

5 IMPLEMENTATION

Implementation of the Hudson River Valley Greenway Trail is an ongoing process. The existing hiking, biking and water trail routes can continue to be improved and promoted, while the multi-use path will require a significant level of new planning, design and capital investment. In the past 25 years, the Greenway has developed grass-roots and local government support for these efforts, providing an excellent foundation for the next generation of the trail system. The following actions are recommended for the ongoing success of the HRVG:

1. Continue promoting the Water Trail: this is the most direct connection to the river, and can be marketed without significant capital improvements to promote the whole Greenway.
2. Upgrade the existing Hiking Trails: The continuous hiking trail can be achieved with alignments closer to the river - and many of these key connections are already in progress. With the new TZ bridge path and the Walkway over the Hudson, a loop hiking trail can connect both sides of the river in the lower half of the valley.
3. Improve the on-road Bike Routes: the currently signed NYS Bike Route 9 is a challenging route and is limited to experienced cyclists. Improving signage, paved shoulders, bike lanes, bike parking and Amtrak access will all support increased use along the route. Both the PTNY and West Side routes are not currently designated, but they can be improved to create on-road routes on both sides of the river.
4. Develop the continuous Hudson River Valley Greenway Trail trunk line: the efforts of the past decades have led to significant new potential to create a continuous multi-use path the length of the Hudson River Valley from Manhattan to the Adirondacks. Major projects along this alignment have already been built, including the Hudson River Park in NYC, the Corning Riverfront Park in Albany, and the North/South County Trails in Westchester. Since these paths generally follow former rail corridors, canals and the river, they provide a route that can be used by a wide variety of people. The Hudson River Valley Greenway Trail trunk line has significant potential for trail-oriented economic development, and there is support for the concept throughout the valley. Key steps to implement this project include:
 - a. Promote the concept of an end-to-end shared-use path.
Most communities along the route are focused on their own

local projects, and it will require outreach and coordination to communicate the common vision of linking these local projects together.

- b. Plan and design the ‘gaps.’ While most of the proposed route has existing or planned sections, there are several gaps where a plan for connection is needed.
 - c. Get projects ‘shovel ready.’ Complete the design, environmental review and permitting processes to get planned and proposed projects ready for construction.
 - d. Establish a public-private-nonprofit partnership for funding. Work with foundations, corporations and government sources to set up a funding program to complete the path. Since most current federal aid for projects like this requires matching funds, consider creating a matching fund source that can be leveraged to complete the trail.
5. Develop a Hudson River Challenge Event: the HRVG offers a unique opportunity to connect the existing sections of hiking, biking and water routes into a unique multi-sport Challenge. Participants can form teams and travel the length of the Greenway to promote the existing trails, future connections, and local tourism destinations. This event can link up State and National Parks, showcase cooperation between multiple state agencies, and involve public, private and non-profit partners.
6. As new trail systems are developed, and existing trails rehabilitated, trails crossing streams and creeks should strive to keep these waterways connected. Just as Greenway trails are important connections between our communities, these waterways are critical pathways for many fish, amphibian, reptile and other species that need to move between different habitats in the stream and even migrate to and from the ocean. More information about designing strong connections at stream crossings can be found here:

<http://www.dec.ny.gov/permits/49060.html>

Trails should also be designed to be resilient to environmental events such as flooding, drought, sea level rise, and storm surges. Investing in more resilient trail infrastructure will pay off in the long term. We

