



New York State  
Parks, Recreation and  
Historic Preservation

# New York State Greenway Trails Progress Report

*January 2023 - June 2024*

Published November 2024



**Parks & Trails New York**  
1 Steuben Place  
Albany, NY 12207  
(518) 434-1583  
ptny@ptny.org

*Published November 2024*



**About Parks & Trails New York**  
Parks & Trails New York (PTNY) is New York’s leading statewide advocate for parks and trails, dedicated since 1985 to improving our health, economy, and quality of life through the use and enjoyment of green space. PTNY works to expand, protect, and promote a network of parks, trails, and open spaces throughout our state for use and enjoyment by all. For more information, visit [www.ptny.org](http://www.ptny.org).

**About the New York State Office of Parks, Recreation and Historic Preservation**  
The New York State Office of Parks, Recreation and Historic Preservation oversees more than 250 parks, historic sites, recreational trails, golf courses, boat launches and more. In 2024, the Office of Parks, Recreation and Historic Preservation celebrates its Centennial and the formal development of the state’s parks and sites system. For more information, visit [parks.ny.gov/100](http://parks.ny.gov/100)



*Funding for this report was provided by the New York State Office of Parks, Recreation and Historic Preservation and the U.S. Department of Transportation's Federal Highway Administration.*



# Table of Contents

<b>Introduction</b>	4
<b>Statewide Project Inventory</b>	6
<b>Greenway Updates by Region</b>	13
Adirondacks/North Country	14
Capital Region	16
Central New York	18
Hudson Valley	22
Long Island	26
New York City	28
Western New York	32
<b>Programs &amp; Resources</b>	35
<b>Collaboration &amp; Advancement</b>	37
<b>Funding Highlights</b>	42

# Introduction

New York State is a nationwide leader in greenway trails, with over 2,000 miles of multi-use paths across the state, including the 750-mile statewide Empire State Trail. However, the network is not yet complete, with many opportunities to build out new corridors, make connections, and enhance trail amenities in every corner of the state. To keep advancing a vision of a fully connected, equitable greenway network that serves all New Yorkers and our visitors, Parks & Trails New York (PTNY) and the NYS Office of Parks, Recreation and Historic Preservation (OPRHP) have compiled this report to document and share progress made during the eighteen-month period between January 2023 and June 2024 to build out and enhance the statewide trail network.

This document builds on previous plans and reports, including the **2021 Statewide Greenway Trails Plan**, which outlined a vision and goals for the statewide greenway trail network. In early 2023, PTNY and OPRHP published the **first Greenway Trails Progress Report**, covering the progress made since the publishing of the Plan through December 2022. This report picks up where the last left off, documenting trail projects that were completed or have advanced, progress made on collaboration and sharing of best practices, and funding opportunities made available for trails projects.




The project inventory documents nearly 200 total projects, profiled by region. The inventory includes 36 completed trail projects (new construction, trail renovation, and new amenities) totaling 45.2 miles, with an additional 26 construction projects totaling 39.3 miles nearing completion. The report highlights 133 projects that have advanced during the last

eighteen months (plans and feasibility studies completed or in progress, and grants awarded for planning and construction), totaling over 580 miles of trail in the works.

Some notable trail projects include:

- Design progress on 25 miles (Phase 1) of the Long Island Greenway and the announcement of funding for the design of 75 additional miles (Phases 2 and 3).
- Announcement of six key trail corridors to advance with implementation planning in New York City’s outer boroughs that will expand the network with forty new miles of trail.
- Completion of the first ten miles of the Adirondack Rail Trail from Lake Placid to Saranac Lake and major progress on phases 2 and 3.
- Initiation of a feasibility study for the 57-mile O&W Rail Trail from Kingston to Port Jervis and completion of about five miles of the O&W Rail Trail in the Hudson Valley, plus a 1.8-mile O&W Connector to Kingston.
- Completion of the resurfacing of 3.2 miles of the Harlem Valley Rail Trail, with design in progress for an 8-mile extension.
- A clear plan in progress for extending the Black Diamond Rail Trail in Ithaca north to Trumansburg and south to Buttermilk Falls State Park and on to Robert Treman State Park.
- A major federal planning grant for 52 miles of the Southern Tier Trail in Cattaraugus County.

The report is intended to serve as a resource for informing the update to the Statewide Greenway Trails Plan, to be completed in 2026. In addition to being a planning tool, this document also seeks to

Status				Statewide Greenways Network Progress	
	Completed	45.2 MILES	36 PROJECTS		
	Under construction	39.4 MILES	26 PROJECTS		
	Advanced Plans completed & in progress; projects awarded funding	583.2 MILES	133 PROJECTS		

generate excitement around completed projects and funding wins. By providing a statewide look at completed and planned trails, partners and

advocates can identify and rally around trails that will need support or funding to take them from paper to reality.

## 2021 New York Statewide Greenway Trails Plan

### Vision

A network of shared use paths that provide all New Yorkers and visitors opportunities for healthy and active recreation, routes for alternative transportation, and the ability to connect to and enrich our communities and natural landscapes in urban, suburban, and rural settings.

### Goals



1. Prioritize the development and expansion of greenway trails in underserved communities.



2. Collect and publish information to aid in the planning, development, and management of greenway trails.



3. Expand the state’s greenway trails system to reach more New Yorkers in more areas.



4. Identify funding opportunities for the acquisition, planning, development, and maintenance of greenway trails.



5. Foster greater collaboration among agencies and stakeholders to advance greenway trails in New York.



6. Promote the greenway trails system as a destination for tourism, healthy recreation, and active lifestyles.



7. Enhance bicycle and pedestrian transportation options by connecting greenway trails and communities.

### Greenway Trails Definition

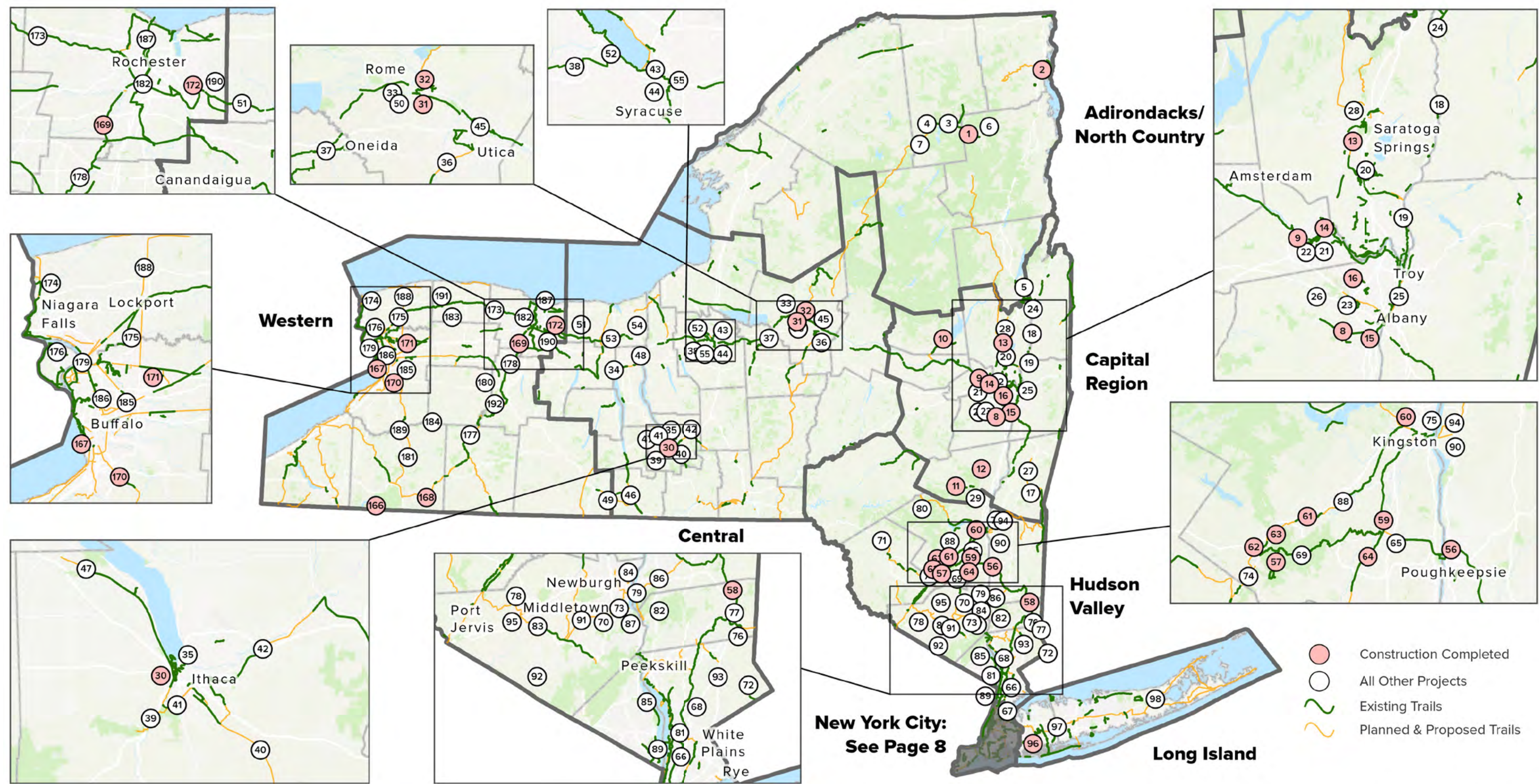
Greenways are commonly defined as a corridor of open space with a shared-use trail. More specifically, New York’s Statewide Greenway Trails Plan defines greenway trails as “shared-use paths that are separated from roadways and vehicle traffic; a flat, graded surface and/or improved tread; and allow for non-motorized transportation and recreation use.” Greenway trails, which accommodate bicyclists, walkers, runners, and other non-motorized users, and sometimes allow for motorized use, can be located on abandoned rail beds, take advantage of utility corridors, follow historic or active canals and waterways, or may be a sidepath or protected bikeway along a roadway.

Access the full plan and view the ArcGIS trail inventory at <https://greenway-trails-plan-nysparks.hub.arcgis.com/>



# Statewide Project Inventory

The map on this page shows greenway trails projects that were recently completed (new or resurfaced trail or new amenities) in pink and projects that have advanced over the last eighteen months (construction projects underway, plans and feasibility studies in progress, and grants awarded for planning and construction) in white. Numbers correspond to the table on the following pages. For the purposes of this report, New York State has been divided into seven regions, as reflected on the map on this page, with New York City on the following page. Following the map and table, the report outlines greenway trail development progress by region, providing more detail and connections between major projects.



Sources: Esri, USGS, NOAA, New York State Office of Parks, Recreation and Historic Preservation



New York City



Greenway Trail Projects Advanced Between January 2023-June 2024

	Project	Status	Miles of trail
Adirondacks/North Country			
1	Adirondack Rail Trail - Phase I	Construction Completed	9.9
2	Purple Heart Trail - Battlefield Memorial Gateway Park	Construction Completed	0.2
3	Adirondack Rail Trail - Phase II Construction	Construction in Progress	15.0
4	Adirondack Rail Trail - Phase III Funding & Additional Enhancements	Construction Funded	8.5
5	Warren County Modernization and Connectivity Plan for Multi-Use Trails	Plan in Progress	n/a
6	Adirondack Rail Trail - Lake Placid Trailhead	Amenities Funded	n/a
7	Adirondack Rail Trail - Train Station Rail Trail Readiness Site Enhancements	Amenities Funded	n/a
Capital Region			
8	Albany County Helderberg-Hudson Rail Trail Improvements	Construction Completed	n/a
9	Empire State Trail - New Trail Signs in Schenectady County	Construction Completed	n/a
10	FJ&G Rail Trail Extension	Construction Completed	0.8
11	Hunter Regional Trail Phase 5	Construction Completed	1.4
12	Mountaineer Rail Trail	Construction Completed	0.1
13	Saratoga Spa State Park Trail Loop	Construction Completed	1.4
14	Scotia-Glenville Mohawk Hudson Bike-Hike Trail Reconstruction	Construction Completed	1.3
15	South End Connector Improvements	Construction Completed	n/a
16	Watervliet-Shaker Road Multi-Use Path	Construction Completed	0.8
17	Harlem Valley Rail Trail at Taconic State Park Reconstruction	Construction in Progress	3.6
18	Repair and Restoration of the Champlain Canalway/Empire State Trail near Fort Hardy Park	Construction in Progress	0.3
19	Halfmoon Champlain Canalway Trail Extension Project	Construction Funded	0.2
20	Pedestrian and Bike Pathway Along Route 9 (MALTA PEDALS)	Construction Funded	0.6
21	Alco Heritage Trail Extension	In Design	0.0
22	Alco Tunnel Trail	In Design	0.0
23	Albany Loop Trail Feasibility Analysis & Recommendations	Plan Completed	11.0
24	Champlain Canalway Trail/Empire State Trail - Old Fort Edward Junction Locks Trail Extension	Plan Completed	0.1
25	NYS Route 378 Troy-Menands Bridge	Plan Completed	0.2
26	Guilderland Route 146 Bike-Ped Path	Plan in Progress	0.3
27	Harlem Valley Rail Trail Extension	Plan in Progress	8.0
28	Railroad Run Trail Lighting Project	Amenities Funded	n/a
29	Rip Van Winkle Lake Park/Huckleberry Trail Signage	Amenities Funded	n/a
Central			
30	Black Diamond Trail Bridge	Construction Completed	0.0
31	Erie Canalway/Empire State Trail - South James Street Overlook	Construction Completed	n/a
32	Mohawk River Trail Phase 2 Extension	Construction Completed	1.0
33	Resurfacing of Erie Canalway/Empire State Trail in Rome	Construction in Progress	1.2
34	Geneva Trail Project	Construction Funded	0.6
35	Ithaca East Shore Drive Pedestrian and Bicyclist Safety Corridor Project	Construction Funded	0.1
36	Kirkland Trails Phase 2	Construction Funded	0.9
37	Lenox Rail Trail, Phase Two	Construction Funded	0.8
38	Solvay Erie Canalway/Empire State Trail Improvements and Repairs on Belle Isle Road	Construction Funded	n/a
39	Black Diamond Trail Southern Extension Buttermilk Falls to Robert Treman State Parks	Corridor Acquired	4.0
40	South Hill Recreation Way Extension	Corridor Acquired	8.0
41	Black Diamond Trail Extension to Gateway Trail/Buttermilk Falls	In Design	1.0
42	Dryden Rail Trail Route 13 Bridge	In Design	0.5
43	Syracuse I-81 Viaduct Project Empire State Trail Connections	In Design	1.4
44	Syracuse Westside Trail	In Design	0.5
45	Utica Area Erie Canalway/Empire State Trail Restoration	In Design	13.0



