

2

1

## HUDSON RIVER VALLEY GREENWAY TRAIL CONNECTIONS PLAN

### GAP LOCATOR MAP

- Gap Locations
- Existing Shared-Use Path
- Planned Shared-Use Path
- Proposed Shared-Use Path
- Main Trunk of Shared-Use Path

- Roadway
- Parks & Open Space
- Water
- Train Stations
- Railroad

0 1 2 4 MI



Hudson River  
Valley Greenway





#### 4.1.2.1 Van Cortlandt Park Connection

This gap is located in the southern portion of Bronx County and would connect the NYC Hudson River Greenway and South County Trailway. Obstacles in this area include several railroad lines and the Harlem River.

Length (Approx.)	County	Municipality	Cost (Approx.)
2.2 MI	Bronx	New York	\$4.4M*



*\*Estimated based on a conservative \$2 million per mile*

4.1.2.2 Kingston Trail Connection

This gap is located in Ulster County and would connect the Wallkill Valley Rail Trail and the proposed Kingston Point Rail Trail. The difficulty for extending the shared-use path to downtown Kingston in this area includes a developed railroad right of way, topography, and limited right of way along Route 32.

Length (Approx.)	County	Municipality	Cost (Approx.)
2.4 MI	Ulster	Ulster & Kingston	\$4.8M*



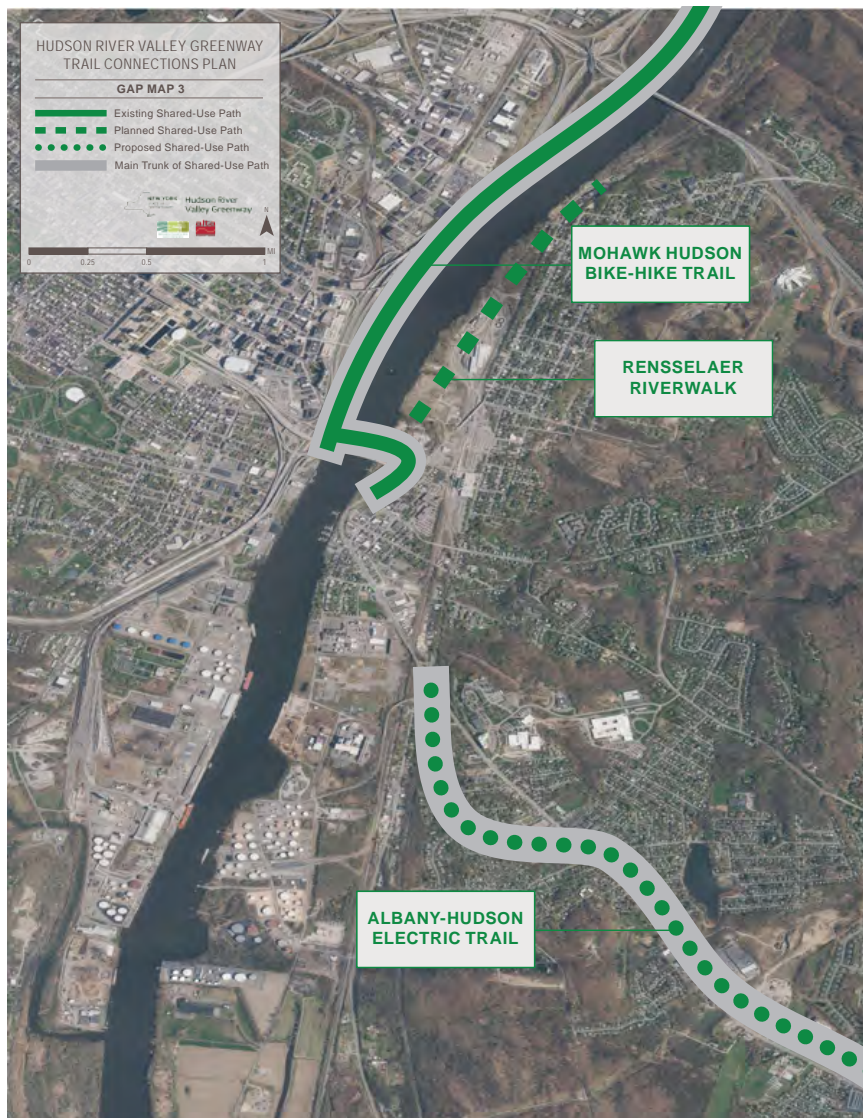
*\*Estimated based on a conservative \$2 million per mile*



#### 4.1.2.3 Rensselaer Trail Connection

This gap is located in the southern portion of Rensselaer County and would connect the Mohawk Hudson Bike Hike Trail and the proposed Albany-Hudson Electric Trail. Obstacles in this area include the railroad and Routes 9/20.