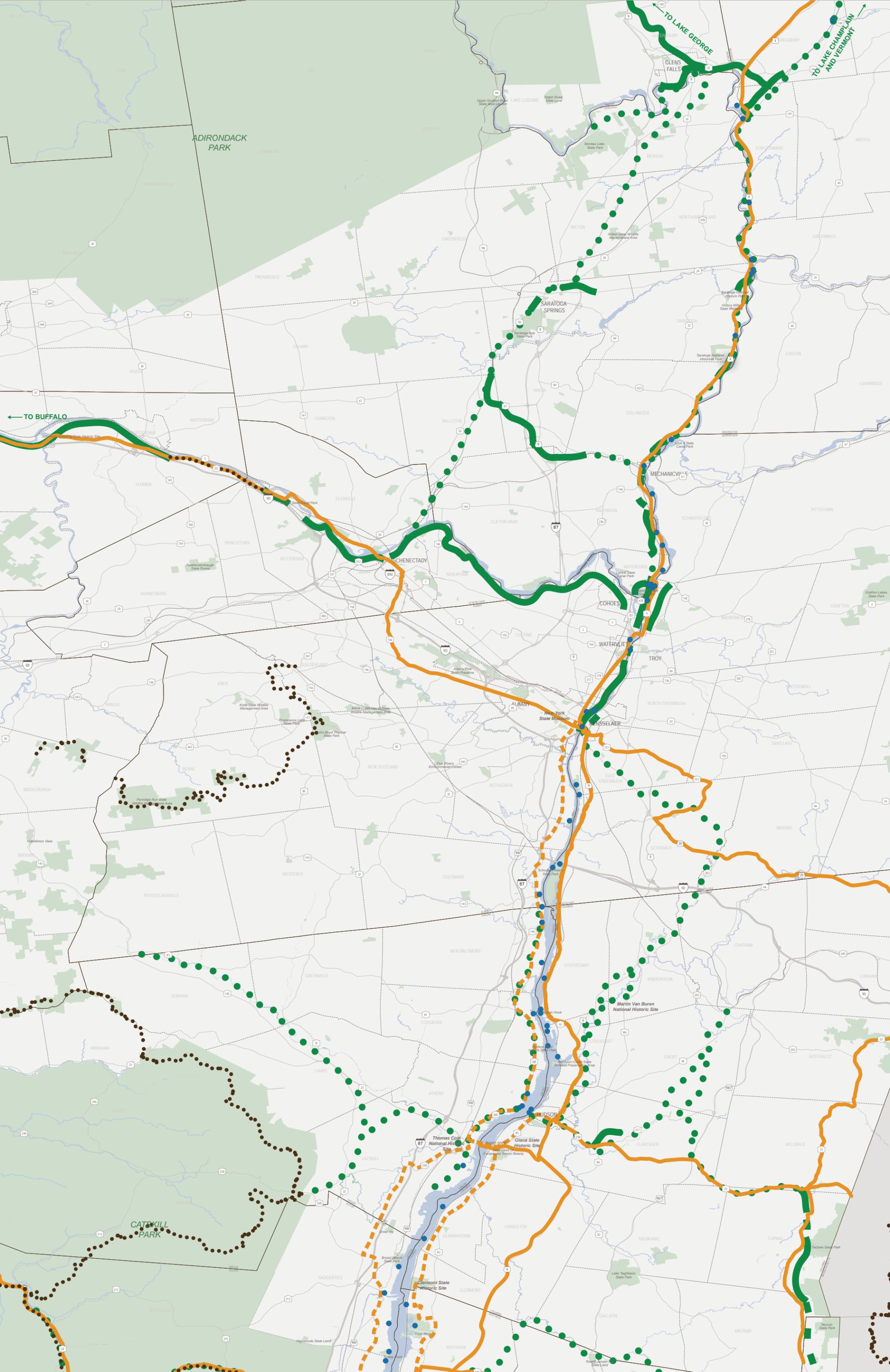


strongly encourage the building of trails that follow stream crossing best management practices and are designed with climate change effects in mind.

Key issues that have been identified during the development of this plan include right-of-way acquisitions along key sections involving utility corridors and rail lines, the long term operations and maintenance of the trail system, and securing funding for trail development. With a vision that meets the significance of the trail, these issues can be resolved. The Hudson River Greenway Trail system is nationally significant. The valley's landscape is a great asset to New York State. Continuing the work that has been accomplished in the Greenway's first 25 years will create a legacy for future generations. Now is the time to make these great trails happen.

The map on the following page illustrates the vision of the trails system for the whole Hudson River Valley Greenway.