	Project	Status	Miles of trail
46	Chemung Canal Connector Trail Feasibility Study	Plan Completed	8.5
47	Black Diamond Trail Northern Extension to Trumansburg	Plan in Progress	1.7
48	Cayuga-Seneca Canal Trail Expansion Engineering Survey	Plan in Progress	3.5
49	Chemung River Greenway Feasibility Study	Plan in Progress	20.0
50	Muck Road Erie Canalway/Empire State Trail Extension Design	Plan in Progress	0.5
51	Erie Canalway/Empire State Trail - Bullis Park Connectivity Improvements	Amenities Funded	n/a
52	Erie Canalway/Empire State Trail - New York State Fair Grounds Pedestrian Safety Enhancements	Amenities Funded	n/a
53	Erie Canalway/Empire State Trail - Town of Lyons Erie Canal Park Bench Upgrades	Amenities Funded	n/a
54	Erie Canalway/Empire State Trail - Village of Clyde Amenities Along the Canal	Amenities Funded	n/a
55	Onondaga Creekwalk - Downtown Playground Project	Amenities Funded	n/a
Hudson Valley			
56	City of Poughkeepsie Northside Line Phase 1	Construction Completed	1.2
57	High Point Carriage Road Reconstruction (Minnewaska State Park Preserve)	Construction Completed	2.8
58	Maybrook Trailway/Empire State Trail Access from Patterson	Construction Completed	n/a
59	New Paltz Walkill Valley Rail Trail/Empire State Trail Connection	Construction Completed	0.0
60	O&W Connector Trail: Kingston	Construction Completed	1.8
61	O&W Rail Trail Reconstruction: Accord to Kerhonkson	Construction Completed	3.2
62	O&W Rail Trail Reconstruction: Ellenville to Napanoch	Construction Completed	1.9
63	O&W Rail Trail Restoration: Port Ben	Construction Completed	0.3
64	Walkill Valley Rail Trail: New Paltz to Gardiner Improvements	Construction Completed	5.5
65	New Paltz Walkill Valley Rail Trail/Empire State Trail Henry W. Dubois Drive Improvements	Construction in Progress	2.1
66	New York Thruway Multimodal Project along South Broadway (Route 9) in Tarrytown	Construction in Progress	1.0
67	Yonkers Greenway & South Broadway Rehabilitation	Construction in Progress	3.1
68	ChapLine Multi-Use Pedestrian Trail Way Advancements	Construction Funded	1.7
69	Lake Awosting Carriage Road Reconstruction (Minnewaska State Park Preserve)	Construction Funded	2.6
70	Schunnemunk Meadows Trail	Construction Funded	2.7
71	Sullivan O&W Rail Trail Parksville Extension	Construction Funded	3.9
72	Town of Pound Ridge Trails Project	Construction Funded	1.0
73	Village of Cornwall on Hudson Dock Hill Road Connector Trail	Construction Funded	1.0
74	O&W Rail Trail: "Spring Glen" Railbed Acquisition	Corridor Acquired	2.4
75	City of Kingston Weaving the Waterfront Transportation Project - Kingston Point Rail Trail & Connections	In Design	1.5
76	Empire State Trail - Maybrook II, Phase A, Bridge #5 over the East Branch of Croton River	In Design	0.1
77	Empire State Trail - Putnam Bikeway II, Stage IV span connecting Maybrook Trailway to Putnam Bikeway	In Design	0.4
78	Orange County Heritage Trail Middletown West Main Street Extension	In Design	2.5
79	Quassaick Creek Greenway Master Plan	In Design	2.0
80	Shandaken Rail Trail Phase 1	In Design	2.7
81	Westchester Riverwalk Connection in Tarrytown	In Design	0.6
82	Feasibility Study for a Multi-Use Path in Philipstown	Plan Completed	5.0
83	Orange County Connector Trails Feasibility Study - Middletown	Plan Completed	1.6
84	Orange County Connectory Trails Feasibility Study - Newburgh	Plan Completed	0.3
85	Rockland County Riverway Trail Feasibility Study	Plan Completed	21
86	Beacon Hopewell Rail Trail Feasibility Study	Plan in Progress	13
87	Hudson Highlands Fjord Trail	Plan in Progress	7.5
88	O&W Rail Trail Comprehensive Feasibility Study	Plan in Progress	57.0
89	Palisades Shared Use Path Study	Plan in Progress	5.0
90	Rhinecliff Amtrak to Rhinebeck Village Trail Feasibility Study	Plan in Progress	2.2
91	Schunnemunk Rail Trail	Plan in Progress	10.0
92	Village of Warwick Multi-Use Trail Feasibility Study	Plan in Progress	1.5
93	Route 117 Multi-Use Trail Connectivity Design Plan	Plans Funded	n/a
94	Hudson River Valley Greenway - Rhinebeck/Red Hook Bike/Hike Trails Rehab and EST Connection	Amenities Funded	n/a

	Project	Status	Miles of trail
95	Orange County Heritage Trail - Purchase of Old Middletown and New Jersey Rail Station	Amenities Funded	n/a
Long Island			
96	Hempstead Lake State Park Improvement Project	Construction Completed	2.0
97	Long Island Greenway Section I: Eisenhower Park to Bethpage State Park to Brentwood State Park.	In Design	25.0
98	Long Island Greenway Section 2: Riverhead to Montauk and Section 3W: Brentwood to Brookhaven	Funding Secured (Design & Acquisition)	75.0
New York City			
99	Bronx River Greenway - Starlight Park Phase II	Construction Completed	0.7
100	East Midtown Greenway and Andrew Haswell Green Park	Construction Completed	0.4
101	Hudson River Greenway - Riverside Park South Natural Turf Ballfield & Greenway Reconstruction	Construction Completed	0.2
102	Vanderbilt Motor Parkway - Phase 2 Reconstruction	Construction Completed	2.0
103	Broadway Bridge Over Harlem River	Construction in Progress	0.1
104	Brooklyn Waterfront Greenway - 39th St	Construction in Progress	0.1
105	Brooklyn Waterfront Greenway - Hamilton Av Gowanus Connector	Construction in Progress	0.5
106	Del Valle Square Reconstruction	Construction in Progress	0.0
107	DUMBO/Vinegar Hill Reconstruction	Construction in Progress	0.1
108	Historic Brooklyn Greenway - Prospect Park - Ocean Av & Parkside	Construction in Progress	0.3
109	Hunts Point Interstate Access	Construction in Progress	0.2
110	Made in New York Bush Terminal North Campus	Construction in Progress	0.0
111	Manhattan Waterfront Greenway - Brooklyn Bridge - Montgomery Coastal Resiliency	Construction in Progress	0.4
112	Manhattan Waterfront Greenway - East Harlem Sub-Project 1	Construction in Progress	0.3
113	Manhattan Waterfront Greenway - East Side Coastal Resiliency	Construction in Progress	1.1
114	Manhattan Waterfront Greenway - Percy E Sutton Playground	Construction in Progress	0.2
115	Ocean Parkway Malls Reconstruction from Avenue R to Avenue X	Construction in Progress	1.0
116	Staten Island Waterfront Greenway - New Stapleton Waterfront Phase 3 (North)	Construction in Progress	0.2
117	Queensway Phase 2 - Forest Park Pass	Construction Funded	0.7
118	Harlem River Greenway - Tibbetts Brook Daylighting Project	Corridor Acquired	0.5
119	Allen & Pike Street Malls - Phase 2	In Design	0.1
120	Arthur Kill Road, Clark Avenue to Richmond Avenue	In Design	0.6
121	Bronx River Greenway - E 177 St and Devoe Av	In Design	0.1
122	Bronx River Greenway - Replacement of Two Bridges on Bronx River Parkway	In Design	0.3
123	Brooklyn Waterfront Greenway - Commercial St	In Design	0.2
124	Brooklyn Waterfront Greenway - Red Hook Coastal Resiliency	In Design	0.7
125	Brooklyn Waterfront Greenway - Sunset Park North	In Design	0.3
126	Destination: Greenways! Brooklyn - #1 Leif Ericsson Park	In Design	0.4
127	Destination: Greenways! Brooklyn - #3 American Veterans Memorial Pier to Verrazzano-Narrows Bridge	In Design	2.2
128	Destination: Greenways! Brooklyn - #4 Under Verrazano-Narrows Bridge	In Design	0.1
129	Destination: Greenways! Brooklyn - #5 Verrazzano-Narrows Bridge to Dyker Beach Waterfront	In Design	0.9
130	Destination: Greenways! Queens - #2 Flushing Meadows Corona Park Meadow Lake Creek Overlook	In Design	0.1
131	Destination: Greenways! Queens - #4 College Point Boulevard to Kissena Corridor Park-West	In Design	0.2
132	Destination: Greenways! Queens - #5a Kissena Park	In Design	0.5
133	Destination: Greenways! Queens - #6 Kissena Velodrome Connector	In Design	0.3
134	Destination: Greenways! Queens - #7 164th St. to Fresh Meadow Lane	In Design	0.3
135	Destination: Greenways! Queens - #8 Kissena Corridor Park - East	In Design	0.2
136	Harlem River Greenway - Bridge Park South Highbridge Greenway Promenade	In Design	0.1
137	Inwood Pedestrian Safety Improvements Project	In Design	0.1
138	Jamaica Bay Greenway - Marine Park - Flatbush Avenue Connector	In Design	0.5
139	Jamaica Bay Greenway - Paerdegat Ave North	In Design	0.1
140	Jamaica Bay Greenway - Seaview Ave	In Design	0.6
141	Joe Michael's Mile Waterfront Structural Reconstruction	In Design	1.1
142	Manhattan Waterfront Greenway - Academy Street Park	In Design	0.2



	Project	Status	Miles of trail
143	Manhattan Waterfront Greenway - Bobby Wagner Walk and 107 St Pier	In Design	0.1
144	Manhattan Waterfront Greenway - Inwood Sherman Creek Waterfront	In Design	0.0
145	Manhattan Waterfront Greenway - Inwood Upland Routes	In Design	0.1
146	Manhattan Waterfront Greenway - North Harlem - Esplanade Gardens - Harlem River Speedway	In Design	0.8
147	Manhattan Waterfront Greenway - Seaport Coastal Resilience	In Design	0.6
148	Manhattan Waterfront Greenway - UN Esplanade	In Design	0.3
149	Mott Haven Pedestrian and Cyclist Safety Improvements	In Design	0.4
150	Queensway Phase 1 - Met Hub	In Design	0.3
151	Randall's Island - Sunken Garden Loop Connector	In Design	0.0
152	Reconstruction of Beach Channel Drive - Phase B	In Design	1.0
153	Soundview and Pugsley Creek Reconstruction	In Design	0.3
154	Staten Island North Shore Greenway - Richmond Terrace - Bay Street Safety Improvements	In Design	0.1
155	Staten Island Waterfront Greenway - New Stapleton Waterfront Phase 2 (South)	In Design	0.1
156	Staten Island Waterfront Greenway - St George Esplanade	In Design	0.0
157	Staten Island Waterfront Greenway - Tompkinsville Esplanade	In Design	0.2
158	Utopia Parkway - Safety Improvements & Seawall Repair	In Design	0.1
159	QueensWay - Bridging the Gap	Funding Secured (Design)	n/a
160	Harlem River Greenway Implementation Plan	Plan in Progress	7.0
161	Launch of the Queens Waterfront Greenway Study	Plan in Progress	16.0
162	Historic Brooklyn Greenway Implementation Plan	Plans Funded	12.0
163	South Bronx Greenway Implementation Plan	Plans Funded	15.0
164	Southern Queens Greenway Implementation Plan	Plans Funded	7.0
165	Staten Island Waterfront Greenway Implementation Plan	Plans Funded	10.0
Western New York			
166	Allegany State Park Bike-Hike Trail Expansion	Construction Completed	3.6
167	Buffalo Independent Health Wellness Trail Connection	Construction Completed	0.1
168	City of Olean Allegheny River Valley Trail Connector	Construction Completed	0.0
169	Genesee Valley Trail Town Amenities	Construction Completed	n/a
170	Orchard Park Village Trail (Erie Cattaraugus Rail Trail)	Construction Completed	1.3
171	Town of Clarence Northwoods Trail	Construction Completed	1.0
172	Town of Perinton Spring Lake Trail	Construction Completed	0.4
173	Brockport Pedestrian Bridge Connection to Erie Canalway/Empire State Trail	Construction in Progress	0.1
174	City of Lewiston Academy Park Trail Connection to Niagara River Greenway	Construction in Progress	0.1
175	Erie Canalway/Empire State Trail Repairs in Pendleton	Construction in Progress	0.5
176	Shoreline Trail - Wheatfield LaSalle Segment	Construction in Progress	8.0
177	Genesee Valley Greenway Culvert Repairs and Trail Reconstruction Parallel to State Route 19/19A	Construction Funded	22.0
178	Genesee Valley Greenway Resurfacing and Culvert Repair (NY-5 to York Landing)	Construction Funded	7.0
179	Shoreline Trail Tonawanda Swing Bridge Scenic Overlook Project	Construction Funded	0.1
180	Silver Lake Trail Extension through Downtown Perry	Construction Funded	0.5
181	Cattaraugus County Southern Tier Trail Planning and Design	In Design	52.0
182	Rochester Area Erie Canalway/Empire State Trail Restoration	In Design	4.0
183	Village of Medina Rehab of Erie Canalway/Empire State Trail	In Design	1.0
184	Arcade Multi-Use Trail Feasibility Study	Plan Completed	4.0
185	Cheektowaga Trails Feasibility Study	Plan Completed	15.6
186	East Side Trails Feasibility Study	Plan Completed	5.0
187	Genesee Riverway Trail North Feasibility Study	Plan in Progress	8.5
188	Somerset Rail Line: Rail to Trail Master Plan	Plan in Progress	13.0
189	Erie Cattaraugus Rail Trail/Southern Tier Trail - Cascade Bridge Planning and Trail Development	Plans Funded	1.0
190	Erie Canalway/Empire State Trail - Thomas Creek Wetlands Improvements	Amenities Funded	n/a
191	Erie Canalway/Empire State Trail - Transform Medina Canal Basin Park into a Waterfront Gateway	Amenities Funded	n/a
192	Silver Lake Trail - Create the Village Trail Apartments (Perry)	Amenities Funded	n/a



# Greenway Updates by Region

Explore the progress on projects big and small across each region.



# Adirondacks/ North Country



**Clinton, Essex, Franklin, Hamilton, Jefferson, Lewis, St. Lawrence, and Warren Counties**

The longest, and most impactful, greenway project in this part of the state is the construction of the Adirondack Rail Trail, which has made significant progress over the last eighteen months. In December 2023, the first phase of the trail, 10 miles from Lake Placid to Saranac Lake, was officially completed. Phase two, which runs 15 miles from Saranac Lake to Floodwood Road, kicked off in summer 2023 and will open in fall 2024. Major funding has been secured for phase three, which will run 9 miles from Floodwood Road to Tupper Lake. \$13.1 million was allocated from the 2022 Clean Water, Clean Air and Green Jobs Environmental Bond Act will be used to help finish the half-completed trail. The bulk of the newly announced funding will pay for construction of the final leg of the trail, with about \$3 million to help support the Saranac Depot project and \$4 million in improvements to the sections already opened.

