:

- A revitalized historic Erie Canal basin could possibly include a marina or aesthetic water feature
- May excavate historic Lock 1
- Possible open space improvements to the waterfront and surrounding the new water feature
- Canal themes introduced on Montgomery and Colonie Streets
- Potential improvements to the street grid to more directly connect drivers to the waterfront
- Possible improvements to bicycle facilities would connect Albany Skyway to new potential open space
- Consider possible conversion of Quay Street into a bike/ped facility and rerouting Quay Street west to Water Street, south of the Livingston Avenue Bridge

- The “Little River” of Menands, located on East Elmwood Road, is a former channel of the Hudson River
- Here, we’ve looked at possible ways to improve access to the waterfront
- Could be integrated with various concepts



Option 1: Crossing beneath I-787

Option 1 would create a wide, well lit pedestrian and bicycle passage under I-787

- I-787 could possibly be raised to offer increased head space
- Would connect to improved trail network in Hudson Shores Park



Option 2: Pedestrian bridge

Option 2 would install a pedestrian bridge over I-787 at the eastern end of 16th Street

- Lengthy ramps to the bridge would be necessary for ADA compliance
- Bridge would have stair towers on each side
- Would connect to improved trail network in Hudson Shores Park



These options could be integrated with various design concepts.

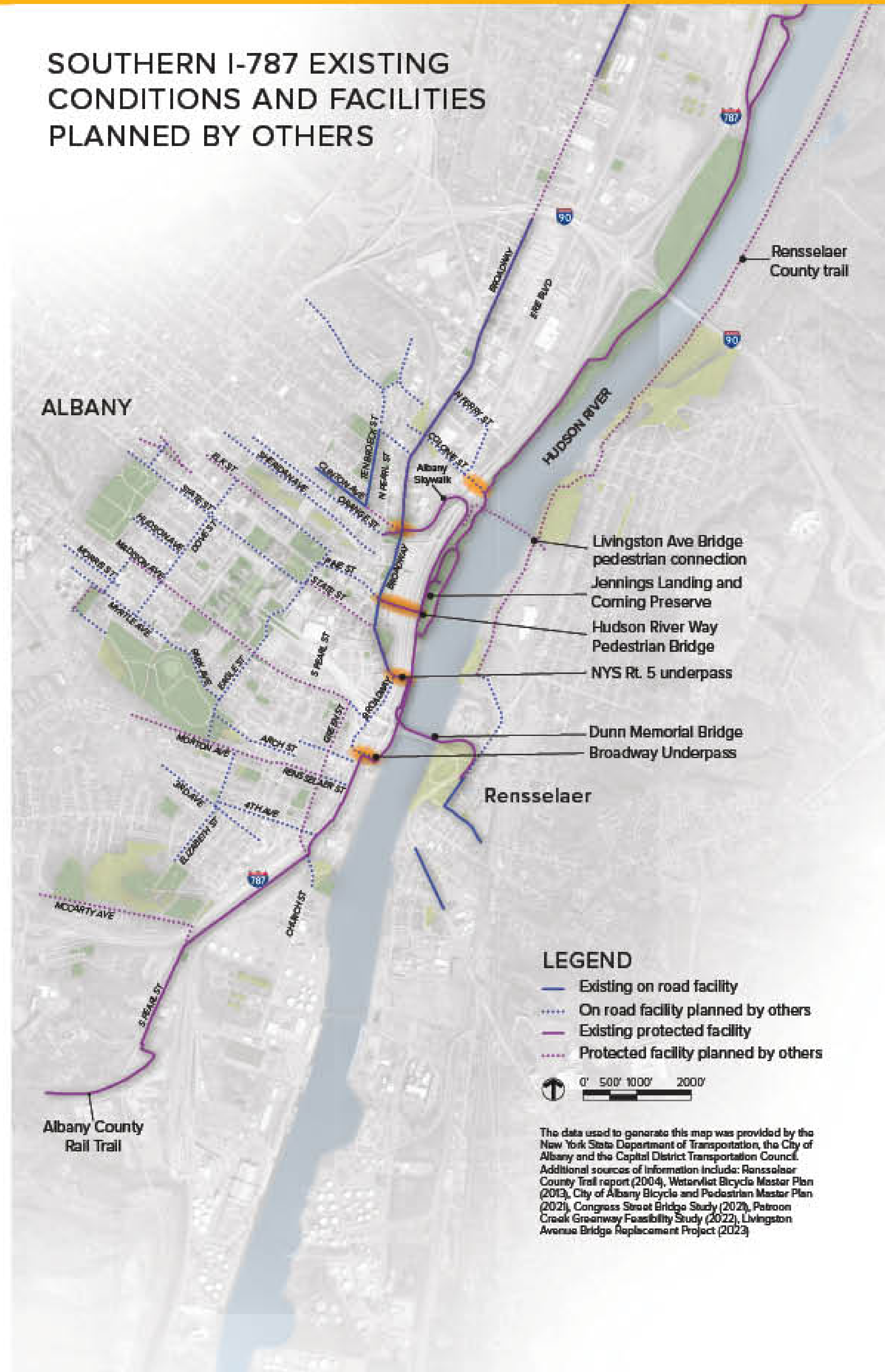
This option assumes that the Congress Street Bridge, which may include bike/ped accommodations in the future (as part of a separate project), would be the primary connection across I-787 between Watervliet and Hudson Shores Park and Troy