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ADIRONDACK PARK

CATSKILL PARK

TO LAKE GEORGE

TO LAKE CHAMPLAIN AND VERMONT

TO BUFFALO

Thomas Cole National Historic Site

Olana State Historic Site

Clermont State Historic Site

Martin Van Buren National Historic Site

SARATOGA SPRINGS

CHENECTADY

ALBANY

MECHANICVILLE

COHOES

WATERVILLE

TROY

WATERFORD

WATERLOO

WATERLOO

WATERLOO

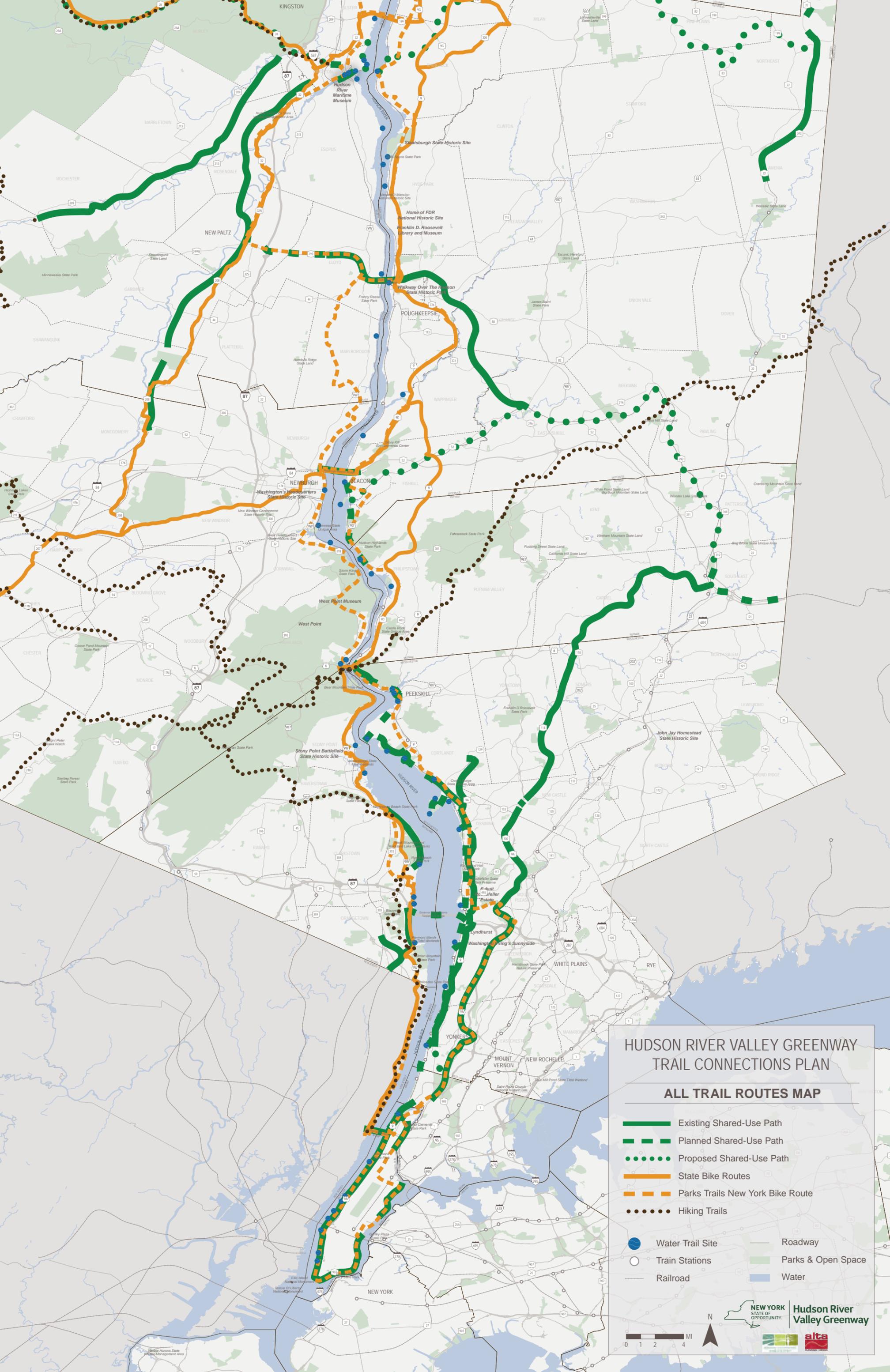
WATERLOO

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HUDSON RIVER VALLEY GREENWAY TRAIL CONNECTIONS PLAN

ALL TRAIL ROUTES MAP

- Existing Shared-Use Path
- - - Planned Shared-Use Path
- Proposed Shared-Use Path
- State Bike Routes
- - - Parks Trails New York Bike Route
- Hiking Trails
- Water Trail Site
- Train Stations
- Railroad
- Roadway
- Parks & Open Space
- Water