Length (Approx.)	County	Municipality	Cost (Approx.)
1.1 MI	Rensselaer	Rensselaer	\$2.2M*



*\*Estimated based on a conservative \$2 million per mile*

4.1.2.4 Green Island Trail Connection

The Green Island Trail gap is located within Watervliet and Green Island. Currently this is only a signed route. Obstacles for creating a shared-use path include I-787 and its proximity to the Hudson River, restricting opportunities for a shared-use path connection.

Length (Approx.)	County	Municipality	Cost (Approx.)
1.0 MI	Albany	Watervliet & Green Island	\$5.4M





### 4.1.3 Empire State Trail

New York State celebrates boldness and diversity -- cultural, physical, social, geographic – and welcomes experiences that weave these qualities together.

The magnitude of the Empire State Trail isn't measured only its unrivaled 750-mile length. On a human level, the Trail connects people to New York's natural beauty, rich cultural heritage, and unparalleled outdoor recreation opportunities.

The Empire State Trail provides New Yorkers and visitors the freedom and opportunity to explore and embrace New York's special places, diverse history, and iconic landscapes. The Trail promotes healthy lifestyles and provides a place for friends and families to experience everything the Empire State has to offer – connecting urban centers, village main streets, and rural communities spanning the state from New York City through the Hudson River Valley, west to Buffalo along the historic Erie Canal, and north to the Champlain Valley and Adirondacks.

In his January, 2017 State of the State addresses and Executive Budget proposal, Governor Cuomo launched creation of the Empire State Trail, a new initiative to put New York State at the forefront of efforts nationally to enhance outdoor recreation, community vitality, and tourism development. The FY2017-18 state budget, enacted in April, 2017 provides \$200 million to fund construction of the Trail. When completed by the end of 2020, the Trail will be a continuous 750-mile route which will span the state from New York City to Canada and Buffalo to Albany, creating the longest multi-use state trail in the nation.

#### 4.1.3.1 Proposed Empire State Trail Route

The maps on the following pages depict the proposed 750-mile Trail route. The route will continue to be refined over the coming months, with the goal of finalizing the plan by the fall of 2017. Criteria for route selection include:

