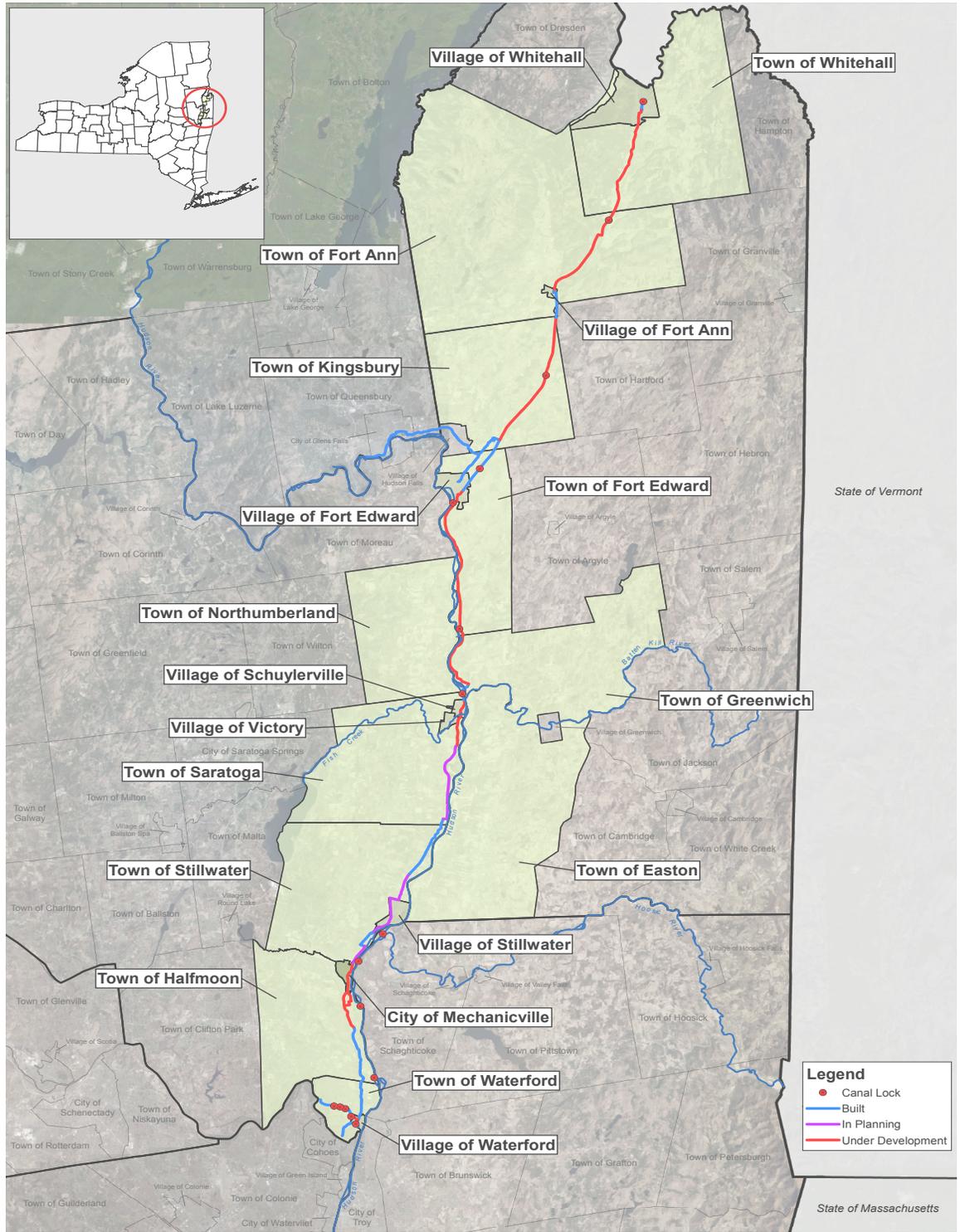


Champlain Canalway Trail 2019 Action Plan

May 2019
Final Report



**Hudson River
Valley Greenway**





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



Champlain Canalway Trail 2019 Action Plan

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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/>



Champlain Canalway Trail 2019 Action Plan

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.



Champlain Canalway Trail 2019 Action Plan

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.



Champlain Canalway Trail 2019 Action Plan

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



Champlain Canalway Trail 2019 Action Plan

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.



Champlain Canalway Trail 2019 Action Plan

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.



Champlain Canalway Trail 2019 Action Plan

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.



TRACING HISTORY
CANALWAY CHALLENGE
TRACKING MILES

Are you up for a new challenge?

Whether you are an elite cyclist or a family looking to get more active, set your sights on adventure and fun along the 325-mile, NYS Canal System and 365-mile Erie Canalway Trail. Join this fun program and experience the Erie Canalway's many treasures.

Reach your goals for fun, personal mileage goals—whether cycling, paddling, running, hiking or walking!

COMING IN 2019!

Participating in the Canalway Challenge is easy and free:

- 1 REGISTER ONLINE and choose your mileage goal. www.canalwaychallenge.org
- 2 TRACK YOUR MILES. Do one big trip or several smaller ones on the outway or Canalway Trail to achieve your mileage goal.
- 3 UPLOAD YOUR PHOTO FINISH! You'll be recognized for achieving your mileage goal with a certificate and decal. You can also purchase exclusive Challenge Challenge merchandise to show off your miles!

15 MILE CHALLENGE
90 MILE CHALLENGE
180 MILE CHALLENGE
360 MILE CHALLENGE

Choose your mileage and get moving!

ERIE CANALWAY
The National Waterway

For more about how and where to track up your miles, visit: www.canalwaychallenge.org



Champlain Canalway Trail 2019 Action Plan

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%

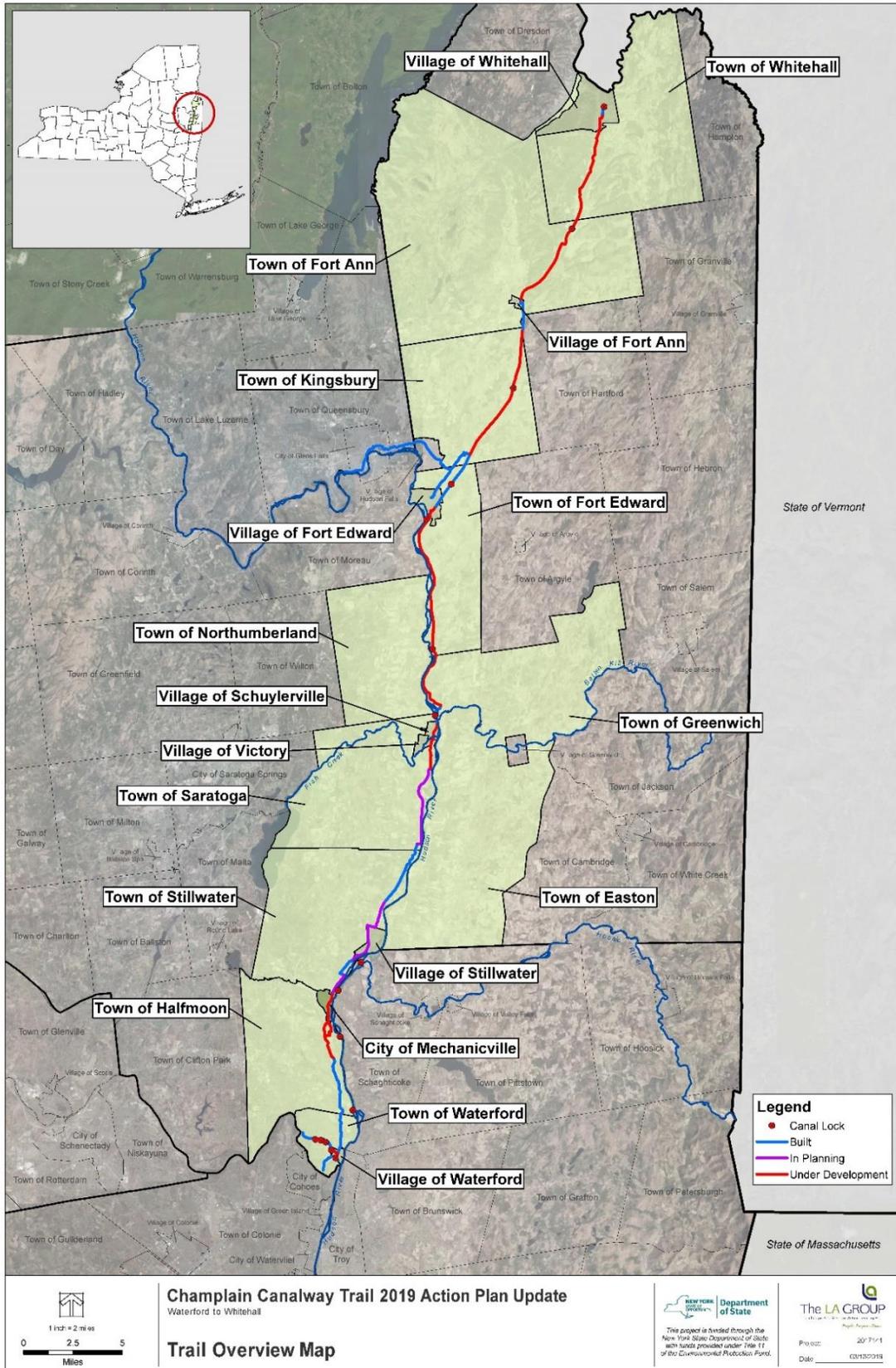
Accomplishments include the construction of 8.95 miles (44%) in Washington County and 11.46 miles (56%) in Saratoga County. The remaining 37.55 miles of trail are in a state of design and construction and all are in Washington County. In Saratoga County approximately 5.94 miles are in the phases of design 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.



Champlain Canalway Trail 2019 Action Plan





Champlain Canalway Trail 2019 Action Plan

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



Champlain Canalway Trail 2019 Action Plan

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



CHAMPLAIN CANALWAY TRAIL PROFILE

Town of Waterford

Village of Waterford



Trail Description: Waterford, located at the junction of the Hudson River, Champlain Canal, Mohawk River and Erie Canal, is the start of the Champlain Canalway Trail. The Champlain Canalway Trail is entirely located along the Old Champlain Canal and is nearly fully developed throughout the Town and Village of Waterford. The trail runs from Old Champlain Lock 4 at the southern point of the Town and just east of Route 32. It continues north along the Old Champlain Canal for about 1.25 miles to the 4th Street Bridge into the Village. The trail continues from the Erie Canal Lock 2 Park north for about 0.35 miles before it reaches the Village border just after the Old Champlain Canal Weighlock and the overhead railroad bridge. It then continues north for about 1.9 miles to the Town’s border with the Town of Halfmoon.



Tugboat Round Up

Empire State Trail: The Empire State Trail will follow the same path as the Champlain Canalway Trail through Waterford.

Hudson River/Champlain Canal Access Points: Schaghticoke Municipal Boat Launch; Peebles Island State Park; Battery Park in Waterford Canal Harbor; 123rd Street Launch; Troy Motorboat and Canoe Club; 111th Street Launch.

Public Facilities: Waterford Harbor Visitor Center; Waterford Historical Museum and Cultural Center; Unger Canal Tugboat historic teaching & touring vessel); Peebles Island State Park; Erie Canalway National Heritage Corridor Visitor Center; Flight of Locks; Lock E2 and E6 State Canal Parks; Old Champlain Canal Locks 4 and 5; Old Champlain Canal Weighlock; and Old Champlain Canal Sidecut Locks.



Old Champlain Canal Towpath Trail

Public Events: Waterford Canal Fest; Waterford Steamboat Meet; Waterford Dragon Boat Festival; and Waterford Tugboat Roundup.

Connector Trails:

State Bike Route 9: On-road signed route along Route 4, an All-American Road.

Flight of Locks Trail: Follows Locks E3 – E6 from Division Street to Flightlock Road.

Black Bridge Trail: An important connection between the Mohawk-Hudson Bike-Hike Trail and the Champlain Canalway Trail.

Uncle Sam Bikeway: A 3.5-mile multiuse path that begins at the Waterford Bridge and continues on a former railroad bed running north-south beginning at Middleburgh Street and ending at Northern Drive in the City of Troy.

Mohawk-Hudson Bike-Hike Trail: A Bike-Hike Trail connecting Albany and Schenectady Counties on the south side of the Mohawk River to the Erie Canal Trail.

Peebles Island State Park: Peebles Island Loop Trail.



Flight of Locks

Local Planning Support:

- Town & Village of Waterford Local Waterfront Revitalization Program (2010)
- Town of Waterford Comprehensive Plan (2016)

Implementation Strategy:

The Empire State Trail is funding construction of the two remaining trail segments in Waterford. These segments will connect and extend existing but isolated trails which will create a continuous off-road trail running 7 miles from Broad Street/Route 32 in Waterford to the intersection of Route 4 and Main Street just south of Mechanicville.

Trail Sections:

OLD CHAMPLAIN LOCK 4 TO ERIE LOCK 2 PARK (W-1)

Description: Old Champlain Lock 4 and Waterford Towpath Trail serve as the trailhead and start of the Champlain Canalway Trail. This stone dust trail follows the “towpath” along the Old Champlain Canal to the intersection of South Street where it continues over the Fourth Street Bridge. The entrance to the Lock 2 Park has a large and well-maintained interpretive sign describing the history of the canal and providing a list of trail connections to surrounding points of interest. From here, the trail splits. The first route directs trail users south across a small concrete bridge over the old canal to the Lock 2 Park and onward to Lock 4 on the southern edge of Waterford. The second route travels southeast on a gravel trail to the Waterford Harbor Visitor Center and onward to the Second Street bridge which leads to the Peebles Island State Park. The Empire State Trail will utilize the same route as the Champlain Canalway Trail throughout the Town and Village of Waterford.

Parking & Signage: The trail on the Southside of Broad Street leading toward the Canal Lock 2 Park has a large DOT-style sign directing motorists and pedestrians to the Park. The sign is in good condition but needs to be straightened. There is no signage for the Champlain Canalway Trail at this intersection. A dirt/gravel parking lot is available near Old Champlain Lock 4 and Erie Canal Lock 2 Park.

Status: The trail segment is complete except for off-road construction from South Street to where it meets the Fourth Street Bridge. Improvements are needed in this short section to convert the existing footpath into a formal trail.