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APPENDIX



Hudson River
Valley Greenway

ALL WIKIMAP COMMENTS

Feature Type	Comment
Barrier to biking/walking	Kaal Rock--A large geological formation creates a physical barrier between Waryas Park and Kaal Rock Park, limiting access to the later and cutting the public waterfront in two.
Barrier to biking/walking	Terribly timed light with no pedestrian crossing signs. Causes lots of conflicts between drivers and pedestrians.
Barrier to biking/walking	CSX Rail Line creates a major physical barrier to completing the JBBC Trail.
Barrier to biking/walking	
Barrier to biking/walking	Sidewalk connection from the sidewalks on Rte 7 to the Canalway Trail are needed. Also, an uphill shoulder or bike lane would help.
Barrier to biking/walking	A connection from the Shaker Trail to the Mohawk Trail will be important, once the connection from Wolf Road to the existing trail is built as part of the Exit 4 project. Options could be bike lanes on Route 7, or eventually an off-road connection to the Colonie parking area.
Barrier to biking/walking	Please fix the dead end and connect back into Kingston.
Barrier to biking/walking	Needs a pedestrian overpass from Water Street to Peekskill Landing.
Barrier to biking/walking	Need pedestrian and bicyclist improvements to Sitterly Road / I-87 Overpass Bridge to address significant volume of users close to dense population.
Barrier to biking/walking	River Road bridge too narrow for biking/walking/wheelchair access ("sidewalk" on one side is too high to step/roll onto). Widen this bridge or provide an alternative Bridge?
Barrier to biking/walking	Creek/valley/wetland would need to be bridged or circumvented

Barrier to biking/walking	9G unsafe for average cyclist
Barrier to biking/walking	9G unsafe for average cyclist
Barrier to biking/walking	9G unsafe for average cyclist
Barrier to biking/walking	Steps only-- Cannot Bike
Barrier to biking/walking	No Crosswalk-- Busy Road
Barrier to biking/walking	lower Saw Kill--no bridge
Barrier to biking/walking	Connection form Winnakee Nature Preserve to NPS Roosevelt Farm and Forest Trail.
Barrier to biking/walking	Pedestrian bridge needed for access between Hackett Hill Park and Pinewoods Park trails.
Barrier to biking/walking	Pedestrian bridge needed over Crum Elbow Creek for access between Pinewoods Park and Hackett Hill Park trails
Barrier to biking/walking	Sidewalk needed along Pinewoods Road to create a safe and usable pedestrian connection between Pinewoods Park and Winnakee Nature Preserve and their trails.
Barrier to biking/walking	Sidewalk and crosswalk need to access Winnkaee Nature Preserve and Pinewoods Park and trails
Barrier to biking/walking	Side walk between Route 9 corridor and entrance into Pinewoods Park trail.
Barrier to biking/walking	Saw Kill (creek) could be bridged to connect Red Hook Rec Park to Abraham Park
Existing Segment Not on Map	Rensselaer Lake Trail

Existing Segment Not on Map	Kaal Rock Park--An old, outdated waterfront trail that has been recently cleared. City is hoping to improve segment in coming years.
Existing Segment Not on Map	Waryas Park Walkway--Existing waterfront walkway that is approximately 10' wide. Concrete is in good condition, but City is looking to make further improvements in coming years.
Existing Segment Not on Map	Upper Landing Park--Newly opened (August 2014) park connecting Walkway Over the Hudson with Waryas Park. The Walkway Elevator brings people down to the waterfront and a pedestrian bridge provides a connection over the Fall Kill between Upper Landing Park and Waryas Park.
Existing Segment Not on Map	This "Delaware Avenue" trail or "Black Bridge Trail" was finished about 2015. I showed it going onto Van Schaick Island but it continues south to Green Island.
Existing Segment Not on Map	Existing path
Existing Segment Not on Map	Existing multi-use path
Existing Segment Not on Map	British American Blvd has marked bike lanes
Existing Segment Not on Map	Existing path
Existing Segment Not on Map	Existing path
Existing Segment Not on Map	Colonie town park and trail access, with parking and seasonal restrooms. (Approx location)
Existing Segment Not on Map	Annsville Trail segment completed
Existing Segment Not on Map	New Southern Waterfront Trail opening on April 15, 2016
Existing Segment Not on Map	
Existing Segment Not on Map	Van Patten Drive Multi-Use Trail (existing, 8-ft wide asphalt trail on east side of Van Patten Drive). Owned and maintained by the Town of Clifton Park.