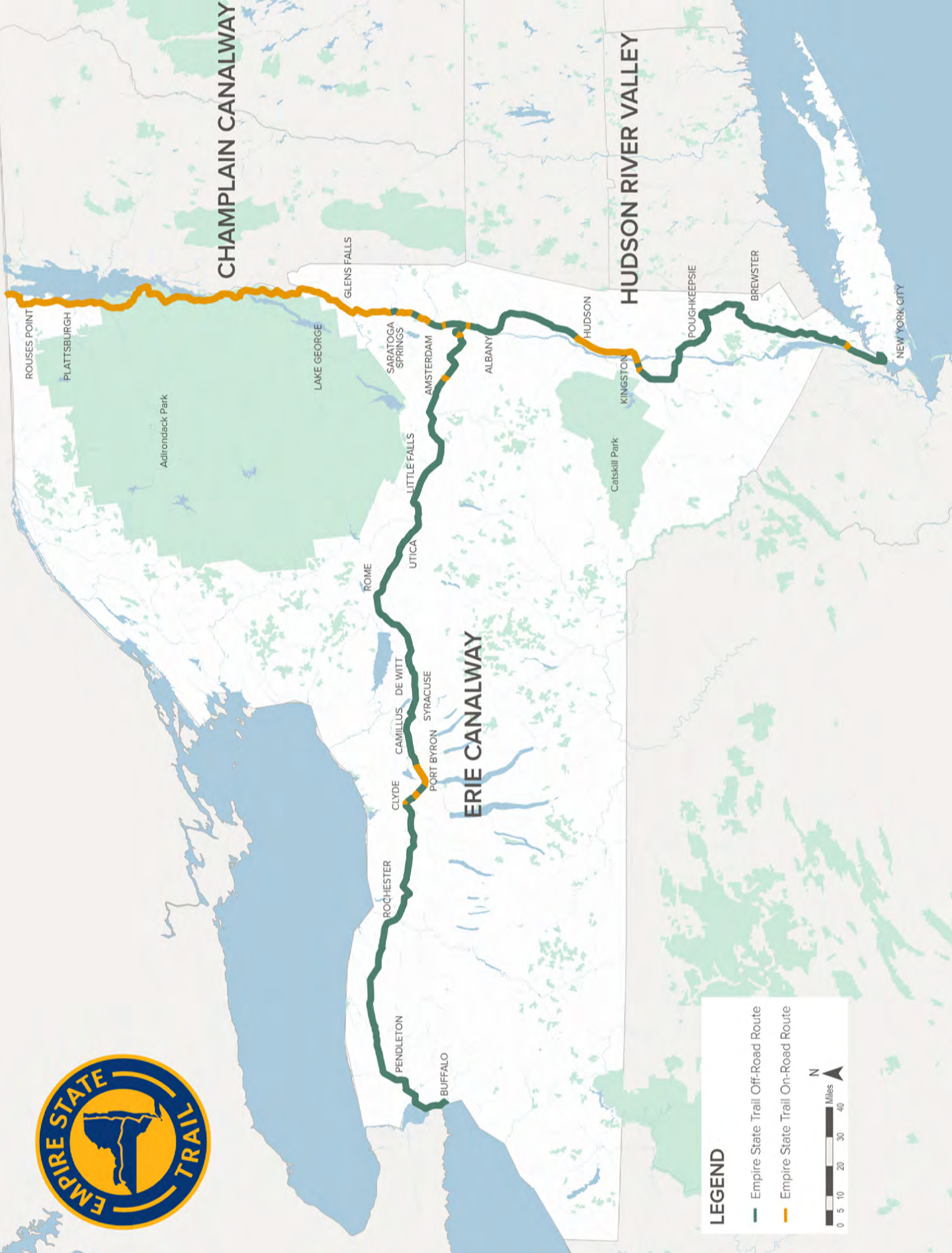
Approximately 400 miles of the Empire State Trail already exists in discrete, disconnected segments. Empire State Trail funding will be utilized to connect existing trails into a continuous statewide trail. For example, the Erie Canalway Trail between Buffalo and Albany is 80% done – Trail funds will “close the gaps,” such as completing the trail through Syracuse, Camillus, and Dewitt in central New York. The largest amount of new trail construction will occur in the Hudson Valley, where only about 50% of the complete trail route exists today.

Wherever possible, the Trail is “off-road,” utilizing historic railway routes (e.g. rail-trails) and canal tow paths along sections of the Erie and Champlain canals. For the 550 miles from Manhattan to Buffalo, 85% of the Empire State Trail will be off-road.

For much of its route, the Empire State Trail is an overlay integrating local and regional trails. Local trails will retain their local name and identity, co-branded with the Empire State Trail to provide a cohesive marketing effort to increase public visitation. Examples of trails that will be integrated into the Empire State Trail include: the South and North County Trails in Westchester and Putnam Counties; the Dutchess, Hudson River, and Wallkill Valley Rail-Trails in the Hudson Valley; the Corning Preserve and Mohawk-Hudson Trails in the Capital District; the Erie Canalway Trail; and the Champlain Canalway Trail.

For on-road segments, the Empire State Trail will follow public roadways, utilizing low-volume local roads wherever available. Long stretches of on-road sections, such as in the Champlain Valley where the Trail will run along State Bicycle Route 9, are appropriate for more experienced bicyclists. A portion of the \$200 million will be allocated to making targeted on-road improvements, such as paving shoulders in critical spots and installing better bicycle pavement markings.





**LEGEND**

- Empire State Trail Off-Road Route
- Empire State Trail On-Road Route

0 5 10 20 30 40 Miles

N

#### 4.1.3.2 The Route: Hudson Valley

The following maps identify the proposed route of the Empire State Trail within the Hudson Valley, including existing and proposed new trails along the Hudson River Valley Greenway. The trail segments are listed in “south to north order,” starting in New York City and running north to the Capital District.

