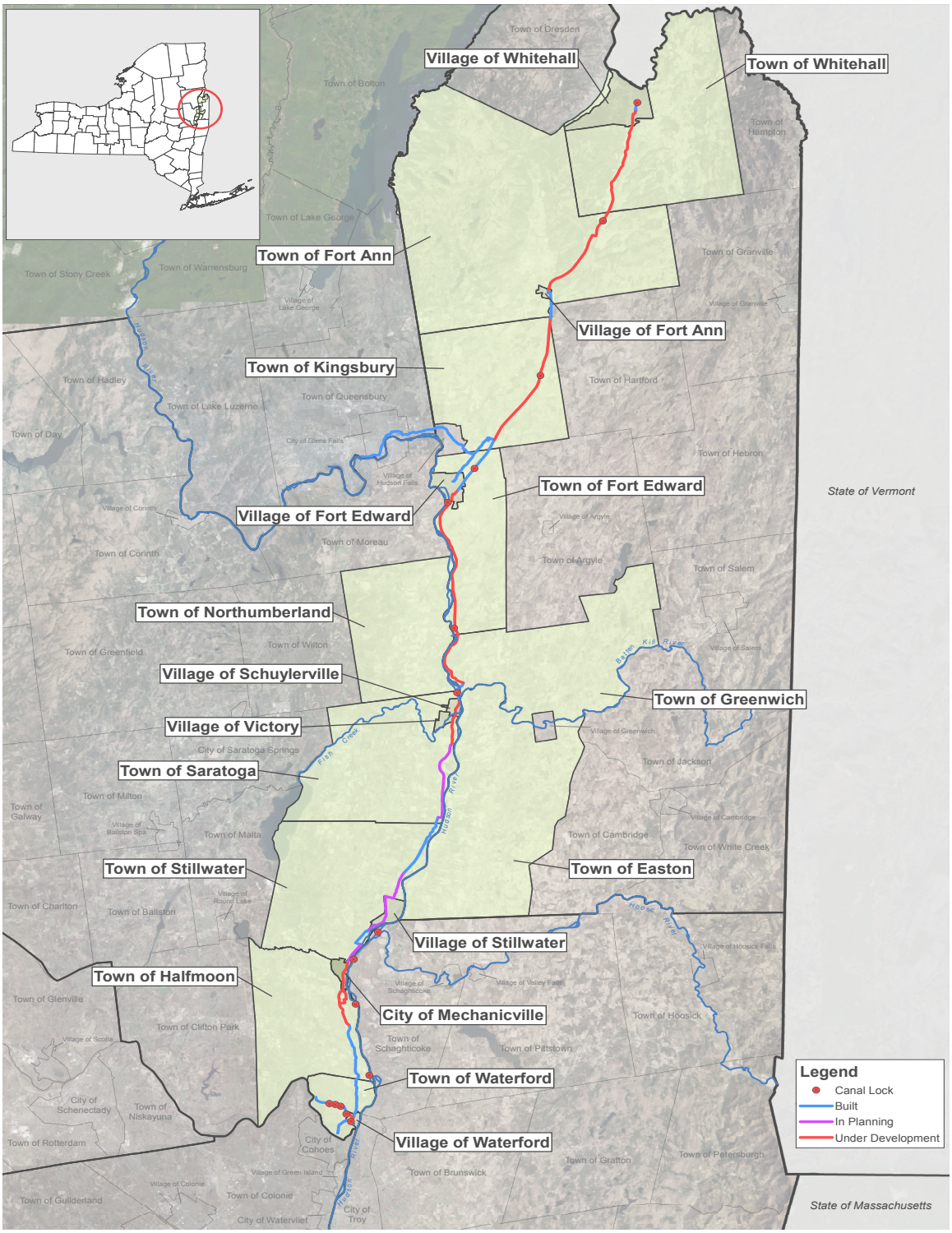
Champlain Canalway Trail
2019 Action Plan

May 2019

Final Report



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Champlain Canalway Trail 2019 Action Plan

The Champlain Canalway Trail Working Group (Working Group) is a volunteer, ad hoc partnership that includes local and regional canal and trail groups, public agencies, and park and preservation organizations. The Working Group benefits from the existing network of the Canalway Trail Association of New York, a statewide, all-volunteer organization of trail owners and managers formed to assist localities to develop, manage, and maintain the Canalway Trail. The Champlain Canalway Trail 2019 Action Plan (Action Plan) was funded by a grant from the Hudson River Valley Greenway to the Town of Stillwater.