Existing Segment Not on Map	Section of Crescent Road Trail: from Bridlewood Ridge subdivision to Van Vranken Rd
Existing Segment Not on Map	Moe Road Trail, existing segment from NYS Route 146 south to Englemore Road, in the Town of Clifton Park. 8-foot wide, asphalt. Owned and maintained by the Town of Clifton Park.
Existing Segment Not on Map	Grooms Road Multi-Use Trail, from Four Leaf Manor (road) south to Stewart's Shops driveway entrance. Existing, 8-ft wide, asphalt trail.
Existing Segment Not on Map	Vischer Ferry Road Multi-Use Trail, existing segment along Vischer Ferry Road, from Four Leaf Manor (road) south to Stewart's Shops driveway entrance.
Existing Segment Not on Map	Vischer Ferry Road Multi-Use Trail from Grooms Road south to first building at Coburg Village
Existing Segment Not on Map	Wall Street sidewalks leading to the YMCA.
Existing Segment Not on Map	Vischer Ferry Road Multi-Use Trail, existing, 8-ft wide asphalt, NYS Route 146 south to Clifton Park Center Road. Owned and maintained by the Town of Clifton Park.
Existing Segment Not on Map	Vischer Ferry Road Trail, east side of road, from entrance of Clifton Common to Plaid Place.
Existing Segment Not on Map	NYS Route 146A Multi-Use Trail, existing 8-foot wide asphalt, on west side of 146A. From Dawson Lane south to NYS Route 146. Facility is owned and maintained by the Town of Clifton Park.
Existing Segment Not on Map	There is a Heritage Trail along a railroad grade that goes from Chester to Middletown
Existing Segment Not on Map	Connection between the two segments in the Village of Piermont - part of the Piermont Trail adopted in 2008
Existing Segment Not on Map	Connect the two trails segments along the railroad right-of-way - part of the Piermont Trail adopted in 2008
Existing Segment Not on Map	Add this section from Burd Street to the river - part of the Conrad Trail adopted in 2007
Existing Segment Not on Map	Add this loop road off of the south side of Ferry Road - part of the Piermont Trail adopted in 2008

Existing Segment Not on Map	Add this extension south from Main Street - part of the Conrad Trail adopted in 2007
Existing Segment Not on Map	Add this loop trail - part of the Conrad Trail adopted in 2007
Existing Segment Not on Map	Add this trail segment - this is the Haverstraw Village Trail adopted in 2014
Existing Segment Not on Map	Add this portion of the Gateway to Peck's Pond Connector Trail adopted in 2013
Existing Segment Not on Map	Add this portion of the Gateway to Peck's Pond Connector Trail adopted in 2013
Existing Segment Not on Map	City of Newburgh Waterfront Promenade
Existing Segment Not on Map	City of Newburgh Unico Park
Existing Segment Not on Map	City of Newburgh Waterfront Trail
Existing Segment Not on Map	First Street Promenade and Fishing Pier
Existing Segment Not on Map	Newburgh Hudson River Waterfront Trail
Existing Segment Not on Map	Vaux Park Publish Walkway
Existing Segment Not on Map	First Street Pedestrian Underpass
Existing Segment Not on Map	Black Bridge Trail
Existing Segment Not on Map	Create pedestrian access between Pinewoods Park and Winnakee Nature Preserve trails and parks add sidewalks and signage.

Existing Segment Not on Map	DOT Exit 15 Complete Streets Project. Off road multi-use trail allowing safe crossing over Exit 15. bridge.
Existing Segment Not on Map	Saratoga Greenbelt Trail Railroad run extension.
Existing Segment Not on Map	Saratoga Greenbelt Connector through YMCA property.
Existing Segment Not on Map	
Existing Segment Not on Map	
Existing Segment Not on Map	Railrun Extension to State Park/Route 50 - existing trail
Existing Segment Not on Map	Existing- bike /pedestrian trail
Line comments: 3	Point comments: 0
Place I want to bike/walk to	I would love a walkway out to the Rondout Lighthouse!
Place I want to bike/walk to	Former Brickyard property on 9J. Would like to see a bikeable trail from route 9J down to the river. Would be nice to have a hardened surface with a measured 5k length suitable for biking and running training, or possibly organized 5k races for fundraising. I don't think we have any off-road measured 5k trails in the county, or region.\nAdditional side trails just for hiking, too, of course.
Place I want to bike/walk to	Campbell Island on the Hudson adjacent to Village of Castleton
Place I want to bike/walk to	Staats Island road from Papscanee Island Nature Preserve to tip of Campbell island more than one mile on the riverfront including 72 acres of public lands.
Place I want to bike/walk to	Need connection between the O&W Rail Trail and the Wallkill Valley Rail Trail