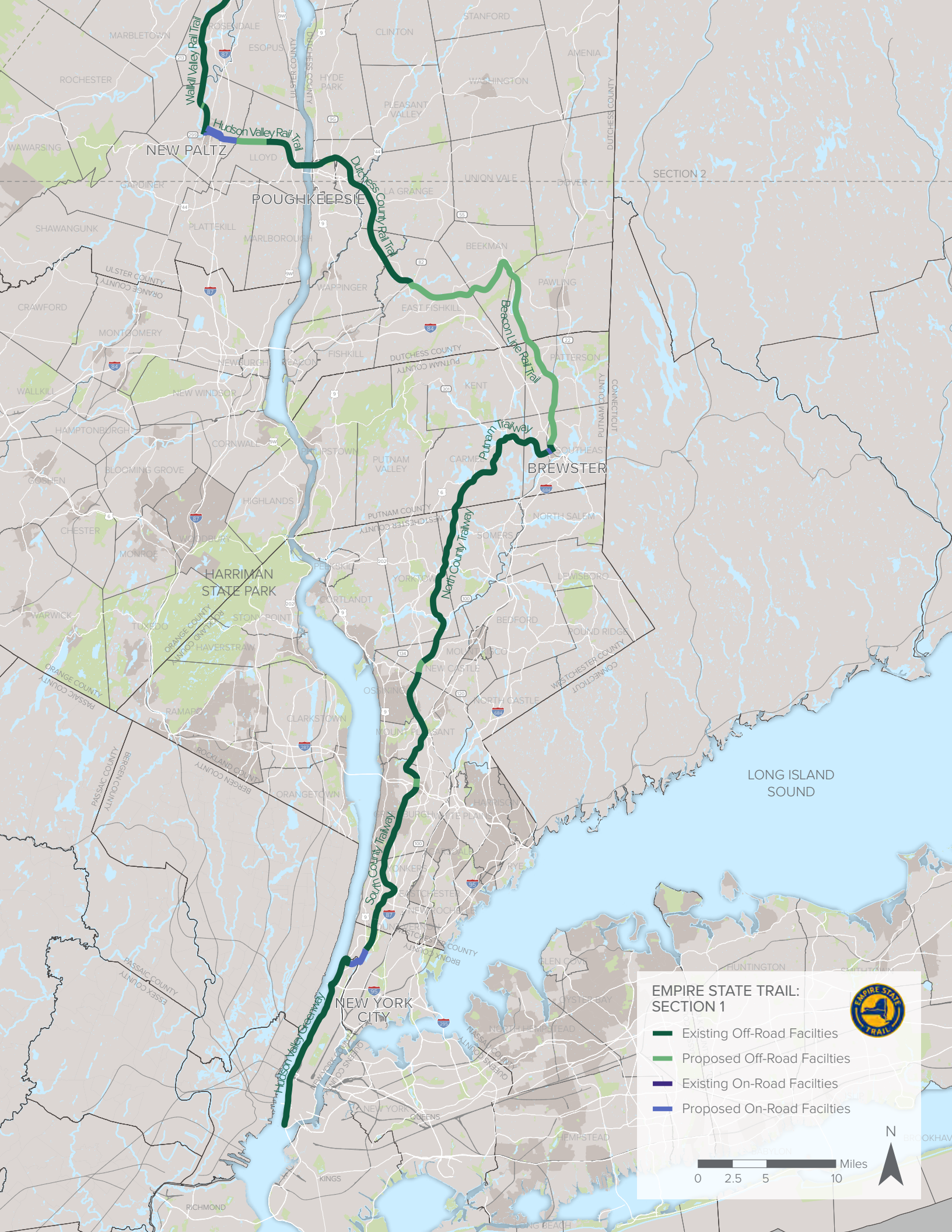
##### Lower Hudson Valley

- Hudson River Park
- On-Road connection from Upper Manhattan to Van Cortlandt Park
- South County Trailway
- North County Trailway
- Putnam Trailway
- Beacon Line Rail Trail
- Dutchess Rail Trail
- Walkway Over the Hudson

##### Upper Hudson Valley

- Hudson Valley Rail Trail
- Wallkill Valley Rail Trail
- Kingston Point Rail Trail and Promenade
- On-Road North of Kingston to the City of Hudson
- Albany-Hudson Electric Trail (AHET Trail)
- Corning Preserve Trail
- Mohawk Hudson Bike Hike Trail