LOCK 2 PARK TO DIVISION STREET (W-2)

Description: The section of the trail between Canal Lock 2 Park and Division Street is about 6 feet wide and is paved. Division Street provides a natural separation between the north and south sections of the trail in Waterford.

Parking & Signage: Signage in this section includes signs advising motorists, bicyclists and pedestrians crossing the road at the Division Street Bridge over the canal and wayfinding signs at the entrance to the trail on both sides of the road. There is no signage for the Champlain Canalway Trail at Broad Street, crosswalk or appropriate signage warning motorists of pedestrians and bicyclists. Parking is available at Lock 2 Canal Park and along Division Street.

Status: This section of the trail needs maintenance, updated wayfinding signage and pedestrian/bike signage.

DIVISION STREET TO CLUTE STREET (W-3)

Description: The largest section of the trail in Waterford runs from the north side of Division Street to Clute Street near the Momentive silicon plant. The section to the Historic Boatyard site is owned by the Town of Waterford. The City of Mechanicville owns the trail north of this area. The first section lies within the Village of Waterford from the Erie Canal Lock 2 Park north for 0.35 miles before reaching the town border just north of the Old Champlain Canal Weighlock. The trail to the old railway bridge is stone dust and the rest of the trail is either dirt or stone dust. Debris in the canal past the rail bridge should be removed to make the trail more attractive.

Parking & Signage: Interpretive signage needs maintenance, replacement or enhancement at the start of this section of the trail and north to the Old Champlain Canal Boatyard.

Status: The trail is completed but needs maintenance and upgrading. In addition, the waters of the canal need to be cleaned up and fallen trees and vegetation along the shoreline removed. This section of canal could be used for kayaking.

CLUTE STREET TO SCHOOLHOUSE LANE (W-4)

Description: As partners, the towns of Halfmoon and Waterford and the City of Mechanicville developed an official trail connection from the end of the Town of Waterford trail on Clute Street to the Town of Halfmoon trail by way of Bells Lane to Schoolhouse Road. Trail users walk or bike along the existing internal road network to Schoolhouse Road at the end of which the paved surface transitions to stone dust, marking the beginning of the Town of Halfmoon trail.

Parking & Signage: There is no parking in this location, but a small lot could be established on Schoolhouse Lane since this represents a natural break in the trail.

Status: Construction of the trail south of Higgins Road to the Halfmoon border will be funded by NY Empire State Trail at an estimated cost of \$408,000. Construction is anticipated to begin in Spring 2019 and be completed by the end of 2019.



Waterford Lock



Waterford Harbor Visitor Center Waterfront Dock



Trail near Clute Street West of Industrial Park



Old Champlain Canal Side-cut Locks

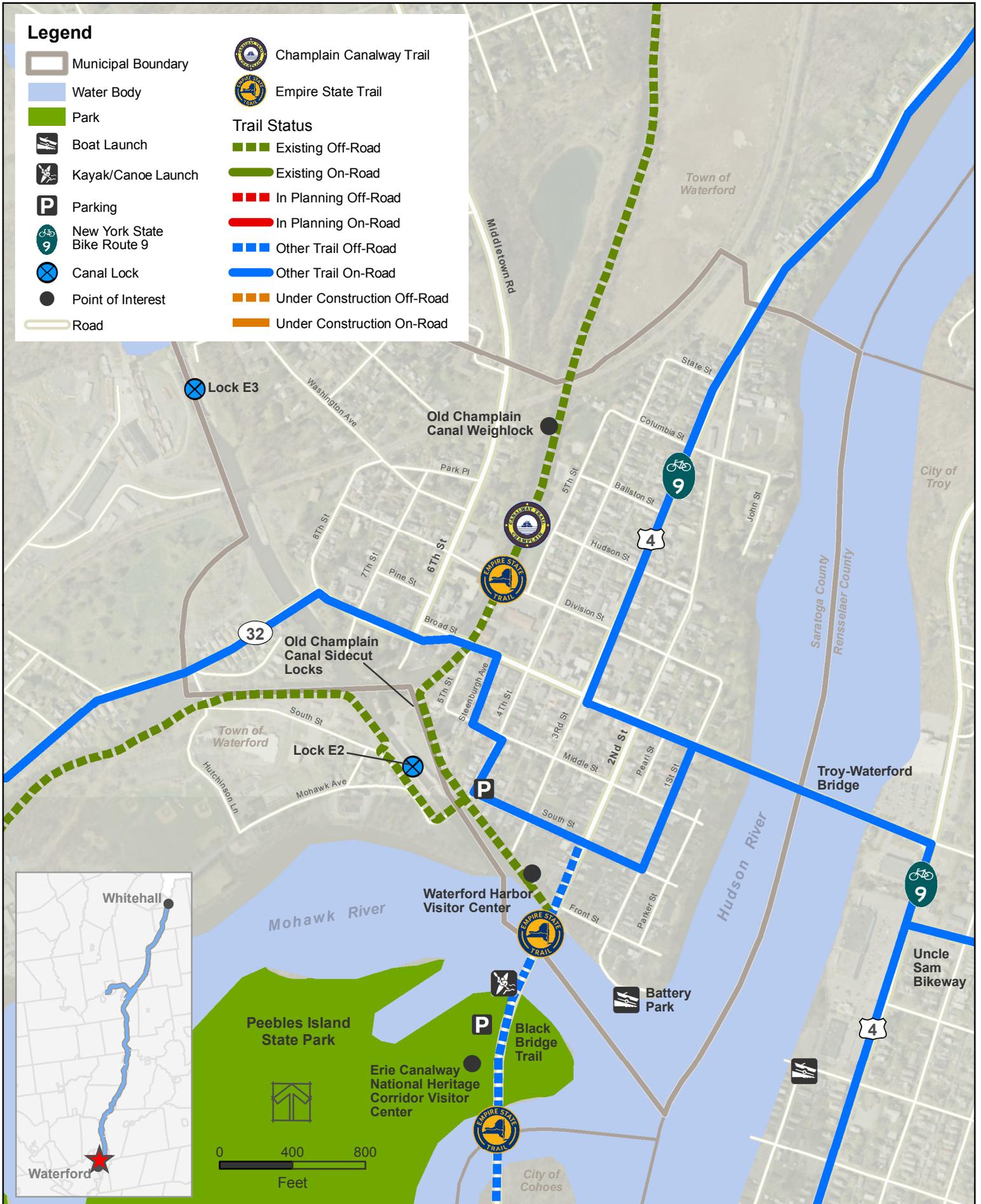
Champlain Canalway Trail 2019 Action Plan

Town of Waterford



Champlain Canalway Trail 2019 Action Plan

Village of Waterford





CHAMPLAIN CANALWAY TRAIL PROFILE

Town of Halfmoon



Trail Description: The Town of Halfmoon is a rural residential bedroom community of over 23,000 residents. The Town’s demography has led to the expanding demand for hiking and biking trails that serve as connectors to all of the Town’s recreational assets and open spaces. The Town’s trail system includes three distinctive sections along the Champlain Canal/Hudson River. When complete, this corridor will contain a continuous 6-mile stone dust hike/bike trail. The first two segments are entirely completed and form a continuous 4-mile stone dust trail that is in active use. From the south, it extends north from the southern town border near School House Lane just south of the boundary with Town of Waterford continuing north to Upper Newtown Road. This stone dust trail has uniform wayfinding and instructive signage, including interactive QR code signage and is bordered by wooden fencing. The third trail segment is about 2-miles in length and is in the design stage. A fourth segment, now under development, is a connector trail from the Brookwood Road trailhead to Lighthouse Park.



Brookwood Road Trailhead



Empire State Trail: The Empire State Trail will follow the Champlain Canalway Trail through the entire Town of Waterford. EST will be responsible for off-road signage while NYSDOT will be responsible for on-road signage, striping and wayfinding enhancements.

Hudson River/Champlain Canal Access Points: Lock C1 Canal Park; Lighthouse Park (kayak dock, lockers and storage, open-air pavilion, public restrooms, accessible pathways, and benches).



Old Champlain Canal and Towpath

Public Facilities: McDonald’s Historic Waste Weir and Old Lock 7.

Public Events: Community Night; Trunk or Treat; and Winter Carnival.

Connector Trails:

- State Bike Route 9: US Route 4 on-road bike route.
- Waterfront Connection Trail: Connects Brookwood Trail and Lighthouse Park.
- Crescent Road Multi-Use Trail: Connects Halfmoon with Clifton Park.
- Crescent Trail along Mohawk River: Also connects to the Erie Canal Towpath Community Connector.
- Upper Newtown Link: Connects Halfmoon Town Park and Open Space areas.



Halfmoon Hike-Bike Trail

Local Planning Support:

- Town of Halfmoon Comprehensive Plan (2003)
- Town of Halfmoon Trails Master Plan (2006)
- Town of Halfmoon Natural Resource and Open Space Conservation Plan (2010)

Implementation Strategy: Complete design, engineering and construction underway for Upper Newtown Road to Farm to Market Road/Route 146. Seek a rural connection from the trail’s north terminus northwest to the Zim Smith Trail near Elizabeth Street in Mechanicville. Obtain necessary permits and construct required road and railroad track crossings.

Trail Sections:

SCHOOLHOUSE LANE TO BROOKWOOD ROAD (H-1)

Description: This completed trail begins at the end of the Town of Waterford trail on Clute Street and connects to the Town of Halfmoon trail by way of Schoolhouse Lane. Trail users will walk or bike along the existing internal road network to Schoolhouse Road at the end of which the paved surface transitions to stone dust, marking the beginning of the Town of Halfmoon trail. This 1.5-mile trail section continues as a 6-foot wide, stone dust trail.

Parking & Signage: A trailhead/parking lot has been established. Uniform wayfinding and instructive signage along the Old Champlain Canal to Brookwood Road exists.

Status: This trail section is completed and in active use.

BROOKWOOD ROAD TO UPPER NEWTOWN ROAD (H-2)

Description: The trail continues north from the Brookwood Road Trailhead to Upper Newtown Road. This 2.5-mile trail section continues as a 6-foot wide, stone dust trail.

Parking & Signage: A trailhead/parking lot has been established on both ends of this segment. Uniform wayfinding and instructive signage along the Old Champlain Canal to Upper Newtown Road exists.

Status: This trail section is completed and in active use.

UPPER NEWTOWN ROAD TO FARM TO MARKET ROAD/ROUTE 146 (H-3)

Description: The trail segment is presently an informal unimproved 1.4-mile path owned by Town of Halfmoon. The trail follows the partially-watered Old Champlain Canal and towpath route. The significant forest, wetland, and riparian habitat provide trail assets and liabilities. Constraints include beaver dams in Canal prism and a lack of bridges. Important connections exist to the old hydroelectric plant, Lock 2, and downtown business district. Access at the north end is constrained by Route 146 crossing, railroad, and Sewage Treatment Plant. One potential solution is to provide an easterly connection off the trail through a willing property owner south of the Saratoga County Sewage Treatment Plant, along the easterly edge of this parcel, over the established railroad track crossing and down the access road to a proposed crossing on Route 4 to Jack Bryne Ford, and north up South Main Street (Old Route 59).

Parking & Signage: Parking and wayfinding signage is available at the Upper Newtown Road Trailhead.

Status: This trail is in the schematic design phase with construction completed by 2020. NY Empire State Trail will provide funding for this segment at an estimated cost of \$2.47 million.

WATERFRONT CONNECTION TRAIL: BROOKWOOD ROAD TO LIGHTHOUSE PARK (H-4)

Description: This trail is being established to link the Old Champlain Canal Trail to the Town's Lighthouse Park on the Hudson River. This will be a 10-foot wide multi-use pedestrian trail that will involve a railroad crossing and a crossing at Routes 4 and 32 directly leading into Lighthouse Park. DOT permitting is being sought for two road crossings while a fully executed agreement has been obtained from CP Rail.

Parking & Signage: The Brookwood Road Trailhead and Lighthouse Park will be utilized for as official parking areas. No signage has been established for this link.

Status: This partially constructed trail is fully funded through grants under the NYS DOS LWRP program and Saratoga County Open Space and Farmland Protection Program, plus local match funds.



Lighthouse Park



Old Champlain Canal Historic Waste Weir at McDonald's Creek

Champlain Canalway Trail 2019 Action Plan

Town of Halfmoon





CHAMPLAIN CANALWAY TRAIL PROFILE

City of Mechanicville



Trail Description: The City of Mechanicville was profoundly shaped by the development of the Battles of Saratoga in 1777, Old Champlain Canal in 1823, and the Rensselaer and Saratoga Railroad in 1835. By 1900, the City had become a transitional area for the regional interchange of commerce. Today the Old Champlain Canal is buried under the City's street infrastructure and no longer visible. The Mechanicville trail section will generally follow the path of the Old Canal beginning at the end of the Town of Halfmoon trail in the southern end near the Saratoga County Sewer Plant and ending at the northern edge of the City near Mulberry Street and Best Avenue. Once the trail crosses over to Main Street, it will continue along the existing sidewalk network through the downtown to where the street connects with Rt 4/32 again at the Saratoga Avenue/North Central Avenue/North Main Street intersection. Mechanicville is a designated Lakes to Locks Passage *Waypoint Community* where visitors are encouraged to take advantage of this entirely walkable downtown commercial district.



Empire State Trail: State Bike Route 9 along Route 4 will continue as an on-road bicycle route and be marked and signed as the official route for the Empire State Trail. At the intersection of Route 4/32 and South Main Street, South Main Street will become the Empire State Trail until the intersection with 4/32 in the north section of the City. The road will be marked and signed as required.

Hudson River/Champlain Canal Access Points: Mechanicville City Dock which has free public docking, kayak launch, access to water, power, pump out facility, restrooms, and gathering space with seating and picnic tables.

Public Facilities: Champlain (Barge) Canal and Lock 3; XO Tower along the CSX rail line, new home for the Mechanicville-Stillwater Area Chamber of Commerce; and City Dock.

Public Events: Canadian Pacific Holiday Train; Annual Family Day in the Park; Mechanicville Library Farmers Market.

Connector Trails:

State Bike Route 9: On-road signed route along Route 4, a nationally-designated All American Road.

