

Chapter 7 - Creating the Canal Recreationway

TABLE OF CONTENTS

- 7.1 Canal Landings
- 7.2 Enhancing Recreational Boating
- 7.3 Canalway Trail and Other Land-Based Recreation Improvements
- 7.4 Canal Scenic Byway and Access Improvements

LIST OF EXHIBITS

- 7-1 Proposed Canal Harbor, Port and Lock Projects
- 7-2 Recreational Boating - Time, Distance and Speed Analysis
- 7-3 Proposed Canal Service Ports and Locks
- 7-4 Hiking - Time, Distance and Speed Analysis
- 7-5 Cycling - Time, Distance and Speed Analysis
- 7-6 Canalway Trail
- 7-7 Canalway Trail Route Segments
- 7-8 Proposed Canalway Trail Support Facilities
- 7-9 Trail Design Standards by Type of Use
- 7-10 Trail Design - Single and Double Tread Widths
- 7-11 Trail Design - Wildlife Buffer Zone and Access to Waterway
- 7-12 Trail Surface Sections and Trailhead Facility, Type A
- 7-13 Trailhead Facilities, Types B and C
- 7-14 Canal Scenic Byway
- 7-15 Canal Scenic Byway Route Segments

APPENDICES

- A7-a Canal Boating in Canada and Europe
- A7-b Local Canal Projects
- A7-c Existing Public Support Facilities along the Canalway Trail

Chapter 7 - Creating the Canal Recreationway

"I dismounted my carriage from its wheels, placed it on the deck of a light bark, and was thus towed on the canal . . . Of all the methods of traveling I have ever tried this is the pleasantest. I walk part of the way along the banks of the canal, level, and lined with a double row of trees which furnish shade. When fatigued I take seat in my carriage where, as much at ease as if in my study, I read, write or observe . . ."

Thomas Jefferson,
from *The Canal du Midi*, 1787

Transforming the historically industrial canal into a recreationway involves capitalizing on the assets of the Canal to attract greater numbers of visitors and tourists. As described in previous chapters, these assets include:

- A fully functioning waterway stretching across upstate New York and connecting with waterways across the U.S. and Canada.
- The unique history of the Canal and its importance to the state and the nation.
- The extraordinary beauty of the canal corridor.
- The numerous recreation and cultural facilities that already exist in the area.
- The many historic communities that line the canals.
- The large population of the canal regions.
- The many tourists who already come to New York State.

The following program is recommended to achieve the goals and objectives of the Plan and establish the Recreationway:

1. Develop a network of Canal "Landings" which will provide places to go, things to do, and services for visitors, emphasizing boating.

2. Develop enhanced opportunities for recreational boating.
3. Complete the end-to-end Canalway Trail and associated recreational improvements.
4. Designate a Scenic Byway on roads along the Canal and provide other access improvements.

7.1 CANAL LANDINGS

Planning Principles

Canal Landings are intended to be destination points along the Canal: places where tourists and local residents can enjoy the Canal and where they can access canal-related amenities and services. Each Canal Landing has direct water access and is primarily focused on water and boating. They are designed, however, to be attractive and points of interest for all canal users. Canal Landings will include services for boaters and trail users, and restaurants, shops and lodging facilities with a canal theme. They will also have canal interpretive facilities and public open space suitable for canal-oriented festivals, regattas, rallies and other events.

A regular system of Landings is proposed to encourage long-distance boating and trail use by providing services at regular intervals. The distance between centers corresponds to traveler needs as identified in the "Time, Distance, Speed" analysis presented in Chapter 5 and discussed further below. The objective is to offer services at locations that correspond to half-day and full-day stops made by travelers.

A hierarchy of Canal Landings is recommended with larger "Harbors" at canal gateways and other important locations, and smaller "Ports and Locks" spaced between Harbors, as shown on Exhibit 7-1, "Proposed Canal Harbor, Port and Lock Projects." Together, Harbor, Port and Lock projects will provide a minimum network of services accommodating all half- and full-day needs for canal boaters, and most service needs of other users. A third category of Canal Landings, "Local Projects," will provide additional

attractions along the Canal and help supplement trail and other service locations over time.

To the extent possible, suggested Canal Landings are sited at historic canal terminals or locks. These sites generally have existing dock walls, providing a wharf for boat tie-up. All terminals and many locks are located in historic canal centers affording concentrations of existing services and the potential for community revitalization and economic growth through tourism development.

The goal for each Landing is to include as many services and facilities as possible and locally desirable. While all projects will provide a minimum set of visitor services, Harbors will have the most comprehensive array of facilities. It is envisioned that the proposed facilities will be augmented when market conditions merit and local initiative exists.

Each Landing will have a minimum service package for boaters and trail users consisting of docks or boat fenders and tie-ups, telephone, trash drop and information signage, and one or more of the following elements:

1. A variety of boating opportunities, including charter, tour and excursion boats, boat rental and others as described in Section 7.2.
2. Expanded services for boaters and trail users, including marinas, docks, marine repair, pump-out and fuel, water and electric service, rest rooms, access to showers and laundry facilities, and boat and bicycle repair.
3. Restaurant and canal-oriented shops.
4. Lodging facilities.
5. Canal interpretive and tourist information.
6. Public open space for events.

In all project locations, existing services and facilities will be used whenever possible. New or expanded facilities should build on the existing base. Revenue-producing facilities should be provided and operated by the private sector to the maximum extent possible, with the public providing facilities only in the absence of private-sector interest.

CANAL HARBORS

Canal Harbors will provide major boating and tourist amenities for visitors at key canal locations. The development character of each Harbor will be based on its location along the Canal, the scale and flavor of the surrounding community, and local market and economic conditions.

Maximizing opportunities for long-distance boating is an important goal of the Canal Harbor projects. This promotes the Canal's most significant asset: 524 miles of navigable waterways. A key proposal of the Plan is to locate charter-boat bases at each Canal Harbor. This will provide non-boat owners with opportunities for long-distance boating, an important economic development tool for increasing tourism and generating revenue. (See Section 7.2, "Enhancing Recreational Boating.")

Seven Harbors, one in each canal planning region, are recommended to fulfill a strategic role as a mixed-use, boating, and recreation center. These projects are located at widely-spaced key points on the Canal System in accordance with the results of the time, distance, and speed analysis. In addition, they are intended to show early results of the revitalization program. All projects include services and amenities, an interpretive component, a mechanism for providing Recreationway users with information and assistance, and public open space.

Recommended Canal Harbor locations:

1. Tonawandas - Western Gateway to the Canal at the Niagara River.
2. Rochester - Western Canal Midpoint at the Genesee River.
3. Seneca Falls - Gateway to the Finger Lakes.
4. Oswego - Gateway to Lake Ontario and Canada.
5. Little Falls - Eastern Canal Midpoint at the Mohawk Gap.

6. Waterford - Eastern Gateway at the Hudson River.
7. Whitehall - Gateway to Lake Champlain and Canada.

In addition to the seven Canal Harbors, the Syracuse Canal Harbor was funded through the Thruway 2000 legislation and is now being developed. Selection criteria, methodology and detailed project proposals for the seven Harbors are discussed in Chapter 8, "Canal Harbor Projects."

PORTS AND LOCKS

Ninety-six Canal Service Port and Lock projects are defined in Exhibits 7-3a and 7-3b, "Proposed Canal Service Ports and Locks" (chart and location map).

The typical Port project, envisioned as a development partnership between the Canal Corporation, a local municipality, and a private developer, would include both public and private elements. Public components might include a curb rail and/or fendering for boat tie-up; a waterfront park with landscaping, lighting and benches; Canalway Trail linkage, and an interpretive and information kiosk. Examples of private elements include a small (± 20 -boat) marina with power, water, pump-out, docks and toilets, a small restaurant or retail shop (2,000 square feet), or a bed and breakfast.

Typical lock projects include a small public park with a picnic area and public restrooms, provision for boat tie-up, tent campgrounds where possible, portage trail for nonmotorized boats, Canalway Trail linkage, and an interpretive/information element.

Service Port and Lock locations were selected to provide regularly spaced sites for visitor services between Canal Harbors, according to the time, distance, speed relationships shown in Exhibits 7-2, 7-4, and 7-5, "Time-Distance-Speed Analyses: Recreational Boating; Hiking; and Cycling." Recommended projects will provide

full- and half-day stops for boaters and most stops for trail users along the mainline canal (see Section 7.3 for detail).

To take advantage of existing facilities and promote economic development in canal communities, recommended projects are sited in downtown areas of historic canal cities and villages whenever possible. All recommended Port and Lock projects are on canal-owned land to enable Canal Corporation investment.

Each recommended Port and Lock project includes one of three sets of visitor services based on planning and park design standards. Recommended service packages are:

- *Canal Service Package A:*
Telephone, trash drop and informational signage. For boating stops: Dock or boat fenders and tie ups.
- *Canal Service package B:*
All of the above plus rest rooms, potable water and picnic area. For boating stops: Water and electric service, sewage pump-out and, if necessary, floating docks.
- *Canal Service Package C:*
All of the above plus showers, laundry and supply shop. For boating stops: Marine fuel service, boat launch, and repair shop if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.

Where service facilities exist, Package A is recommended to avoid competition with existing private operators or duplication of public facilities. Package A should be provided at all canal access points. Project descriptions note where facilities already exist or are currently proposed. New facilities are intended to build upon and enhance existing facilities, not replace them.

Package B is recommended for half-day hiking and cycling stops and all canal locks, unless they are in close proximity to other existing or proposed facilities.

Package C is recommended at all full- and half-day stops for boaters, as well as full-day stops for hikers and cyclists. "Priority" Package C indicates those locations needed for full- or half-day boater stops where no marina facilities currently exist. See Exhibits 4-24a and 4-24b, "Existing Marinas" (chart and locational map). It is recommended that these projects be facilitated in order to complete the network of services as quickly as possible.

A fourth package, D - Commercial Shipping Terminal, is recommended at those locations that have potential for enhancement of canal commercial shipping.

Exhibit 7-3a also notes those projects that were recommended in Regional Canal Plans, those that have been funded under the Canal Corporation's Municipal Canal Development Program, those including a canal-owned terminal or dock, and those that have private investment potential.

Service Port and Lock projects described in Exhibit 7-3a represent minimum facilities necessary to create a system of visitor services. These projects should be catalysts for private development of additional tourist facilities, particularly in Port locations, where local restaurants, shops, lodging facilities and service providers will benefit from additional tourism revenue.

To enhance the service network in key locations not on the present Canal System, a separate list of "Other Service Ports" is provided below. These locations are important for a variety of reasons. Some provide vital linkages to other recreational venues. Others are important in regard to marketing and as intermodal connections. While these cannot be funded by the Canal Corporation because they are outside of the legal bounds of the system, implementation by other parties is encouraged. Three of these ports, Buffalo, Albany and Lansing, have potential to expand commercial shipping on the Canal System.

Other Service Ports:

- *Erie Canal*
Buffalo, Constantia, Lakeport, Troy, Albany

- *Lake Champlain*
Ticonderoga, Westport, Essex, Port Kent
- *Cayuga Lake*
Cayuga, Union Springs, Aurora, Long Point State Park, Taughannock Falls State Park, Lansing
- *Seneca Lake*
Seneca Lake State Park, Geneva, Dresden, Sampson State Park, Lodi Marine Park

LOCAL PROJECTS

Completing the Canal Recreationway will require development of a myriad of other canal-related projects and activities in addition to Harbors and Port and Lock projects. The seven Regional Canal Plans, which provide guidance for selection of the Harbor, Port and Lock projects, describe hundreds of other projects ranging from major mixed-use development to small local canal-access points. All of these will be valuable to the ultimate success and diversity of the Canal Recreationway and are endorsed by this Plan.

Appendix A7-b, "Local Canal Projects," lists the 515 projects described in the seven Regional Canal Plans.

7.2 ENHANCING RECREATIONAL BOATING

Planning Principles

Boating is a primary recreational activity on the Canal, and the opportunity to observe boats and boaters is also a major attraction. Increasing boating activity of all types is a singularly important objective of the Plan.

To enhance the tourism potential of Port and Lock locations and expedite provision of services, every effort should be made to increase boating activities at Canal Landing sites. The roles of various types of boating and facilities necessary for each are discussed below.

Charter Boating

Charter boating provides a unique "canaling" experience. Boats are skippered by renters, and the narrowness and safety of the canals permit even an inexperienced boater to enjoy being the captain of a relatively large vessel. The economic impact of charter boating is high. The average trip of a week or more provides direct revenue to the Canal through tolls and fees, and brings new patrons to local marinas and canalside restaurants, shops, and tourist attractions, supplementing the local economy and increasing sales-tax revenue. Charter boating also enhances the image and vitality of the Canal.

Charter boating is popular in Canada and has been very successful for decades on European canals. Over one thousand charter boats are available for hire in the British Isles and over two thousand in France. Typical customers are adult groups of family and friends. (See Appendix A7-a, "Canal Boating in Canada and Europe," for more information.)

The physical facilities required for a charter-boat base include full marina and docking facilities with marine services, boat repair, maintenance, and winter storage. The size of the fleet will vary depending on the anticipated market and needs of the charter boat company. A distance of 75 - 100 miles between bases will facilitate one-week trips. The regular network of Canal Landings at Harbors, Ports and Locks will greatly facilitate charter boating, providing overnight dockage, marine services en route, restaurants, supplies, and other tourist amenities.

Transient Boats

Like charter boaters, transient boaters spend multiple days on the Canal and are an excellent source of revenue for local economies. Needed facilities include marinas with boater services and transient dockage, restaurants, lodging and tourism amenities. Economic impact is directly related to length of stay. Canal Landing projects will provide the facilities necessary to entice transient boaters to lengthen their canal vacation.

Local Boating

Local boat owners are and will continue to be the largest boating group using the Canal. As with

charter and transient boaters, services available at Canal Landings will encourage local boaters to make greater use of the canals by providing needed marine services and destinations for day and longer trips.

Boat-launch sites at convenient locations and parking are important facilities for local boaters. Boat-launching sites are most appropriately provided by, and operated and maintained by local communities. All such facilities should be open to the general public. The NYS Office of Parks, Recreation and Historic Preservation, and the NYS Department of Environmental Conservation should assist local governments as cooperating partners in the boat-launch projects. Boater access to the Canal should be enhanced through development of launch sites in local communities throughout the system. To the extent such improvements would be consistent with the regional plans, boat ramps with parking facilities and related public amenities should be provided by each canalside municipality.

Use of canoes, kayaks, row boats, racing shells and other nonmotorized boats is increasing. These boats provide much local color and are the subject of a growing number of rallies, regattas, and festivals. Increasing the nonmotorized boating market will require portage routes around locks, campsites, and boater regulations which limit wakes, especially in narrow canal sections.

Day rental of motorized and nonmotorized small boats is a market with high recreational potential for both local residents and tourists. Additional boat rental facilities should be encouraged through increased marketing and provision of convenient launch sites and boater amenities.

Excursion Boats

Day trip or excursion boats, which are gaining popularity, are an excellent way to introduce the canal experience to large groups of local residents and tourists. A number of excursion boats already exist on the Canal, with on-board activities including dining, dancing, lectures, and theme itineraries. Others should be encouraged as part of Canal Landings projects.

Excursion boats require a long dock of up to 200 feet, substantial car/bus parking, and provision for landside services or a commissary.

Tour Boats

Tour boats offer multiple-day cruises and can accommodate groups of twelve or more, with or without on-board sleeping accommodations. These boats require long docks, car/bus parking at end points, landside commissary facilities, and landside lodging for non-hotel boats.

Tour boats are an extremely important source of tourist activity. New enterprises should be encouraged, both within the New York Canal System and as part of the larger network of national and Canadian waterways. This effort will require increased marketing, and implementation of Canal Landing projects to provide suitable dockage, boater facilities and tourist amenities.

Ferries and Water Taxis

Ferries and water taxis provide regularly scheduled public transportation between points where there is high volume traffic. Possible routes on the Canal System include transportation between the Canal Harbor at the Tonawandas and Niagara Falls and/or downtown Buffalo, between Sylvan Beach and other points on Oneida Lake, and between the Montezuma Complex and Seneca Falls/Waterloo/Geneva. A high-speed ferry up the Hudson River to transport visitors to the canal gateway at Waterford is worthy of consideration.

Floating Services

The Canal offers tremendous opportunities for services that can be transported from town to town by boat. These might include a floating museum, performing arts/cinema barge, more educational boats, or a festival market for local produce, crafts and flea markets. It is recommended that sponsorship and operation of these facilities be the subject of a partnership between the Canal Corporation and appropriate public, not-for-profit or private sponsors. Potential partners include the New York State Museum, the NYS Office of Parks, Recreation and Historic Preservation, not-for-profit performing arts or educational groups, flea market operators and farmers cooperatives. Floating services could be coordinated with local canal

festivals and events, enlivening both the Canal and the local port.

Commercial Shipping

While commercial shipping is not recreational *per se*, canal visitors enjoy observing industrial boating activities. It lends an air of authenticity to the Canal, recalling its industrial heritage and enhancing the recreationway experience. Expansion of commercial shipping is not considered to be in conflict with recreational use. The role of commercial shipping and its needed facilities are discussed in Chapter 9.

7.3 CANALWAY TRAIL AND OTHER LAND-BASED RECREATION IMPROVEMENTS

Benefits and Opportunities

In communities across the United States people are rediscovering the importance of open space and the welcome break from the stresses of modern life that parks and greenways afford. More and more, people want to live in, do business in, and visit places that provide these facilities. For example:

- Quality of life was third most important factor in determining where to locate a business, according to a 1989 survey of chief executive officers. Greenways and greenway trails are often cited as positive contributors to a community's quality of life.
- In a survey by American Lives, Inc. widely reported in the media in January 1995, consumers shopping for homes in newly planned communities expressed a strong preference for trails and open spaces that allow for interaction with the environment, such as wooded tracts. These findings denote a major change from consumer preferences of the past few decades, which led developers to build communities around golf courses and tennis courts.

Unfortunately, in many areas facilities do not exist to accommodate this renewed interest in outdoor activities. The Canalway Trail, however, offers the potential to change this by providing canal-community residents and canal visitors an appealing place to enjoy trail-related activities such as biking, hiking, skiing, and in some places horseback riding and snowmobiling. Indeed, in areas where the Canalway Trail currently exists, these opportunities are available today.

To maximize the utility of the end-to-end trail, emphasis should be placed on planning and developing linkages with canal communities; Canal Landing; parks; Urban Cultural Parks; historic sites; and other local regional and national trail systems including the Seaway Trail, the Genesee Valley Greenway, the North Country Trail, the Long Path, the Hudson River Valley Greenway, the Lake Champlain Bikeways, Bike Route 5 and Bike Route 9, and the Black Diamond Trail in the Finger Lakes region. The trail should be seen as a part of the transportation network and a primary artery in a statewide network of trails.