The following organizations contributed to the 2019 Action Plan:

- Agricultural Stewardship Association
- Canalway Trails Association New York
- Empire State Trail
- Erie Canalway National Heritage Corridor
- Feeder Canal Alliance
- Hudson Crossing Park
- Hudson River Valley Greenway
- Lakes to Locks Passage
- National Park Service Rivers, Trails and Conservation Assistance Program
- New York State Canal Corporation
- New York State Department of State
- New York State Department of Transportation
- New York State Office of Parks, Recreation, and Historic Preservation
- New York State Snowmobile Association
- Parks and Trails New York
- Saratoga County
- Saratoga National Historical Park
- Saratoga PLAN
- Town of Stillwater
- Washington County
- Washington County Association of Snowmobile Clubs

In addition, the Action Plan was developed with input and support from all of the participating municipalities in Saratoga and Washington counties including:

- Town of Waterford and Village of Waterford
- Town of Halfmoon
- City of Mechanicville
- Town of Stillwater and Village of Stillwater
- Town of Saratoga, Village of Victory, Village of Schuylerville, and Town of Northumberland
- Town of Greenwich
- Town of Fort Edward and Village of Fort Edward
- Town of Kingsbury
- Town of Fort Ann and Village of Fort Ann
- Town of Whitehall and Village of Whitehall

"Funded in Part by a Grant from the Hudson River Valley Greenway"

Table of Contents

	Page
INTRODUCTION	**1**
THE TRAIL CORRIDOR	**2**
The Setting	
The 2020 Trail Vision	
Regional Trail Advancements	
Visitor Projections	
IMPLEMENTATION: UNIFYING THE CORRIDOR	**5**
Organization	
Improvements to Local Infrastructure	
Marketing and Media	
THE TRAIL COMMUNITIES AND TRAIL PROFILES	**8**
Accomplishments and Gaps	
Trail Profiles	
▪ Town of Waterford and Village of Waterford	
▪ Town of Halfmoon	
▪ City of Mechanicville	
▪ Town of Stillwater and Village of Stillwater	
▪ Town of Saratoga, Village of Victory, Village of Schuylerville and Town of Northumberland	
▪ Town of Greenwich	
▪ Town of Fort Edward and Village of Fort Edward	
▪ Town of Kingsbury	
▪ Town of Fort Ann and Village of Fort Ann	
▪ Town of Whitehall and Village of Whitehall	

Champlain Canalway Trail 2019 Action Plan

INTRODUCTION

This 2019 Action Plan represents the vision of the Champlain Canalway Trail Working Group, a volunteer partnership that includes local and regional canal and trail groups, public agencies, and park and preservation organizations. The Working Group seeks to establish the Champlain Canalway Trail, a continuous public multi-use trail from Waterford to Whitehall. The Action Plan is designed to unify the region's outstanding historic, cultural, natural and recreational assets and establish a world-class destination for residents and visitors.

The corridor is comprised of 19 individual municipalities in Saratoga and Washington counties along three rivers – the Mohawk, Hudson and Batten Kill. This stunning water trail network also involves four canal systems - Erie Canal, Champlain Barge Canal, Old Champlain Canal and Glens Falls Feeder Canal. The Champlain Canalway Trail is the second longest of four canals in New York State's Canalway Trail system. When completed, the Champlain Canalway Trail will extend 77 miles including the Glens Falls Feeder Canal Trail. Together, this land and water trail forms a major spine for recreation through the region and the promise of increased commerce in the city, villages and hamlets along the way.

CCTWG first convened in 2008 to find ways to complete the Champlain Canalway Trail. The initial conveners included Lakes to Locks Passage Scenic Byway and the Town of Halfmoon who received assistance from the National Park Service Rivers, Trails and Conservation Assistance Program (RTCA). The Working Group met with local communities and compiled ideas from dozens of maps and planning reports.

The 2019 Action Plan was sponsored and administrated by the Town of Stillwater and funded by a grant from the Hudson River Valley Greenway Community Grant Program. The Working Group again updated the existing conditions and developed a list of issues and opportunities along the proposed trail route. Trail segments were organized by individual community and, taken all together, the segments present a complete vision for the trail.

Over the last 9 years approximately 3.5 miles of new trail have been constructed. This includes 8.95 miles (44%) in Washington County and 11.46 miles (56%) in Saratoga County. The remaining 37.55 miles (86%) of trail segments are in Washington County and in a state of design and construction. In Saratoga County approximately 5.94 miles (14%) are in the phases of design and construction, while an additional 13.75 miles is in the planning phase.