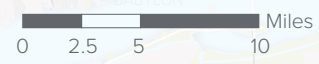


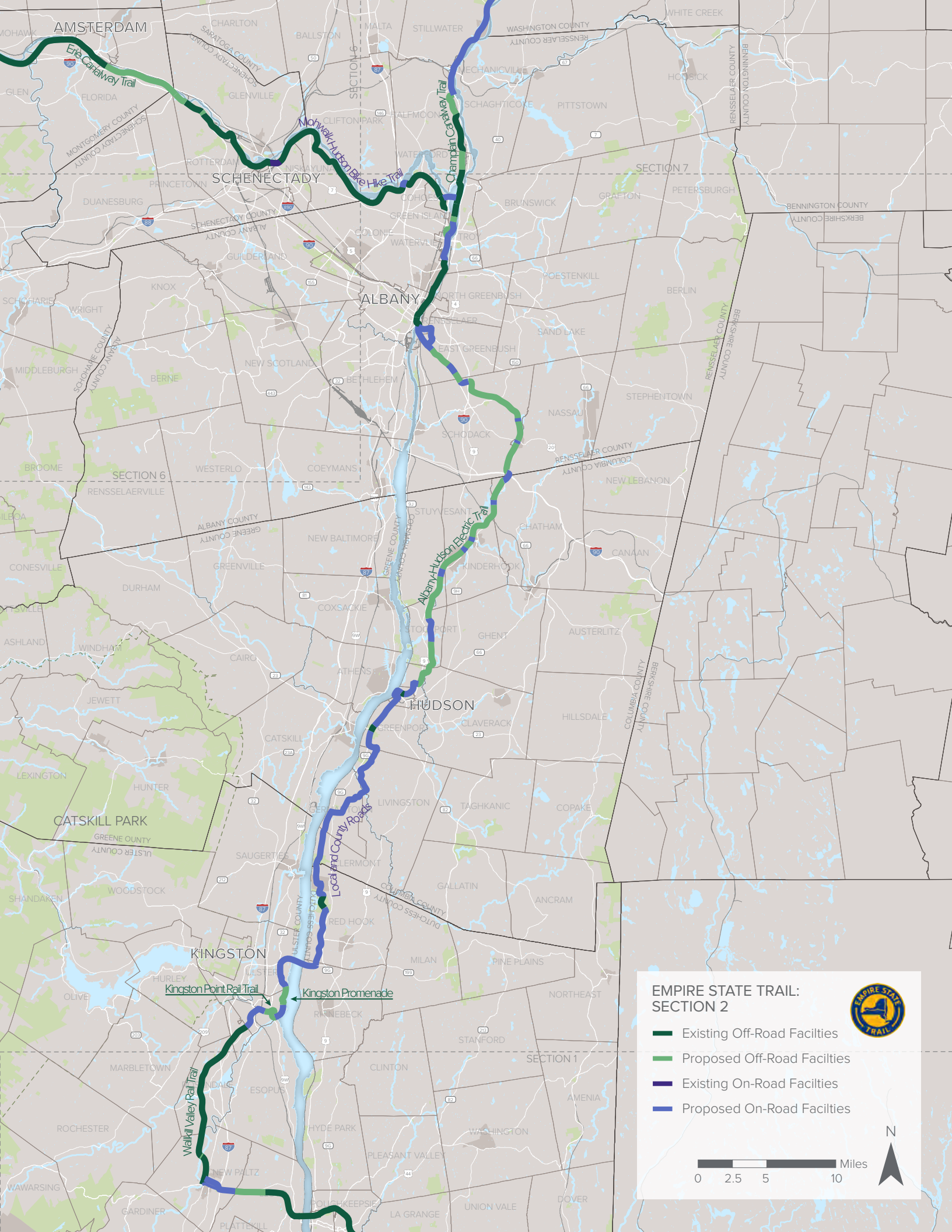


EMPIRE STATE TRAIL:  
SECTION 1




- Existing Off-Road Facilities
- Proposed Off-Road Facilities
- Existing On-Road Facilities
- Proposed On-Road Facilities







### EMPIRE STATE TRAIL: SECTION 2



- Existing Off-Road Facilities
- Proposed Off-Road Facilities
- Existing On-Road Facilities
- Proposed On-Road Facilities