The goal of the Canalway Trail program is to establish an end-to-end trail along the NYS Canal System – more than 520 miles long – making it one of the most ambitious projects of its kind in the United States. The trail's national significance means that in addition to the quality-of-life benefits cited above, completing the trail will be a boost to local and regional economies. As several studies nationwide have indicated, trails are serious business. For example:

- The National Park Service found that greenway trails stimulate local economies. They encourage residents to participate in local recreational opportunities and spend their leisure-time dollars supporting local businesses.
- Greenway trails are tourist attractions that generate expenditures on lodging, food, and recreation-oriented services, and they provide new business opportunities. A study of three trails in Iowa, California and Florida conducted by the National Park Service in 1992 showed that trail users spent as much as \$11 each day as a result of their trail visits,

resulting in a total annual economic impact of over \$1.2 million in each case. Approximately half of this economic activity was "new money" brought into the local trail counties by trail visitors from other counties.

- The 1992 *Impacts of Rail Trails* National Park Service study also showed that trails had no effect on property sales and no adverse effects on adjacent property values. Indeed, the majority of homeowners interviewed indicated that the trails would increase property value.

Trail Alignment

The proposed trail alignment is mapped in Exhibit 7-6, "Canalway Trail." Details of the proposed alignment by segment, including location, length, and right-of-way status, are shown in Exhibit 7-7, "Canalway Trail Route Segments."

The end-to-end trail alignments have been selected according to the following order of priority:

1. Canal-owned former towpath or service road along the current canal.
2. Canal-owned land along the current canal.
3. Canal or state-owned towpaths along abandoned sections of the Old Erie, Champlain and Oswego Canals.
4. Abandoned state-owned rail rights-of-way adjacent to the existing or abandoned canals.
5. Land purchased and/or easements acquired on municipally or privately owned land adjacent to the Canal, along abandoned rail rights-of-way, or utility corridors.
6. Local roads and streets.

Special attention should be given to developing the trail near sensitive environmental areas and historic sites. Canal officials should work with park and wildlife-area managers in selecting acceptable trail routes at these locations.

The proposed trail alignment follows the following route:

- *Erie Canal*

The trail follows the present Canal from Tonawanda to Clyde, with much of the trail

on the existing canal service road. From Clyde, the trail moves south to follow the Old Erie Canal to Rome. This permits the trail to pass through the City of Syracuse and many historic canal villages, and allows utilization of existing trail facilities of the Erie Canal Park in Camillus, the Old Erie Canal State Park between Syracuse and Rome, and the Erie Canal Village in Rome, all of which have rewatered Old Canal sections, recreational amenities, and canal interpretive facilities.

From Rome to Albany the trail follows the route of the present Erie Canal, utilizing existing municipal trails on abandoned canal and railroad rights-of-way.

- *Champlain Canal*

The trail is sited along local roads and the Old Champlain Canal from Cohoes to Fort Edward, where it borders the present Canal, utilizing canal-owned land to Whitehall. The Glens Falls Feeder Canal Trail provides a route along the old towpath to Glens Falls.

- *Cayuga-Seneca Canal*

The trail follows the towpath of the Old Seneca Canal along the east side of the Seneca River to the headquarters of the Montezuma Wildlife Refuge at Routes 5 and 20, where it continues to Lock CS-1 (Mud Lock) or follows local roads to the Canal; borders the Canal along the towpath route to Seneca Falls; and follows abandoned railroad and local roads through Waterloo to Seneca Lake.

The trail follows NYS Route 90 from Lock CS-1 (Mud Lock); NYS Route 34B; and NYS Route 34 south along the east shore of Cayuga Lake to Ithaca. From Seneca Lake State Park, the trail proceeds west along Routes 5 and 20 to Geneva, and then south on Route 14 along the west shore of Seneca Lake, through Watkins Glen to Montour Falls.

- *Oswego Canal*

The trail follows the old towpath route along the east side of the Canal/River from Onondaga Lake to Oswego.

Of the approximately 500 miles of proposed off-road trail, roughly 40 percent, or 220 miles, is in use. Of this about half is complete and half requires improvement. An additional 30 percent is owned by the Canal Corporation and public agencies for trail construction. The remaining 30 percent (150 miles), is yet to be acquired; about one-quarter has been sited.

The longest sections of existing trail are the sections between Lockport and Palmyra (80 miles, 50 percent of which is completely improved), the Old Erie Canal State Park (46 miles of improved trail), and the section between Rotterdam Junction and Albany (26 miles of improved trail).

It should be noted that Canalway Trail alignment proposals have relied on information from local and county trail plans. While many field, map and aerial-photograph checks were made, specific field conditions may affect trail construction, and some alignment adjustments may be necessary during implementation.

As the Canalway Trail is being developed, the NYS Department of Transportation's on-road Bike Route 5 along the Erie Canal and Bike Route 9 along the Champlain Canal should be linked to existing trail segments.

Types of Use on the Canalway Trail

The Canalway Trail should accommodate a variety of uses, including hiking and biking, and in some places rollerblading, horseback riding, cross-country skiing and snowmobiling. In determining allowable uses for particular trail segments, the following guidelines were developed based on public feedback provided at a trail-use policy workshop in the Genesee - Finger Lakes region:

- Uniform and consistent sets of rules affecting use of the end-to-end trail should allow for flexibility and inherent differences between urban, suburban and rural areas, i.e., hiking and biking are most likely appropriate in all areas, while equestrian and snowmobile use may only be appropriate in some suburban and rural areas. Rollerblading may be

appropriate in all areas, but is limited by the type of trail surface.

- Planning and design factors associated with uniform signage, tread materials, width, bridges, handicapped access, opportunities for separated uses, and small-boat portages around locks should allow for multiple or inclusive trail uses in or near the canal corridor to the extent practicable.
- Formal and informal partnerships between public and private agencies, including volunteer trail organizations, should be encouraged to help formulate regional trail-use policy guidelines and related enforcement and maintenance requirements.

In addition, signs, brochures and other publications can be used to promote trail courtesy among different users and encourage users to report inappropriate use of the trail. An "Adopt-A-Trail" program should be promoted to obtain assistance from local volunteers in developing and maintaining the trail and monitoring its use. Adjacent landowners can also be enlisted to monitor trail use. Bicycle rodeos can be used to educate children on proper bicycling techniques and trail etiquette.

Development of the Canalway Trail

Trail Specifications

Trail-design requirements are greatly influenced by the kinds of expected use, as shown in Exhibit 7-9, "Trail Design Standards by Types of Use."

Trail Width

The recommended trail width varies with location and expected use, but the minimum recommended trail width for users sharing the same trail is ten feet with two-foot grass shoulders on each side. Clearance height for hikers, bikers and horseback riders is ten feet. When possible, separate, parallel paths should be provided for different users, especially equestrians and snowmobilers. See Exhibit 7-10, "Trail Design - Single and Double Tread Widths."

Suggested relationships between the trail and the waterways and greenway are shown in Exhibit

7-11, "Trail Design - Wildlife Buffer Zone and Access to the Waterway."

Trail Surface

There are many surface types available for use on trails. Hard-surface materials such as stone dust, asphalt or concrete are most practical for multi-use trails. Stone dust is a popular surface because it can accommodate a variety of users and is compatible with the surrounding environment. Stone dust is also the least expensive hard surface to install - approximately \$65,000 per mile - and is easier to maintain and repair than asphalt or cement. However, stone dust requires more frequent maintenance, especially under heavy use, and is not suitable for steep slopes as it is subject to erosion by heavy rainfall. A geotextile fabric mat installed below the base course aggregate stone helps to increase trail strength, improve drainage, and prevent plant growth through the trail surface. Exhibit 7-12, "Trail Surface Sections and Trailhead Facility, Type A," illustrates typical stone-dust and asphalt trail sections being used along the Canalway Trail.

The recommended trail surface for most locations along the Canalway Trail is stone dust. Aesthetically, this surface will enhance the canals by creating a more historic appearance. However, asphalt may be appropriate in some areas based on intensity of use, community preference, or where frequent maintenance may not be practicable. Asphalt costs approximately \$110,000 per mile. Concrete should only be used in urban areas where it may be aesthetically and structurally appropriate, because of its \$200,000 per mile cost.

Trail Support Facilities and Signage

To comfortably accommodate different trail users, a variety of support services should be provided. At a minimum, these should include potable water, rest rooms and picnic tables. Other needed services include telephones, parking, visitor information, tent-camping sites, and showers. Ideally, and in the long term, services would be available at seven- to eight-mile intervals, or a half-day's walk from one another. Trail support services will be provided at these intervals by utilizing the proposed Canal Service Ports and Locks and Canal Harbors, and other public

facilities. Signage should be used to direct users to these facilities if they are not directly adjacent to the trail. See Exhibit 7-8, "Proposed Canalway Trail Support Facilities." Also see Exhibits 7-4 and 7-5, "Hiking - Time, Distance, Speed" and "Cycling - Time, Distance, Speed."

Trailheads and parking, trail markings and signage, and barriers to control motorized vehicle access are a necessary part of developing the Canalway Trail. Points of interest and interpretive signage (addressed in Chapter 10), bulletin boards, and brochures should also be considered as part of the Canalway Trail development. Typical trailhead facilities are shown in Exhibits 7-12, "Trail Surface Sections and Trailhead Facility, Type A" and 7-13, "Trailhead Facilities, Types B and C."

Canalway Trail Management and Maintenance

While many areas of the Canalway Trail will be managed and maintained by the Canal Corporation, partnerships with other public agencies and the public sector and private voluntary organizations will be important. Indeed, such partnerships already exist along present segments of the trail. For example, more than 40 miles of trail along the Old Erie Canal are managed by the NYS Office of Parks, Recreation and Historic Preservation; the Glens Falls Feeder Canal Alliance assists the Canal Corporation in providing signage for and maintaining the newly constructed trail along the Glens Falls Feeder Canal; the Mohawk-Hudson Trail in Albany and Schenectady Counties is owned and managed by the various municipal governments; and in Montgomery County the Canal Corporation is constructing sections of the trail on an abandoned rail right-of-way owned by the NYS Office of Parks, Recreation and Historic Preservation and maintained by the county.

Formation of a "Friends of the Canalway Trail" group should be encouraged to build statewide volunteer enthusiasm and support for the trail system. An Adopt-a-Trail program should also be developed to encourage volunteer participation in activities such as litter pick-up, light trail-surface maintenance, brush cutting, painting, and other maintenance requirements of the end-to-end trail.

Safety

Safety and security for trail users and adjacent landowners is often a primary concern associated with developing greenway trails. These concerns are legitimate, but often exaggerated. Nationally there is little evidence to support the fear that a trail will increase crime. Indeed, studies of trails in several states show that trail development did not result in serious problems with vandalism, crime, trespassing or invasion of privacy.

- The 1992 *Impacts of Rail Trails* National Park study found that the majority of adjacent landowners reported that there had been no increase in problems since the trails included in the study had been established, that living near rail trails was better than they had expected, and that living near the trails was better than living next to unused rail lines.
- A 1980 study from Minnesota compared the opinions of landowners along proposed trails with those of landowners along existing trails. On the proposed trails, 75% of landowners thought construction of a trail would mean more vandalism and other crimes. By contrast, virtually no landowners along two existing trails, 0% and 6% respectively, believed that trail users would steal, trespass, or harass farm animals.

Police officers cite controlled access and large numbers of friendly and observant trail users who report suspicious activity as reasons why trails are so relatively free of crime.

State, county, and local law-enforcement agencies should continue to provide emergency and security response to calls from trail users and adjacent landowners. Many communities are discovering that "Police on Bikes" programs are an excellent way to patrol trails.

Trail users and adjacent landowners should be encouraged to participate in a greenway "crime watch." Information can be provided through signs, brochures, and other publications that will promulgate trail rules and regulations and encourage trail courtesy to users and adjacent landowners. Phone numbers to report emergencies or inappropriate activities along the

greenway should also be included. Landowners should be encouraged to use this information.

Trails and access barriers must be designed to provide clearance for emergency vehicles. Exhibits 7-12, "Trailhead Facilities, Type A" and 7-13, "Trailhead Facilities, Types B and C" show recommended designs for trail-access control facilities.

Liability

Liability is another concern frequently expressed by communities and adjacent landowners. In general, liability can be addressed by the protection afforded under state law and through existing insurance programs.

Under the New York Recreational Use statute (General Obligations Law, Section 9-103), an "owner, lessee, or occupant of premises . . . owes no duty to keep the premises safe for entry or use by others . . . hiking . . . bicycle riding, (etc.). Even if a landowner, lessee, or occupant gives permission to another to pursue any of these activities, they still do not have to extend any assurances that the premises are safe and owe no duty and assume no responsibility for or incur liability for any injury to person, or property caused by any act of persons to whom the permission is granted." This same rule applies to those who own farms.

Exceptions to the statute (9-103-2) occur only if the landowner willfully or maliciously failed to guard against a dangerous condition, use, structure or activity; if consideration was paid to use the land; or if a person who was granted permission to use the land injures another person that the landowner, etc., owes duty to; then the landowner may be liable.

The Recreational Use statute was upheld in a recent New York State Court of Appeals case. The court stated that as long as the use fit into one of the enumerated activities in the statute, injuries resulting from a landowner's property were not recoverable against the landowner because of the shield provided by the statute. Farnham v. Kittinger, 83 N.Y.2d 520 (1994).

The concern over increased insurance costs for communities with greenway trails is also unfounded. The nationwide Rails to Trails Conservancy has never encountered a case where a public entity has incurred an increase in insurance cost because of a trail.

Organized Recreation

Organized recreation opportunities, including field sports (golf, soccer and baseball), court sports (tennis and basketball), and swimming pools are used primarily by the local population and are appropriately provided in municipal and county parks throughout the canal corridor, as discussed in Chapter 4.

The Canal and Canalway Trail enhance organized recreation areas in four ways:

- They expand recreational opportunities by including trail-based activities such as hiking, biking, cross-country skiing, snowmobiling, and fishing.
- They offer opportunities to create new, or expand existing organized recreation areas on undeveloped or unused canal-owned land.
- The trail offers opportunities to connect parks and recreation resources along the Canal.
- The Canal's open space and water offer a physical and visual amenity to park users.

Fishing, Hunting and Trapping

Fishing, hunting and trapping are and will continue to be important activities along the Canal. The Canalway Trail will help increase access to the canal banks for fishing and trapping and facilitate access to designated hunting areas adjacent to the Canal.

Fishing

Fishing opportunities are currently limited by Canal Corporation regulations prohibiting fishing from canal structures. This rule was initiated when locks were viewed primarily as infrastructure necessary to facilitate industrial navigation. It may be appropriate to reconsider ways in which lock structures can be safely used by fishermen.

In a number of places, shoreline fishing is inhibited by physical barriers to the canal banks due to dense vegetation, steep topography, wetlands, and/or private land ownership. In the Mohawk Valley and other places, active railroad lines and the Thruway border the Canal, limiting access. In a number of these situations, the Canalway Trail will offer opportunities to bypass these barriers, increasing the potential for shoreline access and fishing.

Hunting and Trapping

Hunting and trapping currently occur along the Canal and on adjacent open land. Expansion of hunting and trapping should be carefully managed to avoid conflicts with other recreational uses.

Hunting opportunities should be increased on large canal-owned parcels of land which are unused or vacant. Trapping should be permitted on remote sections of the Canalway Trail and unused or vacant parcels of canal-owned land outside of urban and suburban areas.

7.4 CANAL SCENIC BYWAY AND ACCESS IMPROVEMENTS

Planning Principles

Pleasure driving is the second most popular recreational pastime in the United States after walking, according to the Report of the President's Commission on Americans Outdoors. The proposed Canal Scenic Byway system designates a scenic auto route from which the Canal can be accessed and enjoyed by people in motor vehicles.

The closeness of the Canal to the New York State Thruway provides a significant opportunity to attract motorists to the Canal through direct access, signage and interpretation, and information at Thruway travel plazas.

The following sections describe the proposed Canal Scenic Byway, connections between the Thruway and the Canal, and additional access improvements.

Canal Scenic Byway

The Federal Scenic Byways program designates historically significant and scenic highways to attract increased tourism. The program includes establishment of Corridor Management Plans detailing methods to protect and enhance landscape and view corridors, maintain historic, cultural and recreational characteristics, set signage standards, maintain roadway safety, provide improvements for pedestrians and bicyclists, disseminate tourist information, and encourage economic development through tourism. Funding is provided through the federal highway program.

Authorized by state legislation in 1992, the NYS Scenic Byway program is administered by the NYS Department of Transportation. DOT has absorbed the former NYS Department of Environmental Conservation Scenic Roads program and is in the process of preparing criteria for Byway designation. Each route requires a sponsor, and preparation of a Corridor Management Plan.

It is recommended that the Canal Corporation work with the NYS Department of Transportation to designate a Canal Scenic Byway along roadways adjacent to the Canal. A proposed route is shown on Exhibit 7-14, "Canal Scenic Byway," and described in Exhibit 7-15, "Canal Scenic Byway Route Segments."

The proposed Byway follows historic routes along all four canals. Along the Erie, much of the alignment follows original routes through historic canal villages, including NYS Rt. 31 from Lockport to Baldwinsville, NYS Rt. 5 from Rome to Albany on the north side of the Canal, and NYS Rt. 5S from Utica to Schenectady on the south side of the Canal. NYS Rt. 5 is the already-designated Revolutionary Trail; Rt. 5S is provided as a parallel route. Both pass through historic canal villages and have excellent views of the Canal and Mohawk Valley. Rt. 5 has been upgraded to a four-lane arterial in many sections, however, and 5S, which remains two-lane throughout, better suits the Scenic Byway selection criteria.

Two routes are also provided along the Champlain Canal south of Waterford: one along NYS Rt. 32, which connects downtown Albany and the termination of the Erie Canal Scenic Byway; and the second along US Rt. 4, which connects to the Federal Lock at Troy.

In the interim period when a Corridor Management Plan is being prepared, it is recommended that the Canal Scenic Byway route be signed, and maps prepared for public use.

If necessary, it is also recommended that the Canal Corporation seek new state legislation or administrative action to designate the Canal itself a Scenic Byway. This would extend the tourism and economic-development benefits of Corridor Management Planning to the Canal and provide a potential funding vehicle for these activities.

The Canal and the Thruway

The New York State Thruway provides transportation for over 200 million vehicles a year. Travel on the Thruway and Northway (I-87) is increasing at a rate of one to two percent annually.

The closeness of the Canal to the Thruway and Northway (See Exhibit 4-14, "Transportation Facilities") creates significant opportunities to provide additional canal access and market the Canal to highway travelers.