According to figures estimated by research and surveys conducted by the Empire State Trail, the Champlain Canalway Trail can expect up to 430,000 annual trail visitors upon full construction of the trail. Approximately 65% (280,000) will be pedestrians and 35% will be 150,000 bicyclists. Highest numbers are projected for the segments between the Town of Waterford and Village of Fort Ann. On-road sections will attract far fewer pedestrians than off-road sections. Several years ago, Governor Cuomo announced the Empire State Trail initiative to create a continuous 750-mile route spanning the state from New York City to Canada and Buffalo to Albany, creating the longest multi-use state trail in the nation. Planning and implementation funds have been made available for shovel-ready trail segments along the Champlain Canal Trail. These actions have significantly boosted the ability of the corridor to fill in the gaps along the trail. This report will highlight remaining gaps in the chain in trail segments.

A digital copy of the Champlain Canalway Trail 2019 Action Plan can be found on the website:
http://champlaincanalwaytrail.org/

THE TRAIL CORRIDOR

The Setting

The Champlain Canalway Trail weaves through a long and beautiful valley from Lake Champlain to the Hudson River Valley. It picks up stories along the way and ties them together in a system of interconnected historic canal lock parks, visitor centers, waterfront parks, existing local and regional trail systems, on-street bicycle routes, and links to regional and community attractions.

To Native Americans, the river and carry route between the Hudson River and Lake Champlain was a pathway for trade, settlement and conflict for centuries before Europeans arrived. As the main travel corridor between New York and Canada, the long valley also proved to be of pivotal importance during the French and Indian War, the American Revolution and the War of 1812. Over time these travel routes were supplemented by wagon roads. The Champlain Canal opened in 1822, establishing the first all-water route through the valley and a direct link for commerce between New York and Montreal.

New York's canal system was enlarged several times to accommodate larger vessels and increased traffic. The latest version of the Champlain Canal, constructed between 1905 and 1915, had far larger locks and channels than its predecessors. It was built for self-propelled vessels and followed a slightly different route utilizing a modified channel in the Hudson River from Waterford to Fort Edward and a parallel land-cut from Fort Edward north to Whitehall. Railroads and trolleys sprang up alongside and began operating year-round, competing with the seasonal canal. The invention of the automobile and truck spurred road improvements, and eventually highways gained dominance over both the canal and railroads.

The 2020 Trail Vision

This vision was directed through the many state, regional and local planning initiatives that have been developed over the last 20 years. It calls for:

… an attractive and continuous Champlain Canalway Trail route from Waterford to Whitehall, that utilizes historic towpaths, Champlain Canal shoreline, existing local and regional trails, on-street bicycle routes and links to regional and community attractions.

The Working Group established several big goals for the Canalway Trail:

- Establish trails, linear parks, bike routes and water trails that connect along the Champlain Canal;
- Corridor that link through historic towpaths, trails, portions of the present-day canal, abandoned railroad corridors and low-traffic roads;
- Bring trail benefits to places where people live, and businesses operate by providing downtown and neighborhood trail connections in historic river and canal communities;
- Establish links with the regional network of trails including the Crescent Trail along the Mohawk River, Glens Falls Feeder Canal Trail, Warren County Bikeway, Zim Smith Trail, Erie Canalway Trail, Empire State Trail, snowmobile trail network, on-road bicycle touring routes, and water trails; and
- Assist communities to capture and maximize their benefits through local actions that promote a unified corridor-wide identity.

Regional Trail Advancements

Local and regional efforts to complete and promote the Champlain Canalway Trail will benefit from coordination with other trail and bikeway systems that either overlap parts of the Champlain Canal corridor or provide outward linkages. Some of these are described below.

Empire State Trail

The Empire State Trail initiative means to develop a continuous 750-mile trail route spanning the state from New York City to Canada and Buffalo to Albany, creating the longest multi-use state trail in the nation. In the Champlain Canalway corridor, the new Empire State Trail follows the Champlain Canalway Trail for the majority of the route.

Erie Canalway Trail

The NYS Canal Corporation is working with partners to establish the NYS Canalway Trail system across the state. Over three-fourths of the Erie Canalway Trail's 365 miles are now built and complete. An annual bicycle event, *Cycling the Erie Canal* and the *Canalway Challenge* are two programs that are helping the trail become a national and international destination. The Champlain and Erie Canalway Trails connect with each other at Waterford/Cohoes.

NYS Bike Route 9

The New York State Department of Transportation maintains three long-distance, on-road bicycle routes for experienced cyclists. Bike Route 9 extends 340 miles from New York City to Montreal and traverses the Champlain Canal corridor. Within the Champlain Canal corridor, Bike Route 9 follows US Route 4 and parts of State Routes 32 and 22. It is an important bicycling route in its own right and can provide on-road linkages between trail sections in areas where an off-road trail route has not been established or is not feasible.