Zim Smith Trail: This 10.2-mile paved and stone dust trail runs along the former rail bed of the D & H North South Railroad corridor from Ballston Spa to Coons Crossing Road in Halfmoon. It serves as the primary trail north-south multi-use trail spine through Saratoga County. The 3-mile segment from Coons Crossing Road to the intersection with the Champlain Canalway Trail in Mechanicville is planned for construction in 2019.

Local Planning Support:

- City of Mechanicville Comprehensive Plan (2000)
- City of Mechanicville Downtown Revitalization Plan (2006)
- Downtown Revitalization Grant Project (2009)
- Central Avenue Corridor Linkage Study (2009)
- City of Mechanicville Waterfront and Downtown Revitalization Plan (2009)
- City of Mechanicville Revitalization Initiative (2012)

Implementation Strategy: This section of the CCT is under development and will require a formal agreement between the City of Mechanicville and the Town of Stillwater. Along Main Street the trail will need signage and a designated bike lane or shared lane markings for bicyclists. Plans for striping on Main Street are already underway to improve the flow of traffic.



City Dock Boathouse



Train in Historic Railroad District



City Dock

Trail Sections:

SOUTH MAIN STREET TO NORTH CENTRAL AVENUE (M-1)

Description: The trail begins at the Sewer Plant at the southern end of Mechanicville and crosses at Rt 4/32 to South Main Street continuing north on North Main Street to the City Dock which will serve as the official trailhead in Mechanicville. The trail continues north on North Main Street to the intersection of Route 4/32 (North Central Avenue). A pedestrian crosswalk, signage and a method for slowing and/or stopping traffic safely will be required. Once the trail crosses over to South Main Street, it will continue along the existing sidewalk network through the downtown to where the street connects with Rt 4/32 again at the Saratoga Avenue/North Central Avenue/North Main Street intersection. The Main Street trail will need signage and a designated bike lane or shared lane for bicyclists. Plans are being implemented for road striping on Main Street to improve the flow of traffic.

Parking and Signage: There is no existing wayfinding signage in Mechanicville for the Champlain Canalway Trail. The Empire State Trail will be marked along Route 4. The Zim Smith Trail will also require wayfinding signage in 2019.

Status: Funding for on-road bicycle improvements and signage along Route 4/32 will be provided by the Empire State Trail.

NORTH CENTRAL AVENUE TO MULBERRY STREET (M-2)

Description: The trail crosses to the north side of the street at the intersection and turns west to continue along North Central Avenue to Saratoga Avenue dropping down to an existing pedestrian pathway down to Mulberry Street. It then follows Mulberry Street north up to Stillwater Street where it will make the connection to the existing Stillwater trail segment.

Parking and Signage: A trailhead with parking is being established at the intersection of Rt 67/Mulberry Street and Campbell Road.

Status: Funding for the design and construction of this segment will be provided by the EST. Construction is anticipated in 2020.



Champlain Canal Lock 3



XO Historic Chamber of Commerce Building

Champlain Canalway Trail 2019 Action Plan

City of Mechanicville



Legend	
	Municipal Boundary
	Road
	Water Body
	Park
	Boat Launch
	Kayak/Canoe Launch
	Parking
	New York State Bike Route 9
	Champlain Canalway Trail
	Empire State Trail
	Canal Lock
	Point of Interest
Trail Status	
	Existing Off-Road
	Existing On-Road
	In Planning Off-Road
	In Planning On-Road
	Other Trail Off-Road
	Other Trail On-Road
	Under Construction Off-Road
	Under Construction On-Road
	Trail Segment



CHAMPLAIN CANALWAY TRAIL PROFILE

Town of Stillwater

Village of Stillwater



Trail Description: The Town of Stillwater has been actively completing sections of the Stillwater Multi-Use Trail. When complete, the trail will span approximately 5 miles connecting the City of Mechanicville with the Town of Saratoga. Completed trail sections include the Campbell Park Trail, the Stillwater Multi-Use Trail (Phase 1), and the Saratoga National Historic Park Trail. The trail primarily follows the historic Old Champlain Canal towpath. The southern section provides a greater integration of the Stillwater Junction and Riverside communities and will serve as a gateway into Stillwater from Mechanicville and the Zim Smith Trail. A central trail loop runs through the heart of the Village downtown connecting neighborhoods with local amenities and the Hudson River.



Riverfront Town Park

The trail proceeds south along the sidewalk network through the village and terminates at its intersection with an active railroad corridor at a distance of about 0.75 mile south of where the trail crosses Halfway House Road at the trailhead parking lot. The northern trail system establishes links from Bemis Heights north to the Phillips Road entrance to the Saratoga National Historical Park, through the internal trail system along the Old Champlain Canal, and on a planned public trail to the Town of Saratoga boundary.



Empire State Trail: State Bike Route 9 along Route 4 will continue as an on-road marked bicycle route and serve as the route for the Empire State Trail. The road will be marked and signed for bicycling.



Stillwater Multi-Use Trail

Hudson River/Champlain Canal Access Points: Stillwater Riverfront Park (canoe/kayak launch); Lock C4 Stillwater; Admiral's Marina.

Public Facilities: Stillwater Blockhouse and Museum; Knox Trail Marker; Saratoga National Historical Park; Stillwater Riverfront Park; Bemis Heights Pocket Park (parking trailhead); and Lock 4 State Canal Park (access from Stillwater Bridge Road).

Public Events: 18th Century Day (SNHP); Stillwater Fall Festival; and Trees of Lights.

Connector Trails:

Saratoga National Historical Park: Internal trail system.

Zim Smith Trail: Multi-use Trail linking Ballston Spa to Mechanicville.

Local Planning Support:

- Town and Village of Stillwater Local Waterfront Revitalization Plan (2016)
- Stillwater Trail Feasibility Study (2012)
- Stillwater Farmland Protection and Green Infrastructure Plan (2007)
- Stillwater US Route 4 Corridor Study (2006)



Stillwater Blockhouse

Implementation Strategy: Three sections of trail need to be constructed to assure all sections are well connected. Grants have been awarded to the Town of Stillwater for a Champlain Canal connector project that is presently under development and the development of two additional miles of multi-use trail.

Trail Sections:

RT 67/MULBERRY AVENUE TO MITCHELL ROAD/RIVERSIDE TRAIL (SW-1)

Description: This 1.23-mile section begins at the intersection of Rt 67/Mulberry Avenue at the boundary with Mechanicville. It continues roadside along Mulberry Street and Brickyard Road until the abandoned railroad tracks where it continues as a stone dust path until the existing Stillwater Multi-Use Trailhead on Halfway House Road.

Parking and Signage: Trailhead/parking lot is being established at the intersection of Rt 67/Mulberry Street and Campbell Road. No signage is currently in place.

Status: Design is complete, and construction is planned for 2018. Funding was through a grant provided by the NYSOPRHP Recreational Trails Program.

MITCHELL ROAD TO HALFWAY HOUSE ROAD/STILLWATER MULTI-USE TRAIL (SW-2)

Description: This paved, and fully accessible trail is 0.88-mile in length and extends from just south of Mitchell Road to Gurba Drive in the Town of Stillwater.

Parking and Signage: Trailheads are located on Campbell Road and Halfway House Road. Locational signs are posted at the trailheads.

Status: Construction of the trail was completed in 2007.

HALFWAY HOUSE ROAD TO CAMPBELL ROAD/CAMPBELL PARK TRAIL (SW-3)

Description: This 0.38-mile paved trail section begins in the Town of Stillwater at the north end of the Multi-use Trail, continues down the roadside of Railroad Avenue, drops into Campbell Park ending at the Campbell Road trailhead in the Village of Stillwater.

Parking and Signage: Trailheads are located on Gurba Drive and Campbell Road trailheads. Locational signs are posted at the trailheads.

Status: This section was completed in 2014. Design was funded by the Hudson River Valley Greenway and construction was completed by the Town of Stillwater.

KELLOGG ROAD TO PRICE ROAD/THE VILLAGE TRAIL (SW-4)

Description: This 2.3-mile trail section continues north down the right-of-way of Kellogg Road, Lansing Road, Nielson Avenue, right down Lake Street, left through the American Legion Road and the park lands, down Rundle Lane, left on Major Dickinson Avenue, north on Colonial Road and east down Stratton Lane until reaching the intersection with Price Road.

Parking and Signage: A trailhead using the existing parking lot will be established at the Stillwater Blockhouse.

Status: This trail section is in the conceptual phase and not funded at this time. The formal route of the Empire State Trail will be along State Bike Route 9 which follows US Route 4.

PRICE ROAD TO ROUTE 32/TOWN OF STILLWATER PRICE ROAD TRAIL (SW-5)

Description: This 1.1-mile section of trail continues along the Old Champlain Canal from the intersection of Stratton Lane and Price Road as a roadside trail until the end of Price Road. At that point, as landowner, the Town of Stillwater is constructing a stone dust trail along the west side of the Old Champlain Canal terminating at the boundary of the Saratoga National Historical Park near Old State Road.

Parking and Signage: A trailhead would be established at the terminus of Price Road in the south and the Bemis Heights in the north. There is interpretive signage provided by Lakes to Locks Passage at Bemis Heights Pocket Park. Directional signage is also needed.

Status: As indicated in the illustration on the next page - *Town of Stillwater Northern Trail Route* - the Town has acquired the easements and properties necessary to connect the trail along the Old Champlain Canal. This section needs additional funding to move forward with construction.

ROUTE 32 TO PHILLIPS ROAD/ROUTE 4 CONNECTOR TRAIL (SW-6)

Description: This 2.5-mile route connects the CCT across Route 32 to the Battlefield to Bemis Heights. The exact trail route through the Battlefield is yet to be determined however it is planned to link into the existing pedestrian trail north of Phillips Road.

Parking and Signage: Trailheads would be designated as the Bemis Heights Pocket Park in the south and Stillwater Riverfront Park in the north. Signage does not exist except to mark US Rt 4 as the Empire State Trail.

Status: The Bemis Heights Pocket Park on the corner of Routes 4 and 32 can continue to serve as a rest stop for on-road cyclists. The Empire State Trail is a marked on-road shoulder trail adjacent to Rt 4. There are several points where the on-road portion of the EST could move off-road onto a dedicated trail on lands owned by Saratoga PLAN, Canal Corporation and National Park Service. This option would need a more detailed assessment of feasibility in the future.

BATTLEFIELD TOWPATH TRAIL TO TOWN OF STILLWATER TOWPATH TRAIL (SW-7)

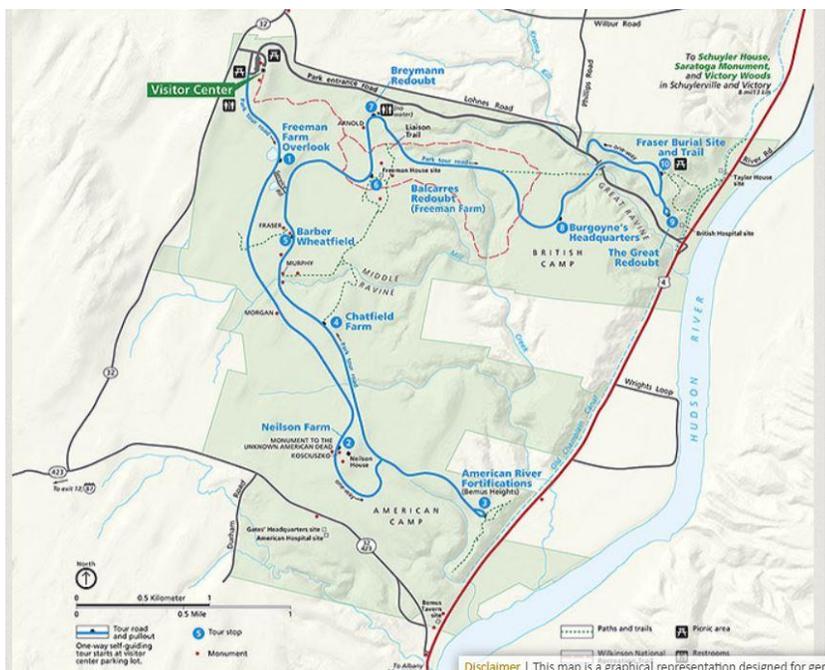
Description: This trail segment would begin at Stillwater Riverfront Park and continue about 0.5-miles to the main entrance of the Saratoga National Historical Park where a pedestrian crossing would be required at the intersection with Lohnes Road and Phillips Road. This new trail segment would continue north along the Old Champlain Canal on National Park Service lands that are maintained as a mowed path that connects with the existing trail network in the Park. Future plans call for this part of the trail to be improved with a stone dust surface. The trail continues north on lands owned by the Town of Stillwater to the town boundary where it meets up with the Town of Saratoga's paved Wilbur Road Trail.

Parking and Signage: The only signage along this section consists of a few historical waysides which interpret battle-related events plus one sign that interprets the Old Champlain Canal.

Status: Completed as a turf trail with future plans as a stone dust surface. The section of trail on Town of Stillwater lands is presently a rough but walkable footpath. This section is anticipated for improvement to a stone dust trail.