To take advantage of the close relationship between the Thruway, Northway and Canal, the following program is recommended:

Direct Canal Access

- Development of a joint Thruway/Canal Service Area at Lock E-13 in the Mohawk Valley, where the lock is directly accessible from the Thruway and 40 acres of canal-owned land is available for development. The service area could include a restaurant, interpretive exhibits, boater services, a park, and lodging facilities. (See Exhibit 7-3a, "Proposed Canal Service Ports and Locks.")
- Provision of canal access from existing Thruway service plazas adjacent to the Canal. These include Iroquois, Port Byron and

Pattersonville. At Iroquois, direct pedestrian access to the Canal is possible. Port Byron and Pattersonville are not directly adjacent to the Canal, but travelers could leave their cars in the parking lot and be transported in buses or vans to the State Canal Park at Lock 9 and/or to Lock 10 (from Pattersonville) or the Montezuma Wildlife Refuge (from Port Byron).

- Provision of car "pull-offs" from the Thruway and Northway for canal, scenery and wildlife viewing, with interpretive signage. Suitable locations include Port Byron adjacent to the Vandetto property and Lock 52, historic canal/river crossings at the Seneca and Genesee Rivers and several other sites where the Canal and the highway are directly contiguous. (See Chapter 4 for locations.)
- Provision for canal access from Thruway interchanges adjacent to the Canal. Signage to the Canal Scenic Byway should be provided at the following interchanges:
 - North Weedsport, Exit 40
 - Canastota, Exit 34
 - Verona, Exit 33
 - Utica, Exit 31
 - Herkimer, Exit 30
 - Canajoharie, Exit 29
 - Fultonville, Exit 28
 - Amsterdam, Exit 27
 - Schenectady, Exit 26
 - Little Falls, Exit 29-A

Dissemination of Canal Visitor Information

Canal interpretive information and Scenic Byway maps should be provided at all Thruway and Northway travel plazas, with special emphasis on those nearest the Canal. Signage at Thruway exits should also direct travelers to nearby canal-related sites. See Chapter 10, "Interpreting and Marketing the Canal," for additional suggestions.

Other Canal Access Recommendations

As discussed in Chapter 4, access to the Canal System by air, rail, bus and auto is generally excellent. The Plan proposes to augment these through the following:

High-Speed Rail

It is proposed that the Canal Corporation support the NYS Department of Transportation's current program of upgrading the existing Empire Corridor service between the Niagara Frontier (Buffalo) and New York City. Amtrak high-speed service between Schenectady and Hudson, New York, is operating. Utilizing recent advances in rail-passenger technology in the existing rail corridor, including more powerful locomotives, passenger coaches with tilt-body capability, improved signaling capabilities and grade-crossing improvements, will enable high-speed (up to 125 mph) rail access to several major canal cities. Specifically, the following improvements are planned in the next decade using already obtained federal technology demonstration funds:

- High-speed service from New York City to Albany and Schenectady, two major canal entry points.
- Design work on high-speed passenger service between Buffalo and Rochester and Syracuse and Utica.

In addition to these efforts, support should be given to programs that eliminate rail/canal access conflict points.

Enhanced Waterborne Access

It is recommended that the Canal Corporation and NYS Department of Transportation support any efforts to establish public waterborne transportation, especially high-speed, to the Canal, either up the Hudson from New York City, on the Great Lakes from Canadian ports to Oswego or Tonawanda, or through Lake Champlain to Whitehall.

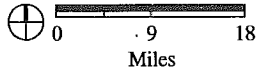
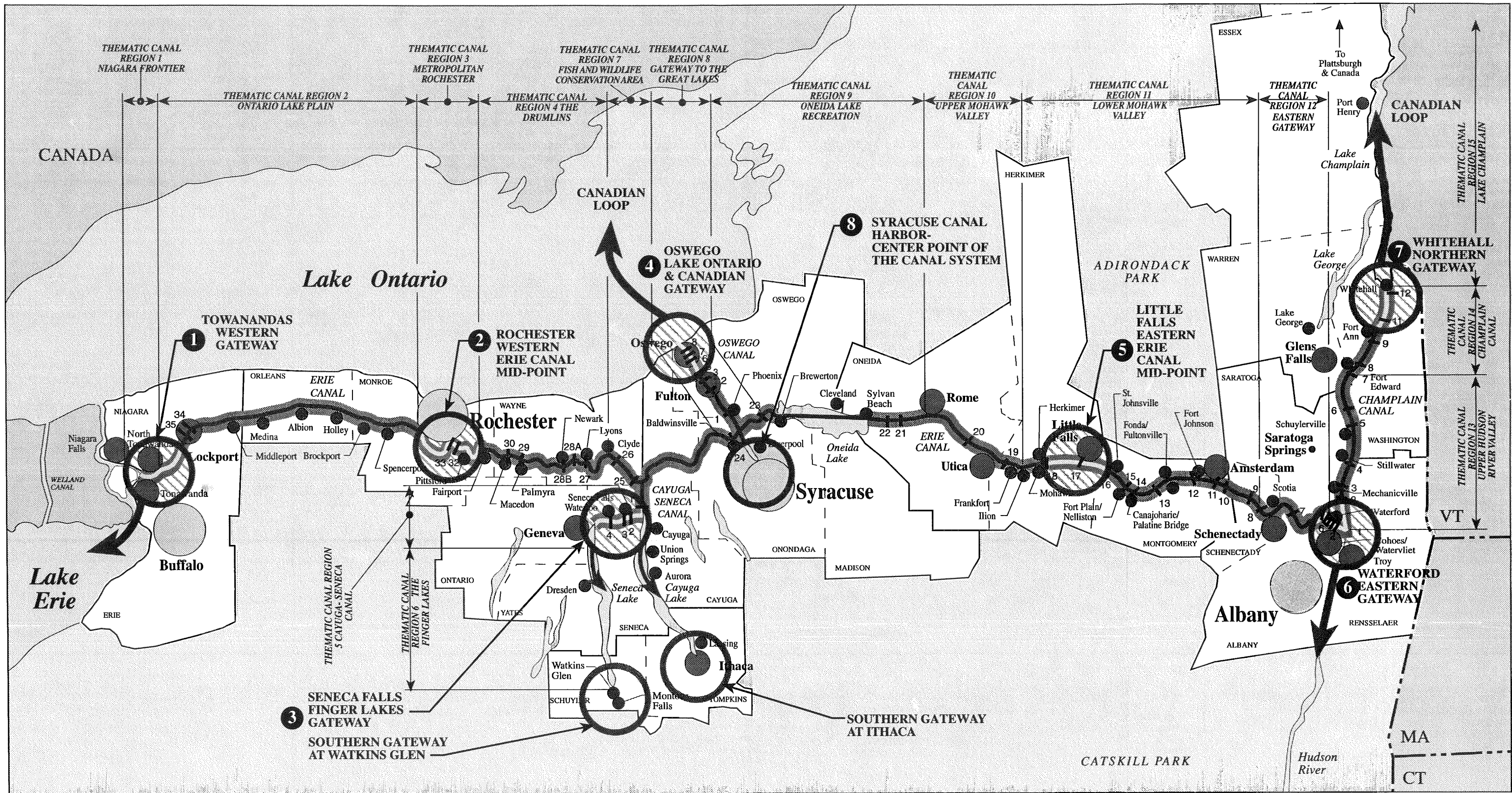
Lake steamers should also be encouraged on the major canal-linked lakes (Seneca, Cayuga, Oneida and Champlain) as part of a single or multi-modal recreation trip.

Rail and Bus Excursions

The Canal Corporation and NYS Department of Transportation should encourage rail and bus excursion trips to the Canal. Also, a shuttle service connecting major points along the Canal would provide charter boaters, hikers and cyclists

with return transportation for one-way trips on the Recreationway.

NEW YORK STATE CANAL RECREATIONWAY PLAN



- NYS Canal System Lock number
- Canal greenway
- Canal waterway

- County boundary
- Planning region boundary

- Canal Ports:
- Major city
 - Small city
 - Village

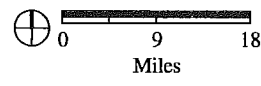
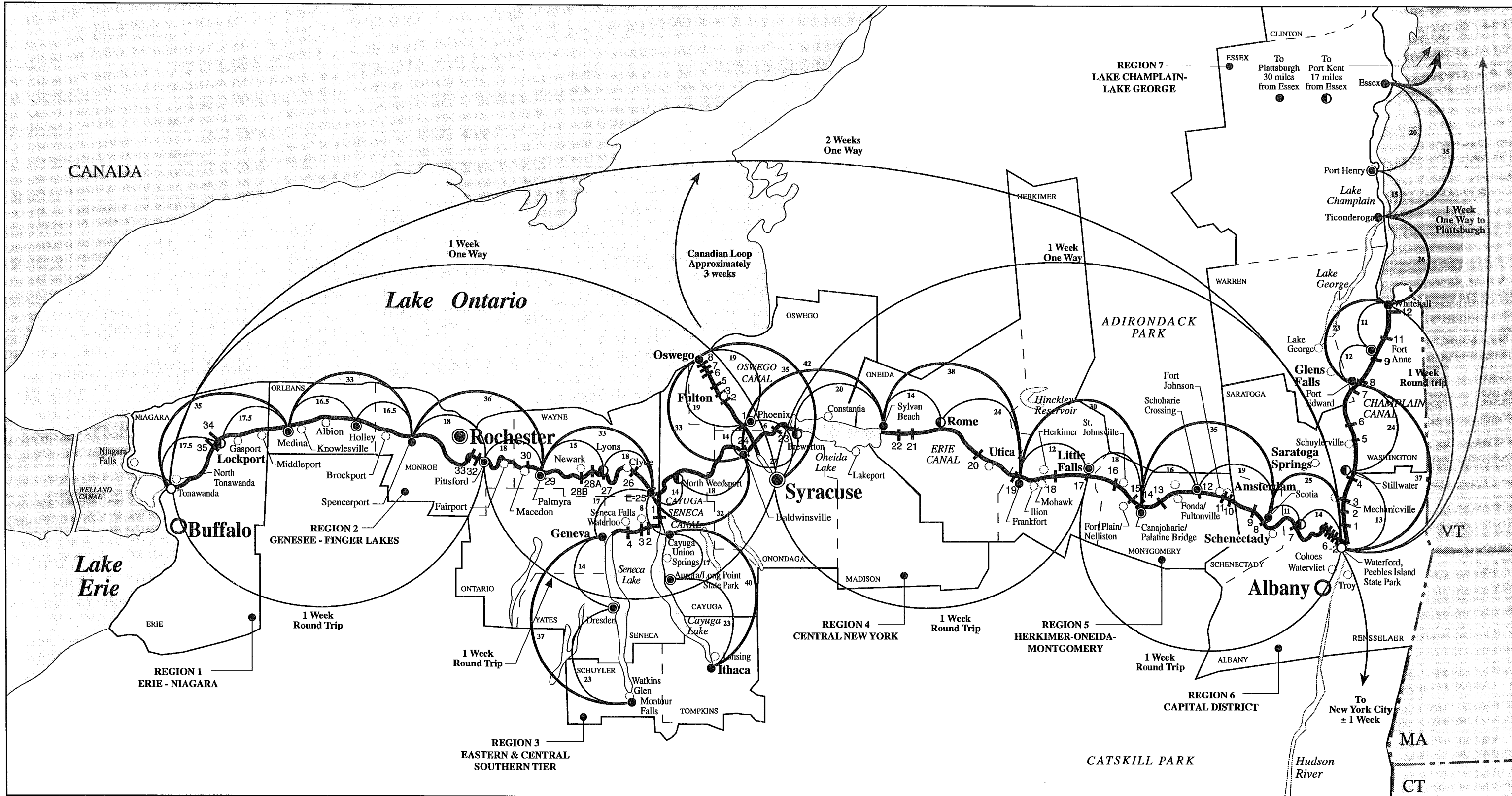
- Recommended area for 7 Canal Harbor projects
- Other major Canal Harbor

- Recommended Canal Harbor projects, 1. Tonawandas; 2. Rochester; 3. Seneca Falls; 4. Oswego; 5. Little Falls; 6. Waterford; 7. Whitehall

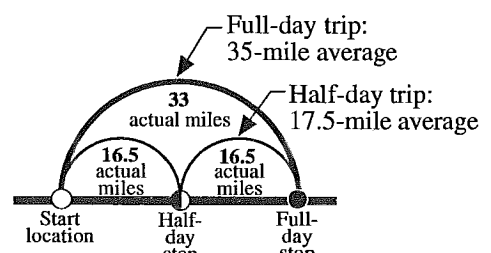
Proposed Canal Harbors, Port & Lock Projects

Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



- NYS Canal System
 Lock number
- Planning region boundary
- County boundary
- Full-day stop: 35 Miles ±
- Half-day stop: 17.5 Miles ±
- No existing canal marina facilities



Note:
Distance covered by boat is based on an average of 7 mph for 5 hours.

Recreational Boating - Time, Distance and Speed Analysis

Beyer Blinder Belle Consortium

Exhibit 7-3a (Location map 7-3b follows)
New York State Canal Recreationway Plan
Proposed Canal Service Ports & Locks

Key Planning Factors

Canal Service Packages

Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.
 Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.
 Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.
 Package D: Commercial shipping terminal.

- Planning Regions
1. Erie-Niagara
 2. Genesee-Finger Lakes
 3. Eastern & Central Southern Tier
 4. Central New York
 5. Herkimer-Oneida-Montgomery
 6. Capital District
 7. Lake Champlain-Lake George

No.	Location	Description	Planning Region Number	Key Planning Factors							
				Minimum Canal Service Package Required	Priority Boating Services Project	Recreational Boating - Full- or Half-Day Stop	Canalway Trail - Hiking Full- or Half-Day Stop	Canalway Trail - Cycling Full- or Half-Day Stop	Recommended in Regional Plan	Funded 1994 Municipal Canal Development Project	Canal-Owned Terminal or Dock
ERIE CANAL: (West to East)											
1	Upper Canal Terminal Lockport	1.5 acres possible Intermodal Transportation Terminal connecting commercial shipping and Route 31 trucking.	1	D					✓	✓	✓
2	Locks E-35 and E-34, Lockport Erie & Niagara Counties	Lockport Heritage Park; interpretive center, tour-boat and transient docking; Richmond Block mixed-use redevelopment; extend Canalway Trail; streetscape improvements. Provide Canal Service Package C above or below locks, reactivate historic locks as part of interpretive center. 1994 Municipal Grant to construct dock, modify launch ramp and signage. Two existing marinas in Lockport.	1	C		✓	✓		✓	✓	✓
3	Gasport Niagara County	Provide Canal Service Package A; existing water and electric service at Gasport Lions Memorial Park; improve information signage; add road signage at Hartland Road and Route 31.	1	A					✓	✓	
4	Middleport Erie & Niagara Counties	Upgrade and expand existing electric and water service; existing restrooms and shower facilities; improve lighting and information signage; improve rear facades of buildings facing Canal, orient commercial activities toward Canal.	1	A			✓	✓	✓	✓	
5	Medina Orleans County	Erie Basin Park and Marina improvements; provide Canal Service Package C in turning basin; improve rear facades of buildings facing Canal. 1994 Municipal Grant to construct sidewalk, stairs, handicapped-access ramp, concrete curbing. Provide lighting, landscaping. No existing marina in Medina.	2	C	✓	✓	✓		✓	✓	✓
6	Knowlesville Orleans County	Expand existing services to Canal Service Package B for transient boaters.	2	B					✓	✓	✓
7	Albion Orleans County	Develop port improvements: Provide Canal Service Package B; improve access from Canal to downtown; landscape and information signage.	2	B			✓		✓	✓	✓
8	Holley Orleans County	Canalside Park improvements; provide Canal Service Package C. Possible recreational park on 15-acre canal-owned land with marina, camping and RV facility. Provide trail to village square via liftbridge and old canal bed with interpretive signage. 1994 Municipal Program to construct mooring, signage, lighting, parking, electric hook-ups and water lines, gazebo, telephone. No existing marinas in Orleans County.	2	C	✓	✓	✓	✓	✓	✓	✓
9	Brockport Monroe County	Provide Canal Service Package A. Improve landscaping and extend promenade to Harvester Park.	2	A			✓		✓	✓	
10	Spencerport Monroe County	Provide Canal Service Package B at town center and pedestrian link to mall; enhance Towpath Park: improve landscaping and parking lots adjacent to Canal. Provide for overnight trail users. One existing marina east in nearby Greece.	2	B		✓	✓		✓	✓	✓

Exhibit 7-3a (Location map 7-3b follows)
New York State Canal Recreationway Plan
Proposed Canal Service Ports & Locks

Key Planning Factors

Planning Regions

1. Erie-Niagara
2. Genesee-Finger Lakes
3. Eastern & Central Southern Tier
4. Central New York
5. Herkimer-Oneida-Montgomery
6. Capital District
7. Lake Champlain-Lake George

Canal Service Packages

Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.
 Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.
 Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.
 Package D: Commercial shipping terminal.

No.	Location	Description	Planning Region Number	Key Planning Factors								
				Minimum Canal Service Package Required	Priority Boating Services Project	Recreational Boating - Full- or Half-Day Stop	Canalway Trail - Hiking Full- or Half-Day Stop	Canalway Trail - Cycling Full- or Half-Day Stop	Recommended in Regional Plan	Funded 1994 Municipal Canal Development Project	Canal-Owned Terminal or Dock	Private Investment Potential
11	Lock E-33, Henrietta Monroe County	Existing park; possible adaptive reuse of old power house as restaurant; possible small residential development around lagoon; provide Canal Service Package A with oarcraft dock and portage trail.	2	A					✓			✓
12	Lock E-32 State Canal Park, Pittsford Monroe County	Possible restaurant development with Canal Service Package C; possible camping on lockside and marina facility on southwest side; provide interpretive facility and trail link to historic Lock 62; possible rewatering of Lock 62. 1994 Municipal Grant to provide a pavilion, summer festival site/off season parking, benches, lighting, bollards, landscaping, thoroughfare realignment, and improvements to pedestrian access routes at Schoen Place. No existing marinas in Pittsford.	2	C	✓	✓	✓		✓	✓	✓	✓
13	Fairport Monroe County	Provide Package B for trail users. Fairport/Perinton Canal Access Center: dock improvements; landscaping and site furnishings; new canoe launch. 1994 Municipal Grant to rehab wood docks, provide electric and water services, removal of abandoned gas pumps, construction of small enclosed structure to serve as rental office, landscaping and installation of benches, picnic tables and trash cans.	2	A			✓		✓	✓	✓	
14	Lock E-30 State Canal Park, Macedon Wayne County	Provide Canal Service Package B; potential as campground site; improve signage and walk to town; possible connection to nearby historic Lock 60 and Towpath Trail.	2	B					✓			✓
15	Lock E-29, Palmyra Wayne County	Palmyra Park and Port Improvements: Provide Canal Service Package C on canal-owned land at Maple or Division Street; improve access to town and historic district; extend linear park and complete trail linkage to Clyde. 1994 Municipal Canal Grant to construct marine basin and improve village access. Aqueduct Park: possible rewatering of historic canal and reconstruction of aqueduct and locks as interpretive attraction (allow for spillway requirements). No existing marinas in Palmyra.	2	C	✓	✓	✓	✓	✓	✓	✓	✓
16	Newark Wayne County	Provide Canal Service Package A at Newark Area Canal Park; improve landscape and trail with link to downtown. 1994 Municipal Grant to repair concrete wall and refurbish steel bulkhead. Install safety devices, benches, tables, grilles, telephone. Refurbish pavilion and improve small boat dockage, lighting and signage. Provide pump-out facility and electric hook-up. Increase handicapped accessibility.	2	A			✓		✓	✓	✓	

Exhibit 7-3a (Location map 7-3b follows)
New York State Canal Recreationway Plan
Proposed Canal Service Ports & Locks

Planning Regions

1. Erie-Niagara
2. Genesee-Finger Lakes
3. Eastern & Central Southern Tier
4. Central New York
5. Herkimer-Oneida-Montgomery
6. Capital District
7. Lake Champlain-Lake George

Canal Service Packages

Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.
 Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.
 Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.
 Package D: Commercial shipping terminal.