Lake Champlain Bikeways

A network of bicycle routes more than 1,300 miles long winds through the Lake Champlain Valley of New York, Vermont and Quebec. The on-road network includes 35 loops and tours ranging from 10 to 60 miles in length, in addition to a 363-mile principal route around the entire Lake and along the Richelieu River to Chambly, Quebec. The southern end of the Champlain Bikeways system connects to the Champlain Canalway Trail at Whitehall.

Hudson River Valley Greenway

New York State's Hudson River Valley Greenway boundary extends throughout the entire Champlain Canalway Trail corridor. A major goal of the Greenway is to assist communities in establishing a system of land trails along both sides of the Hudson River from New York City to the Erie Canal and then a single trail north along the Hudson River/Champlain Canal Corridor. The Greenway has also provided the Hudson River Greenway Water Trail to assist paddlers and boaters in locating access and services along the Hudson River/Champlain Canal. The Greenway provided grant funds towards this plan to the Town of Stillwater who administered the grant for the Champlain Canalway Trail Working Group.

Glens Falls Feeder Canal Trail
This 9-mile walking and biking trail extends from Glens Falls to Fort Edward along the historic Glens Falls Feeder Canal. Although technically separate from the Champlain Canalway Trail, it is managed by the NYS Canal Corporation in partnership with the Feeder Canal Alliance and provides an important trail linkage to the City of Glens Falls and other major resources and destinations. For purposes of this Action Plan, it is treated as a functional part of the Champlain Canalway Trail.

Warren County Bikeway
The Warren County Bikeway extends 9.5 miles from Lake George Village to downtown Glens Falls, where it connects to the Glens Falls Feeder Canal Trail. Most of the Warren County Bikeway is a paved, off-road trail for non- motorized use. A few sections of the route share the shoulder of local roads.

Zim Smith Trail
The Zim Smith Trail is a multi-use trail that connects Ballston Spa to Coon's Crossing in Halfmoon through the towns of Ballston, Malta and Clifton Park and the village of Round Lake and will soon connect to the Champlain Canalway Trail in the City of Mechanicville. It is the only trail in New York State to be designated a National Recreation Trail by the U.S. Department of Interior and National Park Service.

Visitor Projections

According to figures estimated by research and surveys conducted by the Empire State Trail, the Champlain Canalway Trail can expect an estimated 430,000 annual trail visitors upon full build-out. Approximately 65% (280,000) will be pedestrians and 35% will be 150,000 bicyclists. The highest number of visitors are projected for the segments between the Town of Waterford and Village of Fort Ann. Significantly lower numbers are projected in the 11 miles between the Village of Fort Ann and the Village of Whitehall (3,500) due to much of the route being located in the road shoulder along US Route 4.

TOWN ANNUAL TRAIL USER PROJECTIONS	
Town of Waterford to Village of Stillwater	79,340
Village of Stillwater to Village of Schuylerville	69,171
Village of Schuylerville to Town of Greenwich	69,825
Town of Greenwich to Village of Fort Edward	73,099
Village of Fort Edward to Town of Kingsbury	70,074
Town of Kingsbury to Village of Fort Ann	68,072
Village of Fort Ann to Village of Whitehall	3,546*

*Low numbers due to on-road route only along US Route 4.
Reference: Empire State Trail – Trail User Projects July 20, 2018
https://www.ny.gov/sites/ny.gov/files/atoms/files/EST_TrailUserProjections_20180720.pdf

IMPLEMENTATION: UNIFYING THE CORRIDOR

Organization

1. **Strategic Marketing Plan:** Successful implementation strategies to unify the corridor will involve initially developing an overall brand and marketing strategy for the Champlain Canalway Trail. It will also be critical to assist the individual communities along the trail to develop their own trail identities under the CCT brand. This will require a significant effort among a network of marketing partners. At a minimum, the partners should include: I Love New York, Erie Canalway NHC, Canal Corporation, Hudson River Valley Greenway, Empire State Trail, local Chambers of Commerce, Saratoga County Chamber, Chamber of Southern Saratoga, Parks and Trails NY, Lakes to Locks Passage, Historic Hudson-Hoosic Rivers Partnership, Hudson Crossing Park, business district organizations, hike and bike clubs, Saratoga County, Washington County, and the involved municipalities.

2. **Coordinator:** Select a single contact person to assist communities in managing and marketing individual trail segments. Investigate funding through Saratoga County Trail Grant Program or PTNY.

3. **Friends Group**: Create a Champlain Canalway Trail Friends Group to assist in the overall maintenance of the trail.