Two Department of Environmental Conservation Smart Growth grants for trailhead and amenities

enhancements were also secured, including \$300,000 to purchase land for the Lake Placid trailhead and another \$300,000 for Tupper Lake to prepare for another grant to renovate the train station on its end of the Adirondack Rail Trail.

To support the maintenance and enhancement of the trail, the Adirondack Rail Trail Association (ARTA) reached a Volunteer Service Agreement with the NYS Department of Environmental Conservation in fall 2023, which allows ARTA to share stewardship and management responsibilities with the state. The agreement empowers ARTA to actively maintain the soon-to-open trail although it is owned and managed by the DEC. In order to ensure the organization's longevity, ARTA applied for and received \$75,400 through the Park & Trail Partnership Grant program to fund a comprehensive capacity-building initiative including the development of a multi-year strategic plan, revenue-generating activities, a volunteer program, and a marketing campaign plan.

Status	Greenways Network Progress		
 <b>Completed</b>	<b>10.1 MILES</b>	<b>2 PROJECTS</b>	
 <b>Advanced</b>	<b>23.5 MILES</b>	<b>5 PROJECTS</b>	

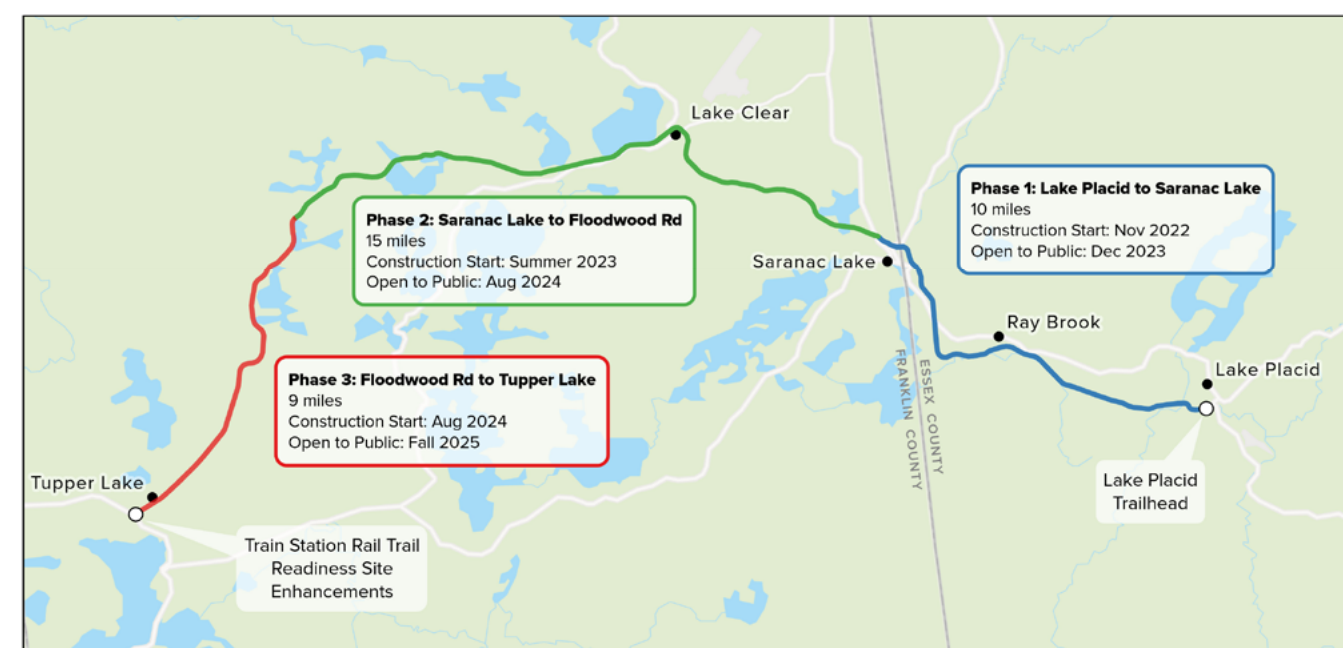


*National Purple Heart Day ceremony on the Purple Heart Trail, Plattsburgh. Photo credit: Ben Rowe / Press-Republican*

In the City of Plattsburgh, the Purple Heart Trail within Battlefield Memorial Gateway Park was completed in November 2023, adding 0.15 miles of trail to the developing park and connecting to the Terry Gordon Bike Path and Empire State Trail. Situated off Route 9 on the freshly renamed Battlefield Lane, the trail is set to provide visitors with a unique and immersive experience, offering insights into the historic battles that once unfolded on the shores of Lake Champlain.

In the southern part of the region, progress has been made on the Warren County Modernization and Connectivity Plan for Multi-Use Trails. Steps completed from 2023 through June 2024 include trail usage data collection (see page 41), site assessment, an online survey, and data analysis.

**Adirondack Rail Trail Progress Map as of June 2023**







# Capital Region

**Albany, Columbia, Fulton, Greene, Montgomery, Rensselaer, Saratoga, Schenectady, Schoharie, and Washington Counties**



In New York’s Capital Region, trail projects are moving forward to build out the greater vision for the region.

Pedestrians and cyclists can now get around on a continuous multi-use trail in Saratoga Spa State Park. Over the last eighteen months, 1.4 miles of trail were completed through two different projects to create a roughly 3.2-mile loop through the park. The Roosevelt Drive Redevelopment project included about 0.9 miles of trail in 2023, while the North-South Road Multi-use Trail project added another half mile of trail, completing the loop in spring 2024.

The Champlain Canalway Trail/Empire State Trail is moving forward with some enhancements. The completion of the Fort Edward Old Junction Lock Feasibility Study marked movement toward taking a 0.1-mile segment of the Empire State Trail through the village off-road onto the old canal alignment. Further south, the Village of Schuylerville is utilizing a NYS Canals Tourism Infrastructure grant to resurface a 0.3-mile stretch of trail with stone dust. Although not currently part of a continuous Champlain Canalway Trail/Empire State Trail, the Town of Halfmoon secured a Recreational Trails Program grant to construct an out-and-back trail at the Champlain Canalway Trail Upper Newtown Road North Trailhead.

In Schenectady County, the Town of Glenville completed the reconstruction of 1.3 miles of degraded multi-use pathway along the north shore of the Mohawk River. This path is part of the River Loop, a nearly 5-mile trail that circles around the Mohawk River through Schenectady and connects to the Empire State Trail. On the southern side of the river in the City of Schenectady, a new contra flow bike lane was added on Washington Ave to improve the cycling experience on the Erie Canalway/Empire State Trail. Schenectady is also eyeing a few projects as part of the Downtown Revitalization Initiative that would provide better trail connections through the city, including an extension of the Alco Heritage Trail to Front Street Park and opening up the old Alco Rail Tunnel.

The Harlem Valley Rail Trail got a big upgrade in 2024 with the completion of a 3.6-mile resurfacing and improvement project taken on by NYS OPRHP. Now open to the public, the upgrades to the trail section in Copake Falls were made to rehabilitate the first section of the 27-year-old trail. Eight more miles of the trail are under design, with the development of a shovel-ready construction plan kicking off in fall 2024 for a new section of the trail that will link the village of Philmont to the town of Ghent and Chatham village. With 26 miles of paved trail in Dutchess and Columbia Counties, the ultimate

Status		Greenways Network Progress	
	Completed	5.8 MILES	9 PROJECTS
	Advanced	24.3 MILES	14 PROJECTS

goal of the Harlem Valley Rail Trail Association is a 46-mile continuous trail from Wassaic to Chatham following the path of the onetime New York and Harlem Railroad. To help reach this goal, the Harlem Valley Rail Trail Association was awarded \$125,100 through the Park & Trail Partnership Grant Program to build capacity and expand its outreach by hiring a professional marketing, fundraising, and communications firm.

In Greene County, the Hunter Regional Trail system has made progress, with the completion of Phase 5 of the Hunter Regional Trail, which added a 90-foot long pedestrian bridge and approximately 1.4 miles of trail between Clove Road and the Village of Hunter at Dolan’s lake to the growing network. Within the same trail system, the village of Tannersville was awarded \$47,500 from the Department of Environmental Conservation’s Smart Growth Grant program for Rip Van Winkle Lake Park/Huckleberry Trail Signage.

## Other significant greenway trail projects

### Completed Projects

- Construction was completed of a new 0.8-mile multi-use path along the southwest side of Watervliet Shaker Rd. (CR 157, SR 155) from New Karner Road to Sand Creek Road in the Town of Colonie
- A new 0.8-mile segment of the FJ&G Rail Trail from Dennie’s Crossing to Patch Road, Mayfield was completed.
- New trail etiquette and interpretive signs were installed along the Erie Canalway/ Empire State Trail in Schenectady County, representing a joint effort by the Schenectady County Metroplex Development Authority and Discover Schenectady.
- The City of Albany wrapped up the South End Connector Phase 2 Improvements project in spring 2024, which activates a half-mile portion of the multi-use path that adjoins the South End neighborhood with seating, designated spaces for food trucks/vendors, pop-up spaces, and recreational amenities.
- The Town of Cairo in Greene County used a Hudson River Valley Greenway Trail Conservancy Grant to expand the Mountaineer Rail Trail by 500 feet and add trail amenities to the existing portion of the trail.
- The Albany County-Helderberg to Hudson Rail Trail received improvements in spring 2024 with a new welcome area in Slingerlands, improved crossings, and enhanced connections to nearby trails.

### Upcoming Projects

- Design work progressed on the Livingston Avenue Bridge replacement project. This project would replace a more than 100-year-old railroad bridge that is heavily used for Amtrak traffic with a modern facility. The new bridge is planned to include a bicycle-pedestrian path that would provide a connection for the Empire State Trail and the Albany Skyway.
- The Capital Region Transportation Council completed the Albany Loop Trail Feasibility Study. This report presents potential facilities for a bicycle route for the western portion of the Albany Loop Trail identified in the Capital District Trails Plan. The area studied follows NY Route 155 and Albany Shaker Road from the Albany County Hudson-Helderberg Trailhead in Voorheesville to the entrance to The Crossings Park of Colonie. 11 miles of the 11.5-mile corridor are recommended to be built as off-road sidepaths.
- Guilderland Town Board approved plans for a segment of bicycle-pedestrian path to be built along the south side of Route 146.
- Saratoga Springs received an Recreational Trails Program grant to install energy-efficient lighting to illuminate the Railroad Run mixed-use path which connects the south edge of Downtown Saratoga Springs to Saratoga Spa State Park. The new lighting, along with the removal of two large trees, will improve visibility along the trail.
- The Town of Malta received a Recreational Trails Program grant for the construction of a pedestrian and bike pathway along Route 9.
- NYSDOT completed a Draft Project Scoping/Planning & Environmental Linkages (PEL) Report for the replacement of the Route 378 Troy-Menands Bridge, which would provide an enhanced bicycle and pedestrian connection between the Empire State Trail and South Troy.



Trail etiquette sign design courtesy of Schenectady County.





# Central New York

**Broome, Cayuga, Chemung, Chenango, Cortland, Herkimer, Madison, Oneida, Onondaga, Ontario, Oswego, Otsego, Schuyler, Seneca, Tioga, Tompkins, Wayne, and Yates Counties**

Many communities across Central New York have stepped up their trail efforts over the last year and a half, with a few projects reaching completion and many more in the planning phase.

The City of Rome has fully embraced its status as an Empire State Trail Town, designated by Parks & Trails New York in 2023 (see more about Trail Towns on page 35), with many trail projects advancing across the city. In 2023, Phase 2 of the Mohawk River Trail was completed, extending the trail an additional mile north towards Delta Lake. That same year, the city completed the South James Street overlook on the Erie Canalway/Empire State Trail, improving the underpass and adding a nice new place to rest along the trail. In 2024, Rome began construction on the resurfacing of 1.2 miles of the Erie Canalway/Empire State Trail, to be completed in July 2024. Rome also kicked off a project using Brownfield Opportunity Area funds to develop viable plans for a 0.5-mile extension of the Erie Canalway/Empire State Trail from South James to the Muck Road boat launch, which would help close the remaining on-road gap through the city.



The Syracuse area is seeing quite a few improvements and connections coming to the Erie Canalway/Empire State Trail. In 2024, the Village

of Solvay was awarded Transportation Alternatives Program funds for improvements to the Empire State Trail and repairs on Belle Isle Road. In the City of Syracuse itself, a portion of an \$11 million grant from the U.S. Department of Transportation Federal Railroad Administration's Grade Crossing Elimination program will be used to modify the Empire State Trail route so that it no longer requires entry into the New York State Fairgrounds, eliminating unnecessary grade crossings for pedestrians and cyclists using the trail. The I-81 Viaduct Project, now underway,

*Syracuse I-81 Viaduct Northside Inner Harbor renderings.*



Department of Transportation  
Office of the Governor

Status		Greenways Network Progress	
	<b>Completed</b>	<b>1 MILE</b>	<b>4 PROJECTS</b>
	<b>Advanced</b>	<b>66.2 MILES</b>	<b>23 PROJECTS</b>

will also have positive implications for the city's greenway network, with renderings unveiled in June 2024 illustrating new shared use paths that will connect the Northside to the Empire State Trail.

The Ithaca area is making great strides towards a connected network of greenways. In 2023, Tompkins County published the Tompkins Priority Trails Strategy 2023 update, which highlighted progress and actions needed to continue the build out of their priority trails. The Black Diamond Trail (BDT), identified as a priority trail, has made progress in reaching its vision of extending north to the Village of Trumansburg and south to Buttermilk Falls and

Robert Treman State Parks. On the northern end, the Town of Ulysses received funding from the Ithaca-Tompkins County Transportation Council in April 2023 to advance the scoping and planning of the 1.7-mile extension. At the other end, a pedestrian bridge connecting the BDT and the City of Ithaca's Cherry Street Industrial Park area was completed, which will form part of the trail extension to Buttermilk Falls. Planning and design for the section between the bridge and Buttermilk Falls is underway as of 2024. For the final segment running south to Robert Treman State Park, recent property acquisitions have set the stage for the expansion of the BDT on the east side of Route 13.