			Key Planning Factors								
			Planning Region Number	Minimum Canal Service Package Required	Priority Boating Services Project	Recreational Boating - Full- or Half-Day Stop	Canalway Trail - Hiking Full- or Half-Day Stop	Canalway Trail - Cycling Full- or Half-Day Stop	Recommended in Regional Plan	Funded 1994 Municipal Canal Development Project	Canal-Owned Terminal or Dock
No.	Location	Description									
17	Lock E-28B, Newark Wayne County	Provide Canal Service Package B with portage trail and cartop boat launch; provide link to Lockville Park and Historic District. Provide interpretive displays of historic Lock 59 and functioning powerhouse. Link to Newark downtown. This is the least active lock on the Canal System.	2	B					✓		✓
18	Lock E-28A, Lyons Dry Dock Section 6 Headquarters Wayne County	Provide Canal Service Package B with portage trail, cartop boat launch and campground for trail users on north side; possible recreational vehicle park and marina site. Interpretive project opportunity at Poorhouse Lock restoration.	2	B		✓		✓			✓
19	Lock E-27, Lyons Wayne County	Provide Canal Service Package A. One existing full-service marina in Lyons. Adjacent regional plan projects include: Hammett Building Restoration, Abbey Park link, improved Erie Aqueduct Remnant, Linear Park and Canal Promenade, Hotchkiss Building/Museum and Lyons Port improvements. "15 Miles on the Erie Canal" project nearby. Preserve historic Erie Canal Lock 52 on south side.	2	A	✓			✓		✓	
20	Geneva Street, Clyde Wayne County	Potential commercial shipping site on 4 acres of canal-owned land on south side of the Erie Canal.	2	D							✓
21	Clyde Wayne County	Provide Canal Service Package B with canoe launch and parking on south side of Canal at Village Park.	2	B		✓		✓			✓
22	Lock E-26, Clyde Wayne County	Provide Canal Service Package A. Potential as campground site.	2	A							
23	Lock E-25, Montezuma Seneca County	Provide Canal Service Package B. Two existing marinas, one with campground in area. Montezuma Wildlife Refuge nearby. Provide scenic overlook along Thruway.	2	B	✓	✓	✓	✓			✓
24	Howland Island State Wildlife Management Area Cayuga County	Provide Canal Service Package A near existing launch site. Provide trails and signage for landside and boating visitors.	4	A				✓			
25	North Weedsport, Route 34 Cayuga County	Provide Canal Service Package A; improve existing boat launch and landscaping; improve linkage to downtown. Redevelopment potential: site has excellent access to Thruway. One existing marina in area.	4	A	✓			✓		✓	✓
26	Lock E-24, Baldwinsville Onondaga County	Provide Canal Service Package A; possible redevelopment of canal-owned land and adaptive reuse of former mill/boat yard. Two existing marinas in Baldwinsville.	4	A	✓			✓		✓	✓
27	Three Rivers Onondaga County	4 acres canal-owned land and adjacent property; provide Canal Service Package C; redevelop motel, and develop restaurant, marine repair services and supplies shop, and park.	4	C				✓		✓	✓
28	Lock E-23 State Canal Park Onondaga County ✓	Continue to provide Canal Service Package B. Potential as campground site. This is the most active lock on the Canal System.	4	B				✓			✓

Exhibit 7-3a (Location map 7-3b follows)
New York State Canal Recreationway Plan
Proposed Canal Service Ports & Locks

Canal Service Packages
 Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.
 Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.
 Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.
 Package D: Commercial shipping terminal.

- Planning Regions
 1. Erie-Niagara
 2. Genesee-Finger Lakes
 3. Eastern & Central Southern Tier
 4. Central New York
 5. Herkimer-Oneida-Montgomery
 6. Capital District
 7. Lake Champlain-Lake George

Key Planning Factors

No.	Location	Description	Planning Region Number	Key Planning Factors								
				Minimum Canal Service Package Required	Priority Boating Services Project	Recreational Boating - Full- or Half-Day Stop	Canalway Trail - Hiking Full- or Half-Day Stop	Canalway Trail - Cycling Full- or Half-Day Stop	Recommended in Regional Plan	Funded 1994 Municipal Canal Development Project	Canal-Owned Terminal or Dock	Private Investment Potential
29	Brewerton Onondaga County	Provide Canal Service Package A; upgrade existing public dock and fishing pier. Eight existing public marinas in Brewerton.	4	A		✓			✓		✓	
30	Sylvan Beach Oneida County	Provide Canal Service Package A; upgrade piers and adjacent landscaping. Six existing marinas in Sylvan Beach.	5	A		✓			✓		✓	✓
31	Lock E-22 Oneida County	Provide Canal Service Package A. From Oneida Lake, this is the first of the locks on the Mohawk River.	5	A					✓			
32	Lock E-21 Oneida County	Provide Canal Service Package B. This is the Rome Summit Level for the Erie Canal east of Oneida Lake.	5	B			✓		✓			✓
33	Rome Terminal Oneida County	Provide Canal Service Package C for trail users; Package A for boaters with information on the nearby AMTRAK train station, Erie Canal Village and the Fort Stanwix National Monument. One existing marina nearby. 1994 Municipal Grant to repair concrete bulkead. Demolition of two single-story wood-frame buildings.	5	C		✓	✓	✓	✓	✓	✓	✓
34	Rome Oneida County	Two potential commercial shipping sites: former Griffis Air Force Base Oil Dock and the Rome Harbor project development site east of Rome Terminal.	5	D								✓
35	Lock E-20, Marcy Oneida County	Provide Canal Service Package B; Canal State Park on site; connect to trail.	5	B			✓		✓			✓
36	Utica Section 4 Headquarters Oneida County	Harbor Point Project: continue maintenance operations, visitor center, and city redevelopment plan; provide Canal Service Package A and improve access to hotels and restaurants; possible Adirondack Park Gateway and Thruway linkage; potential commercial shipping site. 1994 Municipal Grant to establish a temporary visitors' information center at Utica Harbor Point.	5	A/ D					✓	✓	✓	✓
37	Lock E-19 Herkimer County	Provide Canal Service Package B with campground.	5	B					✓			✓
38	Frankfort Terminal Herkimer County	Continue Canal Service Package C with existing marina on site; provide trail and RV facility; improve landscaping, picnic facilities.	5	C		✓	✓		✓		✓	✓
39	Ilion Terminal Herkimer County	Continue to provide Canal Service Package C at existing full-service marina, RV and park franchise.	5	C				✓	✓		✓	✓
40	Herkimer Terminal/Mohawk Herkimer County	Improve park facilities, signage and landscaping; provide Canal Service Package A. Possible restaurant at historic freighthouse with docks and parking. Good view of Canal from Thruway; toll plaza, dam and guard gate adjacent.	5	A					✓		✓	
41	Lock E-18 Herkimer County	Provide Canal Service Package B. The dug Erie Canal joins the Mohawk River just east of the lock.	5	B		✓			✓			✓

Exhibit 7-3a (Location map 7-3b follows)
New York State Canal Recreationway Plan
Proposed Canal Service Ports & Locks

Planning Regions

1. Erie-Niagara
2. Genesee-Finger Lakes
3. Eastern & Central Southern Tier
4. Central New York
5. Herkimer-Oneida-Montgomery
6. Capital District
7. Lake Champlain-Lake George

Canal Service Packages

Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.
 Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.
 Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.
 Package D: Commercial shipping terminal.

			Key Planning Factors								
			Planning Region Number	Minimum Canal Service Package Required	Priority Boating Services Project	Recreational Boating - Full- or Half-Day Stop	Canalway Trail - Hiking Full- or Half-Day Stop	Canalway Trail - Cycling Full- or Half-Day Stop	Recommended in Regional Plan	Funded 1994 Municipal Canal Development Project	Canal-Owned Terminal or Dock
No.	Location	Description									
42	Lock E-17, Little Falls Herkimer County	Provide Canal Service Package A. Little Falls Canal Harbor project is one mile west at terminal site. No existing marinas in Little Falls area. This is the highest lift, 40.5 feet, on the System.	5	A		✓			✓		
43	Herkimer Home State Historic Site Herkimer County	Provide Canal Service Package A and trail from Erie Canal to this historic site.	5	A					✓		
44	Lock E-16 Montgomery County	Provide Canal Service Package B and campground.	5	B			✓		✓		✓
45	St. Johnsville Terminal Montgomery County	Continue to provide Canal Service Package C with leased marina operation on site.	5	C					✓	✓	✓
46	Lock E-15 Fort Plain/Nelliston Montgomery County	Provide Canal Service Package A at main bridge. The Thruway and railroad are in close proximity to the site.	5	A					✓		
47	Lock E-14 Canajoharie/Palatine Bridge Montgomery County	Provide Canal Service Package C, picnic area, connect to villages and Canajoharie Creek at canal terminal site. 1994 Municipal Grant to construct pavilion at boat launch. No existing marinas in area.	5	C	✓	✓	✓	✓	✓	✓	✓
48	Lock E-13 Montgomery County ✓	Provide Canal Service Package B and park with campground. Potential new facility: joint Thruway and Canal service area with marina, restaurant, lodging and exhibits.	5	B			✓		✓		✓
49	Fultonville/Fonda Terminal Section 3 Headquarters Montgomery County	Provide Canal Service Package B; provide park and RV and campground facilities; connect to villages, county fairgrounds and Fonda Speedway. One existing marina in Fonda.	5	B					✓	✓	✓
50	Lock E-12 Schoharie Crossing Montgomery County	Provide Canal Service Package C with campgrounds. Additional interpretive and historic preservation opportunities; rewater historic canal; potential for bed and breakfast and restaurant. Extend north trail west and link over Canal at Lock E-12. No existing marinas in area.	5	C	✓	✓	✓		✓		✓
51	Lock E-11, Amsterdam Guy Park State Historic Site Montgomery County	Provide Canal Service Package B; possible bed and breakfast, restaurant and/or canal-related use in historic mansion.	5	B				✓	✓		✓
52	Amsterdam Montgomery County	Provide Canal Service Package A, boat launch, picnic facilities, landscaping on 5 acres of canal-owned land in downtown; possible redevelopment of adjacent historic stone/brick warehouses; walk to town; improve access and signage.	5	A					✓	✓	✓
53	Lock E-10, Cranesville Montgomery County	Provide Canal Service Package B; potential commercial shipping development on 10 acres of canal-owned land; Cushing Stone Co. adjacent to site.	5	B/ D			✓		✓		✓
54	Mohawk River Canal Land Schenectady County	Investigate potential commercial shipping development on canal-owned land on south side of Erie Canal.	6	D							✓

Exhibit 7-3a (Location map 7-3b follows)
New York State Canal Recreationway Plan
Proposed Canal Service Ports & Locks

Canal Service Packages
 Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.
 Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.
 Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.
 Package D: Commercial shipping terminal.

No.	Location	Description
55	Lock E-9 State Canal Park, Rotterdam Junction Schenectady County	Continue to provide Canal Service Package B. Possible residential development close to Village of Rotterdam Junction.
56	Glenville Schenectady County	Potential commercial shipping sites on canal-owned land east and west of Lock E-9. Route 5 and railway are adjacent to site.
57	Lock E-8, Scotia Schenectady County	Provide Canal Service Package B with campground. Improve park facilities. Improve connection to Mohawk-Hudson Bike Hike Trail and rehabilitate historic Erie Locks 23 and 25. Two existing marinas in area.
58	Schenectady Schenectady County	Provide Canal Service Package A at Gateway Landing site for access to downtown. 1994 Municipal Grant to provide dock for light watercraft, promenade/boardwalk, landscaping, and interpretive sign. Stockade Waterfront (Rotundo Park) improvements also may include dock for access to the Stockade Historic District.
59	Lock E-7, Niskayuna Schenectady County	Provide Canal Service Package B with campground. Enhance existing park and picnic facilities; provide fishing area below lock; enhance trailway. This is the second most active lock on the canal system. One existing marina in Rexford in the Town of Clifton Park.
60	Lock E-6 State Canal Park Waterford Flight Saratoga County	Provide Canal Service Package B for trail users. Improve boat launch and landscaping. Potential as campground site. Five existing marinas in the Towns of Halfmoon and Colonie.
61	Locks E-5, E-4, E-3 and E-2, Waterford Flight Saratoga County	Provide Canal Service Package A. Provide trail, interpretive signage and landscaping along Waterford Flight. Canalway Trail should connect with the Old Champlain Canal Linear Park, downtown Waterford and Peebles Island State Park. Waterford Canal Harbor project is east of flight at Peebles Island State Park and at the Waterford terminal wall.

		Key Planning Factors									
		Planning Region Number	Minimum Canal Service Package Required	Priority Boating Services Project	Recreational Boating - Full- or Half-Day Stop	Canalway Trail - Hiking Full- or Half-Day Stop	Canalway Trail - Cycling Full- or Half-Day Stop	Recommended in Regional Plan	Funded 1994 Municipal Canal Development Project	Canal-Owned Terminal or Dock	Private Investment Potential
		6	B								✓
		6	D								✓
		6	B		✓	✓		✓			
		6	A			✓		✓	✓		
		6	B		✓	✓	✓	✓			✓
		6	B			✓					
		6	A					✓		✓	

Exhibit 7-3a (Location map 7-3b follows)
New York State Canal Recreationway Plan
Proposed Canal Service Ports & Locks

Canal Service Packages

Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.
 Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.
 Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.
 Package D: Commercial shipping terminal.

Planning Regions

1. Erie-Niagara
2. Genesee-Finger Lakes
3. Eastern & Central Southern Tier
4. Central New York
5. Herkimer-Oneida-Montgomery
6. Capital District
7. Lake Champlain-Lake George

Key Planning Factors

No.	Location	Description	Planning Region Number	Key Planning Factors						
				Minimum Canal Service Package Required	Priority Boating Services Project	Recreational Boating - Full- or Half-Day Stop	Canalway Trail - Hiking Full- or Half-Day Stop	Canalway Trail - Cycling Full- or Half-Day Stop	Recommended in Regional Plan	Funded 1994 Municipal Canal Development Project
CHAMPLAIN CANAL (South to North)										
62	Lock C-1 Saratoga County	Provide Canal Service Package B; continue to provide small park with picnic facilities.	6	B						✓
63	Lock C-2 Saratoga County	Provide Canal Service Package B; possible interpretive museum at brick Niagara-Mohawk hydroplant with original operating equipment. Museum is part of a FERC license requirement.	6	B		✓				✓
64	Mechanicville Terminal Site Saratoga County	Provide Canal Service Package A; provide landscaping and information signage. City provides free electric and water hookups. Improve stairs/access to street level; possible redevelopment of adjacent building as restaurant or bed-and-breakfast. Potential for commercial shipping on the site should also be explored.	6	A/ D				✓		✓
65	Lock C-3 Rensselaer County	Provide Canal Service Package B and boat launch; existing public golf course nearby.	6	B						
66	Lock C-4 State Canal Park Rensselaer County	Continue to provide Canal Service Package B with campground and boat launch on southwest side; potential for marina, nature trail and fishing area.	6	B		✓		✓		✓
67	Stillwater Saratoga County	Provide Canal Service Package A at existing Champlain Canal Restaurant near bridge and shops. One existing marina in Stillwater.	6	A	✓					
68	Saratoga National Historical Park Saratoga County	Provide Canal Service Package A at National Park; link to Park trails; shuttle service to visitors' center required or via taxi from Schuylerville.	6	A		✓				
69	Schuylerville Saratoga County	Potential interpretive attraction: rewater historic canal, stabilize aqueduct and other canal remains; dredge historic turning basin and provide Canal Service Package A; provide trail to General Schuyler House, National Historic Park; improve Route 29 streetscape and rear of Main Street (Route 4) facades and landscaping. Provide campground facilities.	6	A		✓	✓	✓		
70	Lock C-5 Saratoga County	Provide Canal Service Package B; restore historic lock and reactivate historic canal south to Schuylerville; continue park facilities.	6	B				✓		✓
71	Lock C-6, Fort Miller Washington County	Provide Canal Service Package B and campground; provide interpretive and directional signage to historic district.	6	B		✓		✓		✓
72	Lock C-7 Section 1 Headquarters Washington County	Continue maintenance yard; possible campsite at north end of lock; reuse freight house for restrooms, information and concession stand.	7	A						✓

Exhibit 7-3a (Location map 7-3b follows)
New York State Canal Recreationway Plan
Proposed Canal Service Ports & Locks

Canal Service Packages

Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.
 Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.
 Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.
 Package D: Commercial shipping terminal.