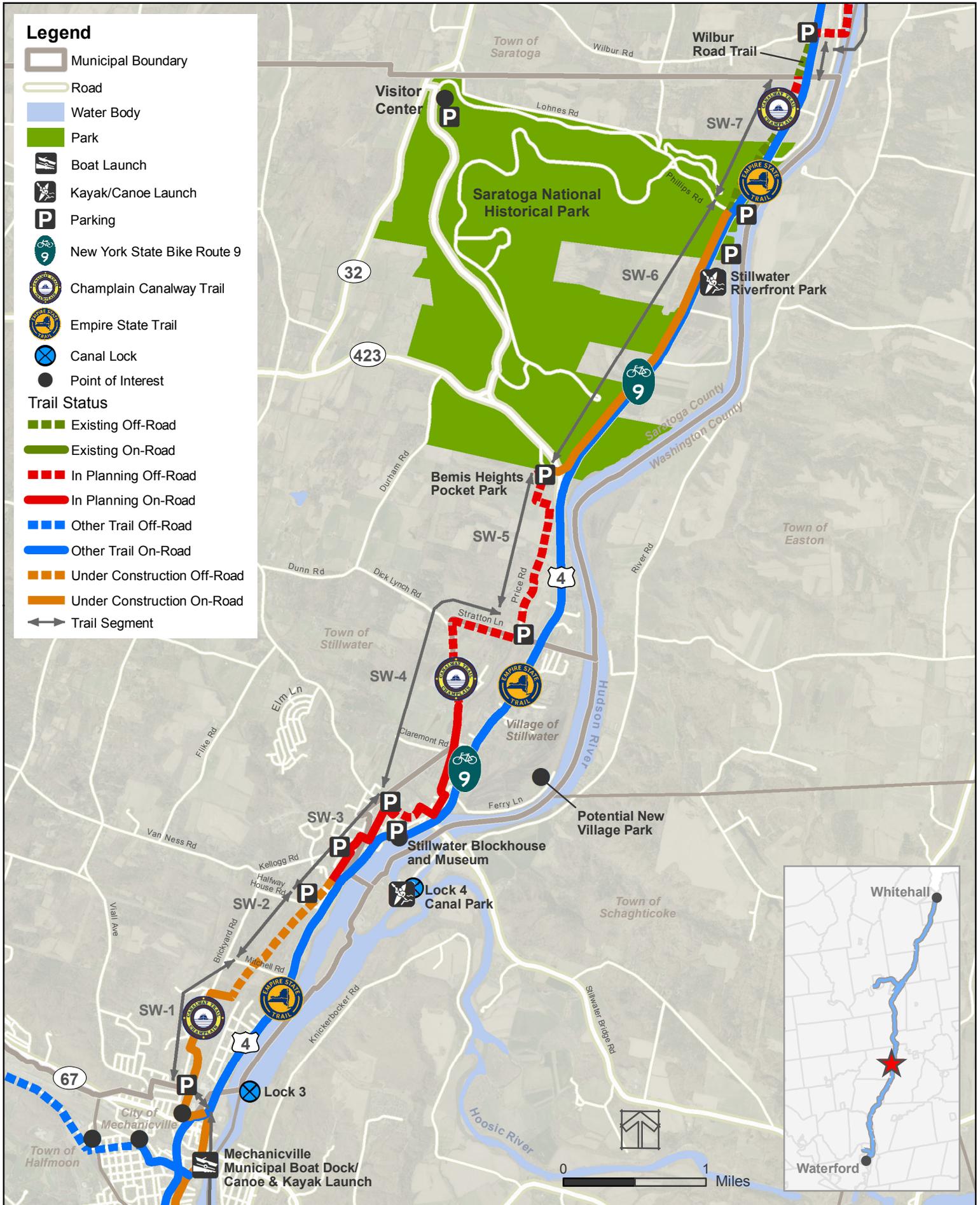
Town of Stillwater Northern Trail Route



Saratoga National Historical Park Trail Map

Champlain Canalway Trail 2019 Action Plan

Town of Stillwater



Champlain Canalway Trail 2019 Action Plan

Village of Stillwater

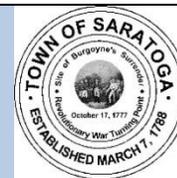




CHAMPLAIN CANALWAY TRAIL PROFILE

Town of Saratoga

Villages of Victory and Schuylerville



Trail Description: The Town of Saratoga was significantly influenced by the Hudson River which connects historic events that shaped our nation and the visual character of the Town. The cluster of sites and monuments makes Saratoga a hub for heritage tourism initiatives. The new *Canal Region Gateway Visitor Center* at Fort Hardy Park will soon serve visitors who want to understand the resources, communities and people unified by an interconnected waterway, a community ethic of pride in place and a commitment to the Lakes to Locks Passage Scenic Byway. Nearly 8-miles of trail cover nine individual trail segments. The centerpiece is a 1.5-mile span from the Schuyler House to the Dix Bridge that passes through Fort Hardy Park. At the north end of the trail is Hudson Crossing Park which is shared with the Town of Northumberland who are partners. It is a family destination for safe off-road walks, biking, snowshoeing, and cross-country skiing. The *Vision for the Old Champlain Canal* reimagines the waterway between the Village of Schuylerville and Hudson Crossing Park as a public place for fun, recreation, and exploration of the natural environment, and a catalyst for revitalization.



Empire State Trail: State Bike Route 9 along Route 4 will be the formal route for the EST to the Schuyler House where new trail has been constructed through Fort Hardy Park along the Old Champlain Canal. A formal trailhead is under construction behind the Gateway Visitor Center. The EST continues north along Towpath Road to the Dix Bridge in Hudson Crossing Park on Lock 5 Island.

Hudson River/Champlain Canal Access Points: Town of Saratoga Rt 4 Boat Launch; Fort Hardy Park Kayak Launch; Schuylerville Boat Ramp; Hudson Crossing Park Kayak Lunch; Lock 5 Canal Park with public docks and the dock site of the Caldwell Belle Tour Boat.

Public Facilities: Saratoga National Historic Park’s Old Saratoga Unit including the Saratoga Surrender Site (future), Schuyler House, Saratoga Monument, and Victory Woods; Fort Hardy Park; Hudson Crossing Park; Restored Historic Dix Bridge; Schuyler Saw Mill Park; Canal Region Gateway Visitor Center; Historic Towpath and Turning Basin Empire State Trail/ Champlain Canalway Trail; Stark’s Knob; Marshall House; Gerald B. Solomon National Veterans Cemetery.

Public Events: Schuylerville Craft Fair; Turning Point Parade and Festival; Schuylerville Fall Festival.

Connector Trails:

Victory Wood’s Trails: Trail loop through Old Saratoga Unit of Saratoga National Historical Park.

The Siege Trail: Fish Creek link from Schuyler House to Saw Mill Park.

Fort Hardy Park Loop: Planned trail loop linking Gateway Visitor Center to the waterfront.

Hudson Crossing Park: Trail loop linking the Old Champlain Canal, Dix Bridge and Greenwich.

Local Planning Support:

- Green Infrastructure Plan (2006)
- Old Saratoga on the Hudson Waterfront Revitalization Plan (2007)
- Joint Open Space Plan for the Towns of Saratoga and Northumberland (2007)
- Stewardship Plan (2010)
- Hudson Crossing Master Plan (2014)
- A Vision for the Old Champlain Canal (2018)



Wilbur Road Trail



Hudson Crossing Park



Fort Hardy Park

Implementation Strategy: Three sections of trail are complete: the Wilbur Road Trail; the Burgoyne March Trail between the South Trail near Garnsey Road to the North Trailhead at Sword Surrender Site; and the Schuyler House to Dix Bridge. Funds are being sought through the EST and other grant programs to assist in the completion of the trail segment between Wilbur Road and Garnsey Lane, and the section between the North Trailhead to the Schuyler House. Schuylerville is seeking funds for the repair, replacement, clean-up and upgrading of various components of the Old Champlain Canal so the water will flow sufficiently to allow for year-round recreational activities and special events.

Trail Sections:

WILBUR ROAD TRAIL FROM STILLWATER TOWN BOUNDARY TO WILBUR ROAD (S-1)

Description: This 0.75-mile stone dust multi-use trail begins at the Town of Stillwater boundary and continues to Wilbur Road. It is actively used by walkers and bird enthusiasts.

Parking and Signage: A trailhead/parking lot has been established on the north side of Wilbur Road. Signage at the Wilbur Road Trailhead is provided by the Canal Corporation identifying the site as the Old Champlain Canal Towpath Trail.

Status: This trail section was completed in 2015 and in active use.

WILBUR ROAD TO TOWN OF SARATOGA HUDSON RIVER BOAT LAUNCH (S-2)

Description: This 3-mile section of trail continues on Wilbur Road across Route 4 to the intersection of River Road, a paved town-owned road. At the end of River Road, it continues north on Canal Corps lands to the Town's Hudson River Boat Launch.

Parking and Signage: The Wilbur Road parking lot will serve as the southern trailhead and the Town Boat Launch as the northern trailhead. Uniform wayfinding and interpretive signage is needed throughout this section. Road crossing will be required across Route 4 to the eastern portion of Wilbur Road.

Status: This section is in the planning stage. Funding design, engineering and construction will be sought through Hudson River Valley Greenway, Empire State Trail and CFA sources. Partial funding has been secured to provide improvements at the Boat Launch with construction anticipated in 2020. This site will also serve as a trailhead for the EST.

TOWN OF SARATOGA HUDSON RIVER BOAT LAUNCH TO FURLANI DRIVE (S-3)

Description: This 1-mile section of trail continues north on state-owned lands and one privately-owned parcel to the intersection of Furlani Drive.

Parking and Signage: A future parking lot on the north side of Furlani Road on town-owned lands will serve as the northern trailhead. Uniform wayfinding and interpretive signage along the entire trail will be required.

Status: This section was designed on a conceptual level in 2011. Design alternatives considered the west side of Route 4 for a portion of the trail. Funding for design, engineering and construction will be sought through Hudson River Valley Greenway, Empire State Trail and CFA sources.

FURLANI DRIVE TO BURGUYNE MARCH TRAIL SOUTH TRAILHEAD (S-4)

Description: This 1.5-mile section of trail will primarily follow the Old Champlain Canal along town-owned lands from just south of Furlani Drive to the intersection with Coveville Road and Route 4. Some of the trail in this area exists as a woodland footpath which will be improved with stone dust. A number of physical challenges (wetlands and gullies) exist from this point north that will have to be addressed as the trail moves forward. A total of five private landowners exist between Coveville Road and the Burgoyne March South Trailhead. There is potential for the trail to be developed as a stand-alone trail just off Route 4.

Parking and Signage: A future parking lot on the north side of Furlani Road on town-owned lands will serve as the southern trailhead and the Burgoyne March Trailhead (south site) will serve as the northern trailhead for this trail segment. This trailhead is presently under construction and will lead to the Old Champlain Canal Towpath Trail constructed as a stone dust path by the Town of Saratoga. Wayfinding and interpretive signage are planned at the Burgoyne March Trailhead.

Status: This trail segment is in the conceptual stage. Funding for design, engineering and construction will be sought through Hudson River Valley Greenway and Empire State Trail.

BURGOYNE MARCH SOUTH TRAILHEAD TO BURGOYNE MARCH NORTH TRAILHEAD (S-5)

Description: This 1.25-mile segment exists on lands entirely owned by the Town of Saratoga. The Town has nearly completed two trailheads and the trail itself. This mixed wood chip and stone dust trail follows the Old Champlain Canal Towpath and is already in active use.

Parking and Signage: Parking will be available at the south and north Burgoyne March Trailheads. Wayfinding and interpretive signage is also planned at the.

Status: The South Trailhead will be completed by the Town of Saratoga in 2019. The Burgoyne March North Trailhead is completed except for a Lakes to Locks signage panel. Surface improvements to the trail itself will be needed to bring it up to the standards of the EST.

BURGOYNE MARCH NORTH TRAILHEAD TO THE SCHUYLER HOUSE (S-6)

Description: This 0.5-mile segment exists on lands owned by the Town of Saratoga at the North Trailhead where it is then owned by NYSOGS to the intersection with Haas Road. At this point it is owned by NYSDOT and NPS north of the border with the Village of Schuylerville. This partially cleared trail follows the Old Champlain Canal Towpath. It is mostly a rough woodland footpath that is not in active use. An old dump site located along the towpath and in the canal prism is currently being evaluated by OGS for mitigation and reuse as a trail.

Parking and Signage: There is no existing signage except at the Burgoyne March North Trailhead.

Status: The trail area just south of the DOT yard has a landfill area that crosses the Old Canal and Towpath. It is being evaluated for mitigation and future use by NYSOGS. Once resolved, the state will give the lands to either Saratoga County or the Town of Saratoga. Funding will then be sought to design, engineer and construct the trail.

SCHUYLER HOUSE TO FISH CREEK PEDESTRIAN BRIDGE (S-7)

Description: This segment exists as a winding 0.25-mile turf pathway that leads from The Schuyler House parking lot to the Fish Creek Pedestrian Bridge.

Parking and Signage: A parking lot is available at The Schuyler House site. Wayfinding and interpretive signage about the historical site is present.

Status: Saratoga National Historical Park is presently seeking funding to upgrade the trail to stone dust.

FISH CREEK PEDESTRIAN BRIDGE TO TOWPATH ROAD (S-8)

Description: This 0.25 trail segment was improved from a turf to a stone dust and asphalt surface in 2019. It begins at the Fish Creek Bridge and continues along the east side of the Old Champlain Canal along the existing Towpath along the new Canal Region Gateway Visitor Center and continues to the intersection of Reds Street and Towpath Road.

Parking and Signage: The Schuyler House parking lot will serve as the southern trailhead. In the north, a new parking lot and EST official trailhead is being established at the Canal Region Gateway Visitor Center. Interpretive signage is minimal and in need of assessment and likely replacement for the entire segment. Wayfinding signage is provided by the EST.

Status: This segment has been designed and will be constructed as a stone dust trail by the EST in 2019. The existing crossing at Route 29 will require replacement due to a shift in its location.

TOWPATH ROAD TO DIX BRIDGE (S-9)

Description: This one-mile trail segment begins along a dead-end low-use stone dust road and continues north to the intersection of Route 42 on Lock 5 Island and Hudson Crossing Park along the Old Champlain Canal Towpath Trail. It continues on the shoulder of Route 42 until reaching the Hudson Crossing gate and continuing as a dedicated bike-pedestrian road to the Dix Bridge crossing into the Town of Greenwich.

Parking and Signage: Wayfinding and interpretive signage is present through this trail segment however new signage may be warranted for consistency with signage associated with the Champlain Canalway Trail and EST corridor initiatives.

Status: The planning, design, engineering and construction for this project is partially funded through the NY Empire State Trail.