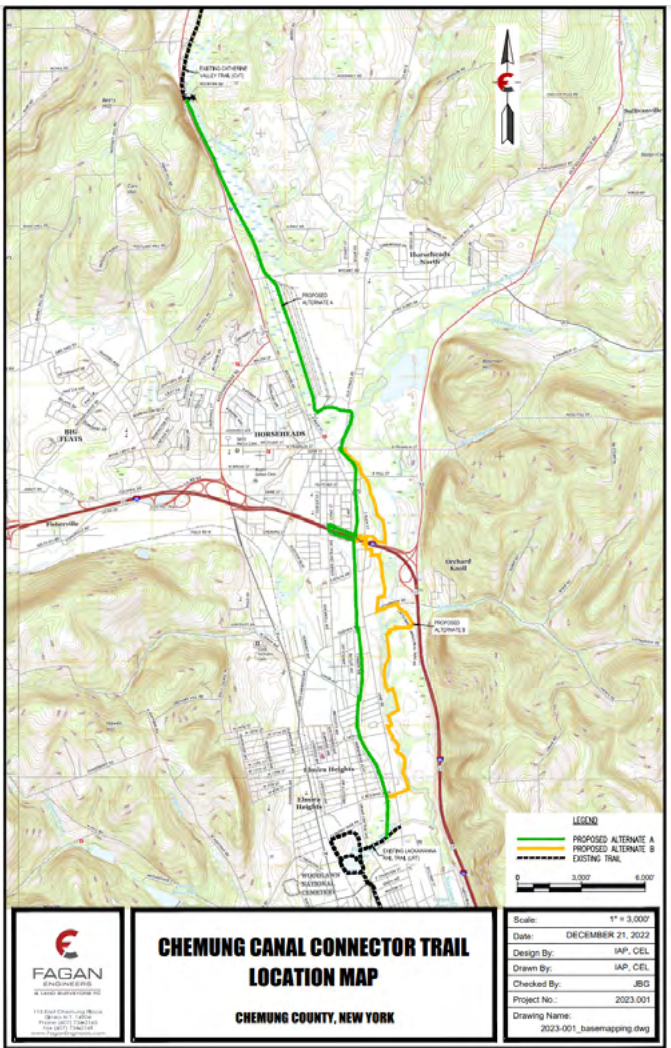
*Map courtesy of Tompkins Priority Trails Strategy 2023 Update*



In Chemung County, the completion of Chemung Canal Connector Feasibility Study marked a significant step toward filling an 8-mile gap between the 13 mile long existing Catherine Valley Trail and the 8.5 mile existing Lackawanna Rail Trail terminus at Village of Elmira Heights. The proposed project is to connect the two trails resulting in a single 29.5 mile trail corridor running from Watkins Glen through Elmira to Lowman.

Within the same region, the Three Rivers Development Corporation, with funding from the Appalachian Regional Commission, is conducting a feasibility study for the Chemung River Greenway, a 20-mile scenic trail along the Chemung River and would provide a connection west from Elmira to Corning in Steuben County, incorporating two other existing rail trails (the Big Flats Rail Trail and the Painted Post Trail).

The City of Geneva received a \$180,000 Recreational Trails Program grant to create a rail trail on a former Lehigh Valley Railroad line. Funding would replace a long-demolished bridge and fix a damaged section of the largely elevated trail. Serving as one of the first phases of the city's trail plan, it would ultimately connect with the Ontario Pathways network of trails west of Geneva. To the east, Seneca County is taking steps to evaluate and potentially extend the Cayuga-Seneca Canal Trail to Waterloo.



Chemung Canal Connector Feasibility Study (2023)



Bridge abutments in the City of Geneva where a new bike/ped bridge will be built. Image courtesy of Steve Buchiere / Finger Lakes Times

## Other significant greenway trail projects

### Completed Projects

- Crossing improvements were completed to connect the Dryden Rail Trail to the East Ithaca Recreationway at Game Farm Rd, a joint project of the Towns of Ithaca and Dryden and Tompkins County Highway Department to secure a safe crossing.

### Upcoming Projects

- The Lenox Rail Trail Phase 2 received a 2023 Recreational Trails Program grant for construction of a 0.8-mile paved trail parallel to Donald Hicks Dew Drive between the existing Lenox and Canastota to Wampsville Trail trailhead parking and North Court Street.
- Design is underway for the Utica Area Empire State Trail Restoration, which will include 13 miles of in-kind replacement of trail surface by NYS Canal Corporation from Utica Harbor Lock to River Road in Oriskany. Completion is expected 2026-2027
- The Town of Kirkland received a 2024 Transportation Alternatives Program grant for the Kirkland Trail Phase 2, which will include the construction of a pedestrian bridge, two trailheads with parking, and a 10-foot wide, 4,600-foot section of the proposed Kirkland Trail.
- The City of Syracuse secured a \$1 million grant through state Sen. Rachel May to allow design work to begin in 2024 on the Westside Trail, which will run through Lipe Art Park, over the railroad bridges at South Geddes Street and up to the Tipp Hill neighborhood.
- The City of Syracuse secured a Environmental Protection Fund Parks grant for a new playground at the Armory Square trailhead of the Onondaga Creekwalk.
- The South Hill Recreationway in Ithaca is set to expand, with up to 8 miles of corridor recently secured through a licensing agreement involving the towns of Ithaca, Danby, Dryden, and Caroline to extend the current 2.5 mile trail.
- A trail bridge over State Route 13 will provide a critical connection for the Dryden Rail Trail. Construction is set to begin in 2024, and the project will include one-half of a mile of an at-grade trail to connect to Pinckney Road.
- The Town of Ithaca received 2024 Transportation Alternatives Program funding to construct a multi-use trail and lighting along East Shore Drive from the intersection with Cayuga Street to the intersection with James L. Gibbs Drive.
- The Town of Lyons received funding through the NYS Canals Tourism Infrastructure grant to support Erie Canal Park Bench Upgrades along the Erie Canalway/Empire State Trail.
- The Village of Clyde secured a NYS Canals Tourism Infrastructure grant for the installation of amenities, including benches and picnic tables, along the Erie Canalway/Empire State Trail.
- The Town of Macedon will use funding from the NYS Canalway Grant Program to construct additional sidewalks and paths in Bullis Park in an effort to promote use and connectivity between the Erie Canal, Empire State Trail, and different amenities and facilities in and around the park.

Current terminus of the Lenox Rail Trail at Donald Hicks Dew Drive. Image courtesy of Parks & Trails New York.





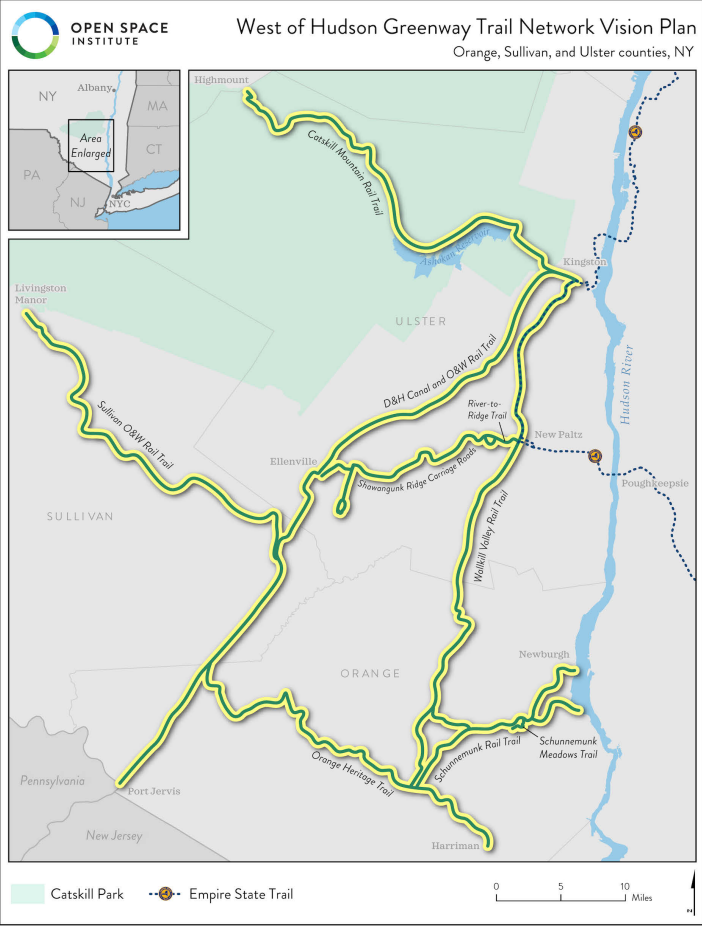


# Hudson Valley



Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster, and Westchester Counties

The Hudson Valley, already home to hundreds of miles of beloved greenways, is seeing significant movement on many major trail projects.

The O&W Rail Trail corridor, a 57-mile greenway envisioned to run from the City of Kingston southwest to the City of Port Jervis, is making headway. In August 2023, the Open Space Institute (OSI) kicked off the O&W Rail Trail Comprehensive Feasibility Study. As the feasibility study progresses, OSI has been advancing projects on the ground that will contribute to the final build out of the trail. In 2023, OSI completed reconstruction of two sections of the O&W - a 1.9-mile section from Ellenville to Napanoch and a 3.2-mile section from Accord to Kerhonkson. That same year, OSI purchased a 2.4-mile section of the O&W Rail Trail, informally called the "Spring Glen" section, which is now permanently protected and is intended to be part of the trail network. In 2024, OSI completed improvements to a 1,500 foot section of the O&W in Port Ben. Trail improvements included grading and resurfacing of the trail path and the removal of an old, deteriorated bridge structure. At the northern end of the O&W, a 1.8-mile O&W Connector was officially opened in May 2024, connecting the City of Kingston to the O&W Rail Trail in the Town of Hurley.



Growing Greenways: West of Hudson Greenway Trails Vision Plan. Courtesy of Open Space Institute.

Greenways Network Progress			
Status			
 Completed	16.7 MILES	9 PROJECTS	
 Advanced	181.5 MILES	32 PROJECTS	

The O&W route from Kingston to Port Jervis was one of the major corridors called for in OSI's Growing Greenways: West of Hudson Greenway Trails Vision Plan. The plan presented a vision to enhance and connect seven of the region's historic rails, canals, and carriage roads into one, accessible public trail system that will provide improved access to nature and recreational opportunities for residents and visitors and promote local economic activity and tourism. When complete, the Growing Greenways Plan envisions a unified, primarily off-road trail network that would span more than 250 miles and connect more than 20 communities throughout Ulster, Sullivan, and Orange Counties. These existing and new corridors would create new community linkages, boost economic activity and tourism, expand non-motorized transportation options, promote physical activity and public health, and advance more equitable access to the outdoors.

In 2023, the City of Kingston received a federal RAISE grant for the "Weaving the Waterfront Transportation Project" to complete vital bike/pedestrian connections between lower-income neighborhoods, the Midtown and Waterfront Business Districts, and some of Kingston's most beautiful and unique natural landscapes. Trail components include Kingston Point Rail Trail Phase 2 and Kingston Point Rail Trail Phase 3 – Trolley Trail, totaling about 1.5 miles of trail.

To the south, the City of New Paltz completed a 150-foot greenway trail connector to the Walkill Valley Rail Trail/Empire State Trail. This connector will link to a bigger 2.1-mile project that is now underway to build a pedestrian and separated bike lane along Henry W. Dubois Drive, which will also serve as the route of the Empire State Trail.

In December 2023, Orange County released the updated Orange County Bikeway Vision as a supplement to the county's Comprehensive Master Plan. The vision includes a network of more than 65 miles of off road core corridors that would connect areas of density and would be more likely to attract commuter cyclists. This vision was followed in January 2024 by the Orange County Trails Connector Study, which highlighted two major projects. The first, in the Town of Newburgh, would create a 0.25 mile connection between US Route 9W and the Newburgh-Beacon Bridge, providing a safe and accessible multi-modal connection for residents. The second corridor studied was the 1.6-mile Middletown Connector, located within the City of Middletown and Town of Walkill, with the potential to provide a seamless off-road connection to

Orange County's Heritage Trail and to several local destinations concentrated along E. Main Street.

In February 2024, Rockland County released the Rockland Riverway Trail Feasibility Study. The study explores a 21-mile route running along the Hudson River through the entirety of the county, incorporating existing segments of the Hudson River Greenway and envisioning new off-road segments that would connect to the Mario M. Cuomo Tappan Zee Bridge and numerous state parks, including Tallman Mountain, Hook Mountain, Rockland Lake, Haverstraw Beach, and Bear Mountain.

Across the river in Dutchess County, trail projects and visions for new trails are advancing. In December 2023, the first phase of the Marcus J. Molinaro Northside Line, 1.2 miles of Dutchess County's urban trail project in the City and Town of Poughkeepsie, was completed and opened for public use, providing a north-south connection to the Empire State Trail. In the southeast corner of the county, the Dutchess County Transportation Council (DCTC) is studying the feasibility of constructing a 13-mile rail trail along the Metropolitan Transportation Authority's (MTA) Beacon Line, an inactive rail corridor that would connect the Hudson River in the City of Beacon to the Maybrook Trailway/Empire State Trail in the hamlet of Hopewell Junction.



Poughkeepsie's new Marcus J. Molinaro Northside Line. Courtesy of Jeff Mertz / Scenic Hudson

Two major projects are advancing in Tarrytown to fill gaps in the Westchester RiverWalk and better connect the shared use path on the Mario M. Cuomo Bridge into the greater regional greenway network. The Westchester Riverwalk Connection, a 0.6-mile connector that will fill a critical gap in the Westchester RiverWalk between Irvington and Sleepy Hollow secured \$2.8 million in early 2023 and an updated design for the project was released



in October 2023. Construction is expected to be completed in 2029. In a more immediate time frame, the Thruway Authority is currently constructing an extension of the Mario M. Cuomo Bridge sidepath along South Broadway (Route 9) south to Lyndhurst Mansion in Tarrytown, including the construction of a 270-foot-long pedestrian bridge over the Thruway (I-87/I-287).

The Yonkers Greenway is making headway toward completion, with construction having started in spring 2024 on the long-anticipated trail corridor that will run 3.1 miles through southwest Yonkers from Van Cortlandt Park in the Bronx to the Yonkers downtown rail station.

## Other significant greenway trail projects

### Completed Projects

- A new parking lot and trailhead access point was completed on the Maybrook Trailway/Empire State Trail in the Town of Patterson.
- In August 2023, upgrades and repairs were completed on the High Point Carriage Road, a historic 2.8-mile piece of the Minnewaska State Park Preserve’s Victorian-era carriage road network.