Planning Regions

1. Erie-Niagara
2. Genesee-Finger Lakes
3. Eastern & Central Southern Tier
4. Central New York
5. Herkimer-Oneida-Montgomery
6. Capital District
7. Lake Champlain-Lake George

Key Planning Factors

No.	Location	Description	Planning Region Number	Key Planning Factors							
				Minimum Canal Service Package Required	Priority Boating Services Project	Recreational Boating - Full- or Half-Day Stop	Canalway Trail - Hiking Full- or Half-Day Stop	Canalway Trail - Cycling Full- or Half-Day Stop	Recommended in Regional Plan	Funded 1994 Municipal Canal Development Project	Canal-Owned Terminal or Dock
73	Fort Edward Yacht Basin Washington County	Provide Canal Service Package C by expanding existing yacht-basin marina. Enhance park; downtown streetscape improvements; reuse of vacant church to retail and restaurant; proposed Rogers Island Marina; improve boat launch; provide boater information signage at intersection of Canal and Hudson River. Provide campground facilities in area.	7	C	✓	✓		✓		✓	✓
74	Lock C-8 Washington County	Provide Canal Service Package A and campground with access to existing adjacent par-3 golf course.	7	A							
75	Lock C-9, Smiths Basin, Washington County	Provide Canal Service Package B with campground and possible RV facility as alternate to proposed Fort Ann site; improve inappropriate modern building; refurbish landscaping.	7	B		✓					✓
76	Fort Ann Washington County	Provide Canal Service Package C at west side of Clay Hill Road bridge for access to downtown; provide interpretive signage at historic locks 16 and 17; alternate site for possible marina, campground and RV facilities northeast of Clay Hill Road bridge. No existing marinas in area.	7	C	✓	✓		✓	✓		✓
77	Lock C-11 Washington County	Provide Canal Service Package B with campground at south end of lock; possible new hydroelectric or interpretive facility.	7	B		✓					✓
78	Lock C-12, Whitehall Washington County	Provide Canal Service Package A. Whitehall Canal Harbor project located just south of lock at terminal wall. Three existing marinas in Whitehall.	7	A	✓	✓	✓	✓			
79	Port Henry Essex County	Provide Canal Service Package A; stabilize pier and dredge; improve landscaping, parking and circulation. One existing marina in Port Henry.	7	A	✓		✓	✓		✓	
80	Plattsburgh Clinton County	Provide Canal Service Package C; potential for residential and marina development; incorporate adjacent Heritage Trail. Explore potential as a commercial shipping site. No existing marinas in Plattsburgh.	7	C/ D	✓	✓		✓		✓	✓

OSWEGO CANAL (South to North)

81	Lock O-1, Phoenix Oswego County	Provide Canal Service Package C; commercial revitalization of commercial buildings adjacent to Lock O-1; Henley Park improvements; develop Lock Island Park and boardwalk. 1994 Municipal Grant to provide fixed wooden pier, additional wooden decking, floating dock, mooring, signage, and lighting at Henley Park. Boat launch and dock at the north end of Lock Island. No existing marinas in Phoenix.	4	C	✓	✓	✓	✓	✓	✓	✓
82	Former Brewery Site Oswego County	Potential commercial shipping site in the Town of Volney; 460 acres along the east bank of the Oswego Canal with railway and Routes 481 and 57 adjacent.	4	D							✓

Exhibit 7-3a (Location map 7-3b follows)
New York State Canal Recreationway Plan
Proposed Canal Service Ports & Locks

Canal Service Packages

Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.
 Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.
 Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.
 Package D: Commercial shipping terminal.

Planning Regions

1. Erie-Niagara
2. Genesee-Finger Lakes
3. Eastern & Central Southern Tier
4. Central New York
5. Herkimer-Oneida-Montgomery
6. Capital District
7. Lake Champlain-Lake George

			Key Planning Factors								
			Planning Region Number	Minimum Canal Service Package Required	Priority Boating Services Project	Recreational Boating - Full- or Half-Day Stop	Canalway Trail - Hiking Full- or Half-Day Stop	Canalway Trail - Cycling Full- or Half-Day Stop	Recommended in Regional Plan	Funded 1994 Municipal Canal Development Project	Canal-Owned Terminal or Dock
No.	Location	Description									
83	Lock O-2, Fulton Oswego County	Improve access to Canal between Locks O-2 and O-3; possible waterfront promenade; Towpath Trail. 1994 Municipal Grant to create Towpath Trail, installation of light fixtures, benches, and interpretive signage.	4	A					✓	✓	✓
84	Lock O-3, Fulton Oswego County	Provide Canal Service Package B by continuing existing town-operated marina; waterfront improvements; upgrade Fulton boat launch.	4	B		✓		✓			✓
85	Battle Island State Park Oswego County	Provide Canal Service Package A; State Park includes golf facility and full-service restaurant.	4	A							
86	Lock O-5, Minetto Oswego County	Provide Canal Service Package B; improve Minetto Park and nearby boat launch.	4	B				✓			✓
87	Lock O-6, Oswego Oswego County	Maintain existing facility operations; extend Linear Park.	4	A				✓			
88	Lock O-7, Oswego Oswego County	Provide Canal Service Package B. Oswego Canal Harbor project adjacent to lock. Two existing marinas in Oswego.	4	B	✓	✓	✓	✓			
89	Lock O-8, Oswego Oswego County	Provide Canal Service Package B; provide boater signage as welcome to the NYS Canal System.	4	B				✓			✓
CAYUGA-SENECA CANAL (North to South)											
90	Montezuma National Wildlife Refuge Seneca County	Provide modified Canal Service Package A (no telephone or trash drop) near visitors' center, north of Routes 5/20 bridge and east of main entrance. Federal use restrictions apply on refuge land.	2	A							
91	Lock CS-1, Mud Lock Cayuga County/ Seneca County	Provide Canal Service Package B with boat launch and portage trail on east side of Canal, camping for trail users; "Gateway to Finger Lakes" information; provide pedestrian bridge on dam; provide access to historic and interpretive signage of historic Cayuga-Seneca Lock nearby.	2/ 3	B		✓		✓			✓
92	Locks CS-2 & 3, Seneca Falls Seneca County	Provide Canal Service Package A. Canal Harbor project west at terminal wall. 1994 Municipal Grant to create Lock Park at Locks CS-2 & 3 and provide landscaping, benches, bicycle rack and the design, fabrication and installation of an information kiosk. Installation of wood fence and landscaping at Vanclief Lake Overlook. Installation of benches, lighting, and interpretive wayside exhibit at Trinity Church Overlook. The design, fabrication and installation of information kiosk at Lock CS-4, Waterloo.	2/ 3	A		✓		✓	✓	✓	

Exhibit 7-3a (Location map 7-3b follows)
New York State Canal Recreationway Plan
Proposed Canal Service Ports & Locks

Canal Service Packages

Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.
 Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.
 Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.
 Package D: Commercial shipping terminal.

Planning Regions

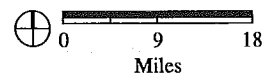
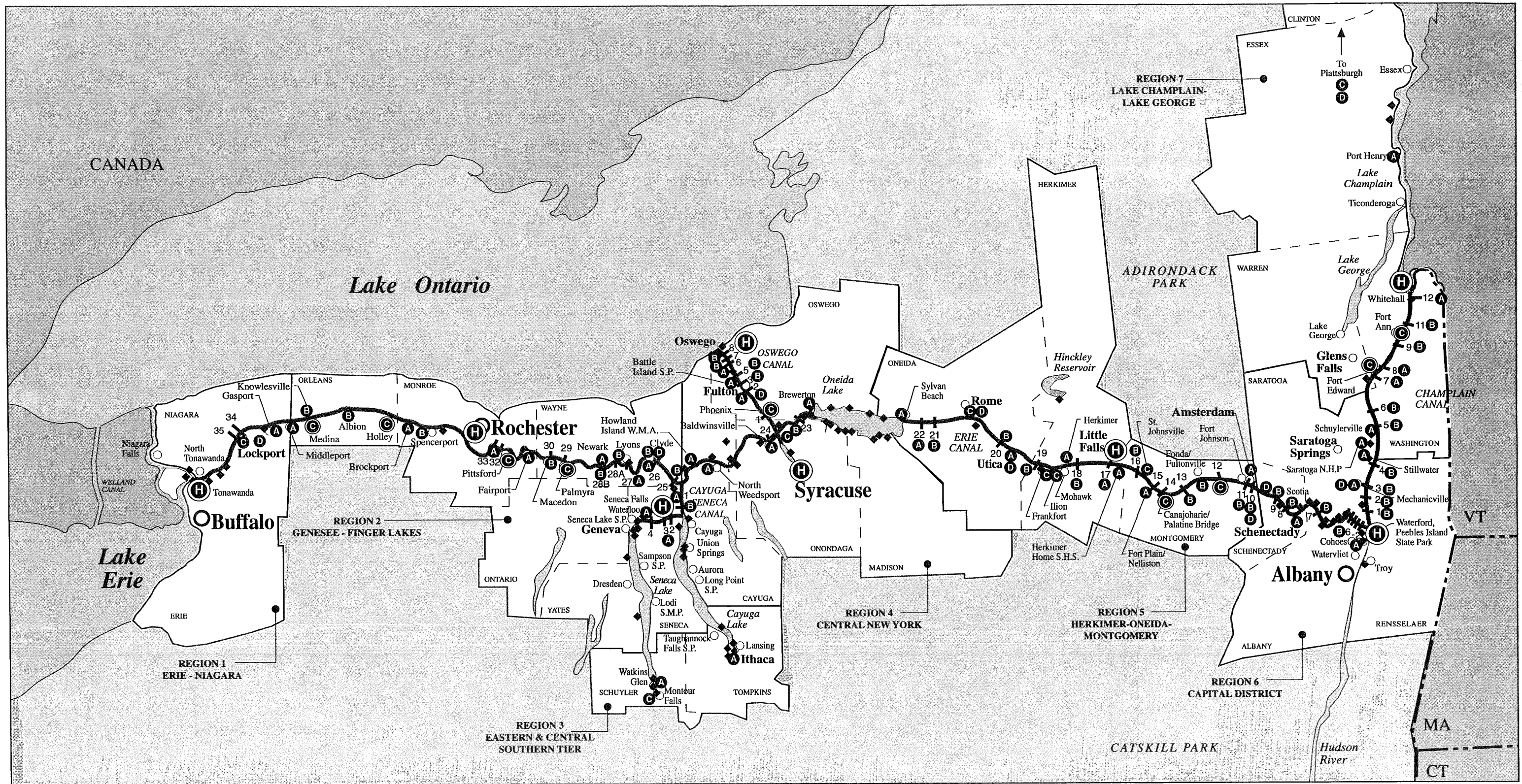
1. Erie-Niagara
2. Genesee-Finger Lakes
3. Eastern & Central Southern Tier
4. Central New York
5. Herkimer-Oneida-Montgomery
6. Capital District
7. Lake Champlain-Lake George

Key Planning Factors

No.	Location	Description	Planning Region Number	Key Planning Factors								
				Minimum Canal Service Package Required	Priority Boating Services Project	Recreational Boating - Full- or Half-Day Stop	Canalway Trail - Hiking Full- or Half-Day Stop	Canalway Trail - Cycling Full- or Half-Day Stop	Recommended in Regional Plan	Funded 1994 Municipal Canal Development Project	Canal-Owned Terminal or Dock	Private Investment Potential
93	Lock CS-4, Waterloo Seneca County	Provide Canal Service Package A. Potential residential development on canal-owned land at former maintenance facility. Oak Island Park improvements; provide interpretive signage for historic canal remnants and canal house. Existing Silver Creek Golf Course with dock nearby to east. 1994 Municipal Grant to construct handicapped-accessible docks for fishing and docks on each side of boat launch. Grade and stone parking lot. Install pump-out station, pilings, stone on walkway, larger culvert.	2/ 3	A					✓	✓	✓	✓
94	Watkins Glen Seneca Lake Schuyler County	Provide Canal Service Package A to improve boater access to Park. Support Clute/Lakeside Park restoration. Promote existing marina facilities.	3	A			*	✓	✓			✓
95	Montour Falls Schuyler County	Continue to provide Canal Service Package C with improvements to Montour Marina Park on canal-owned land including new pump-out station. Promote other existing marina facilities.	3	C	✓		*				✓	✓
96	Ithaca Cayuga Lake Tompkins County	Provide Canal Service Package A with public dock at historic Steamboat Landing. Support proposed Ithaca Harbor Restoration Project: improve shoreline conditions and dredge inlet. Promote existing marina facilities.	3	A			*	✓	✓		✓	✓

*The Canalway Trail south of the Cayuga-Seneca Canal is a bikeway routed along the proposed Canal Scenic Byway along the east shore of Cayuga Lake and the west shore of Seneca Lake.

NEW YORK STATE CANAL RECREATIONWAY PLAN



- NYS Canal System Lock number
- Planning region boundary
- County boundary

- Canal Harbor
Includes full marina services plus charter and tour boat facilities.
- Existing Marina
(Source: NYSTA G.I.S. Inventory Report, November 1993)

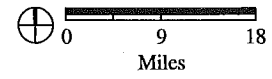
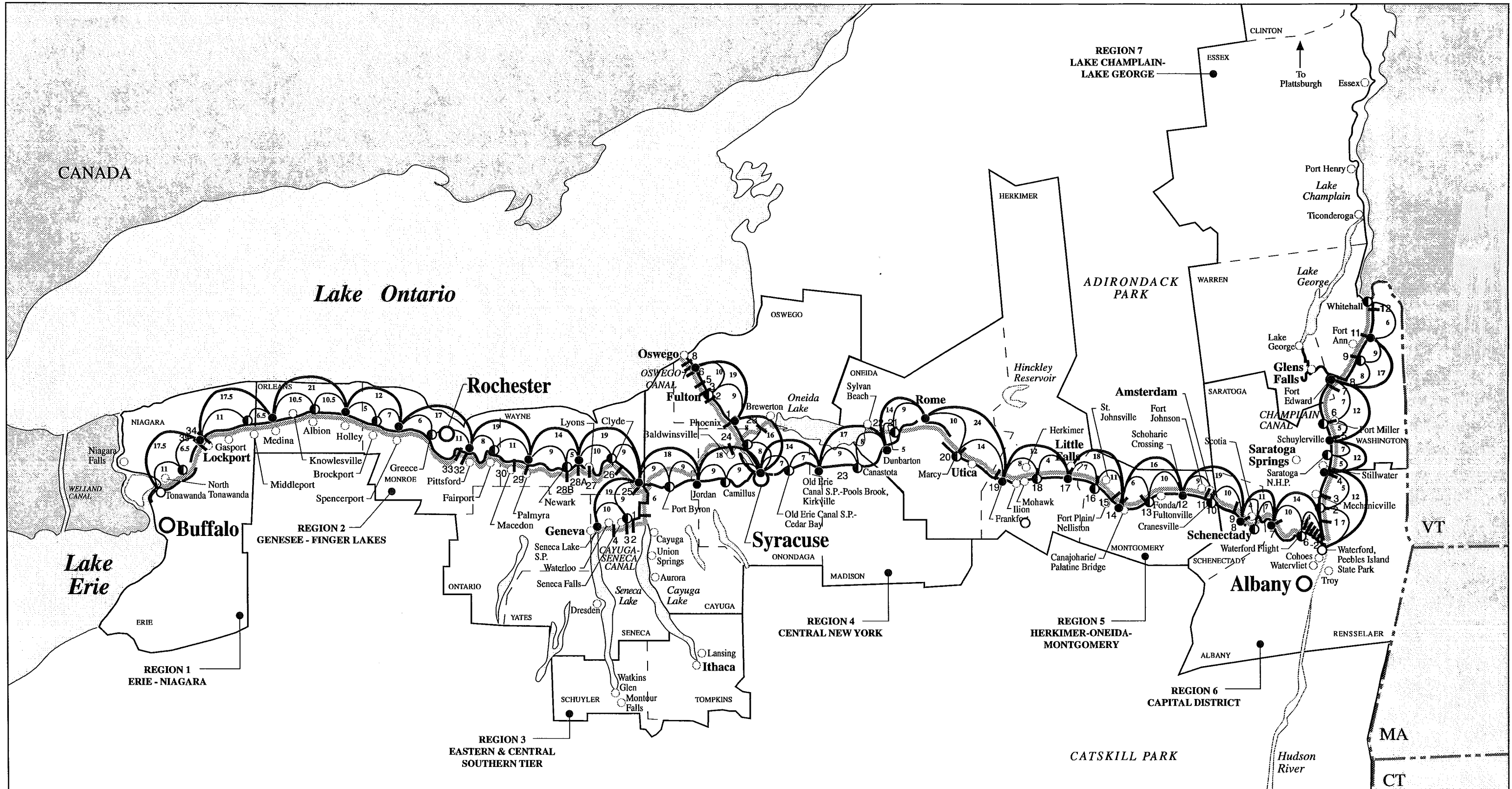
- Canal Service Package A
Telephone, trash drop, information signage. For boating stops: dock or boat fenders and tie-ups.
- Canal Service Package B
Includes all of the above plus: restrooms, picnic area water & electric service, sewage pumpout and, if necessary, floating dock.
- Canal Service Package C
Includes all of the above plus: showers, laundry & supply shop. For boating stops: marine fuel service, boat launch and repair shop, if possible. For trail stops: tent campgrounds and, if possible, bicycle rental and repair shop.

- Canal Service Package D
Commercial shipping terminal.
- Priority Canal Service Package C
No existing marina facilities.

Proposed Canal Service Ports and Locks

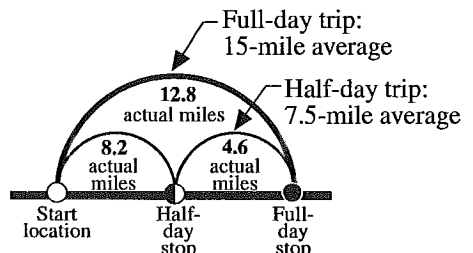
Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



- NYS Canal System
- Lock number
- Planning region boundary
- County boundary

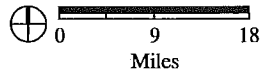
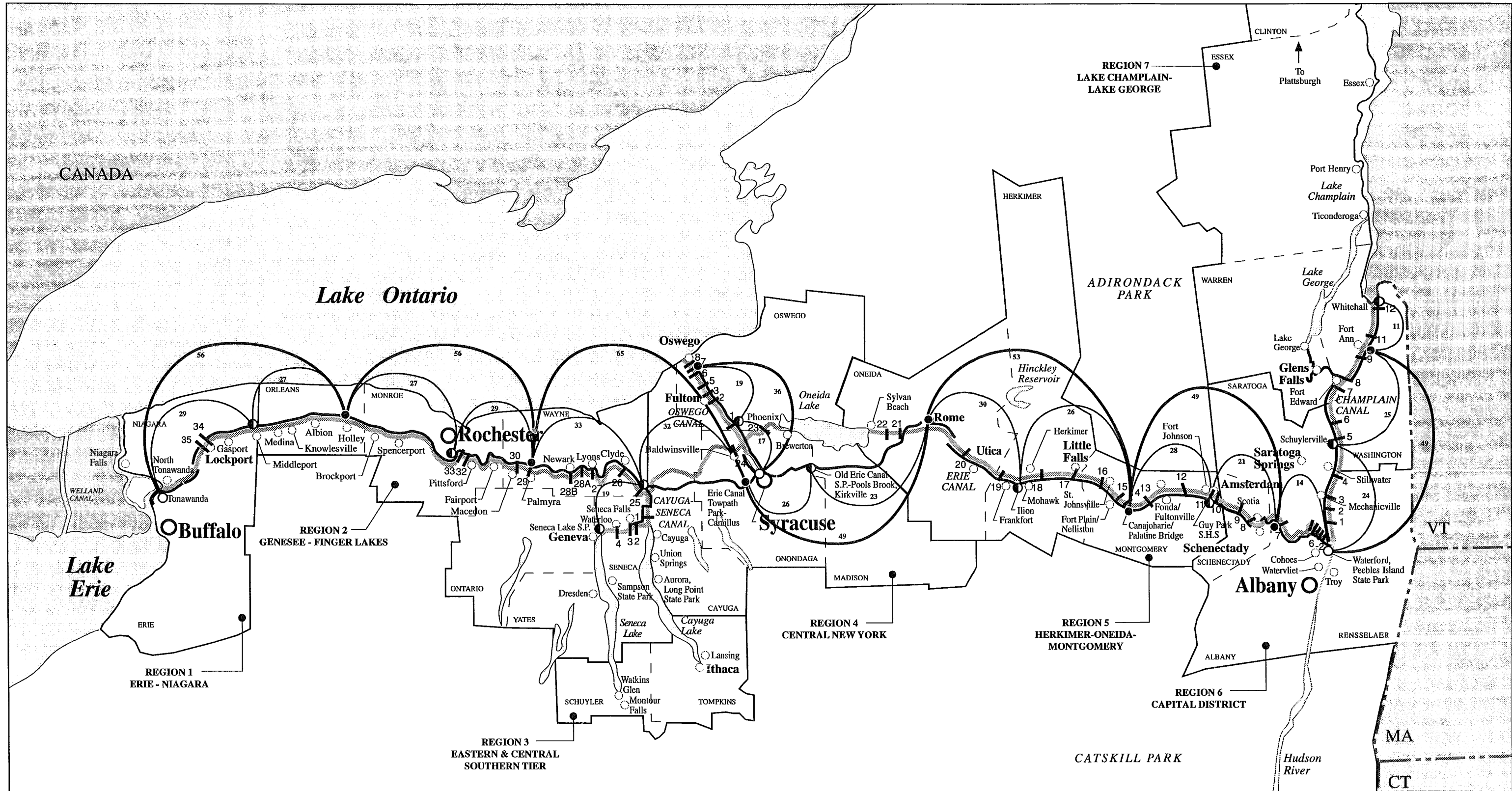
- Canalway Trail
- Full-day stop: 15 Miles ±
- Half-day stop: 7.5 Miles ±



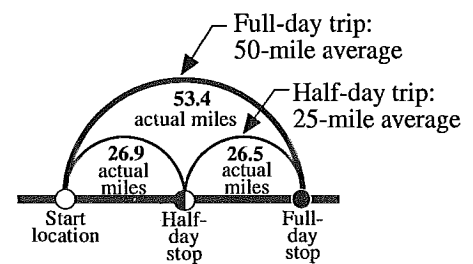
Note:
Distance covered on foot is based on an average of 3 mph for 5 hours.