Miles

N

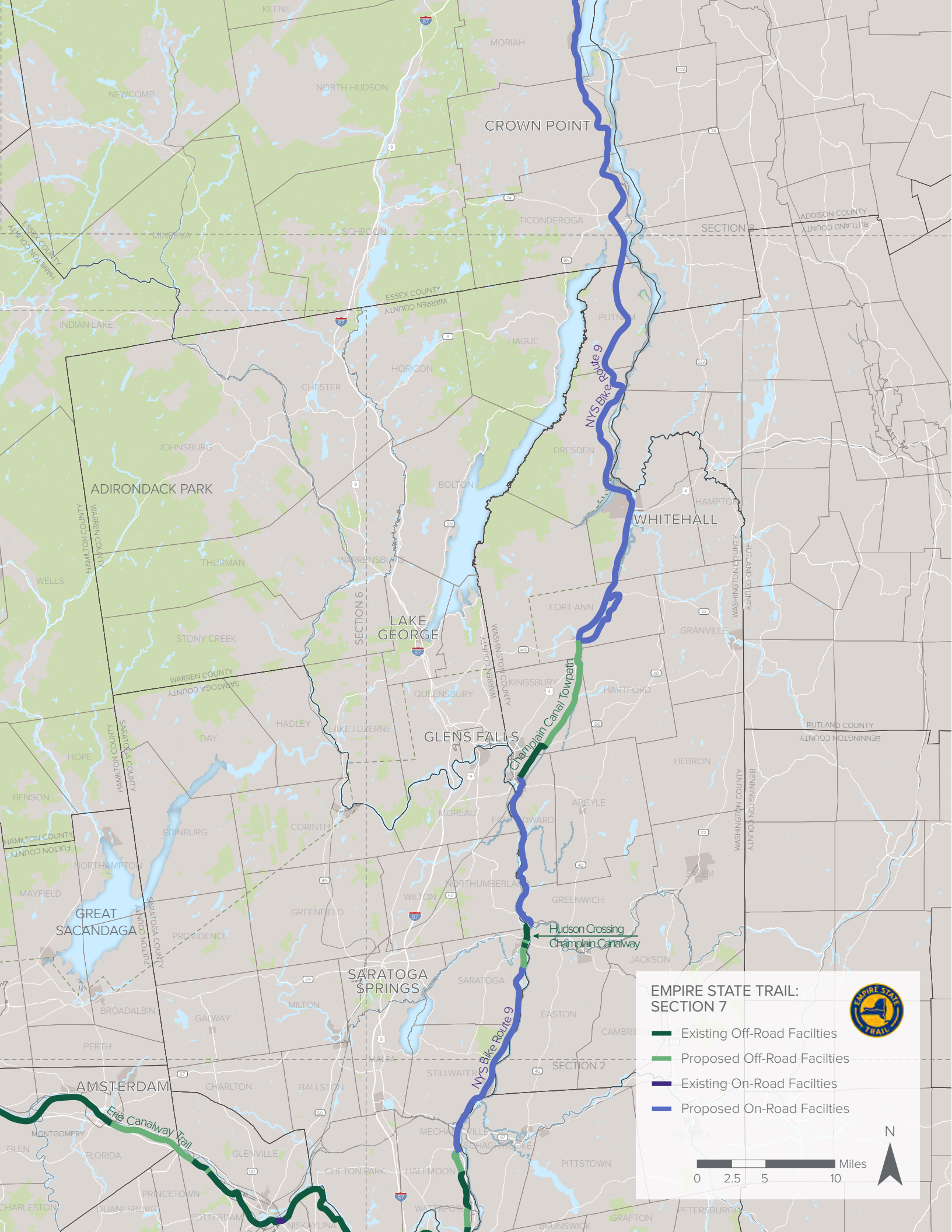


#### 4.1.3.3 The Route: Champlain Valley

The following maps identify the proposed route of the Empire State Trail within the Champlain Valley. From the Capital District to Whitehall, wherever feasible, the Empire State Trail will be located off-road along Champlain Canal towpaths. The 120-mile section from Whitehall to the Canada border at Rouses Point will be an on-road route primarily intended for bicyclists. The trail segments are listed in “south to north order” from the Capital District to the Canada border.

#### Champlain Valley

- Champlain Canalway Trail between Waterford and Whitehall
- On-Road from Mechanicville to Stillwater
- Path through Hudson Crossing Park
- On-Road to Fort Edward
- Champlain Valley Trail from Whitehall to Rouse’s Point
- On-Road from Fort Ann to Plattsburgh
- Terry Gordon Bike Path
- Saranac River Trail
- On-Road from Plattsburgh to Rouses Point / Canadian Border



**EMPIRE STATE TRAIL:  
SECTION 7**



- Existing Off-Road Facilities
- Proposed Off-Road Facilities
- Existing On-Road Facilities
- Proposed On-Road Facilities

0 2.5 5 10 Miles