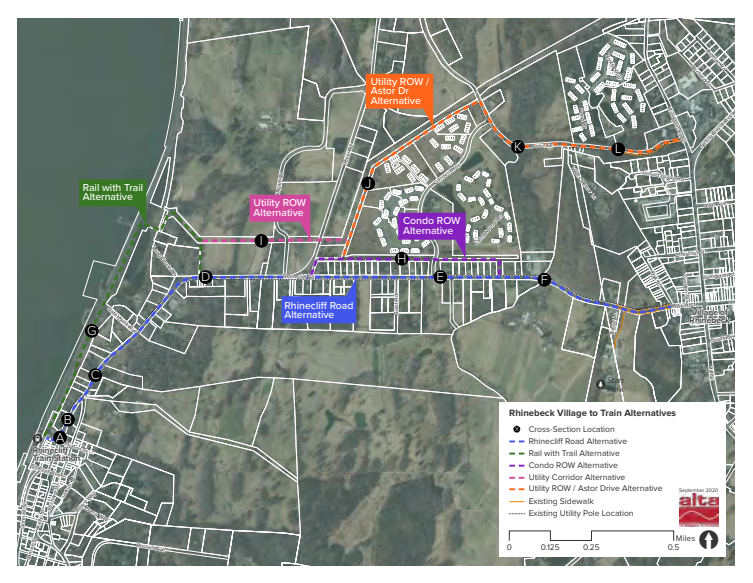
### Upcoming Projects

- Currently in the design phase, construction on a new 2.5-mile Orange County Heritage Trail segment on the abandoned railroad bed along the east side of Mohagen Avenue in the City of Middletown is planned for 2025.
- The City of Middletown is planning to purchase the old Middletown and New Jersey Railroad station right on the Orange County Heritage Trail and a block from the downtown business district, upgrade and bring it up to current standards.
- Orange County’s plans to develop a 10-mile-long Schunnemunk trail in the Salisbury Mills area have taken the first steps as the county has begun plans to purchase the land from the Open Space Institute, conduct the state’s required environmental quality review, and design the project.
- In spring of 2024, the Ulster County legislature reestablished the Ulster County Ulster & Delaware (U&D) Railroad Corridor Advisory Committee to continue previous work on feasibility of rail trail conversion on the 38.6 mile U&D corridor through Ulster County.
- Design is underway as of June 2024 for the first phase of the Shandaken Rail Trail, which will convert an approximately 2.65-mile segment of the U&D Corridor into a multi-use non-motorized transportation and recreational corridor between the hamlets of Pine Hill and Highmount in the Town of Shandaken.
- In Sullivan County, the Town of Liberty received a Recreational Trails Program grant to extend the Parkville section of the Sullivan O&W Rail Trail, giving users the opportunity to travel on the rail trail and rural roads from Parkville to Livingston Manor, about 3.9 miles. The project includes improvements to former railroad infrastructure and on road signage.
- In Rockland County, the Palisades Shared Use Path Study is being undertaken to determine the feasibility of constructing a shared use path through the Palisades to create a safe, intuitive, and separated connection between the George Washington Bridge in Fort Lee, New Jersey to the Governor Mario M. Cuomo Bridge in South Nyack, New York. The Palisades Shared Use Path Study area extends about 20 miles along the west side of the Hudson River, with approximately 5 miles of this corridor located in New York State.

High Point Carriage Road upgrades complete. Courtesy of Greg Miller/ Hudson Valley One



- The Maybrook Trailway in Putnam County, part of the Empire State Trail, will have a continuous, off-road connection to the Connecticut border upon the rehabilitation of the former railroad bridge over Croton River. Construction is expected to begin in fall 2024.
- As a connection to the Maybrook Trailway and improvement to the Empire State Trail, Putnam County has budgeted for the completion of the final section of the Putnam Bikeway, a 0.36 mile trail segment that will carry the trail on a multispan bridge over the Metro-North Railroad Brewster Yard and Harlem Line. Construction is expected to begin in spring 2025.
- The Town of Rhinebeck is pursuing a 2.2-mile greenway trail connection between the Amtrak station in Rhinecliff to the center of the Village of Rhinebeck.
- The Village of Rhinebeck received a Hudson River Valley Greenway Conservancy Trail grant for a project to rehab the signage for the Rhinebeck/Red Hook Bike/Hike Trail network, an on-road network that facilitates wayfinding to and from the Empire State Trail.
- Work is advancing on the Quassaick Creek Greenway, with Scenic Hudson receiving a 2023 New York State Conservation Partnership Program grant to advance the findings of a 2023 feasibility study for the Quassaick Creek Greenway Master Plan through participatory planning, schematic trail design and an approach that focuses on ecology, history, and community connections.
- The Village of Cornwall-on-Hudson received funding through the Recreational Trails Program to construct the Dock Hill Connector Trail, which will connect two existing trails as well as downtown and other community resources.
- The Village of Warwick is conducting a feasibility study for developing a walking/biking trail leading from the center of the Village of Warwick to a major shopping, food and employment center 1.5 miles away.
- The Philipstown Trails Committee in western Putnam County used a Hudson River Valley Greenway Conservancy Trails Grant to develop a feasibility study of the proposed Philipstown Connector Trail. The connector trail would be an approximately 5-mile multi-use trail that would connect the Village of Cold Spring to the Garrison train station. This project was the next phase of a resident-led initiative to facilitate non-motorized transportation in Philipstown, NY.
- The Hudson Highlands Fjord Trail continues to progress, with the last eighteen months seeing multiple rounds of public engagement. In the latest development in June 2024, Hudson Highlands Fjord Trail, Inc. (HHFT) announced that the DGEIS public comment period for the project will begin in early fall 2024.
- In 2023, the Town of New Castle received a \$5 million Transportation Alternatives program grant for a portion of the ChapLine Trail, which will eventually be a 1.7 mile, off-road, multi-use path traveling parallel to the Metro-North Railroad, connecting Chappaqua Hamlet to Chappaqua Crossing, an economic and residential hub. In January 2024, a revised feasibility study was published to create a phased approach to implement the entire Trailway.
- In 2024, the Town of Bedford received a Hudson River Valley Greenway Trail Conservancy Grant for for the Route 117 Multi-Use Trail Connectivity Design Plan.
- The Town of Pound Ridge received a Recreational Trails Program grant to build approximately one mile of safe walking and biking trails for recreation, linking residents to the Pound Ridge Town Park, open spaces, nature preserves, businesses and cultural centers. The new trails will connect to an existing paved path and future planned phases will extend these corridors.



Map courtesy of the Rhinebeck Village to Train Feasibility Connection Study (2021).





# Long Island

## Nassau and Suffolk Counties

In 2018, the Trust for Public Land (TPL) identified a route to create the Long Island Greenway from Manhattan along the length of Long Island to Montauk Point. The 175-mile route would connect 27 communities and 26 existing parks. Advocates have proposed this as a logical extension of the Empire State Trail, fully connecting one end of the state to the other. Since the beginning of 2023, work has progressed on taking this greenway from vision to reality.

Design is currently underway for Section 1, a 25-mile section that will run from Eisenhower Park to Bethpage State Park to Brentwood State Park. The work will result in construction-ready documentation and is expected to be completed in winter 2025. On the east end of the island, Section 2 (Riverhead to Montauk) is also making headway, with Suffolk County receiving a \$3.8 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to plan and design the 50-mile Long Island Greenway-East corridor. Section 3 (Brentwood to Riverhead) is not far behind, with \$3.95M in HUD funding through Congressional Discretionary Spending and an additional \$500K in State Discretionary Spending from NY State Senator Monica Martinez secured for the planning and design of the portion of Section 3 between Brentwood and Brookhaven. Additional grants are pending via Suffolk County for the rest of Section

3, which will run from Brookhaven to Riverhead. The Town of Riverhead also won a RAISE grant in 2024 with approximately \$1.5M for the Long Island Greenway in their downtown.

A crucial aspect of the Long Island Greenway is connectivity. As part of the project, the Trust for Public Land and NYC Department of Transportation are actively coordinating in order to link the Queens Greenway to the Long Island Greenway.

Separate from the Long Island Greenway initiative, in June 2023, a 2-mile stone dust greenway trail was completed in Hempstead Lake State Park. The project included the development of a continuous 10-foot wide north-to-south trail system through the park, as well as a new eight-foot wide stone dust wetland trail and two new pedestrian bridges.

**Advancing Goal #3: Expand the state’s greenway trails system to reach more New Yorkers in more areas.**

The progress on the Long Island Greenway represents a significant step in expanding the state’s greenway trail network to a region that, despite the concentration of population, is much less connected than other areas of the state.

Status		Greenways Network Progress	
	Completed	2 MILES	1 PROJECT
	Advanced	100 MILES	2 PROJECTS



## Long Island Greenway

July 5, 2023. Copyright © Trust for Public Land. Trust for Public Land and Trust for Public Land logo are federally registered marks of Trust for Public Land. Information on this map is provided for purposes of discussion and visualization only. [www.tpl.org](http://www.tpl.org)





# New York City

Bronx, Kings, New York, Queens, and Richmond Counties



Greenways continue to advance in every borough of New York City, thanks to the efforts of advocates like the NYC Greenways Coalition and the commitment of the city to expanding the reach and quality of the greenway system.

In August 2022, New York City was named a recipient of a \$7.25 million federal RAISE grant to plan for a major expansion of the greenway network with a focus on historically underserved, lower-income communities. In October 2023, the Adams administration launched the planning effort, having identified six key corridors that will total 60 miles of greenway corridors. Through this expansion, 40 miles of new protected bike infrastructure are envisioned, as well as improvements to existing infrastructure along the corridors to expand safer, greener transportation options in the outer boroughs. For each identified corridor, a community-informed implementation plan will be developed, with planning kicking off for a corridor roughly every six months. The following corridors were selected based on the merits of equity, park access, transportation utility, and economic development, among other factors:

- The Harlem River Greenway – which when complete—will be a continuous 7-mile transportation corridor connecting Van Cortlandt Park to Randall’s Island. The planning process

kicked off in spring 2023 with a series of existing conditions public workshops, and continued in spring 2024 with a series of route alternatives workshops.

- The South Bronx Greenway , which is proposed to stretch 15 miles from Randall's Island Park to SUNY Maritime on Throgs Neck.
- The Queens Waterfront Greenway, a proposed 16-mile greenway from Gantry Plaza State Park to Little Bay Park. The planning process was kicked off in early 2024.
- The Southern Queens Greenway, a new seven-mile greenway corridor would run in the southern part of the borough. Beginning in Spring Creek Park in Howard Beach, the path would run east to Brookville Park in Springfield Gardens.
- The Historic Brooklyn Greenway would run 12 miles from Coney Island to Highland Park. This planning process will address gaps in the greenway network running from the southern tip of Brooklyn at Coney Island to the border of Brooklyn and Queens.
- The Staten Island Waterfront Greenway, a 10-mile proposed path that would run from Goethals Bridge to Verrazano Bridge. This greenway will provide a safe east-west cycling and walking route across the entire North Shore of Staten Island.

Status		Greenways Network Progress	
	Completed	3.2 MILES	4 PROJECTS
	Advanced	84.7 MILES	63 PROJECTS



Beyond the kick-off of this major planning process, other significant projects have advanced across the city to fill other gaps and connect key corridors. In the Bronx, the Starlight Park Phase 2 project was completed, closing a crucial 2/3-mile gap in the Harlem River Greenway from Starlight Park to Westchester Ave in the South Bronx. In June 2024, the New York City Department of Environmental Protection (DEP) and NYC Parks finalized the purchase of a key piece of property critical to rerouting Tibbetts Brook in the Bronx above ground, an engineering feat known as ‘daylighting.’ This green infrastructure project will create new rail-to-trail parkland within the former CSX rail line property and extend the existing Putnam Greenway by about a mile.

In Manhattan, work is progressing on the Manhattan Waterfront Greenway, which when complete, will provide New Yorkers with 32 miles of continuous waterfront open space encompassing Manhattan. Efforts are underway to fill the gaps by completing the East River Waterfront Esplanade. In winter 2023, a critical gap was filled with the completion of the East Midtown Greenway from East 53rd Street to East 60th street. Construction is nearly complete on the reconstruction of Percy E. Sutton Playground, which will add 0.2 miles of trail to the greenway.

## Advancing Goal #1: Prioritize the development and expansion of greenway trails in underserved communities

The New York City Greenways Expansion Plan, funded by a federal RAISE grant, prioritizes the outer boroughs, which have traditionally lacked access to green space and greenways. “This expansion will fill in gaps in the greenway network including many underserved communities and will provide millions more New Yorkers with safe commuting and recreational options by foot and by bike.” - Hunter Armstrong, executive director, Brooklyn Greenway Initiative, and member, NYC Greenways Coalition.

Construction is also underway to fill a critical 0.6-mile gap a bit further south between East 125th Street and East 132nd Street. At the southern tip of the island, two projects are underway that will reconstruct about 2.9 miles of greenway from the Brooklyn Bridge to East 23rd Street. Several projects on the East River Waterfront esplanade are also advancing, with design underway for the reconstruction, and improvement of the section of the Bobby Wagner Walk between 94th and 107th Streets and 117th and 124th Streets, including the pier at East 107th Street. Construction is expected to commence in 2025 and continue through 2027. Design is also underway on the UN Esplanade section, which runs from 41st to 53rd Streets.



Newly opened stretch of East Midtown Greenway. Image courtesy of Skanska.

Queens is seeing a surge in investment in greenways. The QueensWay has made significant progress over the last eighteen months. In spring 2023, design commenced on Phase 1: the Met Hub, which will include 0.3 miles of new greenway. In February 2024, the Trust for Public Land received an NYS OPRHP Environmental Protection Fund Parks



grant to pursue the design of the bridges connecting the Met Hub, the first phase of the project, to the existing entrance to Forest Park creating a safe means of crossing Union Turnpike and additional access to Forest Park. The next month, NYC Parks and the Trust for Public Land won a \$117 million Reconnecting Communities and Neighborhoods federal grant, for QueensWay Phase 2: Forest Park Pass. The Forest Park Pass project will include an approximately 1-mile extension of the greenway into Forest Park, new greenway bridges, new recreational amenities, and new connections to existing facilities in the park.

On the other side of the borough, the Eastern Queens Greenway got a big bump in fall 2023 with the announcement of \$6 million in funding to complete two sections of the greenway in Kissena

Park that will help to create a seamless connection between Flushing Meadows Corona Park and Alley Pond Park. Part of this connective corridor includes the Vanderbilt Motor Parkway, which received an upgrade in spring 2023 with the reconstruction of two miles of trail.

On Staten Island, construction on the New Stapleton Waterfront Phase 3 (north) project is underway, which will add 0.35 miles of mountable-curb 2-way path to the Staten Island Waterfront Greenway. The New Stapleton Waterfront Phase 2 (south) project, is right behind, with design wrapping up on an additional 0.25 miles of greenway. Final design for the Tompkinsville Esplanade is also underway, which will add 0.4 miles of greenway to the Staten Island Waterfront Greenway.