Hiking - Time, Distance and Speed Analysis
Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



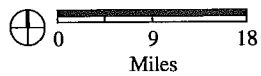
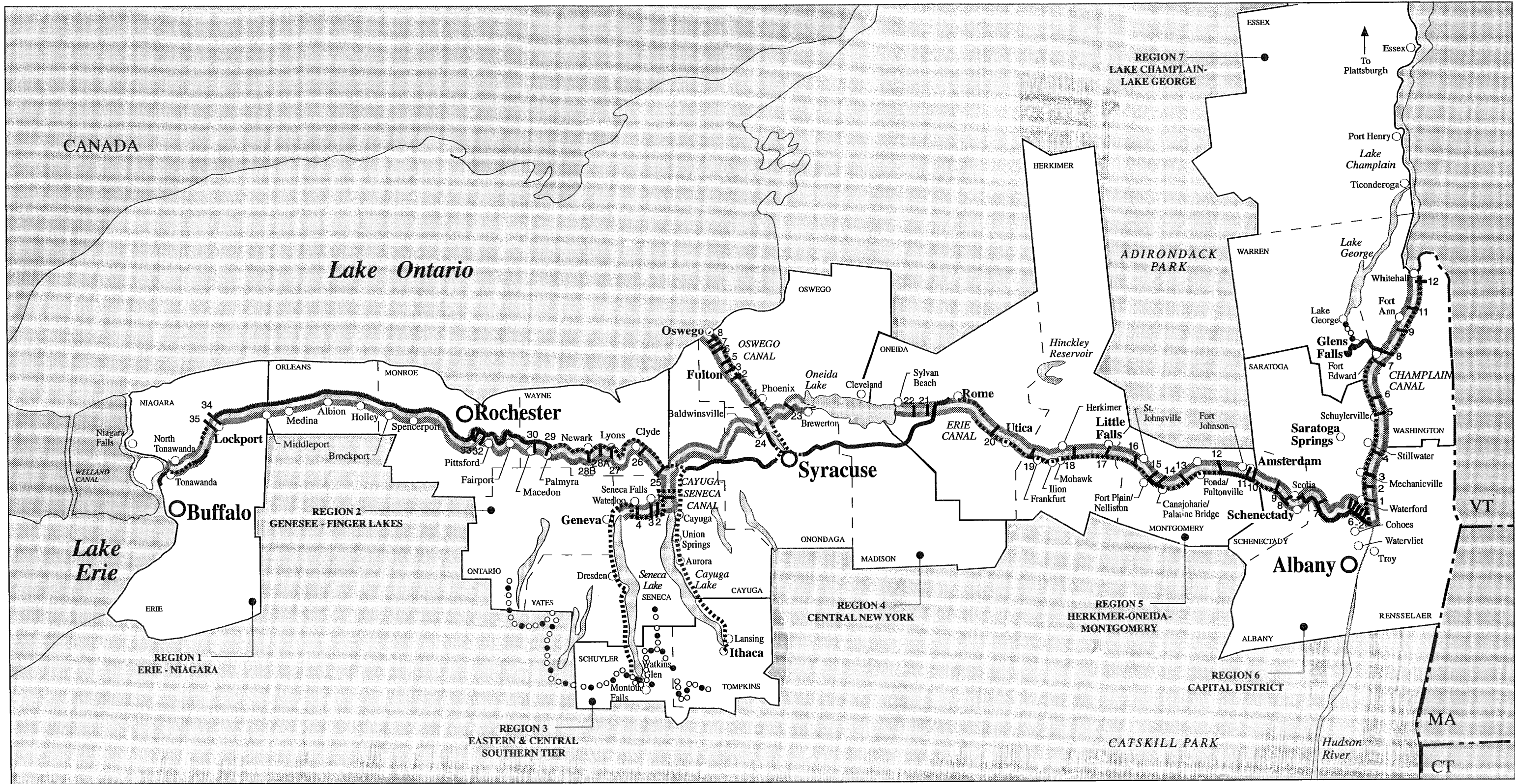
- NYS Canal System
- Lock number
- Planning region boundary
- County boundary
- Canalway Trail
- Full day stop: 50 Miles ±
- Half day stop: 25 Miles ±



Note:
Distance covered on bicycle is based on an average of 10 mph for 5 hours.

Cycling - Time, Distance and Speed Analysis
Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



- NYS Canal System
- Lock number
- Planning region boundary
- Proposed Canalway Trail
- County boundary
- Other existing trails
- Existing Canalway Trail

Canalway Trail

Beyer Blinder Belle Consortium

Exhibit 7-6

NEW YORK STATE CANAL RECREATIONWAY PLAN

Exhibit 7-7 Canalway Trail Route Segments

Legend

Right-of-Way Status:

1. Improved Trail in use
2. ROW assembled - Trail needs improvement
3. Trail sited. ROW or easement to be acquired.
4. Trail not sited.

Abbreviations:

- ROW - Right-of-Way
 NYSDOT - NYS Department of Transportation
 OPRHP - NYS Office of Parks, Recreation and Historic Preservation
 NIMO - Niagara Mohawk Power Corporation
 NYSTA - New York State Thruway Authority

ERIE CANAL					
Trail Segment	Location	Mileage	Ownership	Right-of-Way Status	Comments
ET-1	Riverwalk - Tonawanda	1.4	City of Tonawanda	1	Existing trail.
ET-2	Tonawanda to Amherst	10.75	Canal Corporation	2	Sufficient canal-owned land - no formal trail south side of Canal.
ET-3	Amherst Trail	2.75	Town of Amherst	1	Existing trail.
ET-4	Amherst to Lockport	6.5	Canal Corporation	2	Existing service road provides sufficient land for trail north side of Canal.
ET-5	Lockport to Medina	16	Canal Corporation	1	Existing trail.
ET-6	Medina to Greece	36	Canal Corporation	2	Canal service road north side of Canal.
ET-7	Greece to Fairport	25.25	Canal Corporation	1	Existing trail.
ET-8	Fairport to Palmyra (Route 21 Bridge)	11.5	Canal Corporation	2	Cleared trail - needs improvement.
ET-9	Route 21 Bridge to Harrison Spillway	1.75	Wayne County	2	Cleared - needs improvement - abandoned rail ROW north side of Canal.
ET-10	Harrison Spillway to Lock E-28A, Lyons	11.25	Canal Corporation service road; Wayne County rail ROW	2	Cleared - needs improvement at Conrail crossing north side of Canal.
ET-11	Lock E-28A to Lock E-27, Lyons	1.25	State road	2	Along Old Route 31 across Ganargua Creek.
ET-12	Lock E-27 to Lock E-25, Montezuma	19	Wayne County; NIMO; Unknown	3	Alignment follows the Old Canal ROW and abandoned railroad lines north side of Canal.
ET-13	Lock E-25 to Port Byron	9.5	Cayuga County; NYSTA; Unknown	3	Trail follows the Old Erie Canal alignment - use Route 31 bridge to cross the Seneca River.
ET-14	Port Byron to Warners	14.5	Cayuga County; Unknown	2	Old Erie Canal alignment. Earth-surface trail currently being used by hikers and snowmobiles.
ET-15	Warners to Reid Webster Park	7	Town of Camillus	1	Camillus Erie Canal Town Park.
ET-16	Reid Webster Park to Onondaga Lake	6	-	4	No ROW exists.
ET-17	Trail around Onondaga Lake	18	Onondaga County	2	Trail on north side of lake exists. Trail on the south side is proposed.

NEW YORK STATE CANAL RECREATIONWAY PLAN

Trail Segment	Location	Mileage	Ownership	Right-of-Way Status	Comments
ET-18	Onondaga Lake to Old Erie Canal State Park – Cedar Bay, DeWitt	5	–	4	No ROW has been identified.
ET-19	Old Erie Canal State Park to Old Erie Canal Village	46	NYS OPRHP	1	Old Erie Canal State Park Trail.
ET-20	Old Erie Canal Village to Rome	3	Unknown	3	Old Erie Canal alignment.
ET-21	Rome to Oriskany	7.5	Canal Corporation	2	Bridge needed at the Nine Mile Creek.
ET-22	Oriskany to West Schuyler / West Frankfort	13	Canal Corporation	2	Two bridges needed - one on either side of Utica, south side of Canal.
ET-23	West Frankfort / West Schuyler to Ilion	3.75	NYS OPRHP	2	Abandoned railroad ROW on south side of canal.
ET-24	Ilion to Herkimer	5.5	Canal Corporation	2	Need three new bridges - sufficient canal-owned land, south side of Canal.
ET-25	Herkimer to Lock E-18	3	NYS OPRHP; NIMO	2/3	Abandoned West Shore railroad ROW, south side of Canal.
ET-26	Lock E-18 to Fort Plain	18	NYS OPRHP	2	Abandoned railroad ROW, south side of Canal.
ET-27	Fort Plain to Canajoharie	2.8	NYS OPRHP	1	Existing trail.
ET-28	Fort Hunter to Amsterdam	8.5	NYS OPRHP	1	Existing trail.
ET-29	Amsterdam to Rotterdam Junction	10	Conrail; NYS DOT	3	Proposed trail adjacent to active rail line and along Route 5-S, south side of Canal.
ET-30	Rotterdam Junction to Albany	26.5	Local municipalities	1	Mohawk-Hudson Bikeway.
CHAMPLAIN CANAL					
CT-1	Cohoes to Fort Edward	40	Canal Corporation; NYS DOT; Unknown	3	No continuous ROW available along river - best alternative is to follow NYS DOT Bike Route 9 (Routes 4 and 22) and Old Champlain Canal ROW west side of Canal.
CT-2	Glens Falls Feeder Canal	7.5	Canal Corporation	1	Existing trail.
CT-3	Fort Edward to Whitehall	25	Canal Corporation	2	Sufficient canal-owned land - no cleared ROW exists east side of Canal.
CAYUGA-SENECA CANAL					
CST-1	Montezuma to Lock CS-1 (Mud Lock)	5.5	Unknown; Local roads	3	Trail proposed for the east side of Seneca River to Routes 5/20 bridge. Crossing Canal at lock is difficult. Alternative alignment would follow Routes 5/20 from the bridge to Route 89 where it rejoins the Canal.
CST-2	Lock CS-1 (Mud Lock) to Seneca Falls	4.5	Canal Corporation	2	Condition is unknown, south side of Canal.
CST-3	Seneca Falls to Geneva	8.5	Unknown; Local roads	3	No ROW is available along the river - best alternative is to follow abandoned railroad ROW and local roads, south side of Canal.
CST-4	Lock CS-1 (Mud Lock) to Ithaca	38	Local roads	–	On-road trail to follow NYS Routes 90, 34B, and 34 along east side of Cayuga Lake to Ithaca.
CST-5	Seneca Lake State Park through Watkins Glen to Montour Falls	49	Local roads	–	On-road trail to follow NYS Routes 5 and 20 to Geneva and Route 14 south along the west shore of Seneca Lake.

NEW YORK STATE CANAL RECREATIONWAY PLAN

Trail Segment	Location	Mileage	Ownership	Right-of-Way Status	Comments
OSWEGO CANAL					
OT-1	Onondaga Lake to Oswego	38	Canal Corporation; Unknown	1/2/3	Trail proposed for east bank of Canal/River. Improved sections exist in Oswego, Fulton and Phoenix.

**Exhibit 7-8
Proposed Canalway Trail Support Facilities
Hiking and Cycling**

Legend

- ◐ Half-day stop
- Full-day stop
- Start location

Canal Service Packages

Package A: Telephone, trash drop and information signage. For recreational boating stops: Dock or boat fenders and tie-ups.

Package B: Includes all of above plus restrooms, potable water and picnic area. For recreational boating stops: Water & electric service, sewage pump-out and, if necessary, floating docks.

Package C: Includes all of the above plus showers and laundry & supply shop. For recreational boating stops: Marine fuel service, boat launch, and repair shop, if possible. For trail stops: Tent campgrounds and, if possible, bicycle rental and repair shop.

No.	Location	Minimum Canal Service Package Required for Harbors, Ports & Locks	Hiking – Full- or Half-Day Stop	Cycling – Full- or Half-Day Stop	Comments
Erie Canal (West to East)					
1	Tonawanda Gateway Park Erie & Niagara Counties	C	○	○	Canal Harbor
2	Pendleton Canal Park Niagara County	-	◐	-	Existing publicly operated facility
3	Locks E- 34 & E-35, Lockport Erie & Niagara Counties	C	●	-	Canal Service Port & Lock #2
4	Middleport Erie & Niagara Counties	A	◐	◐	Canal Service Port #4
5	Medina Orleans County	C	●	-	Canal Service Port #5
6	Albion Orleans County	B	◐	-	Canal Service Port #7
7	Holley Orleans County	C	●	●	Canal Service Port #8
8	Brockport Monroe County	A	◐	-	Canal Service Port #9
9	Spencerport Monroe County	B	●	-	Canal Service Port #10
10	Greece Canal Park Monroe County	-	◐	-	Existing publicly operated facility
11	Rochester, Corn Hill Monroe County	C	-	◐	Canal Harbor
12	Lock E-32 State Canal Park, Pittsford Monroe County	C	●	-	Canal Service Port & Lock #12
13	Fairport Monroe County	A	◐	-	Canal Service Port #13
14	Lock E-29, Palmyra Wayne County	C	●	●	Canal Service Port & Lock #15
15	Newark Wayne County	A	◐	-	Canal Service Port #16
16	Lock E-28A, Lyons Dry Dock Wayne County	B	●	-	Canal Service Port & Lock #18
17	Clyde Wayne County	B	◐	-	Canal Service Port #21
18	Lock E-25, Montezuma Seneca County	B	●	◐	Canal Service Port & Lock #23

NEW YORK STATE CANAL RECREATIONWAY PLAN

No.	Location	Minimum Canal Service Package Required for Harbors, Ports & Locks	Hiking – Full- or Half-Day Stop	Cycling – Full- or Half-Day Stop	Comments
Old Erie Canal Segment					
19	Port Byron Cayuga County	–	◐	–	No existing public facilities
20	Jordan Onondaga County	–	●	–	No existing public facilities
21	Erie Canal Towpath Park, Camillus Onondaga County	–	◐	●	Existing publicly operated facility
22	Erie Canal Museum, Syracuse Onondaga County	–	●	–	Existing publicly operated facility
23	Old Erie Canal State Park - Cedar Bay Onondaga County	–	◐	–	Existing State Park facility
24	Old Erie Canal State Park - Pools Brook, Kirkville, Madison County	–	●	◐	Existing State Park facility
25	Canastota Madison County	–	◐	–	No existing public facilities
26	Dunbarton Oneida County	–	●	–	No existing public facilities
27	Lock E-21 Oneida County	B	◐	–	Canal Service Port & Lock #32
Erie Canal (continued)					
28	Rome Terminal Oneida County	C	●	●	Canal Service Port #33
29	Lock E-20, Marcy Oneida County	B	◐	–	Canal Service Port & Lock #35
30	Frankfort Terminal Herkimer County	C	●	–	Canal Service Port #38
31	Ilion Terminal Herkimer County	C	–	◐	Canal Service Port #39
32	Lock E-18 Herkimer County	B	◐	–	Canal Service Port & Lock #41
33	Little Falls Terminal Herkimer County	C	●	–	Canal Harbor
34	Lock E-16 Montgomery County	B	◐	–	Canal Service Port & Lock #44
35	Lock E-14, Canajoharie Montgomery County	C	●	●	Canal Service Port & Lock #47
36	Lock E-13 Montgomery County	B	◐	–	Canal Service Port & Lock #48
37	Lock E-12, Schoharie Crossing Montgomery County	C	●	–	Canal Service Port & Lock #50
38	Lock E-11, Guy Park State Historic Site Montgomery County	B	–	◐	Canal Service Port & Lock #51
39	Lock E-10, Cranesville Montgomery County	B	◐	–	Canal Service Port & Lock #53
40	Lock E-8, Rotterdam Schenectady County	B	●	–	Canal Service Port & Lock #57
41	Schenectady, Gateway Landing Schenectady County	A	◐	–	Canal Service Port #58