4. **Trail Town Model**: Provide a template from the Trail Town model that each community can incorporate into their business districts (https://www.trailtowns.org/guide/). Concentrate first on completing a Trail Town model implementation strategy in the villages of Schuylerville and Fort Edward so that they can serve as pilot projects. This model would:
    a. Outline needed directional signage and kiosks guiding visitors to nearby trail sections and interpretive signage to at appropriate locations based on the distinctive history, communities and resources that distinguish the Champlain Canal corridor.
    b. Locate amenities such as bike racks, kayak launch areas and lockers, transient docking facilities and other multi-modal facilities to secure personal property;
    c. Identify comfort stations at strategic points along major routes and in the downtown;
    d. Identify the physical and thematic linkages between business districts and the trail; and
    e. Create linkages to and from Amtrak Stations, shoreline access points, and scenic corridors. Improve connectivity and access between water resources and land attractions throughout Saratoga and Washington counties.

5. **Planning Studies:** Construction for parts of the trail corridor demand thoughtful solutions. Target certain trail areas that face complications or blockages for special planning studies. Seek additional funding and assistance to focus on developing alternative solutions.

6. **Certified Trail Towns:** Become a corridor network of Certified Trail Towns or a Certified Trail Town Corridor.

7. **Bikes and Business Workshops**: Educate the economic and community value of the hike/bike trails visitor by hold Bikes and Business Workshops throughout corridor. Introduce communities to Bikes Mean Business Checklist.

Improvements to Local Infrastructure

1. **Access:** Incorporate water trail access and accommodations into planning for the land-side trail.

2. **Overnight Accommodations:** Utilize public canal lock parks and private establishments to create reliable water trail access and overnight accommodations as well as trailheads or interpretive locations for the land trail.

3. **On-road Biking:** Enhance NYS Bike Route 9 through the entire corridor as an on-road bicycle transportation route complete with bicycle -traffic warning signs, road markings and wayfinding signage. Work with NYS Department of Transportation (DOT) to promote bicycle and pedestrian enhancements through the entire corridor.

4. **Connections:** Create and promote side loops and connections to cultural/tourism attractions and downtown business districts to provide all day or multi-day tourism activities. Create linkages to and from Amtrak Stations, shoreline access points, and scenic corridors. Improve connectivity and access between water resources and land attractions throughout Saratoga and Washington counties.

5. **Comfort Stations:** Identify reliable public restrooms at strategic points along major routes including visitor centers, canal parks, commercial establishments and town buildings.

6. **Amenities:** Support appropriate amenities such as bike racks, kayak launch areas and lockers, transient docking facilities and other multi-modal facilities to secure personal property and provide a safe and enjoyable visit.

7. **Gateways:** Establish a clear Canalway Trail “gateway” presence in key trail communities.

8. **Signage:** Develop, coordinate and install compatible and consistent wayfinding, regulatory and interpretive signage and information kiosks. Develop interpretive signage at appropriate locations based on the distinctive history, communities and resources that distinguish the Champlain Canal corridor. Draw on the strength by association with the Champlain Valley National Heritage Partnership, Erie Canalway National Heritage Corridor, Hudson River Valley Greenway, NYS Canal Corporation, Lakes to Locks Passage, NYS Pathway Through History, Empire State Trail and local communities.

Marketing and Media

1. **Strategic Marketing Plan:** Develop a unified corridor identity and marketing strategy designed to establish a world-class recreation and heritage tourism destination for residents and visitors. Involve the following partners: I Love New York, Erie Canalway NHC, Lakes to Locks Passage, Saratoga County Chamber, Chamber of Southern Saratoga, Hudson River Valley Greenway, and local Chambers of Commerce.

2. **Website:** Expand the Champlain Canalway Trail website (http://champlaincanalwaytrail.org/) and Facebook page (https://www.facebook.com/ChamplainCanalwayTrail/) to accommodate new trail information and events. Explore funding to hire a dedicated person to manage these resources.

3. **Regional Events:** Engage local communities by promoting the trail through local and regional events. The Canal Splash, the Tour de Farm and triathlons are examples of events that can help promote trails and trail-related benefits. Events like National Trails Day and the Canal Clean Sweep can help gain publicity and promote volunteer stewardship. Work with touring businesses, local businesses, and cycle groups to create a working prototype cycle tour to jump- start tourism-based economic development and boost awareness.

4. **CTNY**: Expand the role of the Canalway Trails Association of NY (CTANY) as a regional coordinating body to continue supporting local projects, such as events and promotions, trail construction and linkages to other regional trails.

5. **On Line Tools:** Market the trail more broadly using on-line tools such as Washington County and Warren County Interactive recreation maps, the Lakes to Locks Passage Geotourism Initiative, and the Parks and Trails New York (PTNY) Trail Finder website.