## Other significant greenway trail projects

### Completed Projects

During the timeframe, NYC built out sections of the following trails, totaling around 7 miles:

- The Jamaica Bay Greenway system at Canarsie Pier, and leading to and on the Addabbo Bridge and Cross Bay Blvd
- The Staten Island Waterfront Greenway
- The Southern Bronx Greenway along Bruckner Blvd
- The New Springville Greenway (Staten Island)
- The Mosholu-Pelham Greenway along the Parkway
- The Brooklyn Waterfront Greenway including capital improvements



The new bike lane connects Canarsie to the Canarsie Pier and the Jamaica Bay Greenway. Photo courtesy of NYC DOT

### Upcoming Projects

- NYC Parks is reconstructing one mile of bike path on the west side of the Ocean Parkway Malls from Avenue R to Avenue X.
- Two projects on the Brooklyn Waterfront Greenway are under construction, including 0.25 miles of greenway on 39th St from 2nd Ave to the end of 39th St and 1 mile of greenway as part of the Hamilton Ave Gowanus Connector.
- As part of the Dumbo/Vinegar Hill Reconstruction project, NYCDOT is adding 0.1 miles of protected greenway.
- NYC Parks is currently constructing 0.6 miles of trail in Prospect Park on Ocean Ave from Flatbush Ave to Parkside Ave, which will be part of the Historic Brooklyn Greenway
- As part of the Made In New York Bush Terminal North Campus project, 0.05 miles of protected greenway is being added from Bush Terminal Pier Park to 43 St
- Two projects on the Southern Bronx Greenway are under construction to extend the greenway 0.5 miles along Bruckner Blvd from Hoe Ave to Hunts Point Ave and Barretto St to Whitlock Ave.
- Three projects are in design for the Brooklyn Waterfront Greenway. 1.4 miles of greenway are in final design in Red Hook, with another 0.65 in final design in Sunset Park North. Another 0.3 miles of greenway are in preliminary design along Commercial St from West St to Manhattan Ave.
- The Paerdegat Ave project as part of the Jamaica Bay Greenway is in final design, which will add a quarter mile protected greenway.
- A 1.15-mile stretch of greenway is in final design on Staten Island along Arthur Kill Road.
- Two projects on the Bronx River Greenway are in final design, which will add a total of 0.65 miles of greenway at East 177 Street and Devoe Ave and as part of the replacement of three bridges on the Bronx River Parkway.
- NYC Parks is currently in the design phase of a 0.25-mile stretch of multi-modal pathway with lighting, a passive recreation area, green infrastructure, and shoreline restoration for the Bridge Park South Highbridge Greenway Promenade project, which will be part of the Harlem River Greenway.
- Two projects that are part of Destination: Greenways! Brooklyn/the Brooklyn Waterfront Greenway are in preliminary design, which will add a mile of greenway at Leif Ericsson Park and Under Verrazano-Narrows Bridge.
- Design is underway for pedestrian improvements in Inwood, which will include upgrades on Ft George and Nagle/Dyckman and add 0.15 miles of greenway.
- The reconstruction of Beach Channel Drive in Queens will include 1.95 miles of greenway and is in preliminary design.
- Design is underway for Utopia Parkway Safety Improvements & Seawall Repair, which will add 0.15 miles of greenway from 14th Rd to 12th Ave in Queens.
- The Staten Island North Shore Greenway will get 0.15 miles of greenway, with design in progress for Richmond Terrace – Bay Street Safety Improvements.
- On Randall’s Island, NYC Parks is designing the Sunken Garden Loop Connector, which will include 0.05 miles of trail from the waterfront to Sunken Garden Fields.





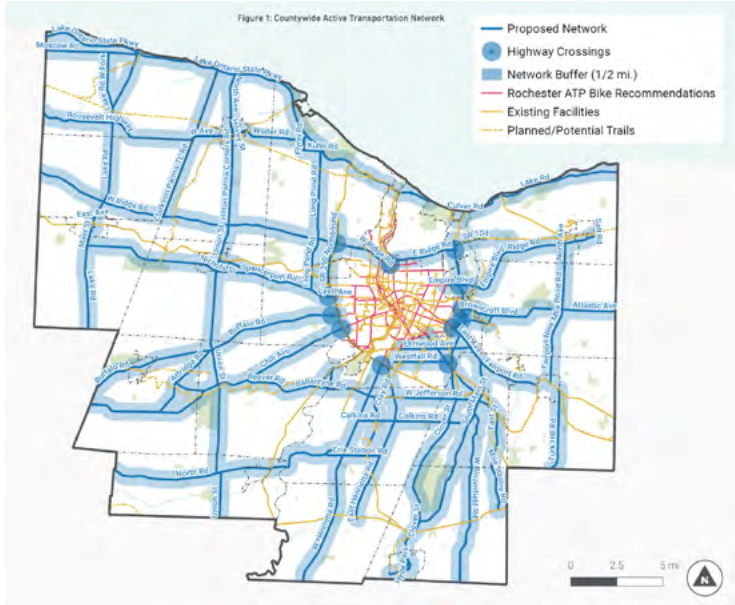
# Western New York

**Allegany, Cattaraugus, Chautauqua, Erie, Genesee, Livingston, Monroe, Niagara, Orleans, Steuben, and Wyoming Counties**

Western New York is home to several long-distance greenway trails, including the statewide Empire State Trail, and other existing long-distance trails including the Genesee Valley Greenway and the Niagara River Greenway and proposed trails like the Southern Tier Trail.

The Rochester area has long been a hub of greenway trails, and the last eighteen months have paved the way for even more investment in building out the network. In summer 2023, two major active transportation plans were completed outlining the region’s vision for their trail network: the Rochester Active Transportation Plan and the Monroe County Countywide Transportation Plan. Both propose new networks of greenway trails, with the Countywide plan proposing at least 100 miles of new side paths. The City of Rochester is already taking action on its plan, with the city pursuing a feasibility study for completing the 8.5-mile northern portion of the Genesee Riverway Trail that will extend from downtown Rochester to Lake Ontario.

The Genesee Valley Greenway, a 90-mile state-owned corridor from Rochester to Hinsdale, has received funding for several significant investments. In 2024, NYS OPRHP received two \$5 million Transportation Alternatives Program awards, representing a total of \$10 million in investment in the trail. One grant awarded will go toward the



**Monroe Countywide Active Transportation Network (2023).** One hundred miles of the proposed network (highlighted on this map in blue) is recommended to be built as sidepaths.

resurfacing and repair of culverts along seven miles of the Genesee Valley Greenway in Livingston County from State Route 5, south to the York Landing parking lot. Building on the resurfacing project completed from Rochester to Avon in 2022, the project will result in 24 continuous miles of improved stonedust trail. The other award will fund

Status		Greenways Network Progress	
	Completed	6.4 MILES	7 PROJECTS
	Advanced	142.4 MILES	20 PROJECTS

the construction and improvement of culverts in key drainage locations parallel to State Route 19/19A and construct a continuous trail in sections previously lost. In conjunction with these historic investments, communities along the Genesee Valley Greenway are also working to enhance the Greenway. In 2023, Parks & Trails New York announced \$50,000 in grants made possible by the Ralph C. Wilson Jr. Foundation to support ten communities participating in the Genesee Valley Trail Town initiative. Projects awarded included the construction of trail amenities like pavilions, picnic tables, and wayfinding signage.

Work is also progressing on the Southern Tier Trail, an 80-mile corridor proposed in 2021 that would run from the Shoreline Trail in Buffalo to connect to the Genesee Valley Greenway near the border with Pennsylvania. In June 2023, the Erie Cattaraugus Rail Trail (ECRT) celebrated the opening of 1.3 miles of newly improved and resurfaced trail in Orchard Park. Later that year, the trail got more good news, with the announcement of an Environmental Protection Fund Parks grant to assess the structural integrity of the historic high trestle Cascade Bridge spanning Cattaraugus Creek between the Towns of Concord and Ashford, and determine a cost estimate for a new decking design incorporating features based on public and stakeholder input. Design and construction of a trail approaching from the north to the bridge is also funded. This key bridge will be a highlight of the ECRT and future Southern Tier Trail.

On the southern end of the Southern Tier Trail, Cattaraugus County received a \$7 million RAISE grant through the U.S. Department of Transportation to help complete the planning, preparation, and design of the Southern Tier Trail from the terminus

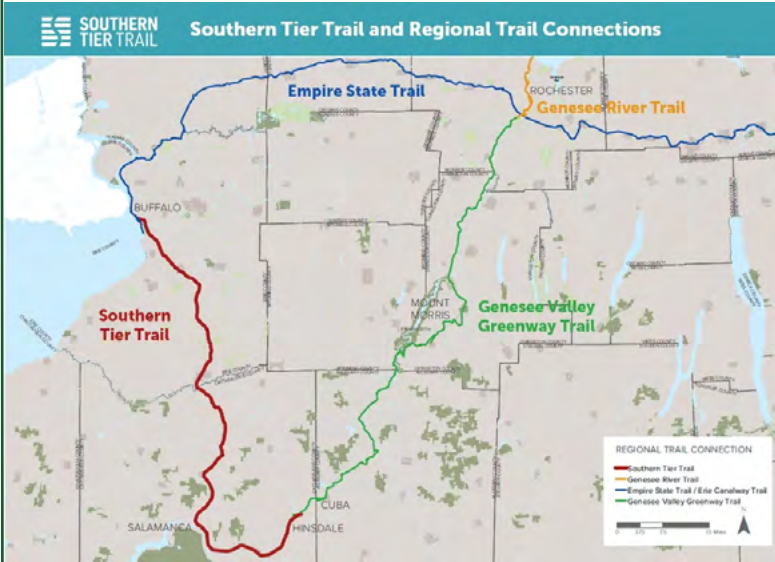
of the ECRT in Erie County south 52 miles to Salamanca, then east to Olean and north to Hinsdale to the current southern terminus of the Genesee Valley Greenway. The Allegheny River Valley Trail in Olean, which is expected to be utilized as part of the Southern Tier Trail, has advanced as well. In June 2023, the city held a ribbon cutting for the 200-foot Allegheny River Valley Trail Connector. Engineering has also progressed on another 0.75 mile extension, which will complete the loop through the city center.

A major gap in the Shoreline Trail, part of the Niagara River Greenway, is being filled, with a 7.4-mile 10-foot-wide multi-use path between Gratwick Park and Griffon Park currently under construction by NYS Department of Transportation. This crucial segment will help provide a continuous off-road trail experience connecting Niagara Falls to the Tonawandas.



**Project map for filling the Wheatfield LaSalle trail gap in the Niagara River Greenway.** Courtesy of NYSDOT.

The trail network vision for the greater Buffalo region is progressing in Cheektowaga, with the completion of the Cheektowaga Trails Feasibility Study in 2023, a project that studied three sections of trail in Buffalo that were identified as top priorities for implementation for the region. The trail segments include the Scajaquada Creek Extension to Cheektowaga, Clarence Pathway Buffalo Extension, and the Lancaster Heritage Trail West Extension, representing over 15 miles of potential trail. In Spring 2024, the East Side Trails Feasibility Study (Buffalo) was completed, with funding procured to go to construction by summer 2026. The East Side Trails project is a combination of infrastructure improvements, including the existing off-road Scajaquada Creek Path in Cold Springs and sidepath on William Gaiter Pkwy, along with new on and off-road connections to link the two paths to each other and to the North Buffalo Rail Trail.



**Southern Tier Trail Feasibility Study Map and Connections.**



## Other significant greenway trail projects

### Completed Projects

- In the Town of Clarence, the new one-mile-long Northwoods Trail was completed, connecting to Waterford Trail at Roll Rd., working its way through the Northwoods Subdivision, ending at Greiner Rd. The trail connects to the existing town trail system, which now totals more than 13 miles.
- A \$6.8 million multi-use trail at Allegany State Park that provides an accessible alternative for bikers, hikers and campers to reach the park's popular Quaker Lake beach area was completed in May 2024. The new 3.6-mile paved trail extends a 1.6-mile trail section that opened in Fall 2020.
- In the Town of Perinton, the Spring Lake Trail was completed, adding 0.4 miles of trail to the town's extensive network.



*Ribbon cutting for then new 3.6-mile trail at Allegany State Park. Image courtesy of The Salamanca Press / Rick Miller*

### Upcoming Projects

- The Arcade Multi-Use Trail Feasibility Study was completed in 2023. The plan presents recommendations for four miles of new trail to be developed throughout the village.
- A new Niagara River Greenway bike pathway connection in the Village of Lewiston is under construction.
- The Fairport Industrial Development Agency was awarded a \$50,000 award through the Canalway Grant Program to construct and implement safety, parking, and other capital improvements at the entrance of the Thomas Creek Wetlands, which is located adjacent to the Erie Canal and Empire State Trail, providing a new connection and amenity to the Erie Canalway Trail/Empire State Trail.
- Construction is progressing on the Brockport Pedestrian Bridge, which will provide a direct connection between SUNY Brockport and the Erie Canalway Trail/Empire State Trail and is expected to be complete by the end of 2025.
- The Village of Perry was selected for a \$10 million DRI award in 2023. Projects to receive funding include the construction and enhancements of segments of the Silver Lake Trail in downtown and construction of the Perry "Village Trail Apartments" to create new trail-oriented housing options.
- The City of Tonawanda is working on the revitalization of an existing swing bridge abutment for use as a scenic overlook to the Erie Canal and the historic swing bridge along the Shoreline Trail. The project will complement the City's ongoing efforts to address the erosion and reduction of shoreline along the Empire State Trail.
- The Village of Medina was awarded a \$4.5 million NY Forward grant in 2023, with one of the projects identified for funding including the transformation of the parking lot along the Erie Canal and Erie Canalway/Empire State Trail into a "waterfront gateway" complete with green space, seating areas and boater/cyclist amenities.
- The NYS Canal Corporation is rehabilitating a section of the Canalway Trail in the village of Medina, which will include trail repair and replacement of the existing stone dust surface trail, including landscaping, signage and amenities. With construction funded, the project is scheduled to begin in 2024 and be completed in 2026.
- In February 2024, the Independent Health Wellness Trail Connection that extends the Greenway Nature Trail to the new Terminal B concert venue was completed in downtown Buffalo.
- In spring 2024, the Niagara Falls National Heritage Area (NFNHA) issued a Request for Proposals (RFP) for the development of a Rail to Trail Master Plan for approximately 13 miles of the former Somerset Rail Line located in Eastern Niagara County and the municipalities of Somerset, Newfane and Lockport.

# Programs & Resources

Significant efforts are underway across the state to activate the trail system and ensure that every trail user has a positive experience.

## Programs

Along the Canalway/Empire State Trail, Parks & Trails New York (PTNY), with support from the NYS Canal Corporation, has continued to successfully administer the **Empire State Trail Town program**, designed to guide communities and build their capacity through identifying methods to capitalize on their location on the Empire State Trail. The goals of the program are twofold: to increase opportunities for residents to access high-quality recreational opportunities and to create trail-friendly destinations where visitors want to stay, explore, and spend. In 2023, PTNY worked with the City of Lockport, Village of Newark, and City of Rome, publishing Action Agendas with short and long-term strategies and implementation frameworks for each of the Trail Towns. In 2024, the City of Amsterdam, Village of Little Falls, Town of Fort Edward and Village of Schuylerville were selected for participation in the program.

In conjunction with the Empire State Trail Town program which highlights specific communities, Parks & Trails New York also manages the **Bike Friendly New York** business certification program, which recognizes and promotes participating businesses across the state for their accommodation of trail users. As of June 2024, there were over 200 businesses participating in the program, with the majority concentrated along the Erie and Champlain Canalway trails.

The **Canalway Challenge**, developed and managed by the Erie Canalway National Heritage Corridor, saw a successful season in 2023 and is on track for a full 2024 season as well. To complete the challenge, participants choose a personal mileage goal and then walk, run, cycle, or paddle on the New York State Canal System and Canalway Trail to achieve their goal and receive recognition. In 2023, 1,754 challenges were created and 348,308 miles were logged in the Canalway corridor.