NEW YORK STATE CANAL RECREATIONWAY PLAN

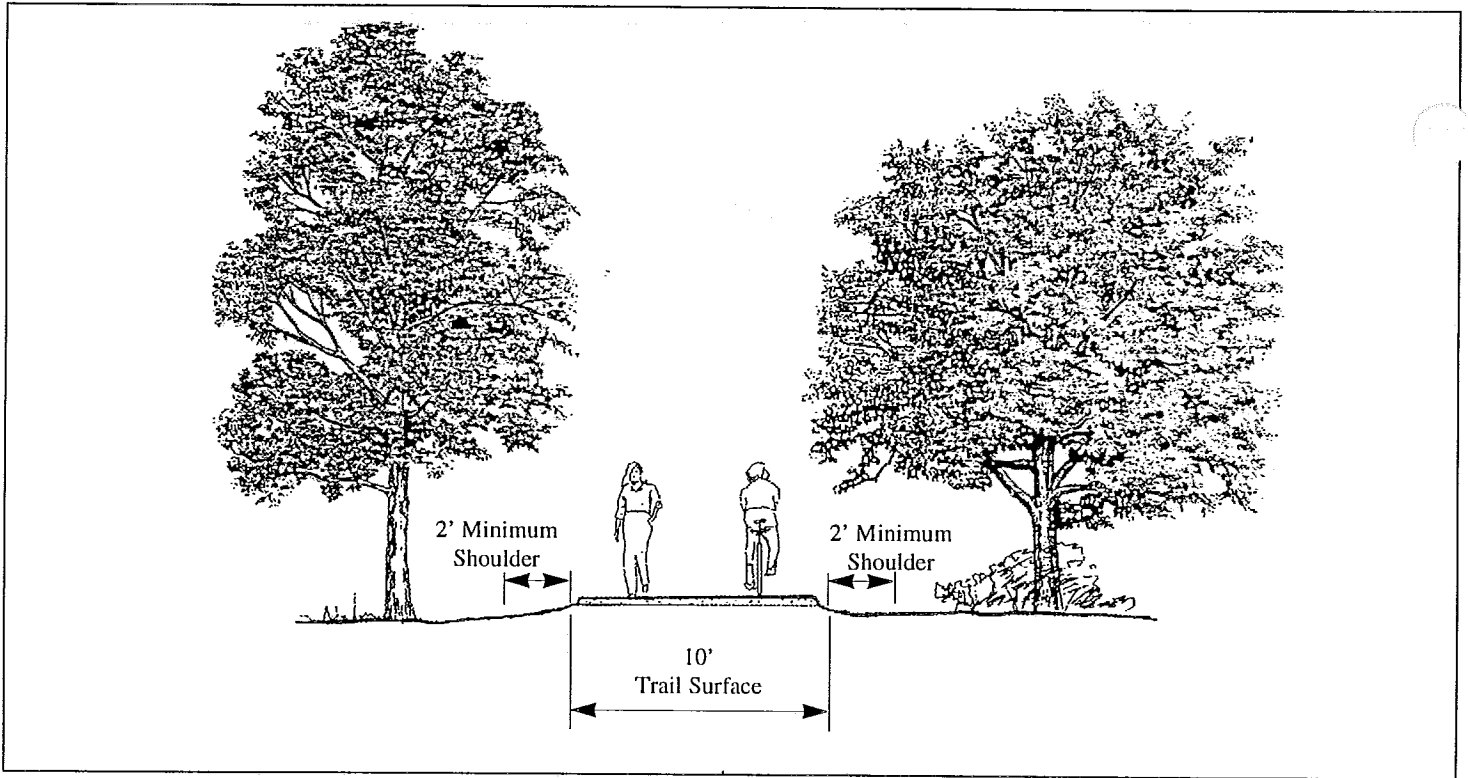
No.	Location	Minimum Canal Service Package Required for Harbors, Ports & Locks	Hiking – Full- or Half-Day Stop	Cycling – Full- or Half-Day Stop	Comments
42	Lock E-7, Niskayuna Schenectady County	B	●	●	Canal Service Port & Lock #59
43	Lock E-6, Waterford Flight Saratoga County	B	◐	–	Canal Service Port & Lock #60
44	Waterford, Peebles Island State Site Saratoga County	C	●	◐	Canal Harbor
Champlain Canal (South to North)					
–	Waterford, Peebles Island State Site Saratoga County	C	○	○	Canal Harbor
45	Lock C-2 Saratoga County	B	◐	–	Canal Service Port & Lock #63
46	Lock C-4 State Canal Park Rensselaer County	B	●	–	Canal Service Port & Lock #66
47	Saratoga National Historical Park Saratoga County	A	◐	–	Canal Service Port #68
48	Schuylerville Saratoga County	A	●	◐	Canal Service Port #69
49	Lock C-6, Fort Miller Washington County	B	◐	–	Canal Service Port & Lock #71
50	Fort Edward Yacht Basin Washington County	C	●	–	Canal Service Port #73
51	Lock C-9, Smiths Basin Washington County	B	◐	–	Canal Service Port & Lock #75
52	Fort Ann Washington County	C	–	●	Canal Service Port #76
53	Lock C-11 Washington County	B	●	–	Canal Service Port & Lock #77
54	Whitehall Washington County	C	◐	◐	Canal Harbor
Oswego Canal (South to North)					
55	Syracuse Canal Harbor Onondaga County	C	○	○	Canal Harbor
56	Syracuse, Lynelle Meadows Wetzel Road Onondaga County	–	◐	–	No existing public facilities
57	Lock O-1, Phoenix Oswego County	C	●	◐	Canal Service Port & Lock #81
58	Lock O-3, Fulton Oswego County	B	◐	–	Canal Service Port & Lock #84
59	Lock O-7, Oswego Oswego County	C	●	●	Canal Harbor
Cayuga-Seneca Canal (North to South)					
–	Lock E-25, Montezuma Seneca County	B	○	○	Canal Service Port & Lock #23
60	Lock CS-2&3, Seneca Falls Seneca County	A	◐	–	Canal Service Port & Lock #92
61	Seneca Lake State Park Seneca County	–	●	◐	Existing State Park facility

NEW YORK STATE CANAL RECREATIONWAY PLAN

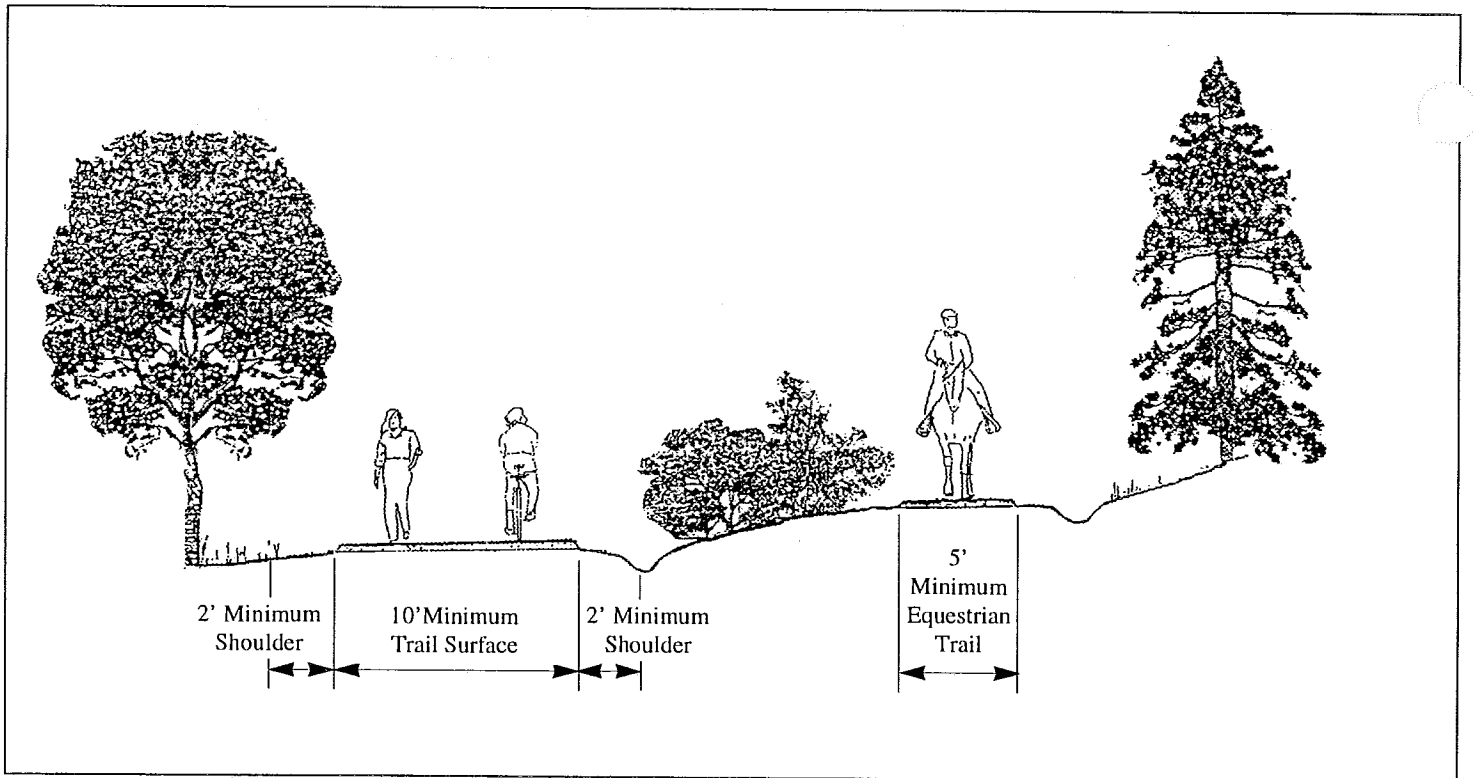
No.	Location	Minimum Canal Service Package Required for Harbors, Ports & Locks	Hiking - Full- or Half-Day Stop	Cycling - Full- or Half-Day Stop	Comments
62	Montour Falls Schuyler County	C	-	●	The Canalway Trail is routed along the Canal Scenic Byway between the Cayuga-Seneca Canal south along the east side of Cayuga Lake.
63	Ithaca Tompkins County	A	-	●	The Canalway Trail is routed along the Scenic Byway between the Cayuga-Seneca Canal south along the west side of Seneca Lake.

**Exhibit 7-9
Trail Design Standards by Type of Use**

Use	Minimum Trail Surface	Minimum Trail Width	Minimum Services	Additional Requirements
Walking, Hiking, Jogging	Clear, dry	8 feet	Restrooms and picnic tables at 7- to 8-mile intervals.	—
Cycling	Paved with stone dust or fine stone for low speeds; asphalt or concrete for higher speeds.	8 feet; separate from walking trail under higher-use conditions.	Restrooms, picnic tables, potable water at 15-mile intervals.	Minimum vertical clearance: 10 feet.
Cross-Country Skiing	Snow	3 feet; if shared with snowmobilers: 8 feet, with 2-foot shoulders on each side.	Warming huts at trail access points, including restrooms, potable water and space for sitting.	—
Horseback Riding	Unpaved, or paved with fine stone or stone dust. Paving acceptable for short distances.	5 feet	Restrooms and potable water at trail access points.	Minimum vertical clearance: 10 feet.
Snowmobiling	Snow; primitively-cleared trail.	4-6 feet; if shared with skiers: 8 feet with 2-foot shoulders on each side.	Heated rest area, telephone, car/trailer parking at trail access points.	Sight distances not less than 400 feet; sharp turns to be avoided and/or signed; warnings at steep inclines.



Single-Tread Trail Width

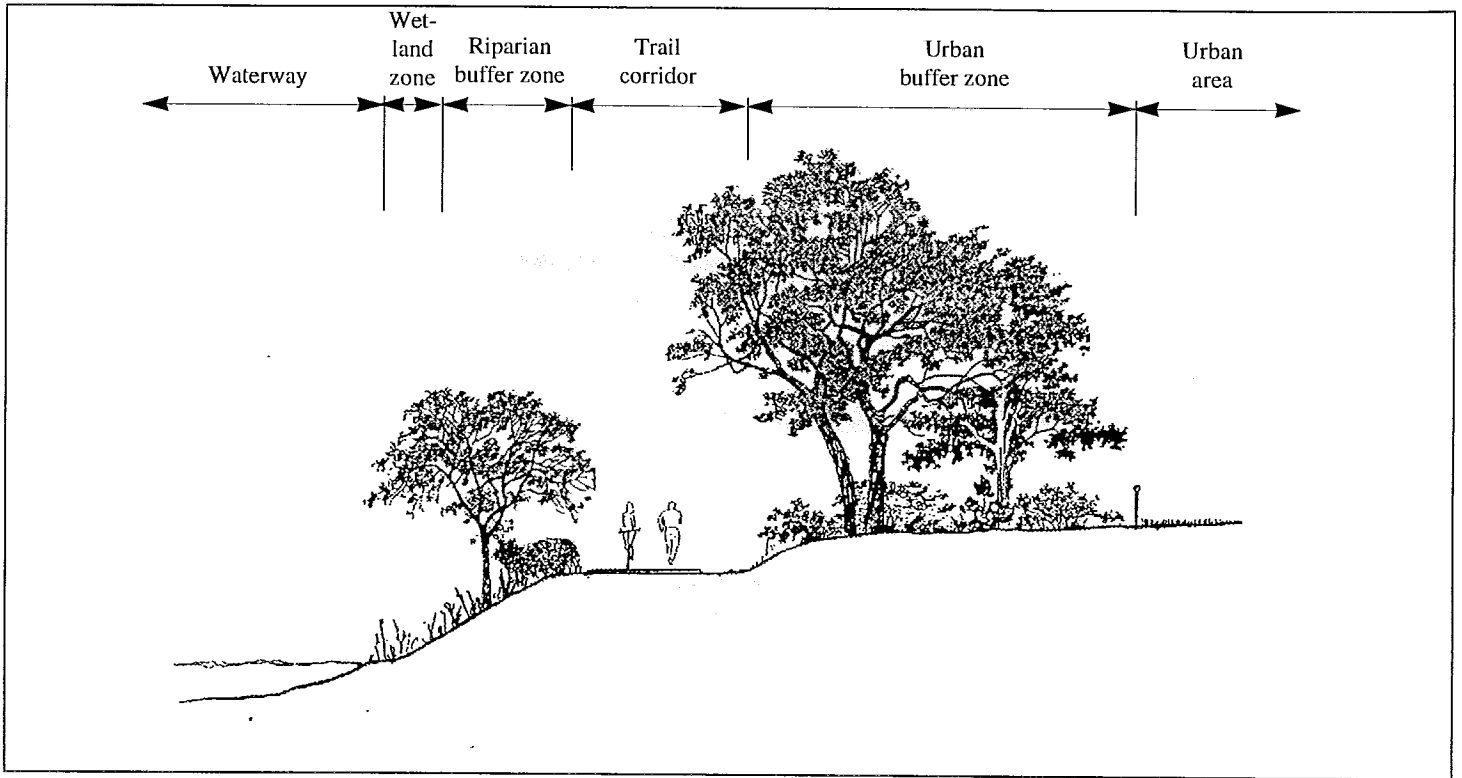


Double-Treads Trail Width

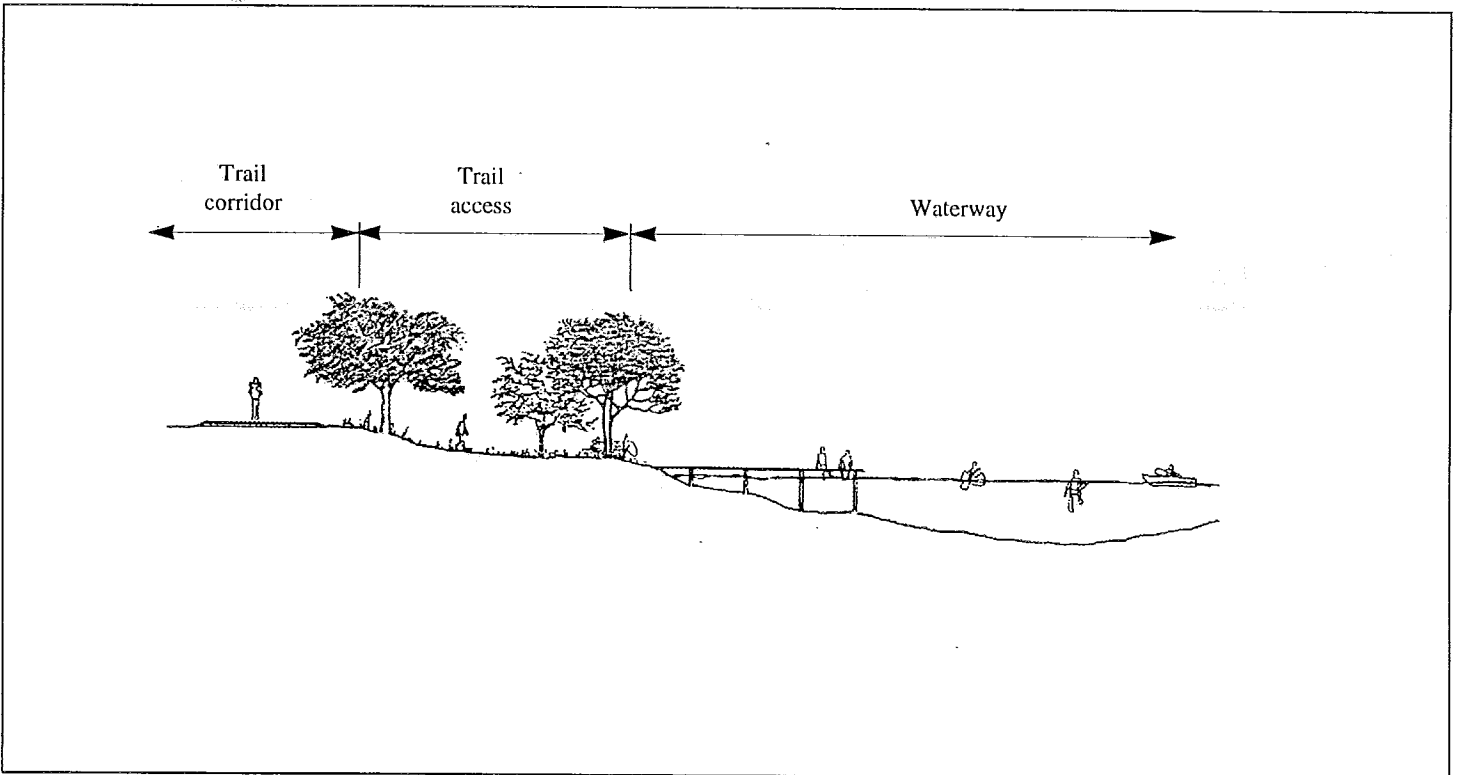
Source: "Trails for the 21st Century"

Trail Design - Single and Double Tread Widths

Beyer Blinder Belle Consortium



Wildlife Buffer Zone



Access to Water Recreation Area

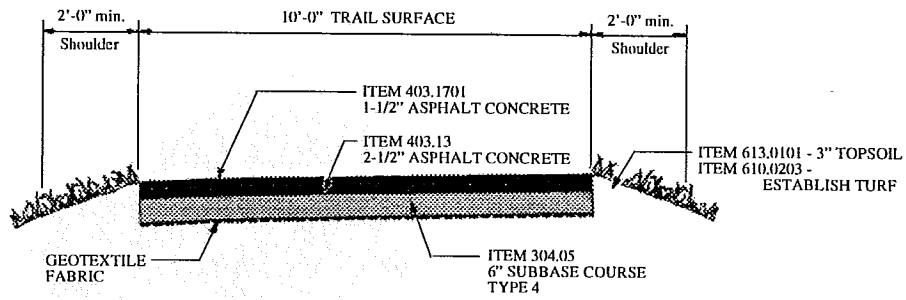
Source: "Trails for the 21st Century"