6. **Itineraries:** Produce and post online recommended trail tours and multi-day tourism itineraries for various types of trail users. Also develop targeted half-day and full-day Itineraries. Integrate agricultural communities and neighboring villages.

7. **Geocaching:** Incorporate a unique geocaching program along the length of the trail. Add a challenging "Lock Box" geocaching program for all age groups.

8. **Challenge Programs:** Participate in the ECNHC Canalway Challenge program. Consider expanding the program into a "lock to lock adventure challenge" program for families.

THE TRAIL COMMUNITIES AND TRAIL PROFILES

Accomplishments and Gaps

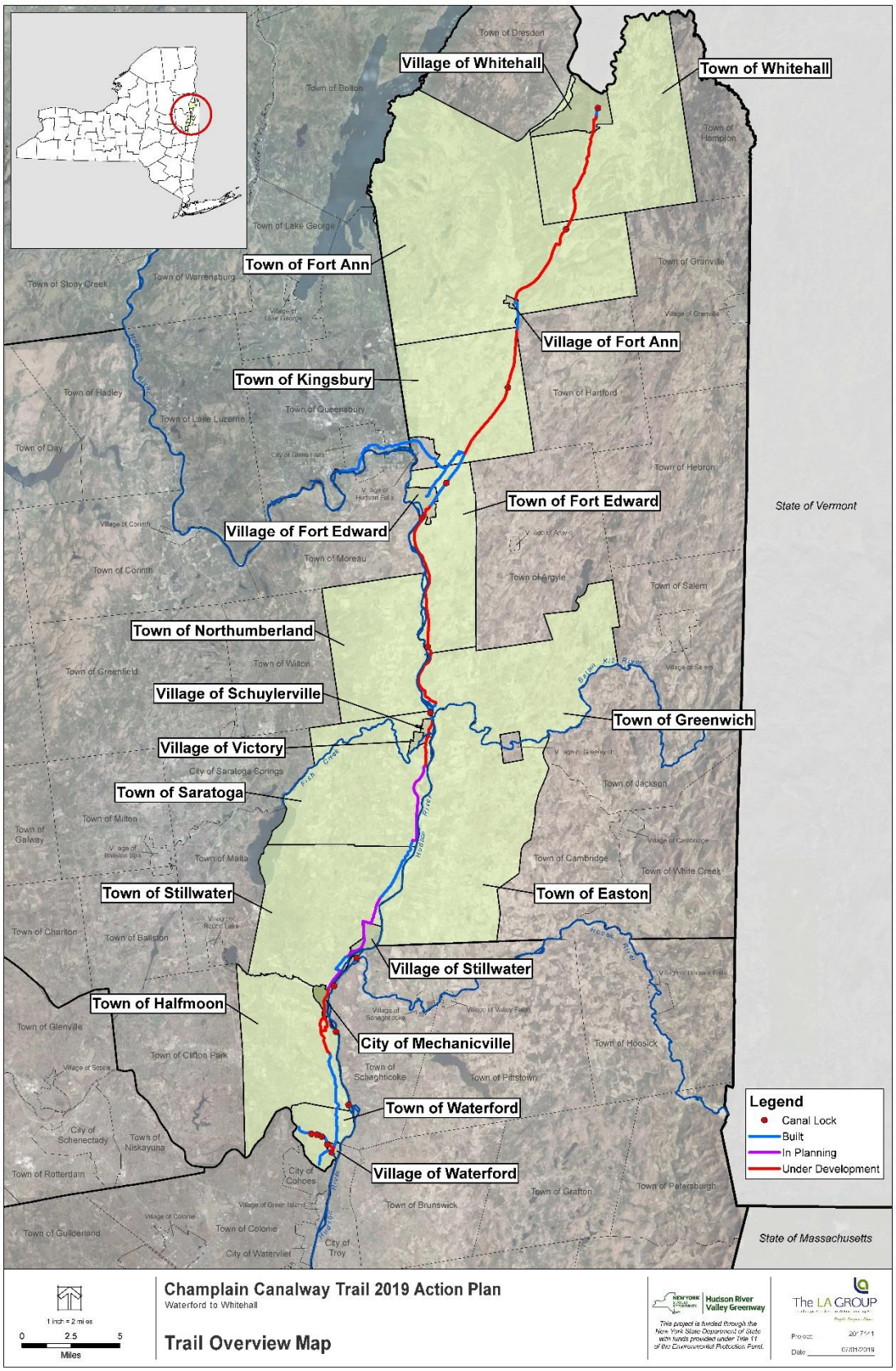
The eight municipalities in Washington County represent approximately 46.50 miles of trail while the 10 municipalities in Saratoga County represent approximately 31.15 miles of trail. Over the last 9 years approximately 3.5 miles of new trail have been constructed along the nearly 78-mile Champlain Canalway Trail.