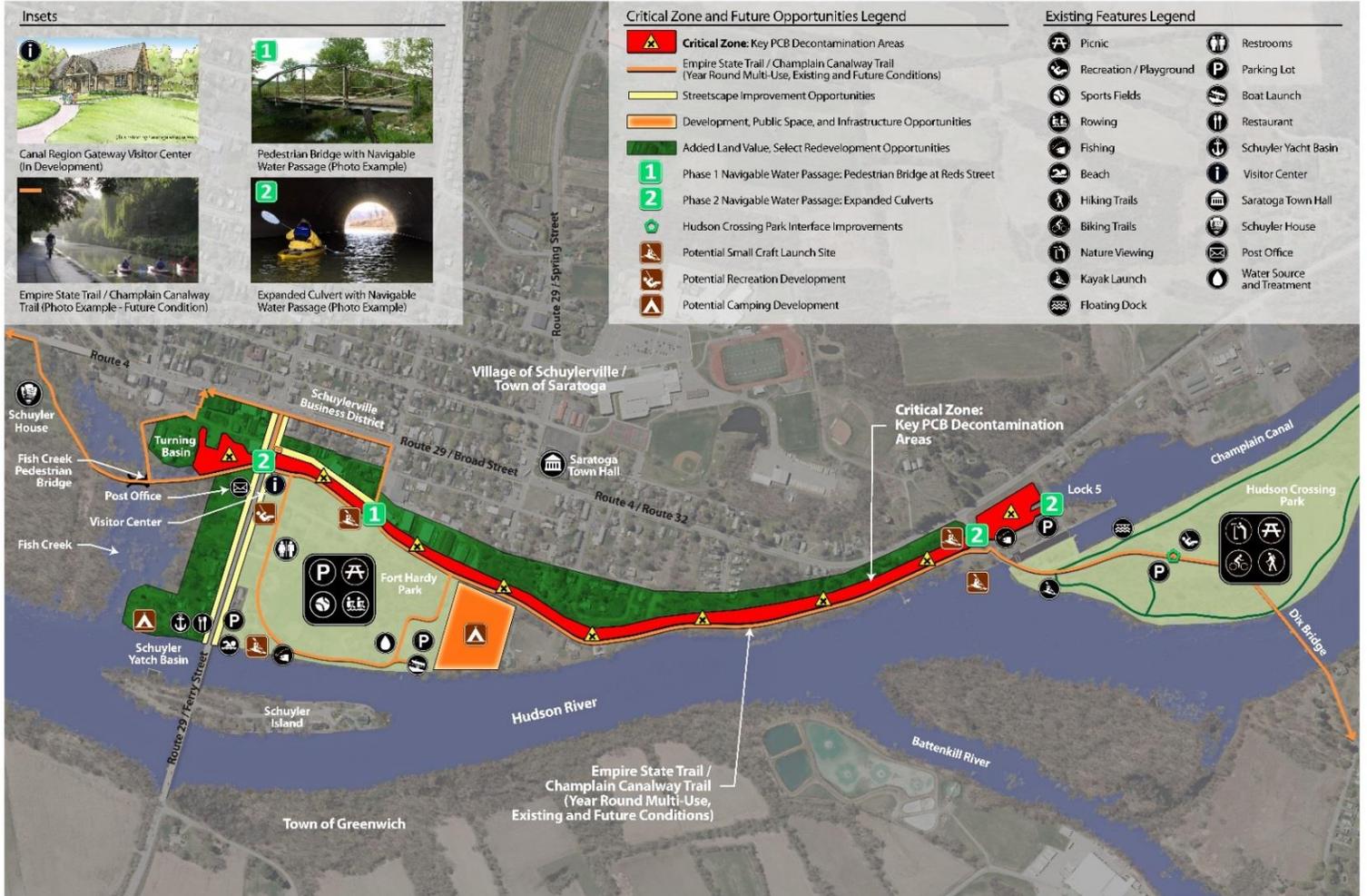
Surrender March North Trailhead



Lock 5



Victory Woods



Critical Zone Project Area Map

Vision Statement for the PCB Decontamination, Restoration, and Revitalization of the Old Champlain Canal
 Long-Term Vision for the Old Champlain Canal

Champlain Canalway Trail 2019 Action Plan

Town of Saratoga



Champlain Canalway Trail 2019 Action Plan

Villages of Schuylerville and Victory





CHAMPLAIN CANALWAY TRAIL PROFILE

Town of Greenwich



Trail Description: The Town of Greenwich boundary begins at the Hudson Crossing Gate on Rt 42 to the Dix Bridge. This is a key segment since it passes through Hudson Crossing Park, a unique recreational and educational destination centered on Lock C5 Island on the Champlain Canal and Hudson River. Once the site of neglected land, Hudson Crossing Park is a testament to community involvement and municipal collaboration. The trails in the park host dog walkers, hikers, runners, bikers and bird watchers. The trail crosses the Dix Bridge, a restored structure on the State and National Register of Historic Places. The bridge provides passage over the Hudson River joining pedestrian, bicycle and snowmobile trails in Washington and Saratoga counties. The CCT follows Route 113 north to Route 4, crossing to follow River Road to the Town of Fort Edward. These sections will mostly follow low-use, scenic, riverside roads.



Empire State Trail: The EST will follow the path of the CCT up the River Road until it meets up with Route 4 again just north of Old Champlain Canal Lock 13 Pocket Park.

Hudson River/Champlain Canal Access Points: Lock C-5 Park has public docking and Hudson Crossing Park has a kayak launch.

Public Facilities: Denton Wildlife Sanctuary; Stark's Knob; Hudson Crossing Park (picnic pavilion, playground, restrooms, and trail system); Town of Greenwich Hudson Riverside Park.

Public Events: Washington County Fair; Tour of the Battenkill; Whipple City Festival; Annual Halloween Parade; Annual Holiday Tractor Parade; Greenwich Holiday House Tour; Riversweep; Canal Trail Bike Tour; Annual Cardboard Race; Annual Triathlon; International Steamboat Flotilla.

Connector Trails:

Hudson Crossing Park Trails: Riverwalk Sensory Trail; Island Loop Trail; Eagle Point Trail.

Denton Wildlife Sanctuary: Three miles of trails off Route 4.

Snowmobile Trail: Dix Bridge is the east-west bi-county connector.

Clark's Mill Bridge: New bridge with sidewalk under construction on Rt 113 over Batten Kill River.

Dionondahowa Falls: Short hike to the waterfall on the Battenkill River.

Local Planning Support:

Old Saratoga on the Hudson Waterfront Revitalization Plan (2007)

Hudson Crossing Master Plan (2014)

Implementation Strategy: Planning and funding is needed to establish the official route for the Champlain Canalway Trail from the Dix Bridge to the River Road. EST funding is in place from River Road north to Fort Edward.



Historic Dix Bridge



Hudson Crossing Park Trail Map



Island Loop Trail in Hudson Crossing Park

Trail Sections:

DIX BRIDGE GATE TO CLARKS MILLS ROAD/ROUTE 113 (G-1)

Description: This is a paved 0.3-mile segment on a road dedicated to non-motorized use (snowmobiles permitted) along the Saratoga County right-of-way on Route 70.

Trailheads, Parking & Signage: Parking at Hudson Crossing Park which will also serve as the trailhead for this segment.

Phase: This segment is completed including 2019 improvements to move pedestrians and bicyclists around the Hudson Crossing Park gate.

CLARKS MILLS ROAD TO RIVER ROAD (G-2)

Description: This approximately 1-mile segment is envisioned as an off-road trail route that connects Rt 70 to the River Road through private lands to the Greenwich Waterfront Park north through abandoned lands belonging to Georgia Pacific Company. Alternatively, the trail could be routed along the shoulder of Route 113. A road crossing will be required across Route 4 to River Road for either route.

Trailheads, Parking & Signage: Trailheads would be established at the Greenwich Waterfront Park and potentially at the intersection of 113 and River Road. There is currently no signage along this route.

Phase: This segment is in the planning stage.

RIVER ROAD TO LOCK 6 CANAL PARK (G-3)

Description: This 2.5-mile paved section will follow River Road to the Fort Miller Road and North River Road. A side route will take cyclists out to the Lock C-6 Canal Park on Route 4. This section is already marked with CCT bicycle route signage. Improvements will include a new bike-ped bridge across Slocum Creek.

Trailheads, Parking & Signage: A trailhead with parking and signage will be established at Lock C-6 Canal Park. EST Wayfinding signage will be added to the existing CCT signage.

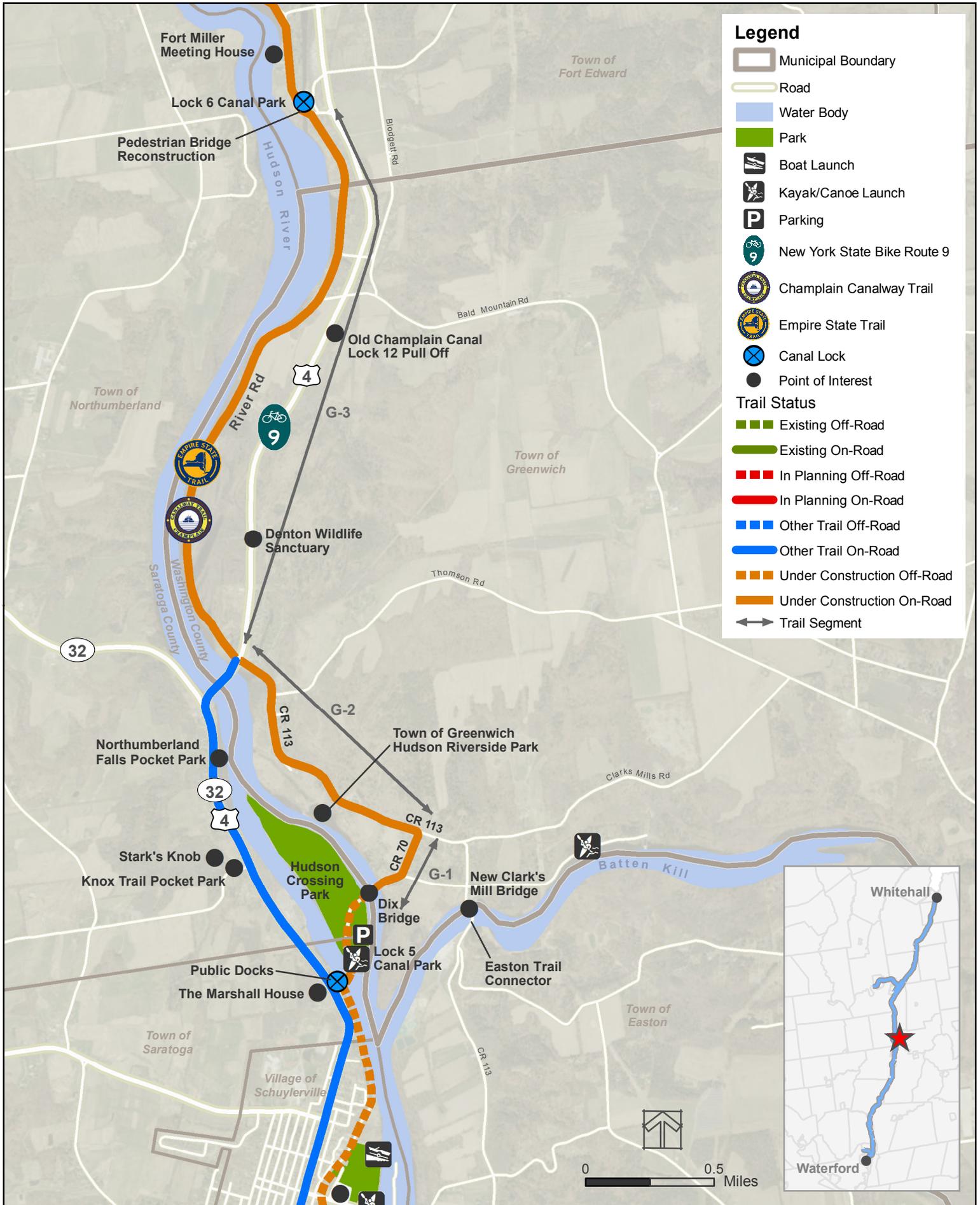
Phase: This segment is in the design stage with bidding expected through Washington County in Spring 2019.



Hudson River North View from Greenwich Waterfront Park

Champlain Canalway Trail 2019 Action Plan

Town of Greenwich



Legend

- Municipal Boundary
- Road
- Water Body
- Park
- Boat Launch
- Kayak/Canoe Launch
- Parking
- New York State Bike Route 9
- Champlain Canalway Trail
- Empire State Trail
- Canal Lock
- Point of Interest

Trail Status

- Existing Off-Road
- Existing On-Road
- In Planning Off-Road
- In Planning On-Road
- Other Trail Off-Road
- Other Trail On-Road
- Under Construction Off-Road
- Under Construction On-Road
- Trail Segment

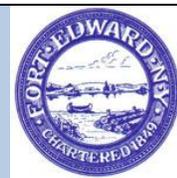




CHAMPLAIN CANALWAY TRAIL PROFILE

Town of Fort Edward

Village of Fort Edward



Trail Description: Known as the "Great Carrying Place", Fort Edward is steeped in rich history and heritage having played a major role in the French and Indian Wars and the American Revolution. Fort Edward has the advantage of being located at the entrance of the Hudson River and Champlain Canal, being located near Highway I-87 and having major railroad access while retaining the historic and country charm of a rural community. The CCT will take advantage of this strategic location by highlighting Hudson River views and access points in its southern approach from the Town of Greenwich. As the trail continues into the Village of Fort Edward it will move onto the Old Champlain Canalway route which becomes the critical connector to the Feeder Canal and the Upper Hudson River. This route conveys an entire interpretive story can be from the Old Junction Lock to the Five Combines Park area.



Old Champlain Canal Lock 13 Pocket Park

 **Empire State Trail:** The EST will exist entirely on Route 4 as an on-road shoulder route throughout the Town of Fort Edward. It will follow the CCT route throughout the Village of Fort Edward and to its border with Kingsbury. NYSDOT will be responsible for roadside signage, striping and wayfinding enhancements. Route 4 will continue to serve as an on-road bicycle route.



Old Champlain Canal Junction Lock

Hudson River/Champlain Canal Access Points: Lock C-6 Fort Miller; Lock C-7 Fort Edward; Lock C-8 Fort Edward; Bradley Beach Kayak Launch; Fort Edward Yacht Basin Terminal Wall; and Public Docks at the Route 4 Bridge.

Public Facilities: Old Fort House Museum; Rogers Island Visitor Center; Canal Street Market; Mullen Park & Walking-Fitness Trail; Washington County Historical Society; Fort Edward D&H Railway Depot (Amtrak Station); Moses Kill Aqueduct; Fort Edward Junction Lock; Washington County Grasslands Important Bird Area; and Fort Edward Yacht Basin and Terminal Wall.