Place I want to bike/walk to	Connection between the two trails which would make a loop to Kingston which could be a days ride on trail for bikes.
Place I want to bike/walk to	Drayton Grant Park at Burger Hill needs better, safer linkages to the rest of the network. Stellar views of the Catskills from the top of the hill!
Place I want to bike/walk to	Camp Rising Sun
Place I want to bike/walk to	Rhinebeck Aerodrome
Place I want to bike/walk to	Vischer Ferry Nature & Historic Preserve - Whipple Bridge Entrance
Place I want to bike/walk to	Vischer Ferry Nature & Historic Preserve - Clute's Dry Dock Entrance, and future access point to a future new Clute's Dry Dock Pedestrian Bridge in design in Clifton Park, 2016-2017.
Place I want to bike/walk to	Heermance Farms
Place I want to bike/walk to	Kaatsbaan International Dance Center
Place I want to bike/walk to	Montgomery Place would be a great destination if there were safe routes to bike/walk there
Place I want to bike/walk to	Potential bike/ped Bridge over the Saw Kill
Place I want to bike/walk to	The route of the Greenway trail here should follow the orange line, not the current dark green line. (Dark green line doesn't follow a trail).
Place I want to bike/walk to	Montgomery Place farmstand
Place I want to bike/walk to	Red Hook Rec Park!
Place I want to bike/walk to	Ward Brothers Park/ Newburgh Rowing Club/ Newburgh Boat House

Place I want to bike/walk to	Newburgh City Boat Launch
Place I want to bike/walk to	Newburgh Ferry to Beacon Metro North
Place I want to bike/walk to	First Street Fishing Pier
Place I want to bike/walk to	Newburgh Unico Park
Place I want to bike/walk to	Cruger Island Road (Parking #2)
Place I want to bike/walk to	Cruger Island Road (Parking #1)
Place I want to bike/walk to	Canoe Launch!
Place I want to bike/walk to	Bard's waterfalls on the Saw Kill
Place I want to bike/walk to	Blithewood Mansion!
Place I want to bike/walk to	Neighborhood entrance into Winnakee Nature Preserve from Pinewoods Park
Place I want to bike/walk to	Linkage between NPS "Top Cottage" and HP Trail and Greenfields Park. This future neighborhood linkage trail would connect one to the Greenway Trail system
Place I want to bike/walk to	Entrance into Top Cottage and NPS trail system from future neighborhood linkage trail from Greenfield Park.
Place I want to bike/walk to	Potential trail from here to FDR State Park.
Potential Future Bike Route	"Bike Route 155" connecting Albany County Rail Trail to Mohawk River Trail Along New Karner Road from Western Avenue to Central Avenue, it could be a separate path alongside New Karner Rd, although path bridges over I-90 and the railroad would increase the expense.

Potential Future Bike Route	Arterial Buffered Bike Lane--"neck" arterials from three high-speed lanes to two moderate speed (25-30 mph) lanes with on-street parking on one side and a buffered bike lane on the other. Turn lanes at intersections would maintain current level of service and smooth overall traffic. Calmer roads would reconnect Main Street to the surrounding neighborhoods, while bike lanes would encourage more people to use bicycles as transportation.
Potential Future Bike Route	Add sharrows to Garden Street to connect Main Street to Walkway.
Potential Future Bike Route	Except for a few choke points, most of the route north of Everett Rd already has bikable shoulders.
Potential Future Bike Route	Patroon Creek Greenway connection
Potential Future Bike Route	Connect the two trails!
Potential Future Bike Route	I don't know if this is the best route, but it'd be a pity not to connect the Duchess and Putnam trails. By the way, why isn't the Putnam trail shown?
Potential Future Bike Route	A problem and an opportunity! Narrow the lanes and add bike lanes, add a raised, landscaped median, and maybe we could stop killing people. I was emboldened by whomever suggested bike lanes on Poughkeepsie's East/West Arterials!
Potential Future Bike Route	This connection in Waterford is being designed, right now. It will make the Champlain Canalway Trail open to Upper Newtown Road from the junction of Mohawk and Hudson Rivers.
Potential Future Bike Route	Connector
Potential Future Bike Route	Bike trail. Will need bridge to cross the Landsman Kill. Winnakee Land Trust would be very interested in this one!
Potential Future Bike Route	Extend the Wallkill Valley Rail Trail
Potential Future Bike Route	Potential future bike route from Bard's main campus to Montgomery Place campus