"VITAL SIGNS" OF THE CHAMPLAIN CANALWAY TRAIL				
Stage of Completion	**2010**		**2019**	
	Miles	**% of Total**	**Miles**	**% of Total**
Completed	17.00	23.94	20.41	26.28
Design and/or Construction	28.00	39.44	45.84	59.03
Planning	26.00	36.62	11.40	14.68
Total	**71.00**	**100%**	**77.65**	**100%**

Accomplishments include the construction of 8.95 miles (44%) in Washington County and 11.46 miles (56%) in Saratoga County. The remaining 37.55 miles of trail are in a state of design and construction and all are in Washington County. In Saratoga County approximately 5.94 miles are in the phases of design and construction, while an additional 13.75 miles is in the planning phase. The most significant shift since 2010 occurred with trail segments moving from the planning phase to the design and construction phase.

ACCOMPLISHMENTS AND GAPS BY COUNTY				
Stage of Completion	**Saratoga County**		**Washington County**	
	Miles	**% of Total**	**Miles**	**% of Total**
Completed	11.46	36.79	8.95	19.25
Design and/or Construction	8.29	26.61	37.55	80.75
Planning	11.40	36.60	0.00	0.00
Total	**31.15**	**100%**	**46.50**	**100%**

The Trail Overview Map on page 9 illustrates the sections of trail that are completed, in planning or under development. The Summary Action Chart on page 10 describes the areas of the trail corridor that need planning or are in the construction phase.


Village of Whitehall
Town of Whitehall
Town of Fort Ann
Village of Fort Ann
Town of Kingsbury
Town of Fort Edward
Village of Fort Edward
State of Vermont
Town of Northumberland
Village of Schuylerville
Town of Greenwich
Village of Victory
Town of Saratoga
Town of Stillwater
Town of Easton
Village of Stillwater
Town of Halfmoon
City of Mechanicville
Town of Waterford
Village of Waterford
State of Massachusetts
Legend
Canal Lock
Built
In Planning
Under Development
1 inch = 2 miles
0 2.5 5
Miles
Champlain Canalway Trail 2019 Action Plan
Waterford to Whitehall
Trail Overview Map
Hudson River Valley Greenway
This project is funded through the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.
The LA GROUP
Project 2017-1-1
Date 07/01/2019