Old Champlain Canal Towpath

Public Events: Annual Locktoberfest; Fort Edward Heritage Days; Annual Country Fair and Antiques Auction; Rogers Island French & Indian War Encampment; and Community Fall Festival.

Connector Trails:

- Grasslands Loop Trail: This loop connects to the Washington County State Wildlife Management Area and Solomon Viewing Area
- Feeder Canal Trail: This trail is a stone surfaced outdoor walking/bike trail that runs along the shores of the Feeder Canal from the official starting point on the Hudson River Overlook Park in Queensbury to Five Combines Park and Mullen Park in Fort Edward.
- Rogers Island Trail: This is a future trail loop currently in the planning and design stage.

Planning Support:

- U.S. Route 4 Corridor Plan (2005)
- Rogers Island Visioning Plan (2007)
- Hudson River and Champlain Feeder Canal Intermunicipal LWRP (2008)
- Pre-Nomination Study Northeast Industrial Development and Reuse Strategy (2014)

Implementation Strategy: There are several substantial areas that could serve as an off-road trail on Route 4. Although challenging for design and construction, these areas should be studied for feasibility and the best available route outlined.

Trail Sections:

LOCK C-6 CANAL PARK TO LOCK C-7 CANAL PARK (FE-1)

Description: This trail segment begins in the hamlet of Fort Miller and continues north for approximately 6 miles along the shoulder of Route 4 to Lock C-7 Canal Park. This segment will also be the route for the EST and therefore will be signed and marked as an official bicycle route. The existing shoulders are wide and in reasonable condition throughout this trail segment. Lock C-7 Canal Park is highly scenic area and offers a great respite stop for cyclists.

Trailheads, Parking and Signage: The southern trailhead will be the Old Champlain Canal Lock 13 Pocket Park and the northern trailhead will be the Lock 7 Canal Park. The Pocket Park has areas for picnicking and provides interpretive signage about the history of the Champlain Canal. There are several historic remnants of the Old Champlain Canal throughout the Route 4 corridor that can be interpreted in the future and used as potential off-road trail segments. Both sides of Route 4 have street markings that separate bikers from automobiles. Basic signage identifying the road as the EST are in place.

Phase: A feasibility study is required to determine the potential for moving the trail to a dedicated off-road (Route 4) route.

LOCK C-7 CANAL PARK TO OLD FORT EDWARD JUNCTION LOCKS (FE-2)

Description: This trail segment begins at Lock 7 Canal Park just south of the Route 4 Bridge into the Village of Fort Edward. This segment will also be the route for the EST and therefore will be signed and marked as a bicycle route. The trail continues along the shoulder of Route 4 and over the bridge. The trail crosses to the east side of Route 4 into the Canal Pocket Park where the public docks are located. The trail continues off-road until reaching the existing sidewalk. The trail then crosses and turns right onto the west side of Rt 197/Argyle Street and turns into the Old Fort Edward Junction Locks parking lot. This site marks where the Feeder Canal made its critical connection to the Champlain Canal. This area is very important to the CCT because it contains many intact features of the old canal route for which an entire interpretive story can be conveyed through the Five Combines Park area. A side trail loop off Blackhouse Road provides access to 3 viewing areas of native grassland birds.

Trailheads, Parking and Signage: The southern trailhead will be the Lock 7 Canal Park. Improvements are planned at the Park including interpretive and wayfinding for water and land trails. The next trailhead north will be the Old Fort Edward Junction Locks. There is presently no wayfinding or interpretive signage in this area.

Phase: A design and engineering study will be required for improvements of the Junction Lock area. This route would permit the trail to directly connect to Canal Street thereby eliminating the use of State Street and Notre Dame Street.

OLD FORT EDWARD JUNCTION LOCKS TO WALKING & FITNESS TRAIL PARKING LOT (FE-3)

Description: This segment leads from the parking area of the Old Junction Lock, over Bond Creek and into Canal Street, east on East Street, and north on Wing Street to Mullen Park. The trail continues north through Mullen Park on the existing paved Feeder Canalway Trail and where it uses the existing crossing across McIntyre Street to a parking lot for the Fitness Trail. The CCT continues across the front of the parking lot and crosses Towpath Lane to an informal path.

Trailheads, Parking and Signage: The southern trailhead will be the Old Junction Lock. The next trailhead north will be the parking lot at the Fitness Trail. No signage is present at the Old Junction Lock. Both wayfinding and interpretive signage is available at Murray Park.

Phase: A design and engineering study will be required for improvements of the Junction Lock area, Canal Street and the remainder of the route to the Fitness Trail parking lot. All local roads will need to be marked and signed for the trail and crossing will need to be provided.

WALKING & FITNESS PARK PARKING LOT TO FEEDER CANAL "T" INTERSECTION (FE-4)

Description: This trail section continues down an existing footpath along the northwest side of Towpath Lane to the pedestrian bridge where the Feeder Canal Trail connects into Five Combines Park. At this point, the trail continues north along Towpath Lane to the end of the road. It continues as a more formal trail north from entrance bollards and signage.

Trailheads, Parking and Signage: The southern trailhead will be the parking lot at Fitness Park. Improvements are planned at the Park including wayfinding for the EST/CCT. The next trailhead north will be Towpath Lane Turnaround parking area.

Phase: Design, engineering and construction are being provided by the EST for this trail segment.



Fort Edward Yacht Basin



Canal Street Marketplace



Lock C-7 Canal Park



Mullen Park Fitness Trail

Champlain Canalway Trail 2019 Action Plan

Town of Fort Edward



Legend

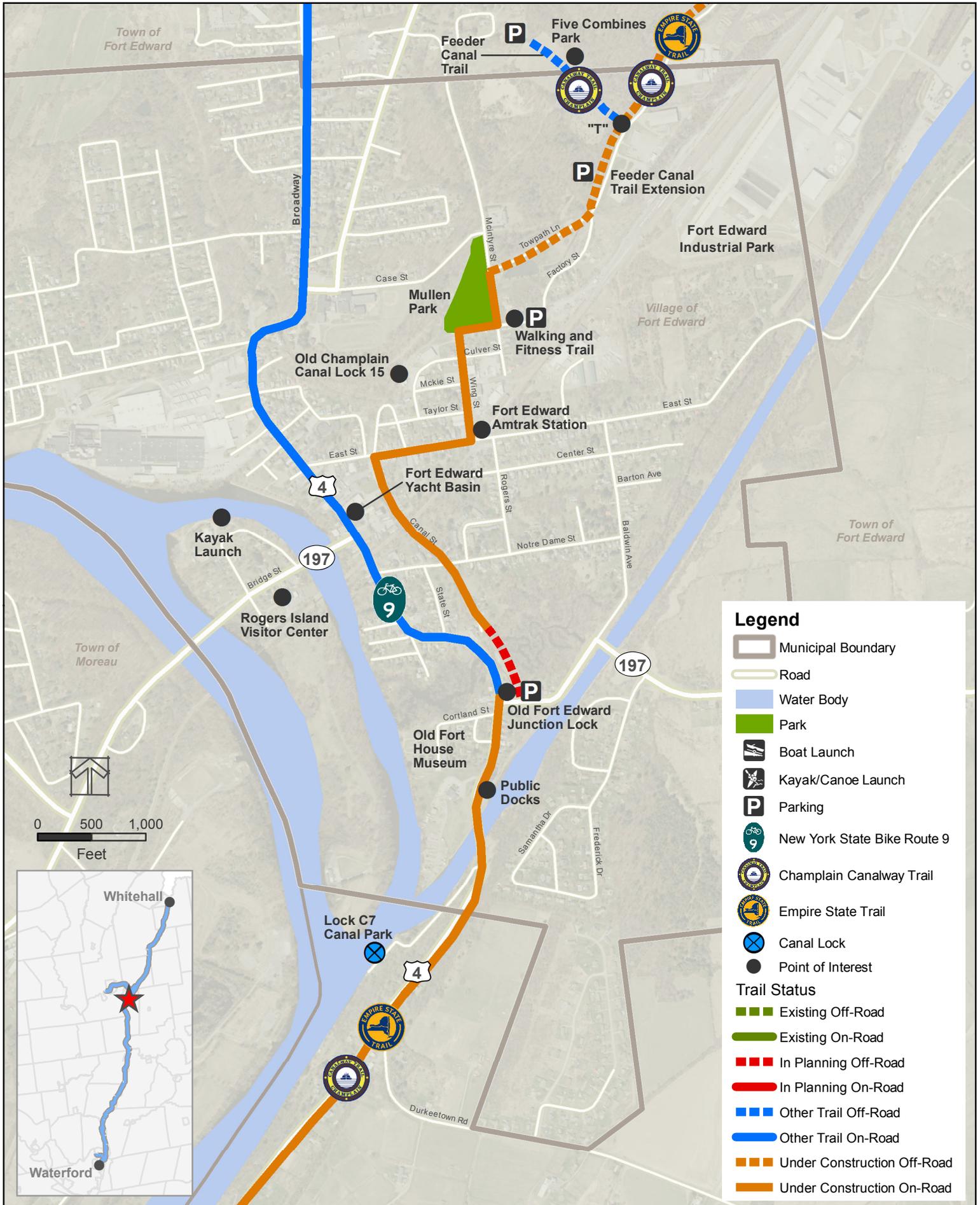
- Municipal Boundary
- Road
- Water Body
- Park
- Boat Launch
- Kayak/Canoe Launch
- Parking
- New York State Bike Route 9
- Champlain Canalway Trail
- Empire State Trail
- Canal Lock
- Point of Interest

Trail Status

- Existing Off-Road
- Existing On-Road
- In Planning Off-Road
- In Planning On-Road
- Other Trail Off-Road
- Other Trail On-Road
- Under Construction Off-Road
- Under Construction On-Road
- Trail Segment

Champlain Canalway Trail 2019 Action Plan

Village of Fort Edward



Legend

- Municipal Boundary
- Road
- Water Body
- Park
- Boat Launch
- Kayak/Canoe Launch
- Parking
- New York State Bike Route 9
- Champlain Canalway Trail
- Empire State Trail
- Canal Lock
- Point of Interest

Trail Status

- Existing Off-Road
- Existing On-Road
- In Planning Off-Road
- In Planning On-Road
- Other Trail Off-Road
- Other Trail On-Road
- Under Construction Off-Road
- Under Construction On-Road



CHAMPLAIN CANALWAY TRAIL PROFILE

Town of Kingsbury



Trail Description: Kingsbury is a quiet rural community along the Champlain Canal with five distinctive hamlets – Adamsville, Baldwin Corner, Dunhams Basin, Kingsbury, Smiths Basin, and Vaughns Corners, and the Village of Hudson Falls. Formerly known as the Village of Sandy Hill (1810), it was largely agricultural until the opening of the Glens Falls Feeder Canal in the 1830’s which connected to the Old Champlain Canal and opened commerce between the Upper Hudson River to Canada and New York City. After operating for 100 years in this capacity, the Feeder Canal closed and has been transformed into a vibrant fourteen-mile linear park with the towpath for hiking and biking, and the canal itself for fishing, canoeing and kayaking. The north-south route of the Old Champlain Canal and modern Champlain Canal is an exceptionally serene and picturesque travel corridor. The Towpath through Kingsbury offers a four-mile stretch of exceptional birding opportunities. Lock C-9 Canal Park, located in the hamlet of Smith’s Basin, 6 miles north of C-8 Canal Park in Fort Edward, represents the perfect biking trail segment for families. Both canal parks offer public docking, and picnicking. Just to the southeast of the lock is the unique Siphon Spillway that allows excess waters to divert safely from the canal.

The completed section of the Champlain Canalway Trail is in the southern end of the Town where it intersects with the Feeder Canal Trail at the “T” and continues north to its end just south of Rt 196. This section of trail will be upgraded from a turf surface to stone dust. From this point north, the trail is under construction with completion anticipated in 2019. When all projects are completed, a continuous 12-mile Champlain Canalway Trail will connect Fort Edward to Fort Ann.



Empire State Trail: The EST will follow the same path as the Champlain Canalway Trail throughout the Town of Kingsbury. Route 4 will continue to serve as State Bike Route 9, an on-road bicycle route.

Hudson River/Champlain Canal Access Points: Lock C-9 Canal Park – cartop launch and public docks; Martindale Boat Basin Cartop Launch and dock (Feeder Canal).

Public Facilities: Feeder Canal Towpath and Water Trail; Five Combines Park with the Five Combine Locks; and Lock C9 Canal Park.

Public Events: Sandy Hills Days; Annual Feeder Canal Canoe/Kayak Race; and community participation in Washington County tourism events including the Fiber Tour, Cheese Tour, and Maple Syrup Festival.

Connector Trails:

Glens Falls Feeder Canal Trail: The Canal Towpath is a nine-mile trail suitable for walking, running or biking from the Feeder Dam in Queensbury to Mullen Park in Fort Edward.

Snowmobile Trails: Kingsbury Barnstormers Snowmobile Club manages several trail routes throughout the central portion of Kingsbury.

Planning Support:

- Feeder Canal Park Master Plan (1990)
- Village of Hudson Falls Comprehensive Plan (2004)
- Hudson River and Champlain Feeder Canal Regional Waterfront Plan (2009)
- Route 4 Corridor Management Plan (2015)
- Hudson Falls Parking Study (2016)
- Village of Hudson Falls Revitalization Opportunities Program (2016)
- Washington County Tourism Study (2017)



Five Combines in Feeder Canal



Martindale Boat Basin on Feeder Canal



Towpath Road

Implementation Strategy: Continue to work with the NYS Canal Corporation and Empire State Trail organizations to complete construction of the Champlain Canalway Trail from the Feeder Canal Trail intersection to Baldwin Corners Road.

Trail Sections:

FEEDER CANAL "T" INTERSECTION TO ROUTE 196 (K-1)

Description: The existing Feeder Canal Trail intersects with the Old Champlain Canal in Fort Edward and continues north for 2 miles where it then turns northwest into Five Combines Park. The Canal Corporation will install a stone dust surface for approximately one mile on the historic Old Champlain Canalway Towpath running north from the Feeder Canal intersection to Route 196. Two pedestrian-bicycle bridges will be installed just south of Route 196 to get the trail over Bond Creek and on the north side of the Old Champlain Canal. An underpass will be constructed at Route 196 to provide safe passage for trail users.