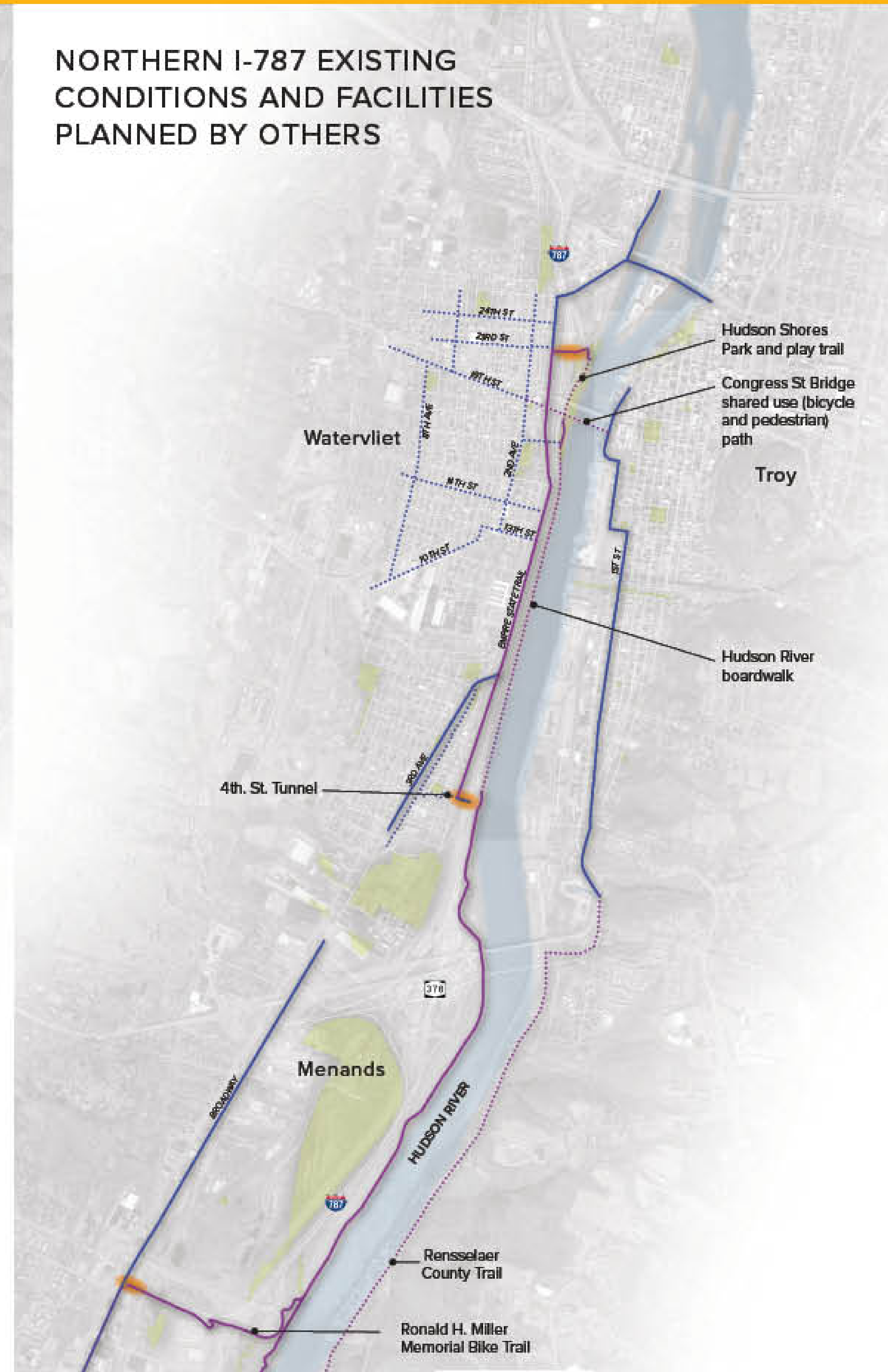
This option could be integrated with various design concepts.