CHAMPLAIN CANALWAY TRAIL 2019 ACTION PLAN
SUMMARY ACTION CHART

	TRAIL SECTIONS	LENGTH (miles)	STAGE OF COMPLETION	FUNDED
	WATERFORD (Town and Village)			
W-1	Old Champlain Lock 4 To Erie Lock 2 Park	1.25	Completed	None Required
W-2	Lock 2 Park to Division Street	0.25	Completed	None Required
W-3	Division Street to Clute Street	1.60	Completed	None Required
W-4	Clute Street to Schoolhouse Lane	0.38	Construction	Yes: EST
	HALFMOON (Town)			
H-1	Schoolhouse Lane (Town of Waterford) To Brookwood Road	1.35	Completed	None Required
H-2	Brookwood Road to Upper Newtown Road	2.50	Completed	None Required
H-3	Upper Newtown Road to South Main Street (County Sewer District)	1.40	Construction; Complete by 2020	Yes: EST
H-4	Waterfront Connection Trail: Brookwood Road Parking Lot to Lighthouse Park	0.18	Partially Constructed	Yes: LWRP; Saratoga County; Local
	MECHANICVILLE (City)			
M-1	South Main Street to North Central Avenue	2.00	Planning	Yes: EST
M-2	North Central Avenue to Mulberry Street	0.35	Planning	Yes: EST
	STILLWATER (Town and Village)			
SW-1	Rt 67/Mulberry Avenue to Mitchell Road (Riverside Trail)	1.23	Construction	Yes: OPRHP
SW-2	Mitchell Road to Halfway House Road (Stillwater Multi-use Trail)	0.88	Completed	None Required
SW-3	Halfway House Road to Campbell Road	0.38	Completed	None Required
SW-4	Kellogg Road to Price Road (The Village Trail)	2.30	Planning	No
SW-5	Price Road to Route 32 (Town of Stillwater Price Road Trail)	1.10	Planning	No
SW-6	Route 32 To Phillips Road (Route 4 Connector Trail)	2.50	Construction	Yes: EST
SW-7	Battlefield Towpath Trail to Town Boundary (Town of Stillwater Towpath Trail)	2.00	Planning	No
	SARATOGA (Town and Villages of Victory and Schuylerville)			
S-1	Wilbur Road Trail from Stillwater Town Boundary to Wilbur Road	0.75	Completed	None Required
S-2	Wilbur Road to Town of Saratoga Hudson River Boat Launch	3.00	Planning	No
S-3	Town of Saratoga Hudson River Boat Launch to Furlani Drive	1.00	Planning	No
S-4	Furlani Drive to Surrender March Trail South Trailhead	1.50	Planning	No
S-5	Surrender March Trail South Trailhead to Burgoyne March Trail North Trailhead	1.25	Completed	Yes: Town of Saratoga; HRVG
S-6	Surrender March Trail North Trailhead to Schuyler House	0.50	Planning	No
S-7	Schuyler House To Fish Creek Pedestrian Bridge	0.25	Completed; To be upgraded to stone dust	Yes: National Park Service
S-8	Fish Creek Pedestrian Bridge to Towpath Road	0.25	Construction	Yes: EST
S-9	Towpath Road to Dix Bridge	1.00	Completed	None Required
	GREENWICH (Town)			
G-1	Dix Bridge Gate to Clarks Mills Road (Route 113)	0.30	Completed; To be upgraded	Yes: EST
G-2	Clarks Mills Road to River Road	1.00	Design and Construction	No
G-3	River Road to Lock 6 Canal Park	2.50	Design and Construction	No
	FORT EDWARD (Town and Village)			
FE-1	Lock C-6 Canal Park to Lock C-7 Canal Park	6.00	Design and Construction	Yes: EST
FE-2	Lock C-7 Canal Park to Old Fort Edward Junction Locks	0.30	Design and Construction	Yes: EST
FE-3	Old Fort Edward Junction Locks to Fitness Trail Parking Lot	1.40	Planning	No
FE-4	Fitness Park Parking Lot to Feeder Canal "T" Intersection	1.35	Planning	No
FC	Glens Falls Feeder Canal Trail	7.15	Completed	None Required
	KINGSBURY (Town)			
K-1	Feeder Canal "T" Intersection to Route 196	2.00	Design and Construction	Yes: Canal Corp.; NYSDOT
K-2	Route 196 to New Swamp Road	3.00	Design and Construction	Yes: Canal Corp.
K-3	New Swamp Road to Lock C-9 Canal Park	3.00	Design and Construction	Yes: Canal Corp.
K-4	Lock C-9 Canal Park to Baldwin Corners Road	3.00	Design and Construction	Yes: Canal Corp.
	FORT ANN (Town and Village)			
FA-1	Fort Ann Towpath Trail to Ann Street	1.50	Completed; To be upgraded to stone dust in 2019	Yes: EST
FA-2	Ann Street/Clay Hill Bridge to Dewey's Bridge Road	2.70	Design and Construction	Yes: LWRP; EST
FA-3	Dewey's Bridge Road to Quarry Lane/Route 22	2.00	Design and Construction	Yes: LWRP; EST
FA-4	Quarry Lane/Route 22 To Lock C-11 Canal Park	2.20	Design and Construction	Yes: LWRP; EST
	WHITEHALL (Town and Village)			
W-1	Lock C-11 Canal Park to Ryder Road Bridge	2.00	Design and Construction	Yes: DOS
	Ryder Road Bridge to Riverside Drive	4.50	Design and Construction	Yes: DOS
W-3	Riverside Drive to Champlain Canal Lock 12	0.60	Design and Construction	Yes: DOS

Trail Profiles

Profiles were developed for the 18 individual municipalities in the trail corridor. Individual profiles are combined where a village exists within a township however, individual maps were created for each town and village. Each Trail Profile consists of a description of the trail and how the Empire State Trail interfaces with the Champlain Canalway Trail in that community. To give locational context, a short inventory of water access points, public facilities and events, and locations for important trail connectors are also provided. An implementation strategy outlines the general next steps for trail areas ready to move forward.

The second part of the Trail Profiles are descriptions of individual trail sections as laid out by the community. A description, availability of wayfinding and other signage, and an outline of needs is also summarized.

The third part of the Trail Profiles illustrates the trail route through photographs and maps.

The Trail Profiles that have trail sections along the Champlain Canalway Trail include:

- Town of Waterford and Village of Waterford
- Town of Halfmoon
- City of Mechanicville
- Town of Stillwater and Village of Stillwater
- Town of Saratoga, Village of Victory, Village of Schuylerville and Town of Northumberland
- Town of Greenwich
- Town of Fort Edward and Village of Fort Edward
- Town of Kingsbury
- Town of Fort Ann and Village of Fort Ann
- Town of Whitehall and Village of Whitehall