Trailheads, Parking and Signage: A trailhead will be established at Canal Park C-8. The access road into Lock 8 would be used by cyclists to make the connection to Towpath Road via Rabideau Lane, Newton Lane, and Lock 8 Way. EST and CCT wayfinding signage will be installed marking the entire route. Informational signage will also be installed to direct users to nearby businesses, historic sites and attractions. Interpretive signage will be provided to the community by Lakes to Locks Passage and, the Canal Corporation will install interpretive signage at Lock C-8 Canal Park.

Phase: Construction for this trail segment is fully funded and underway through the Canal Corporation. Construction of the tunnel under Route 196 will be managed by NYSDOT.

ROUTE 196 TO NEW SWAMP ROAD (K-2)

Description: The trail under Route 196 will intersect with Towpath Road on the north side and continue 3 miles north to New Swamp Road. Although a rough and rocky dirt road, Towpath Road has low traffic volume and is an attractive route for experiencing nature along the watered Old Champlain Canal. In the winter it is an important snowmobile route for accessing canal ice north and south of C Lock 9. Two bridges to cross small waterways will be required for this segment.

Trailheads, Parking and Signage: EST and CCT wayfinding signage will be installed marking the entire route. Informational signage will also be installed to direct users to nearby businesses, historic sites and attractions. Interpretive signage will be provided to the community by Lakes to Locks Passage and, the Canal Corps will install interpretive signage at Canal Park C-8.

Phase: Design and construction for this trail segment is fully funded through Canal Corporation north to Fort Ann (Village).

NEW SWAMP ROAD TO LOCK C-9 CANAL PARK (K-3)

Description: At the intersection of New Swamp Road, a new 3-mile section of stone dust trail will be completed to Fort Ann directly along the Champlain Canal by the Canal Corporation on lands belonging to the Canal Corporation. The public crossing at the CP rail tracks and New Swamp Road will need negotiating should the road be closed to traffic due to a future planned removal of the bridge over the Champlain Canal. The new trail section will connect with Lock C-9 Road and into Lock 9 Canal Park and will be utilized by snowmobilers in the winter months.

Trailheads, Parking and Signage: EST and CCT wayfinding signage will be installed marking the entire route. Informational signage will also be installed to direct users to nearby businesses, historic sites and attractions. Interpretive signage will be provided to the community by Lakes to Locks Passage and, the Canal Corps will install interpretive signage at Lock C-9 Canal Park.

Phase: Improvements will be made along the roadway or road shoulder. Construction for this trail segment is fully funded and underway through the Canal Corporation.

LOCK C9 CANAL PARK TO BALDWIN CORNERS ROAD (K-4)

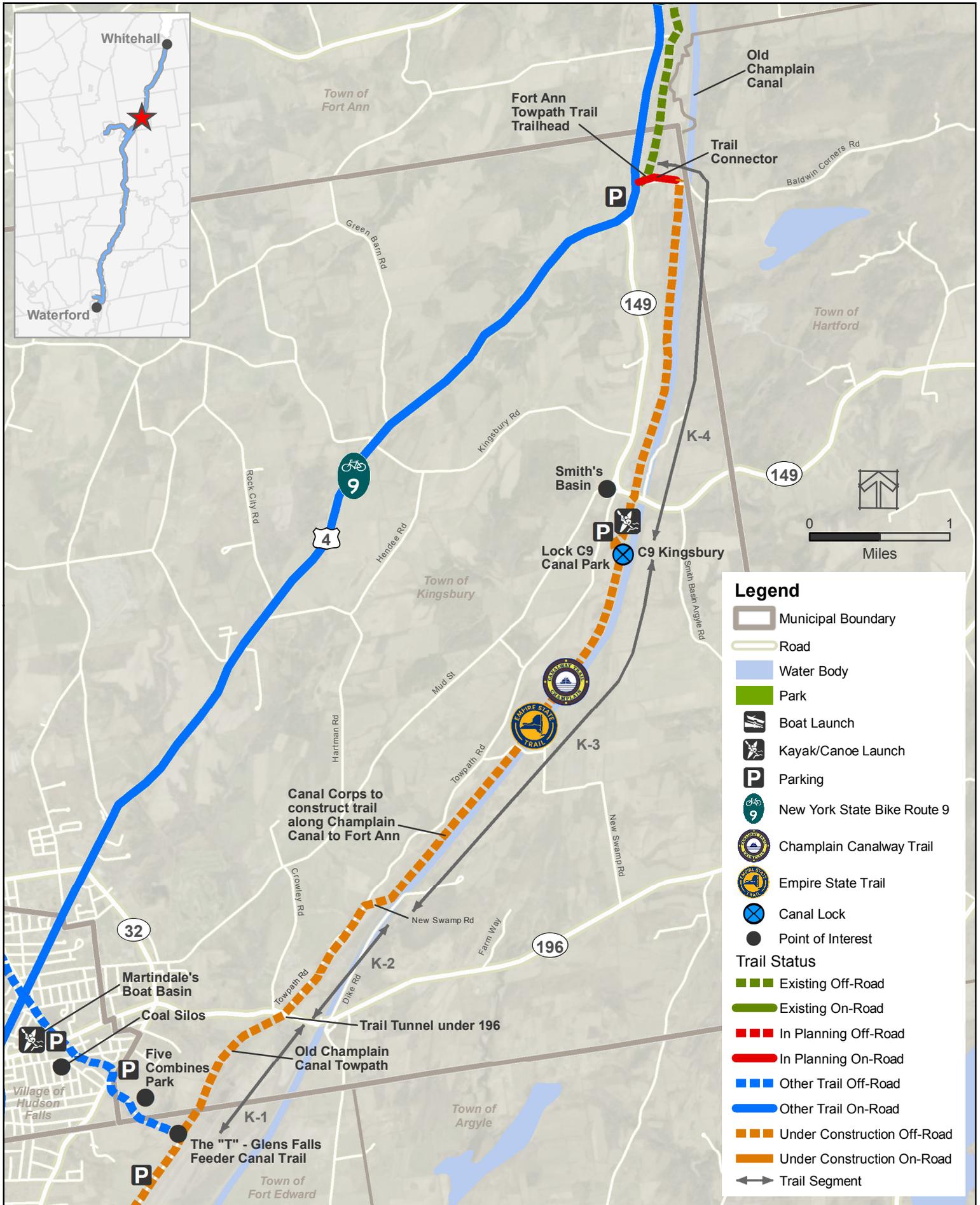
Description: From this point north, an additional new 3-mile section of stone dust trail will be completed from New Swamp Road north to Baldwin Corners Road. This trail segment will continue north along the bank of the Champlain Canal to Baldwin Corners Road where it will cross and continue a short distance west until reaching the trailhead for the Fort Ann Towpath Trail.

Trailheads, Parking and Signage: EST and CCT wayfinding signage will be installed marking the entire route. Informational signage will also be installed to direct users to nearby businesses, historic sites and attractions. Interpretive signage will be provided to the community by Lakes to Locks Passage and, the Canal Corps will install interpretive signage at Lock C9 Canal Park.

Phase: Design and construction for this trail segment is fully funded and underway through the Canal Corporation.

Champlain Canalway Trail 2019 Action Plan

Town of Kingsbury





CHAMPLAIN CANALWAY TRAIL PROFILE

Town of Fort Ann Village of Fort Ann



Trail Description: Fort Ann is described as “A Beautiful Place at the Crossroads of a Beautiful Region”. The Town is part of a historic corridor between the Hudson River and Lake Champlain where European armies constructed fortifications for the French and Indian Wars, and American rebels fought British forces in the Battle of Fort Ann at Battle Hill. This action delayed their advance to Saratoga long enough for Colonial forces to mount a successful defense at Saratoga which in turn led to a turning point in the Revolutionary War. The southern part of the CCT trail through Fort Ann begins at Baldwin Corners Road on the Fort Ann Towpath Trail and it continues along this dedicated pathway to its terminus and trailhead on Ann Street. The next trail segment continues over the Clay Hill Bridge and along the shoulder of Clay Hill Road to the intersection with Dewey’s Bridge Road. It continues north on South Quarry Lane, then onto North Quarry Lane until reaching Rt 22 when it turns west along the Rt 22 shoulder, crosses the canal again and turns north onto Old Route 4 to Lock C-11 Canal Park.



Empire State Trail: The EST utilizes the same route as the CCT until reaching the intersection of Routes 22 and 4 on the west side of the Champlain Canal. From this point north, the EST is planned as an on-road shoulder route along Route 4 into the Village of Whitehall. NYSDOT will be responsible for signage, striping and wayfinding enhancements.

Champlain Canal Access Points: Fort Ann Waterfront Park (gazebo, picnic shelter, public docks and kayak launch); Comstock Informal Boat Ramp; and Lock C11 Canal Park (future camping facility planned).

Public Facilities: Old Stone House Library/LTLP Heritage Center; Battle Hill Revolutionary Historic Site; Halfway Creek and Kane’s Falls; Lakes to Locks (LTLP) Passage Pocket Park; and Old Champlain Canal Historic Locks.

Public Events: Fort Ann supports and participates in all regional events and activities throughout Washington County including the Washington County Fiber Tour, Maple Weekend, and the Cheese Tour.

Connector Trails:

Slate Valley Trail: Proposed 22-mile multi-use recreational trail extension from Granville with connections to Vermont (route presently unknown).

Kingsbury Barnstormers Snowmobile Trail: The snowmobile route has loops throughout West Fort Ann and connections west to the Lake George area.

Granite Hill Campground Spur: This trail route is being considered as a future spur that may become part of the CCT at some point in the future.

Battle Hill Trails: This is a planned closed hiking loop trail system with an interpretive plaza at the trailhead/parking area.

Planning Support:

- Fort Ann Joint Community Plan (2008)
- Fort Ann Streetscape and Waterfront Revitalization Plan (2008)
- Village of Fort Ann Downtown Revitalization Plan (2009)
- Washington County Tourism Study (2017)
- Fort Ann to Whitehall Trail Feasibility Study (2018)

Implementation Strategy: Funding is in place for the entire route through Fort Ann with construction slated for 2019-2020. Work includes improving the Fort Ann Towpath Trail with a stone dust surface. Contractors will work with the local snowmobile club to avoid winter conflicts.



Champlain Canal North of Clay Hill Bridge



Fort Ann Towpath Trail at Baldwins Corners



Battle Hill Site from Granite Hill Campground

Trail Sections:

FORT ANN TOWPATH TRAIL TO ANN STREET (FA-1)

Description: This is an existing dedicated 1.5-mile trail with a mostly level turf surface that runs from Baldwin Corners Road to the Fort Ann Towpath Trailhead at Ann Street. The northernmost 0.2-mile section of the trail has been separated from South Canal Road making it now a dedicated path. The trail continues as an on-road signed route across the Clay Hill Bridge.

Trailheads, Parking & Signage: There is parking available at the Ann Street Trailhead. Lakes to Locks Passage interpretive signage explains the historic locks and stages of canal development. The trail is also signed throughout with Champlain Canalway Trail signs. An informal pull-off is available at the Baldwin Corners Road.

Phase: Improvements include a stone dust surface and the addition of signage as part of the construction of the EST.

ANN STREET/CLAY HILL BRIDGE TO DEWEY'S BRIDGE ROAD (FA-2)

Description: This 2.7-mile section begins at the Fort Ann Waterfront Park, crosses the Clay Hill Bridge and continues over the Clay Hill Bridge and along the shoulder of Clay Hill Road to the intersection with Dewey's Bridge Road. It continues north on South Quarry Lane, then onto North Quarry Lane until reaching Rt 22 when it turns west along the Rt 22 shoulder, crosses the canal again and turns north onto Old Route 4 to Lock C-11 Canal Park.

An alternative off-road route that avoids the steep hill on Clay Hill Road may be considered in the future. After crossing the Clay Hill Bridge hikers and bikers would turn left onto an unimproved road on Canal Corps lands, continue on lands owned by the Granite Hill Campground to the Granite Hill peak, and return to the Campground entrance on Clay Hill Road. The trail would then continue on the paved shoulder of Clay Hill Road to the intersection with Dewey's Bridge Road.

Trailheads, Parking & Signage: These roads will be signed to identify it as the EST and striping and wayfinding signage will be provided where necessary. Parking is available at the Ann Street Trailhead and at Fort Ann Waterfront Park.

Phase: Funding for surveying, archeological review, environmental analysis, permitting and design of this segment is provided through a 2017 LWRP NYSDOS grant with completion in 2019. Construction will be completed through EST funds in 2019-2020.

DEWEY'S BRIDGE ROAD TO QUARRY LANE/ROUTE 22 (FA-3)

Description: This pastoral section of trail starts as a turn north on South Quarry Lane and then Quarry Lane (dirt road) for about 2 miles to the intersection with Rt 22. The view is striking as the trail continues just east and past Great Meadows Correctional Facility.

Trailheads, Parking & Signage: A parking lot with trailhead signage could be established at the closed entrance to the former Dewey's Bridge. Signage for this route will be provided by the EST and CCT.

Phase: Funding for surveying, archeological review, environmental analysis, permitting and design of this segment is provided through a 2017 LWRP NYSDOS grant. Construction will be completed in 2019-2020 utilizing EST funds.

QUARRY LANE/ROUTE 22 TO LOCK C-11 CANAL PARK (FA-4)

Description: At this intersection the trail will follow the shoulder of Route 22 for less than one mile before crossing the Champlain Canal at the Rt 22 Bridge. The trail continues north on Old Route 4 along the Champlain Canal for approximately 1.5-miles to the end of North Old Route 4. It will continue north on Canal Corps and private lands to Ryder Road.

Trailheads, Parking & Signage: The trail will pass through Lock-11 Canal Park where a trailhead with camping and waterfront amenities for land and water visitors are planned. Canal Corps and Lakes to Locks Passage interpretive signage and waterfront will be completed in 2019.

Phase: Funding for surveying, archeological review, environmental analysis, permitting and design of this segment is provided through a 2017 LWRP NYSDOS grant. Construction will be sought following completion of the pre-construction elements.