**Trail Design -
Wildlife Buffer Zone and
Access to Waterway**

Beyer Blinder Belle Consortium

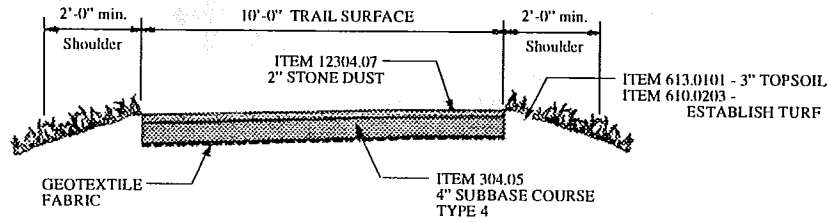
ASPHALT TRAIL SECTION

-Not to scale-

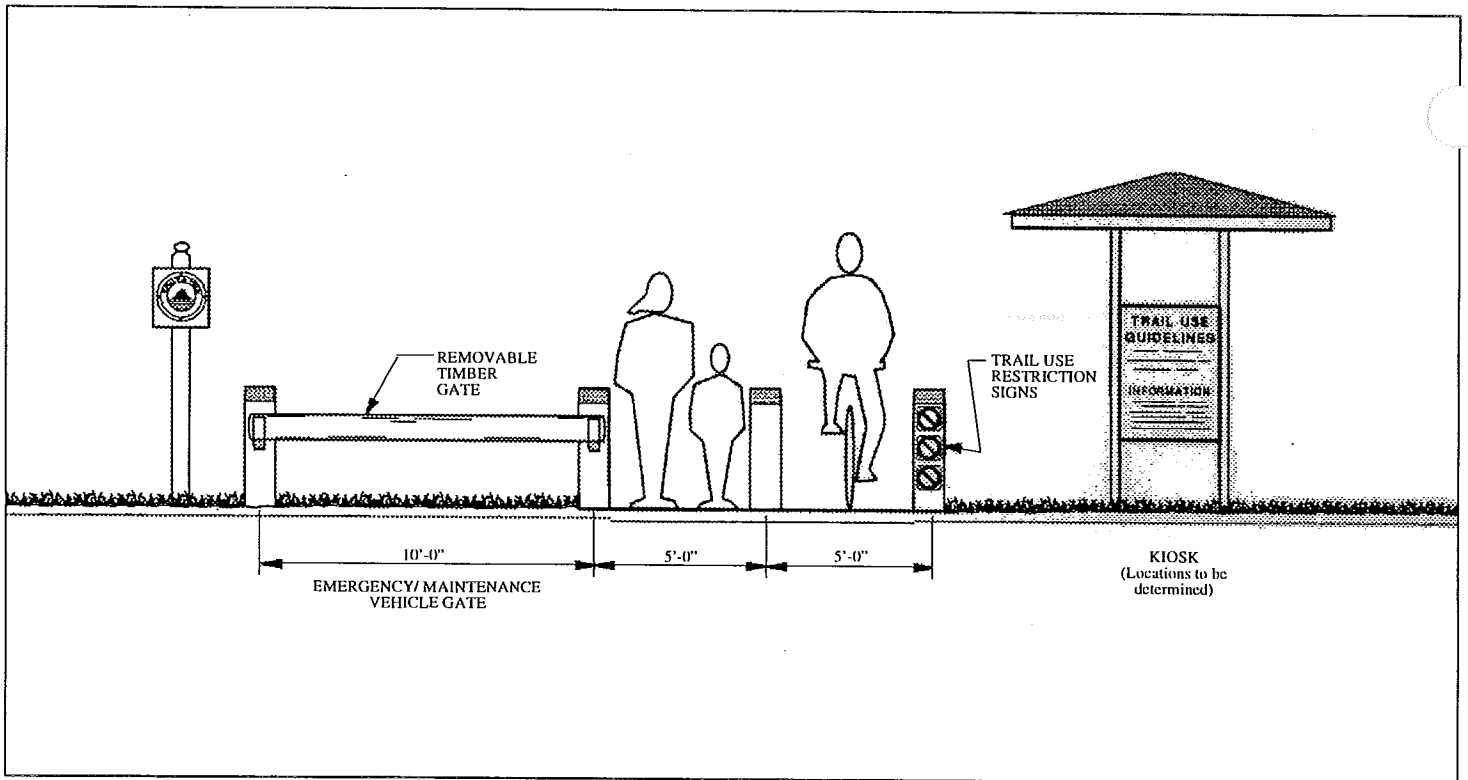


STONE DUST TRAIL SECTION

-Not to scale-



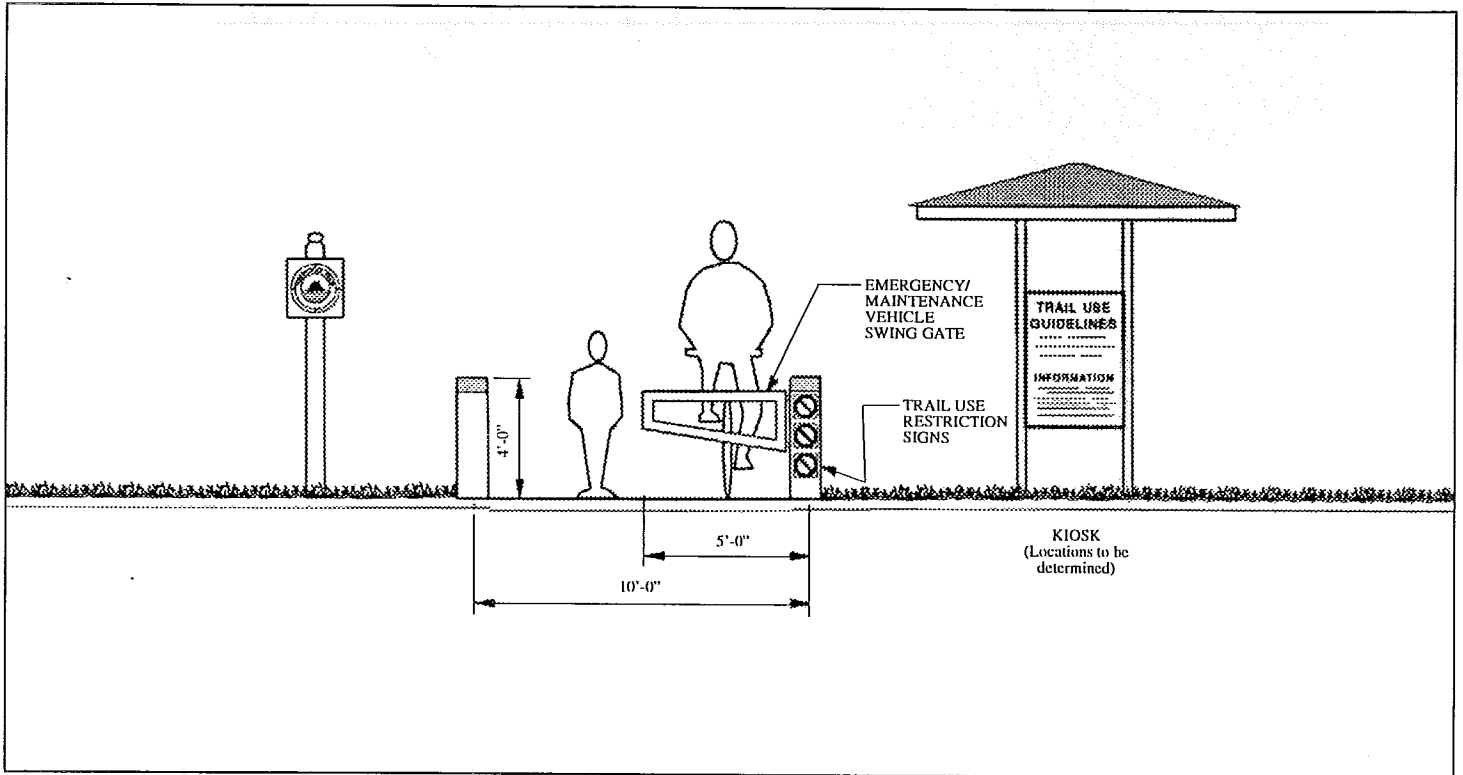
Asphalt and Stone-Dust Trail-Surface Sections



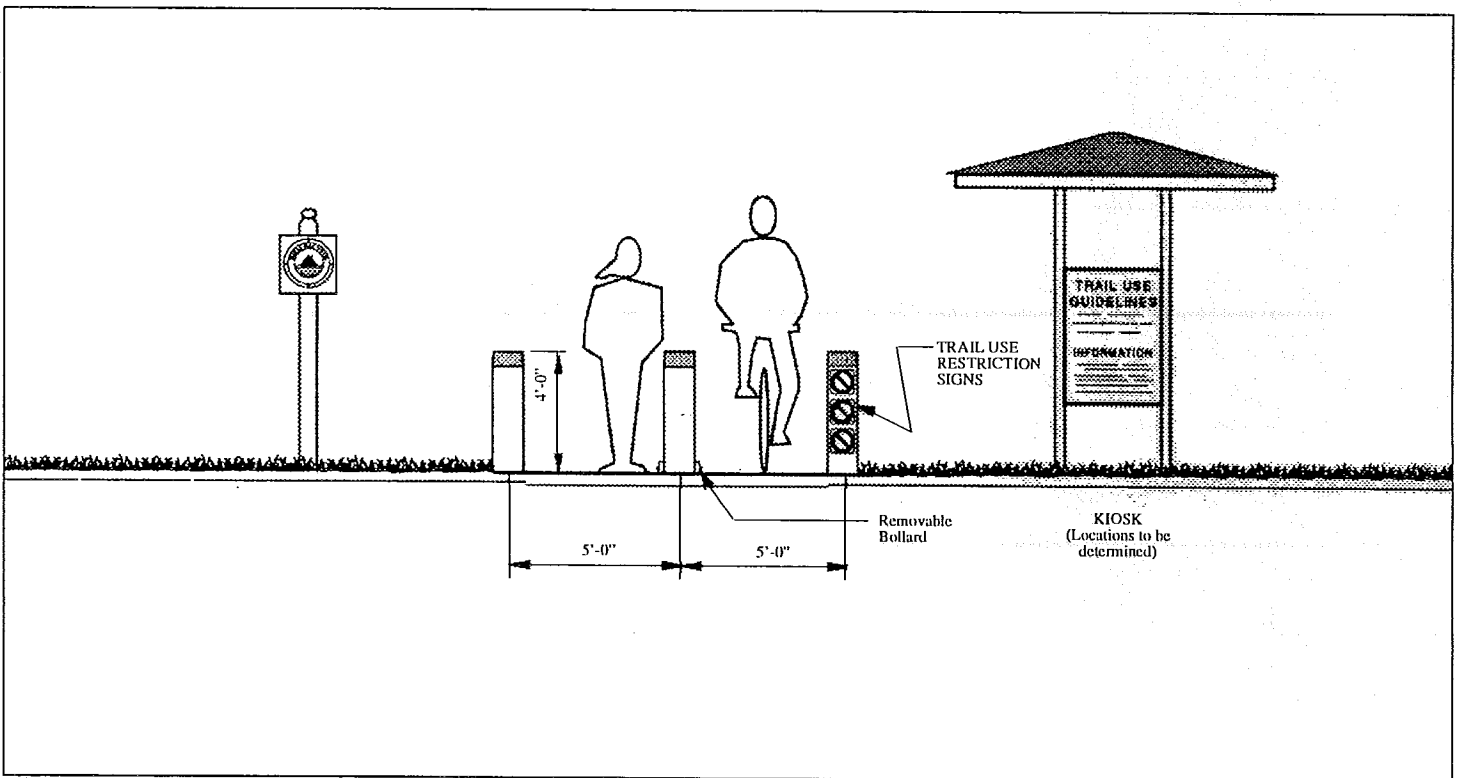
Trailhead Facility Type A: Signage & Access Control with Removable Timber Gate

Trail Surface Sections and Trailhead Facility, Type A

Beyer Blinder Belle Consortium



Trailhead Facility Type B: Signage & Access Control with Swing Gate

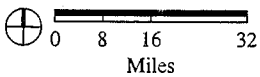
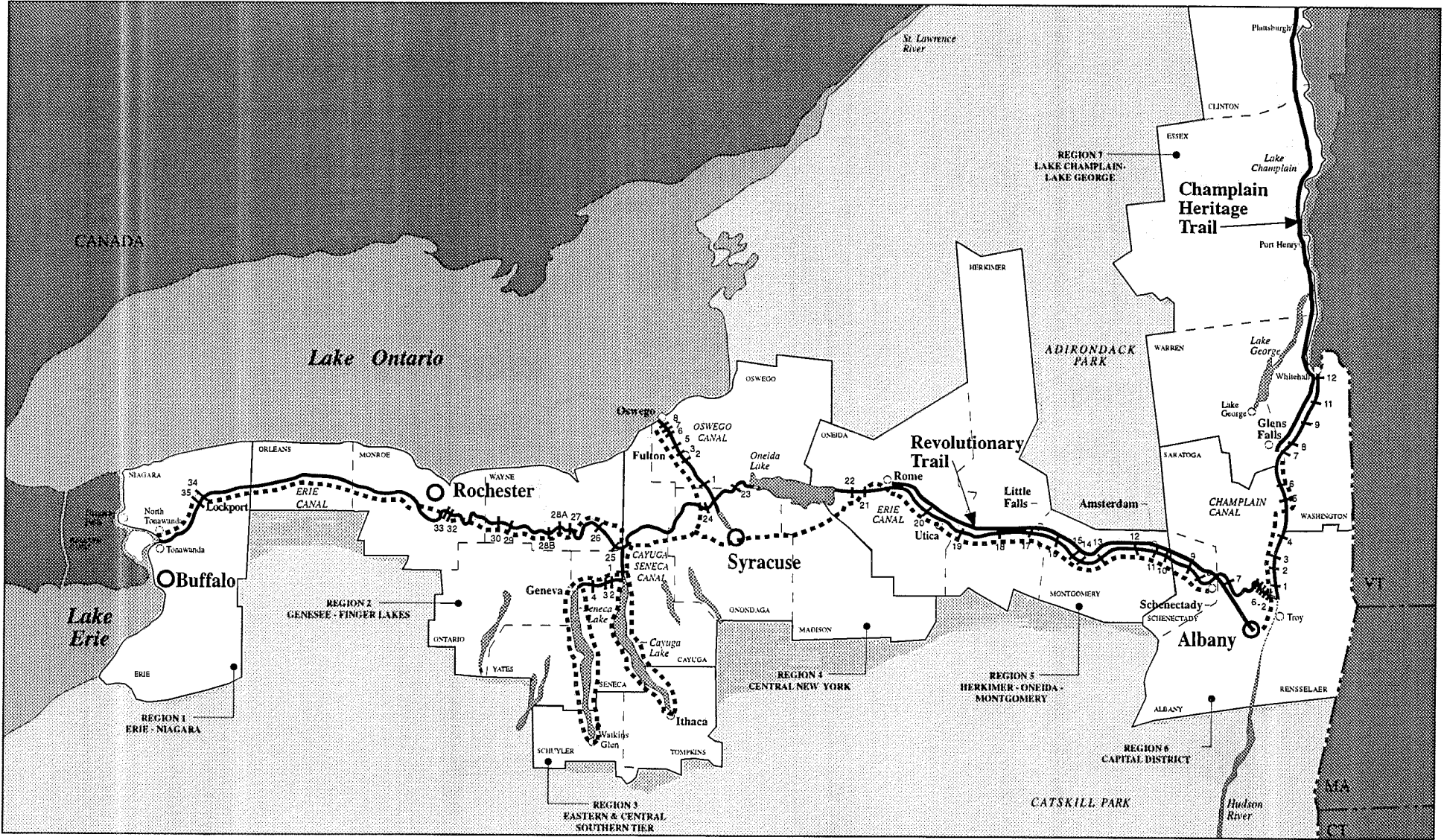





Trailhead Facility Type C: Signage & Access Control with Removable Bollard



**Trailhead Facilities,
Types B and C**

Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



-  NYS Canal System Lock number
-  Planning region boundary
-  County boundary

-  Existing Scenic Byway
-  Proposed Canal Scenic Byway

Canal Scenic Byway

Beyer Blinder Belle Consortium

Exhibit 7-14

NEW YORK STATE CANAL RECREATIONWAY PLAN

**Exhibit 7-15
Canal Scenic Byway Route Segments**

Erie Canal: Segment	Route
North Tonawanda to Lockport	Sweeney Street, Sweeney Falls Boulevard; Tonawanda Creek Road; Irish Road; Bear Ridge Road; Hinman Road; Ohio Street; NYS Route 31.
Lockport to Baldwinsville	NYS Route 31.
Ionia (west of Syracuse) to Dewitt (east of Syracuse)	Old Route 31; NYS Route 173; NYS Route 5.
Dewitt to Rome (along the old Erie Canal)	NYS 635; Cedar Bay Road; NYS 290; Kinderhook Road; NYS Route 5; NYS Route 365A to Oneida; NYS Route 46.
Rome to Albany	Two Parallel Routes: <ul style="list-style-type: none"> Existing Revolutionary Trail: NYS Route 5, along the north side of the Canal. NYS Route 69 to Utica; NYS Route 5S along the south side of the Canal (terminates at Schenectady).
Cayuga-Seneca Canal: Segment	Route
Lock CS-1, Mud Lock west to Geneva	NYS Route 5; US Route 20.
Geneva south along Seneca Lake to Watkins Glen	NYS Route 14.
Watkins Glen north along Seneca Lake to East Geneva	NYS Route 414; NYS Route 96A.
East Geneva east to Halsey Corners	NYS Route 5; US Route 20.
Halsey Corners south along Cayuga Lake to Ithaca	NYS Route 89.
Ithaca north along Cayuga Lake to Lock CS-1, Mud Lock	NYS Route 34; NYS Route 34B; NYS Route 90.
Lock CS-1, Mud Lock north to the intersection with the Erie Canal Scenic Byway at the hamlet of Montezuma	NYS Route 90 to intersection with NYS Route 31.
Oswego Canal: Segment	Route
Baldwinsville to Oswego	NYS Route 48.
Champlain Canal: Segment	Route
Albany/Troy to Waterford	Two Parallel Routes: <ul style="list-style-type: none"> Downtown Albany (Erie Canal Scenic Byway Termination) to Waterford: NYS Route 32. Federal Lock at Troy to Waterford: US Route 4.
Waterford to Hudson Falls	US Route 4.
Hudson Falls to Plattsburgh and Rouses Point	Existing Champlain Trail along US Route 4.