Potential Future Bike Route	Labeled “bike route” through the Tivoli Bays WMA is not maintained for safe cycling, but should be: would make for a great connection between Tivoli and Bard (and thus to Red Hook!)
Potential Future Bike Route	“Annandale Path” is a paved walking path that is not wide enough to accommodate cyclists, yet the street is not a safe place for cyclists yet either.
Potential Future Bike Route	“Farm Stand Trail”: Potential bike/ped path along black locust allee, around orchards, and through post-ag forests to Montgomery Place farmstand (destination) and crossing to 199 and thus Red Hook.
Potential Future Bike Route	Potential off-street bike/ped path from Bard to Barrytown Road to 199 to get to Red Hook
Potential Future Bike Route	Potential bike route entrance to Tivoli Bays WMA to connect Budds Corners Road to Bard and/or Tivoli (avoiding 9G)
Potential Future Bike Route	Bike Route from Tivoli Bays WMA to Red Hook should be protected/signed better
Potential Future Bike Route	Village 2 Village trail
Potential Future Bike Route	Another Village 2 Village trail option
Potential Future Bike Route	Barrytown Road to UTS/Father’s Trail?
Potential Future Bike Route	And another Village 2 Village trail option
Potential Future Bike Route	Potential off-shoot of the Village 2 Village trail
Potential Future Bike Route	This segment of the Catskill-Shawangunk Greenway Trail connects Minnewaska State Park, the Long Path, the O&W Rail Trail, the Shawangunk Mountains Scenic Byway and Colony Farm.
Potential Future Trails	Former Rail Line - Soon to be Abandoned and purchased by City of Troy for Water Line - great trail potential!
Potential Future Trails	Albany Electric Trail on National Grid ROW - Feasibility Study complete!

Potential Future Trails	Corkscrew Rail Trail
Potential Future Trails	Path alongside Albany Shaker Road proposed under NYSDOT's Exit 4 project, could connect to existing path from Airline Drive to Cornell Rd,
Potential Future Trails	New Karner Rd sidepath
Potential Future Trails	Connection to south service road
Potential Future Trails	One Dutchess Ave--An approved housing development will feature a 2.45-acre waterfront park and paved pedestrian walkway linking the Town and City of Poughkeepsie
Potential Future Trails	Central Hudson--This segment would connect One Dutchess Ave and Upper Landing Park, but is currently not possible due to ongoing brownfield remediation.
Potential Future Trails	Vassar Boathouse--A trail requirement was included as part of approvals for the Community Boathouse, but was never built.
Potential Future Trails	Kaal Rock Connector--An ADA accessible pedestrian walkway built out over the Hudson River that would link Poughkeepsie's northern and southern waterfront parks. Kaal Rock (Kaal Rock Point) is an 80' geological formation that currently separates the Waryas and Kaal Rock Parks, limiting use of the southern park. The topography will not allow an ADA route to go over the rock.
Potential Future Trails	Kaal Rock Point--An ADA accessible route to the top of Kaal Rock from Waryas Park.
Potential Future Trails	Kaal Rock Point (2)--An ADA Accessible route from a small parking lot to the top of Kaal Rock. A stair case would provide a link from the top of the rock into the park to the south.
Potential Future Trails	Southern Waterfront Esplanade--A planned multi-use development will include a broad pedestrian esplanade along Poughkeepsie's Southern Waterfront.
Potential Future Trails	Marist College--A potential linking trail built through Marist College connecting Quiet Cove to the Marist Boathouses.
Potential Future Trails	College Hill Connector--A direct ADA Accessible link between College Hill and the Dutchess County Rail Trail.

Potential Future Trails	John Burroughs Black Creek Trail--A multi-modal bicycling, paddling and hiking trail through the Black Creek Corridor that will highlight the life, legacy and writing of John Burroughs. The Trail is currently in the planning phase but is already funded through design.
Potential Future Trails	Hyde Park Trail--Linking Quiet Cove to FDR Library.
Potential Future Trails	Brickyard trail loop
Potential Future Trails	Normanskill Greenway. The City of Albany already owns a lot of the north bank.
Potential Future Trails	From Kenwood Ave. to Delaware, Cherry Ave. Extension has four lanes, and only needs two for the traffic it carries. One roadway could be repurposed as a trail. From Delaware north, the Bypass right-of-way is wide enough for a trail parallel to the road. The Normanskill and Thruway do present barriers, but they would be surmountable if funding could be found.
Potential Future Trails	Patroon Creek Greenway See CDTC Tech Valley Trails report, near bottom of the list: http://www.cdtcmpo.org/linkage/reports/albcity.htm
Potential Future Trails	Rensselaer Lake Trail Extension
Potential Future Trails	Connection from proposed NYSDOT facility to existing Shaker Trail
Potential Future Trails	Proposed facility to be included in Rexford Bridge replacement project now underway.
Potential Future Trails	Patroon Creek Greenway
Potential Future Trails	Normanskill Greenway, Nott Rd Park to Normanskill Rd. Mostly Town of Guilderland or NYS-owned property
Potential Future Trails	Water Street needs pedestrian/biking improvements
Potential Future Trails	