Fort Ann Waterfront Park Kayak Launch



Fort Ann Towpath at Ann Street



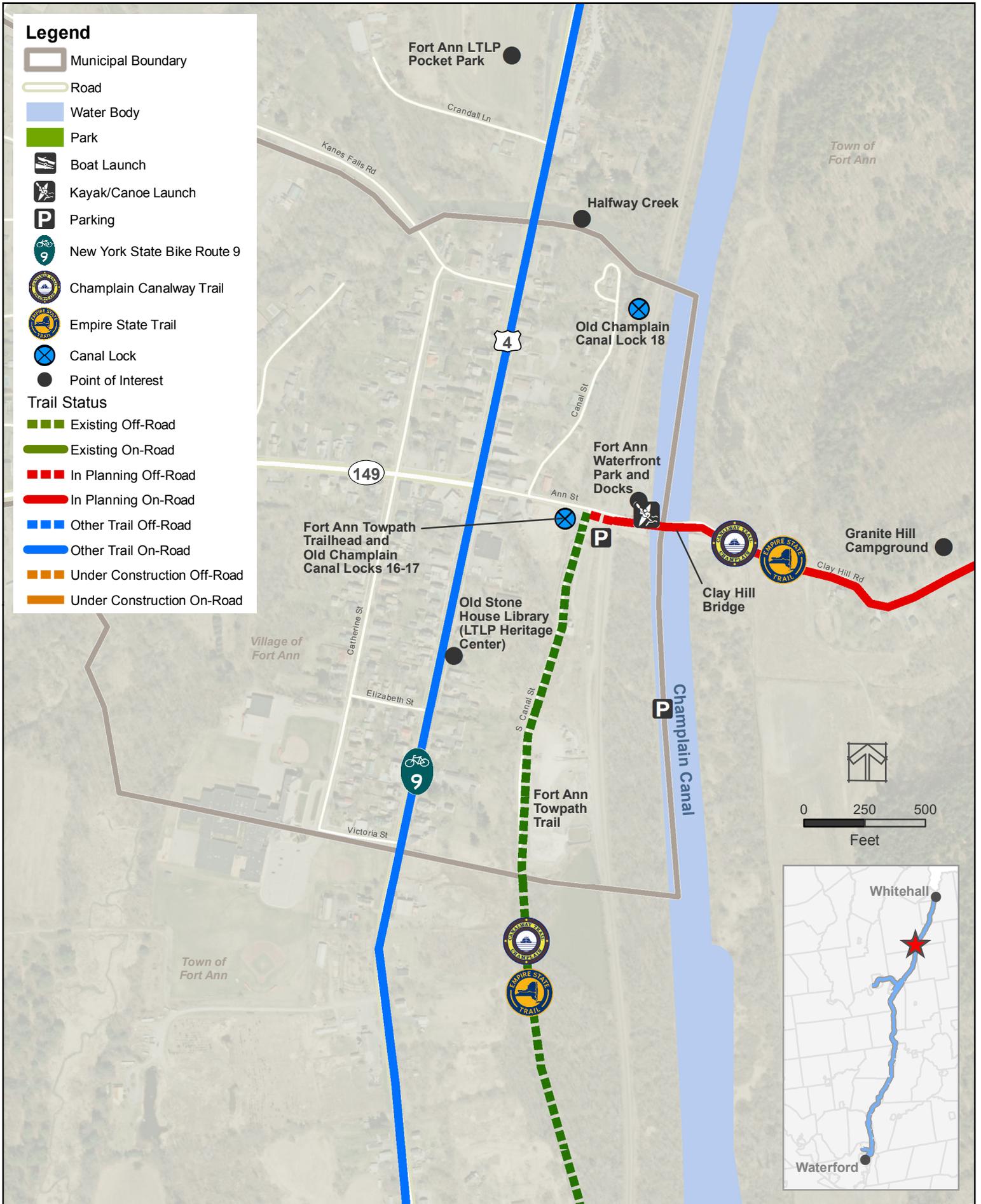
Waterfront Park



Lock 11 Canal Park

Champlain Canalway Trail 2019 Action Plan

Village of Fort Ann





CHAMPLAIN CANALWAY TRAIL PROFILE

Town of Whitehall

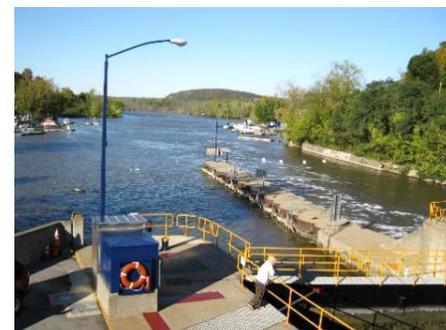
Village of Whitehall



Trail Description: Located at the junction between the Champlain Canal and Lake Champlain, Whitehall is considered the birthplace of the American Navy. Whitehall was founded by British Army Captain Philip Skene in 1759 and was originally known as Skenesboro which became the first settlement on Lake Champlain and the center of maritime trade. In 1980, the Town was designated an Urban Cultural Park Canal Harbor, a state-designated area that has special significance in history. In recognition of this significance, the state has made significant investment into the development of the Whitehall waterfront. Connecting the Canalway Trail to Whitehall to create a byway from Waterford to Canada was a primary recommendation in the Village’s 2001 Local Waterfront Revitalization Program and several regional plans. The vision was to extend the CCT north to the South Bay State Boat Launch. At the southern end, the CCT from Fort Ann to the Village represents one of the most challenging segments. Although the Champlain Canal is exceptionally beautiful and the resources on the waterfront are abundant, the railroad tracks, wetlands and stream crossings will make the CCT expensive to construct. Construction of the trail along the remnants of the Old Champlain Canal is preferable since other trail route alternatives have significant cost, noise, safety and permitting issues.



Empire State Trail: The EST will exist entirely on Route 22 as an on-road shoulder route throughout the town and village. NYSDOT will be responsible for roadside signage, striping and wayfinding enhancements. The EST may shift its route to the off-road route of the CCT once the design and engineering phase is completed. Route 22 will continue to serve as State Bike Route 9, an on-road bicycle route. EST plans to locate a trailhead and associated parking in Skenesborough Park.



Lock 12 Looking North

Lake Champlain/Champlain Canal Access Points: Lock C12; South Bay State Boat Launch; South Bay Fishing Pier; Whitehall Harbor Boat Ramp; The Saddles State Park; and Dolph Pond State Forest.

Public Facilities: Whitehall Amtrak Station; Skene Manor; Skenesborough Museum and Heritage Visitor Center; and Whitehall Terminal Wall; Boat Tours; and Whitehall Cliffs Natural Area (future canoe to clifftop trail).

Public Events: Sasquatch Calling Festival; Summer Festival; Music in the Park; Friday Night Fish Fry; and Sasquatch Half Marathon.

Connector Trails:

The Saddles Tract: Trail leading to North Saddle, Devils Den and South Bay.

Lake George Wild Forest: Trail system in the Shelving Rock Area, Gull Bay Preserve and the Last Great Shoreline.

Lake Champlain Bikeways: A series of on-road bike routes with a connecting point to Chimney Point at Crown Point.

Lake Champlain Birding Trail: Highway-based trail route that connects 88 bird sites along the Lake Champlain shoreline.

Snowmobile Trails: Snowmobile routes range east into the Town of Hampton, west into the Lake George area, and south from Fort Ann on the Champlain Canal.



Skenesborough Park

Local Planning Support:

- Village of Whitehall Local Waterfront Revitalization Program (2001)
- Washington County Tourism Study (2017)
- Fort Ann to Whitehall Trail Feasibility Study (2018)



Whitehall Cliffs

Implementation Strategy: Design and engineering is funded for the entire route from the north end of Old Route 4 in Fort Ann north into the Village of Whitehall. Construction funds may be available through EST or other funding programs.

Trail Sections:

CHAMPLAIN CANAL LOCK 11 TO RYDER ROAD BRIDGE (W-1)

Description: Old Route 4 dead ends 1.5 miles north of the Route 22 Bridge. It will continue north 0.5 miles north on lands owned by the Canal Corporations before crossing a narrow strip of privately-owned land before intersecting Ryder Road. Further survey is needed to determine the most feasible route.

Trailheads, Parking & Signage: The southern trailhead will be the Lock 11 Canal Park. Improvements are planned at the Park including interpretive and wayfinding for water and land trails. The next trailhead north will be the Whitehall Visitor Center.

Phase: Funding for surveying, archeological review, environmental analysis, permitting and design of this segment is provided through a 2017 LWRP NYSDOS grant. Construction budget and funding is yet to be determined.

RYDER ROAD BRIDGE TO RIVERSIDE DRIVE (W-2)

Description: This 4.5-mile section will connect Ryder Road to the Village of Whitehall. Several alternatives were assessed for this segment including along the east side of the Champlain Canal. None were found to be as feasible as the route selected east of the railroad tracks along the west side of the Champlain Canal despite there being several stream crossings that will require the installation of bridges or boardwalks. Agreements with the railroad and Canal Corporation will need to be negotiated to route the trail away from the wetland obstacles.

Trailheads, Parking & Signage: The southern trailhead will be the Lock 11 Canal Park. Improvements are planned at the Lock 11 Canal Park including interpretive and wayfinding for water and land trails. The next trailhead north will be the Whitehall Visitor Center. Wayfinding signage will be planned in 2019.

Phase: Continued negotiations with the Canal Corporation and the railroad are needed to detail the exact route for the CCT trail. Funding for surveying, archeological review, environmental analysis, permitting and design of this segment is provided through a 2017 LWRP NYSDOS grant. Construction budget and funding is yet to be determined.

RIVERSIDE DRIVE TO CHAMPLAIN CANAL LOCK 12 (W-3)

Description: The path of the Old Canal remains and will be used to provide the link through the Village of Whitehall. This route utilizes some existing lightly used roadways including Riverside Drive which continues north under Route 4 and into the existing network of sidewalks and trails along the Whitehall waterfront.

Trailheads, Parking & Signage: Improvements are planned at the Lock 11 Canal Park including interpretive and wayfinding for water and land trails. The next trailhead north and terminus of the CCT will be the Whitehall Visitor Center. Wayfinding signage will be planned in 2019.

Phase: Funding for surveying, archeological review, environmental analysis, permitting and design of this segment is provided through a 2017 LWRP NYSDOS grant. Construction budget and funding is to be determined. Permissions to purchase or grant easements for a trail will need to be negotiated.



Whitehall Harbor Boat Ramp



Whitehall Cultural Park



Whitehall Terminal Wall



Whitehall Waterfront



Sailboat in Lock 12



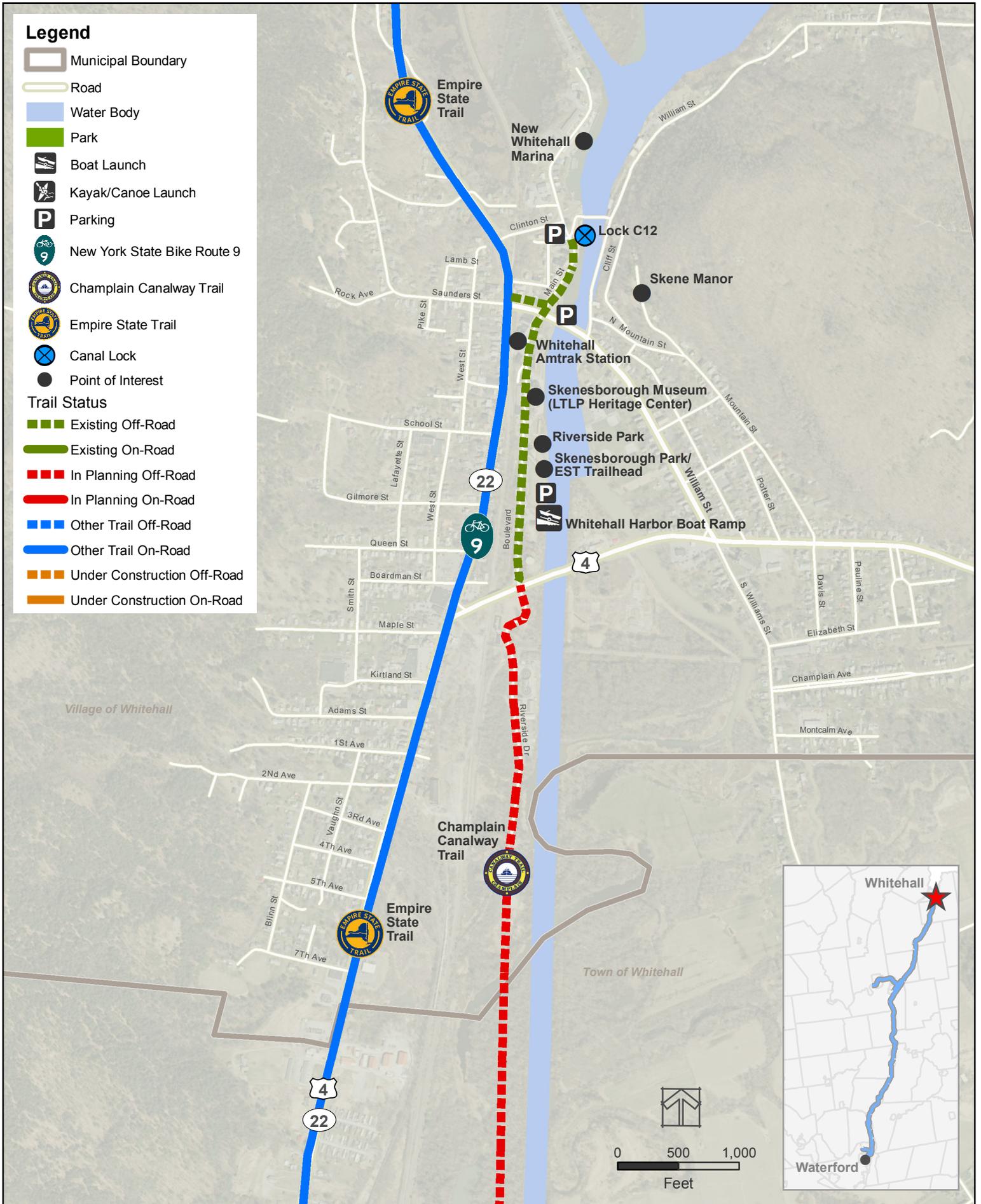
Skene Manor overlooks Skenesborough Park



Whitehall Downtown

Champlain Canalway Trail 2019 Action Plan

Village of Whitehall



Champlain Canalway Trail 2019 Action Plan

Lock to Lock Map