Existing Bike Facilities

SOUTHERN I-787 EXISTING CONDITIONS AND FACILITIES PLANNED BY OTHERS

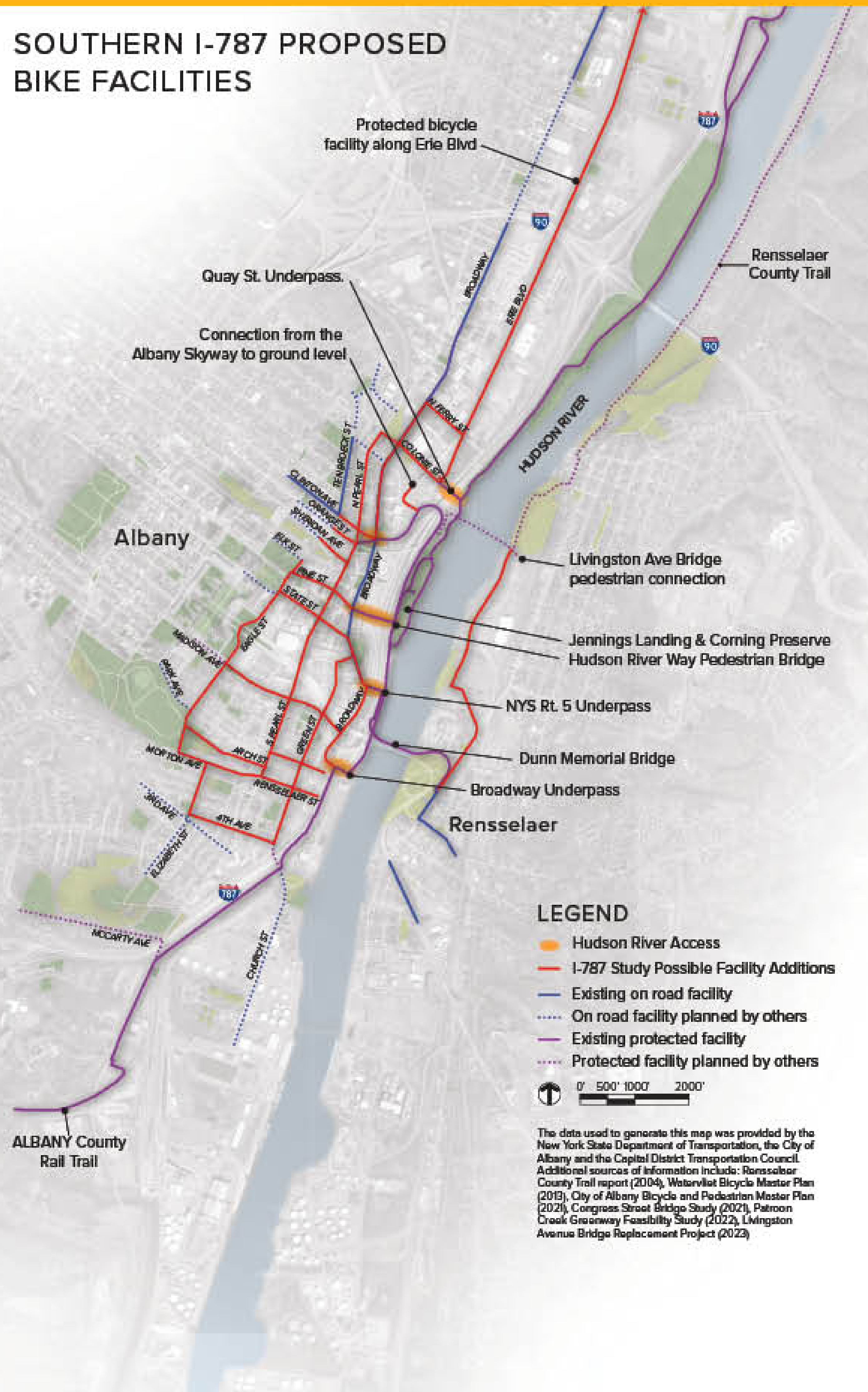


NORTHERN I-787 EXISTING CONDITIONS AND FACILITIES PLANNED BY OTHERS