Potential Future Trails	Albany-Hudson Electric Trail - walking/biking - feasibility study completed - National Grid Right-of-Way
Potential Future Trails	Connect Rhinecliff to Rhinebeck
Potential Future Trails	Connect Ferncliff to Hucklebush Rail Corridor and figure ways into Rhinebeck and to connect with Winnakee's Garden Trails, Thompson Mazarella Park and schools in Rhinebeck.
Potential Future Trails	Erie Canal Towpath Community Connector Trail and onward to connect to the end of the existing trail in Halfmoon along the Mohawk River.
Potential Future Trails	Crescent Road Multi-Use Trail, from Okte School to Grays Corners, under construction Summer 2016. Joint project of the Towns of Clifton Park and Halfmoon.
Potential Future Trails	Tivoli South Bay to River Road Connection
Potential Future Trails	Potential path connecting Montgomery Place to Unification Theological Seminary
Potential Future Trails	Path proposed by Rensselaer County
Potential Future Trails	Normanskill Greenway - West Section Most of the property is already municipally owned. Unfortunately, a National Guard shooting range blocks the connection to the middle section (Nott Rd Park to Normanskill Rd). If the Department of Military Affairs ever closes the range, it should become a park. It is a gorgeous spot!
Potential Future Trails	Potential Bridge over Saw Kill (Bard main campus to Bard's Montgomery Place campus)
Potential Future Trails	Link Ferncliff to The Garden Trail to Thompson Mazzarella Park to Rhinecliff and village center of Rhinebeck. Multi-modal as much as possible - walking and biking
Potential Future Trails	Establish connections between Kingston/Rondout waterfront and Rhinecliff

Potential Future Trails	The improved connection between Pinewoods Park trails and Hackett Hill Park trails is important for the safety and use of its local community and visitors alike. Presently, hikers must cross E. Market Street at grade which can be risky. In the year 2004 an engineering study for the construction of a pedestrian bridge was completed with grant assistance from The Greenway Conservancy. The study for a pedestrian bridge over E. Market Street and the Crum Elbow Creek would significantly improve and create an accessible connection between these two vital and historic town parks which are located within the Route 9 corridor of Hyde Park.
Potential Future Trails	A trail connection is needed between the Winnakee Nature Preserve and the National Park Service's Roosevelt Farm and Forest trails. This linkage trail is an important local connection as well as a link into the regional Greenway Trail system. These 2 trails sections are multiuse for bikers and hikers.
Potential Future Trails	Albany - Hudson Electric Rail Trail on lands owned by National Grid. Feasibility study completed from Town of Kinderhook thru Town of Stuyvesant to Town of Stockport.
Potential Future Trails	The Catskill-Shawangunk Greenway Trail is endorsed by the Town of Wawarsing. This segment on Colony Farm leads to a spectacular view of the Shawangunk Ridge. The trail would be on the existing farm road and could be continued on old logging roads to the Vernooey Kill State Forest.
Potential Future Trails	This segment of the Catskill-Shawangunk Greenway Trail continues on old logging roads, then a short new trail is needed to connect to Rogue Harbor Road.
Potential Future Trails	The Saratoga Greenbelt Trail Downtown Connector evolved from the city's Complete Streets Planning efforts and incorporates the integration of bicyclist, pedestrian (PED), and transit improvements within a primary corridor connecting downtown with a rapidly developing new neighborhood and destinations within the City.
Potential Future Trails	Proposed connection to Spring Run Trail from the Saratoga Downtown Connector.
Potential Future Trails	Geyser Road Trail - Construction to begin in 2017.
Potential Future Trails	Trail from Yorktown Heights to FDR State Park.
Potential Future Trails	Excelsior Ave - proposed sidewalk and on-road bike route
Potential Future Trails	Proposed Saratoga Greenbelt Trail - Crescent Ave to Hemlock Trail



Potential Future Trails	Saratoga Greenbelt Trail - bike and pedestrian trail
Potential Future Trails	Saratoga Greenbelt Trail - proposed
Potential Future Trails	Proposed Saratoga Greenbelt Trail
Potential Future Trails	Proposed Saratoga Greenbelt Trail
Potential Future Trails	Saratoga Greenbelt Trail proposed
Potential Future Trails	Quassaic Creek Greenway
Potential Future Trails	Hudson River Skywalk
Potential Future Trails	Hudson River Skywalk connection to Thomas Cole House
Potential Future Trails	Hudson River Skywalk connection to Thomas Cole House
Potential Future Trails	Falkill Greenway. Route has not yet been determined.

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