## Promoting Accessible Recreation on the Canalway Trail

Ensuring that the Canalway Trail system is welcoming to all has been a major focus over the last few years. In early 2023, the Erie Canalway National Heritage Corridor launched the "**Virtual First Mile**" Canalway Challenge, rolled out in partnership with the Fitness Inclusion Network at SUNY Upstate's Golisano Center for Special Needs and the Spina Bifida Center of CNY. The program offers a series of 15 Peloton-style adaptive cycling videos filmed on the Erie Canalway Trail and Onondaga Creekwalk in Onondaga County. The goal is to promote awareness of the Erie Canalway Trail as a resource for adaptive cycling.

As part of the Canal Corporation's continued commitment to ensuring the canal waterways and trails are accessible for all outdoor recreational enthusiasts, the 2023 and 2024 seasons of the "**On the Canals**" program sought to provide greater opportunities for accessible and inclusive outings that will allow people with and without disabilities to participate together.

In spring 2024, the NYS Canal Corporation hosted the first installment of its **SUNY/Erie Canal Bicentennial Forum Series** with a focus on adaptive recreation on the canalway. The forum at Monroe Community College in Brighton focused on ways local governments, businesses and recreational service providers can make the New York State Canal system and Canalway Trail more accessible and welcoming for people with and without disabilities.



*Image courtesy of Erie Canalway National Heritage Corridor.*



The **Genesee Valley Trail Town initiative**, a collaborative effort between Parks & Trails New York, Letchworth Gateway Villages, and the Friends of the Genesee Valley Greenway, continued through the end of 2023, bringing together ten communities as well as regional partners in an effort to create a vibrant, sustainable network of Trail Towns that increases the visibility of the Genesee Valley as a recreation destination and supports the outdoor recreation economy. As a culmination of the partnership, Parks & Trails New York published the Genesee Valley Trail Town handbook in 2023, providing an overview of the 3-year program and



Presenting the Genesee Valley Trail Town program at the National Outdoor Recreation Conference. Image courtesy of Parks & Trails New York.

Promotional Resources

With the celebration of the centennial in 2024 of the New York State Park system, an emphasis has been placed on promoting the Empire State Trail. To help New Yorkers and visitors explore the trail, NYS OPRHP published a **blog** highlighting seven routes across the trail. **Paper maps** of the trail have also proved popular— as of summer 2024, it is estimated that over 100,000 promotional maps of the Empire State Trail have been sent out and distributed.

distilling best practices and offering guidance on developing a comprehensive outdoor recreation tourism strategy. In 2024, the Genesee Valley Trail Town initiative was presented with a Project Excellence Award at the National Outdoor Recreation Conference, having been recognized for the partnership’s collaborative efforts in developing trail towns along the Genesee Valley Greenway, enhancing recreational opportunities and community connections.

With the opening of the Adirondack Rail Trail, the **Adirondack Rail Trail Association** (ARTA) has taken steps to help communities and businesses along the trail prepare to welcome the numerous visitors the trail is expected to attract. As of summer 2024, ARTA has engaged with and registered over 180 businesses on their website for trail users to explore. To augment this work, the Franklin County Economic Development Corporation (FCEDC) has announced the launch of a **Rail Trail Small Business Fund** as part of the Adirondack Frontier Small Business Program, designed to boost economic development, job creation, and the overall experience for residents and visitors along the Adirondack Rail Trail.

In an effort to illustrate and highlight the network of designated Greenway trails throughout the Hudson Valley, the Hudson River Valley Greenway launched an online, interactive **Greenway Trail System Map**. The map is designed to allow users to discover the location of designated trails and water trail sites and will aid in drafting grant applications and planning for future trail connections.



Image courtesy of NYS OPRHP.

The trails in the Ithaca area will soon be “on the map” as well. Tompkins County was awarded a **Empire State Development Market New York grant** to upgrade the IthacaTrails.org website to assist travelers to discover outdoor adventures in Tompkins County, NY. The updated website will promote outdoor recreation to diverse audiences, connect to the tourism promotion agency and public transit, and establish a tool to support long term preservation of cherished outdoor attractions in the Southern Tier region.

Collaboration & Greenway Trail Advancement

Collaborative Planning and Management Efforts

The Greenway Trail Working Group, convened by Parks & Trails New York and NYS OPRHP has continued to meet quarterly. The group is composed of planners from counties and metropolitan planning organizations from around the state, as well as some representatives from state agencies and some non-governmental partners. The meetings aim to aid in the implementation of the 2021 Statewide Greenway Trails Plan by giving planners around the state space to discuss ongoing greenway efforts and identify opportunities for collaboration and any potential challenges to the continued growth of the state’s greenway network.

Parks & Trails New York has been seeking opportunities to make connections across sectors to advance partnerships and support of greenway trails. In 2023 and 2024, Parks & Trails New York presented on the progress of the greenway trail network at the NYS Tourism Industry Association Conferences. In 2024, PTNY staff presented on the health benefits of trails at the NYS Public Health Association Conference in Saratoga Springs. These conferences have helped drive connections and foster support for trails across industries.

Also at the statewide level, the New York State Department of Transportation is working on the **Active Transportation Strategic Plan** to improve walking, biking, and using a wheelchair throughout

New York State and provide direction and guidance for future active transportation investments. This plan will serve as a much needed update to NYSDOT’s current 1997 Pedestrian and Bike Plan. Fall 2023 and spring 2024 were dedicated to an existing conditions assessment and public engagement. Through the summer and fall of 2024, a vision and recommendations will be developed, with the final plan anticipated to be released in summer 2025.

Along the Canalway Trail corridor, multiple efforts are underway to coordinate planning and management efforts. Kicking off in 2024, PTNY and the NYS Canal Corporation convened the Canalway Trail Maintenance Entity Working Group to help coordinate and share best practices across the entire system of trails. To better understand the current condition and plan for the needs of trail users along the trail, the Erie Canalway National Heritage Corridor has undertaken a condition evaluation and needs assessment of amenities for recreational users of land and water trails along the NYS Canal System.

In New York City, the NYC Greenways Coalition, a collective of greenway-aligned groups focused on completion and continual enhancement of an equitable greenway network in New York City, is advocating for an equitable, citywide network of trails. With a goal of leading the Coalition on an equitable and successful path from the start, Brooklyn Greenways Initiative (BGI), turned to the Urban Land Institute New York district council (ULI New York) for assistance in charting an equitable, efficient, and effective path forward for the new Coalition. The coalition sought to better understand how the loose collection of greenways and greenway-related organizations across New York City could be united in a citywide greenway network, creating an equitable network that supports a healthy, green, and connected city. To that end, the **Technical Assistance Panel report**, published in late 2022, provided a set of recommendations to reach these goals.

Advancing Goal #5: Foster greater collaboration among agencies and stakeholders to advance greenway trails in New York.

The NYC Greenways Coalition and the Urban Land Institute’s report provides recommendations to advance an equitable greenway network, highlighting the need for a coalition-based approach, but also a centralized public-sector leadership regarding sustainable development. The report calls for the creation of a city hall-level office or position, recognizing an “overall obligation” to develop city greenways.



At the end of 2023, the New York City Economic Development Corporation issued a **request for proposal** for a consultant to develop a long-term plan for city-wide expansion of the greenways network. The consultant will develop and execute a robust process guided by community and stakeholder engagement to envision future New York City greenways and analyze, prioritize, and study potential greenway segments, resulting in a public-facing Long-Term Citywide Greenway Expansion Planning Report. As of June 2024, a consultant had not yet been selected.

Greenway Trail Development Guide

In 2024, Parks & Trails New York published a **new handbook** to guide grassroots advocates through the steps to take the vision for a new multi-use path from concept to reality. This resource provides detailed information to support greenway trails development in communities around the state. The steps outlined in the guide provide an overview of the various aspects of trail development from initial concept to construction, as well as how participation from a broad range of individuals, agencies, organizations, and landowners will factor in throughout the process.

PTNY is planning to further promote and activate the new handbook by creating additional resources and by publicly promoting the guide’s availability and utility. Such resources will include webpages

Furthering efforts downstate, the Trust for Public Land received a **grant award** through the 2023 New York State Conservation Partnership Program that enabled the Trust for Public Land to hire a New York Community Trails Program Manager, who will lead work on the Long Island Greenway, QueensWay, and explore other trail opportunities, greatly increasing the land trust's capacity.

dedicated to items discussed in the guide, including but not limited to funding opportunities and one or two-page summaries of key details and best practices outlined in the guide.

**Advancing Goal #2: Collect and publish information to aid in the planning, development, and management of greenway trails.**

The upcoming publication of the Greenway Trail Development Guide and coordination around statewide trail count efforts will provide resources to New Yorkers seeking to develop new trails or manage existing trails.

Greenway Trail Advocacy & Coalition Building

In fall 2023, Assemblymember Patricia Fahy of New York’s 109th district introduced the Greenway Trails for a Green Future legislative package. This new package of legislation was designed to improve trail user safety and spur the development of new greenway trails across New York State. This package consists of three bills that would improve the trail

user experience across the state and four bills that would remove regulatory barriers, create incentives, and explore other opportunities to expand New York’s network of greenway trails to serve all New Yorkers. These bills were designed to aid in the implementation of the goals of the Statewide Greenway Trails Plan.

Greenway Trails for a Green Future legislative package

Trail User Safety & Experience

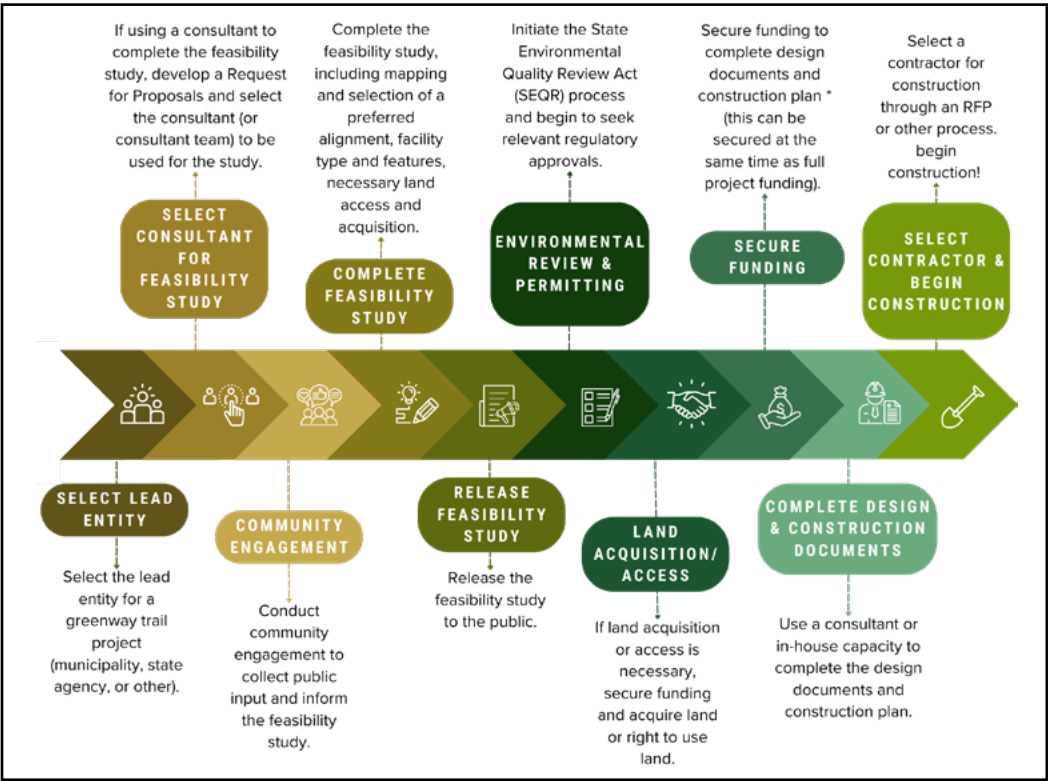
- **Right-of-Way for All Trail Users in Crosswalks** | A8272 (Fahy) /S8210 (Cooney) - Clarify that bicyclists using a crosswalk have the same right-of-way protections afforded to pedestrians. By treating all trail users consistently, confusion and safety risks for bicyclists will be reduced.
- **Empire State Trail Detour Requirements** | A8274A (Fahy)/S7807A (Serrano) - Require the establishment of safe detour routes during temporary closures of sections of the Empire State Trail. New York State welcomes thousands of visitors from around the world for long distance, multi-day trips on the Empire State Trail. This bill ensures that trail users are provided safe alternative routes to continue their trips when the trail must be closed for safety or construction.
- **Greenway Trail Design Standards** | A8301B (Fahy)/S7806B (Serrano) - Direct OPRHP to promulgate uniform design standards for all new greenway trails established under its jurisdiction to ensure a consistent, simple, high-quality trail user experience across our statewide trail network.

Trail Network Expansion & Connections

- **Power Line Trails** | A8311A (Fahy) /S7891 (Harckham) - Encourage the development of recreational multi-use trails in NYS’s vast network of electric utility corridors by allowing utility providers to enter into written agreements for the construction and maintenance of power line trails. The legislation would also require utility providers to provide informational resources and to notify municipalities about the potential to build a trail in the corridor when planning for the expansion or construction of transmission lines. This bill will set the stage to expand the state’s network of greenway trails by focusing on New York State’s plans for billions of dollars in investment to update existing, and construct new, transmission lines.
- **CHIPS Funding Update** | A8273B (Fahy) /S7890B (Harckham) - Allow funding from New York’s Consolidated Local Street and Highway Improvement Program (CHIPS) program provided to local governments for transportation purposes to be used to construct and maintain greenway trails. Identified as a priority in the 2021 Statewide Greenway Trails Plan, this bill gives municipalities flexibility to invest in healthy, green transportation.
- **Recreational Use Statute** | A6004 (Barrett)/S2701 (Harckham) - Encourage the development of rails-with-trails, power line trails, and other greenway trails by clarifying the liability of property owners who allow the public to access their land for recreational purposes. Protects property owners who allow recreational access to their property from actions resulting in harm or death, removing a critical barrier to trail creation.
- **Bicycle & Pedestrian Access on Bridges** | A8300A (Fahy) /S9313 (Comrie)- Direct the NYS Bridge, Thruway and other Public Authorities to promote bicyclist and pedestrian access on bridges statewide and to consider the impact of capital projects on bicyclist and pedestrian access. Across New York State, bridges over water bodies, other roadways or railroads are often barriers to pedestrian and bicycle access, rather than connections. This bill will assess significant gaps and barriers in statewide bicycle/ pedestrian networks to enhance connectivity.

For more information about Parks & Trails New York's advocacy efforts and where these bills stand, visit <https://www.ptny.org/our-work/advocate/greenway-trails>

Example graphic from Trails Across New York: A Grassroots Guide to Developing Greenway Trails (2024)





To build out the network of partners and help foster support for the bills, Parks & Trails New York hosted the inaugural **Greenways Advocacy Summit** in May 2024. Nearly one hundred advocates, planners, business owners, and leaders convened in Albany for a day designed to ignite enthusiasm and collaboration among stakeholders who play a key role in shaping the future of the greenway system.