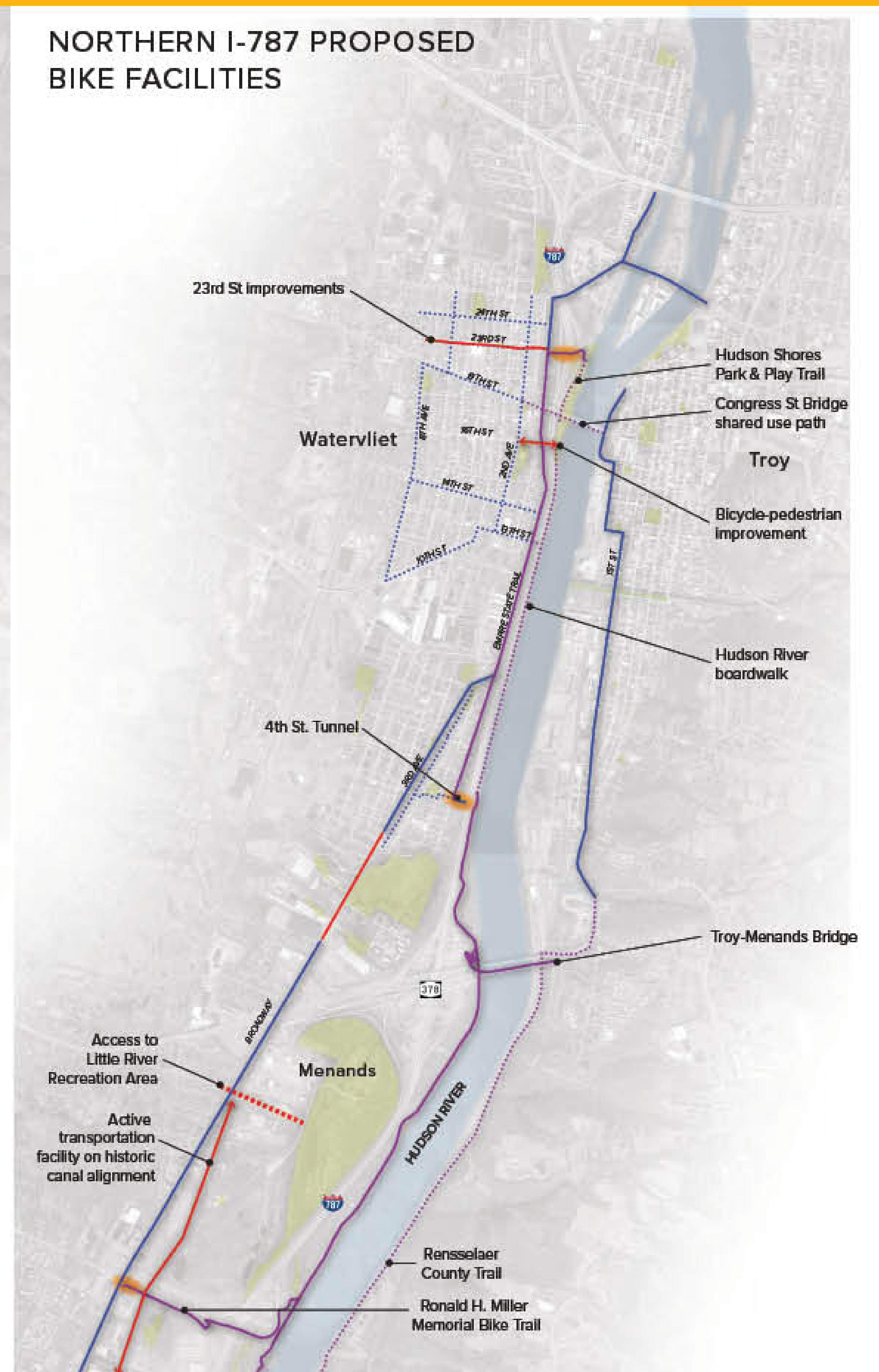


Proposed Bike Facilities

SOUTHERN I-787 PROPOSED BIKE FACILITIES



NORTHERN I-787 PROPOSED BIKE FACILITIES



Where should we build bike facilities?

Place Post-Its here ▼