The morning program featured insights from experts pioneering innovative initiatives and driving policies to enhance greenway development. In



Resource sharing at the inaugural Greenways Advocacy Summit hosted by Parks & Trails New York.

Trail Counts

Decisions regarding design, funding, operation, maintenance, and promotion of New York State’s growing network of multi-use trails are based in large part on understanding the level and type of trail usage. Estimates of annual trail traffic volume inform current and future expenditures for construction and maintenance; they also demonstrate the economic impact of these trails on the counties, towns, villages, and cities across the state.

Parks & Trails New York, sponsored by the NYS Canal Corporation, continues to **measure trail use along the Canalway Trail system**, publishing annual reports summarizing trail use over the previous year.

the afternoon, participants engaged in over forty legislative meetings to secure the Greenway Trails for a Green Future bill package and advocate for trail planning and construction funding in next year’s state budget.

**Advancing Goal #4: Identify funding opportunities for the acquisition, planning, development, and maintenance of greenway trails.**

Securing funding for maintenance of greenway trails has long been a challenge. Specifically called out in the 2021 Statewide Greenway Trails Plan as a recommendation for implementation, Parks & Trails New York sought to pass legislation that would modify the New York’s Consolidated Local Street and Highway Improvement Program (CHIPS) program provided to local governments for transportation purposes to allow funding to be used to construct and maintain greenway trails. While the bill did not pass in 2024, the organization hopes that there may be a version of the bill that may gain momentum in the future.

The **2022 Who’s on the Trail: Canalway Trail** report, published in spring 2023, provided profiles of trail use counted using electronic eco-counters at fifteen locations along the Erie and Champlain Canalway Trails, as well as six locations where volunteers conducted manual counts. In early 2024, PTNY published the **2023 Who’s on the Trail: Canalway Trail** report, which included profiles of trail use from eighteen electronic trail counter locations and four manual counts across the trail system. Both reports also provided an annual trail use estimate based on longitudinal count data from electronic counters installed along the trail over the past five years, reflected in the table below.

Who’s on the Trail: Canalway Trail Annual Estimated Usage (2022 & 2023)

Year covered in report	# of count locations in past 5 years	Erie Canalway Trail estimated annual usage	Champlain Canalway Trail estimated annual usage	Total Canalway Trail system estimated annual usage
2022	21	3.37 million	184,000	3.55 million
2023	33	3.84 million	112,00	3.95 million

Also in 2024, PTNY released **2021-2023 Who’s on the Trail: Genesee Valley Greenway**, summarizing trail use on the 90-mile trail over the last three years and using this opportunity to explore a new trail use methodology. Between 2021 and 2023, PTNY counted trail use at seven locations along the Genesee Valley Greenway. These counts provide a snapshot of the popularity and potential of this important regional asset. Supporting data also provides detail on when and how people use the trail.

The Hudson River Valley Greenway also continued their count program, collecting trail use data in 2022 at 10 locations and publishing a **2022 Trail Use Report** in 2023 and collecting trail use in 2023 at 11 locations and publishing a **2023 Trail Use Report** in 2024. The 2023 report included data from 26 counters installed for at least a year during the last six years, totaling over 2 million visits. During November and December 2023, the Greenway moved its trail counters to 11 new locations along the Trail, initiating collection of “Year Three” data. The counters will remain in place for 12 months. By the end of 2024 trail visitation data will be available for nearly 40 sites, providing a more robust picture of trail use patterns along the 275-mile Hudson Greenway/Empire State Trail route.

As part of the **Warren County Modernization and Connectivity Plan for Multi-Use Trails**, the NYS Department of Transportation conducted trail counts for the Warren County Planning Department at ten locations along the Warren County Bikeway, Feeder Canal Trail and Champlain Canalway Trail/Empire State Trail. Counts were conducted using a video-based counting system. At each location, trail use was counted from 7:00 AM to 7:00 PM for the week of June 15 to June 21, 2023. The data also provide a breakdown by direction of travel along the trail and the mode of travel (pedestrian or bicycle). Results of the trail counts were published using an **ArcGIS dashboard**.

Since 2017, the **Genesee Transportation Council (GTC)** has counted bicyclists and pedestrians to build a solid foundation of data for future planning with a multi-pronged approach. GTC counts data along 25 trails covering approximately 300 miles in Rochester and the surrounding counties. In spring 2023, GTC conducted counts at three locations: on both ends of the West Shore Trail and on the Ellicott Trail.

The **Binghamton Metropolitan Transportation Study (BMTS)** has also continued its bicyclist and pedestrian count program along the Binghamton area’s Two Rivers Greenway system. BMTS publishes monthly reports discussing the counts and trends experienced that month across the region, as well as an interactive map that showcases monthly and running total counts broken down by user type.

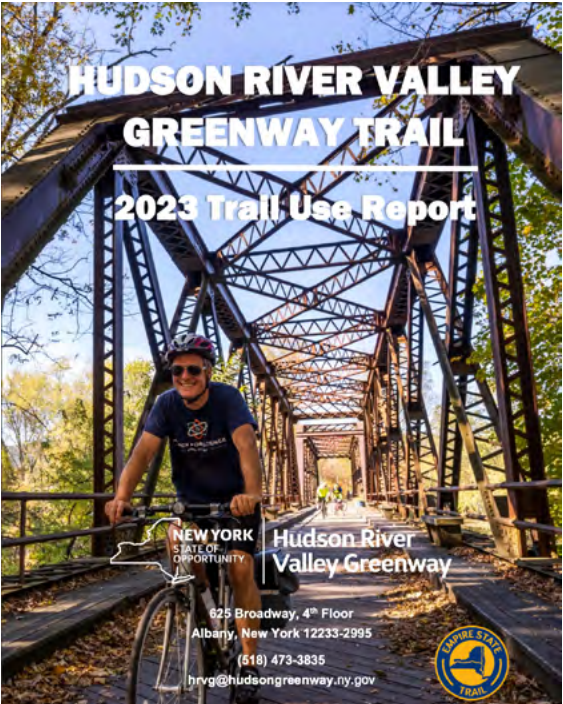
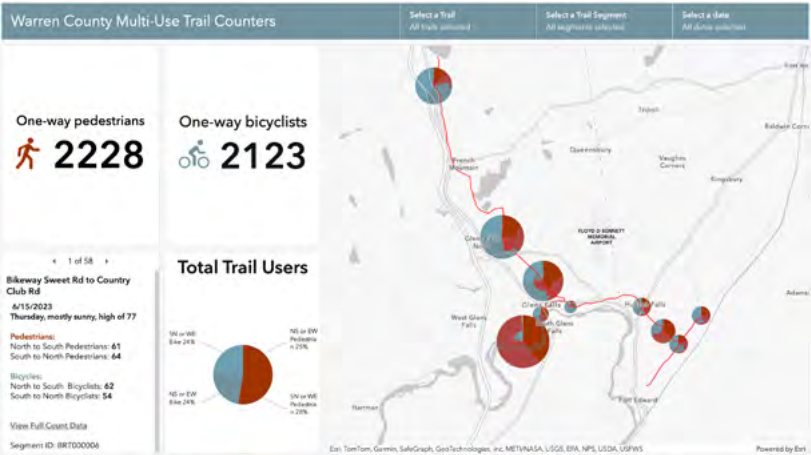


Image courtesy of the Hudson River Valley Greenway.



Screenshot of the Warren County Multi-Use Trail Counters Dashboard.



# Funding Highlights

## Federal Funding

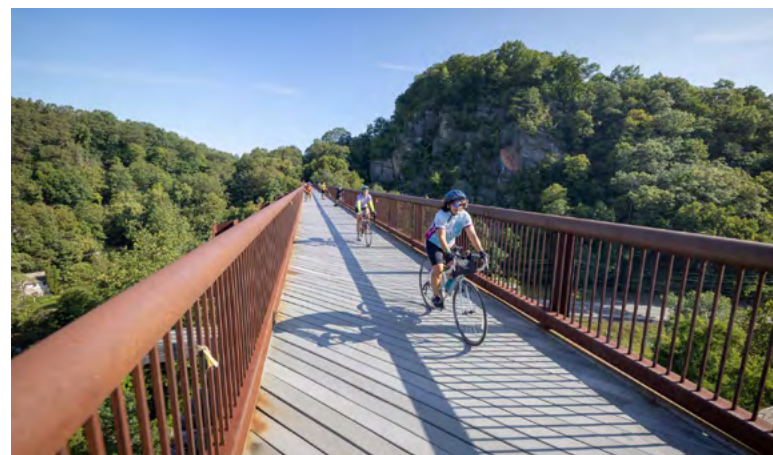
In November 2021, Congress passed the Infrastructure Jobs and Investment Act (IIJA)—also known as the Bipartisan Infrastructure Law (BIL)—that included the five-year reauthorization of federal surface transportation programs. This bill significantly increased funds for trails and active transportation programs, bolstering familiar, long-standing programs and added new funding opportunities for trails, walking and biking. The following programs provide federal funding that is dedicated to trails, walking and biking.

**Transportation Alternatives Set Aside** - At the federal level, funding was **allocated at \$1.41 billion in FY2023 and \$1.44 billion in FY2024**. In New York, Transportation Alternatives funding has been combined with funds from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program to be jointly awarded. Funding from TAP and CMAQ cover up to 80 percent of total project costs and are required to demonstrate how proposed improvements will increase the use of non-vehicular transportation alternatives, reduce vehicle emissions, and/or mitigate traffic congestion. In June 2024, Gov Kathy Hochul **announced \$97.7 million in TAP awards** across NYS, with \$21.2 million going to create and expand trailway networks. The awards will help to construct shared use paths and improve trail connections and infrastructure for pedestrians and bicycles and improve the overall safety of trailway options.

**Recreational Trails Program (RTP)** - In New York, RTP is administered by OPRHP and made available through the Consolidated Application Fund (CFA). The federal authorizing legislation requires that 30% of RTP funding is used for non-motorized recreation, 30% for motorized recreation, and the remaining 40% for projects that benefit more than one mode of use. In odd numbered years (2023, 2025, etc.), municipalities and not-for-profit organizations can apply for RTP funding through the CFA process, while in even numbered years (2024, 2026, etc.), state and federal agencies, public benefit corporations and public authorities can apply for RTP funding. RTP funding can be used for a wide array of trail-related purposes, including maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, purchase and lease of recreational

trail construction and maintenance equipment, construction of new recreational trails, acquisition of easements and/or fee simple title to property, and assessments of trail conditions for accessibility and maintenance.

**Active Transportation Infrastructure Investment Program (ATIIP)** - This program was newly authorized at \$200 million per year by the Bipartisan Infrastructure Law in 2021. However, only \$45 million was appropriated for the program in FY 2023, the first funds appropriated for this program. Applications for this first round of funding were due July 2024.



Many other federal grant programs can be used for trail-related projects, either as a standalone project or as part of a larger effort.

**Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** - The largest, most well-known transformative competitive Federal grants, the RAISE program is intended to make significant investments in projects that achieve national objectives. Previously known as TIGER or BUILD grants, the program emphasized projects that “improve infrastructure, strengthen supply chains, make us safer, advance equity, and combat climate change.” The 2023 round saw three awards go to trails-related projects in New York State, while 2024 saw none.

Four federally authorized commissions also may support or give funding to greenway trail projects. Two of these, the Delaware River Basin Commission

and the Susquehanna River Basin Commission, are based around the watersheds of their namesake rivers. Two others, the Appalachian Regional Commission and the Northern Border Regional Commission are more broadly regional, seeking to support economic development in historically impoverished areas. Each of these commissions has discrete geographic areas in which projects they fund must be located. For information on those geographies and for an overview of grant opportunities that may

## State Funding

In addition to administering federal grant funds, such as the Recreational Trails Program, New York State has multiple funding lines that help advance trail projects across the state.

The FY 2024 and FY 2025 New York State budgets were approved and signed into law over the last eighteen months. Both state budgets allocated \$200 million in capital funding to NYS Office of Parks, Recreation and Historic Preservation, with an additional \$100 million allocated in FY 2025 for the NY State Parks Centennial. Both the FY 2024 and FY 2025 budgets maintained the Environmental Protection Fund at \$400 million. The EPF includes numerous programs that explicitly support trails (FY25 figures):

- Open space and land conservation funding (\$39.5 million)
- State Land Stewardship funding (\$47 million), which includes the \$2 million Park and Trail Partnership Grant program, which is administered by Parks & Trails New York.
- Waterfront Revitalization Program funding (\$14.275 million)
- Municipal Parks funding (\$26 million). This funding also includes \$500,000 in dedicated grants for Hudson River Valley Trails, separately administered by the Hudson River Valley Greenway.

Since the approval of the **\$4.2 billion Clean Water, Clean Air, and Green Jobs Environmental Bond Act** in 2022, New York State has been working to help identify needs for environmental funding and develop program logistics for Bond Act implementation. During the summer of 2023, a 10-stop educational listening tour was hosted. The sessions provided an opportunity for the public and potential funding applicants to learn more about the Bond Act and to begin discussions on the guidelines being developed to identify potential projects.

be offered by each of these agencies, visit each commission’s respective website.

More information about funding sources can be found in the recently published ***Trails Across New York: A Grassroots Guide to Developing Greenway Trails***.

The Bond Act funding is broken down into four categories - Climate Change Mitigation, Restoration and Flood Risk, Water Quality Improvement and Resilient Infrastructure, and Open Space Land Conservation and Recreation. According to draft guidelines released by DEC in spring 2024, greenway trails may be eligible for funding under the Climate Change Mitigation category as part of the Climate Smart Communities program administered by DEC. These projects must be dedicated primarily to the “construction of on-road or off-road facilities for non-motorized forms of transportation that facilitate commuting or access to daily needs (recreational trails are not eligible).” No less than \$100 million will be allocated to the Climate Smart Communities program.

Trails will also likely be eligible for funding under the Open Space Land Conservation and Recreation, allocated at \$650 million. At least \$300 million will be awarded to open space land conservation projects; and \$125 million will go to other projects including recreational infrastructure projects, including development and improvements to State and municipal parks and infrastructure associated with open space land conservation projects. Draft Eligibility Guidelines for Open Space Conservation Acquisition through the New York State Department of Environmental Conservation were announced in 2024. Greenway trails were not specifically called out, but they could meet some of the criteria identified as “New York’s Open Space Conservation Goals” by providing accessible, quality outdoor recreation and open space to all New Yorkers. **The first example of Bond Act funding going toward a greenway project occurred in January 2024, when Governor Kathy Hochul announced \$13.1 million in Bond Act funding to support the ongoing construction of the Adirondack Rail Trail.**



# NYS Greenway Trails Progress Report

*January 2023 - June 2024*



**Parks & Trails New York**  
1 Steuben Place  
Albany, NY 12207  
(518) 434-1583  
[ptny.org](http://ptny.org)



**New York State Office of Parks,  
Recreation and Historic Preservation**  
625 Broadway  
Albany, NY 12207  
518-474-0456  
[parks.ny.gov](http://parks.ny.gov)