

Countywide Trails Initiative Notes

Tuesday, August 19, 2025, 4:00 pm

50 W. High Street, Ballston Spa, NY 12020

Old Business

Erie - Zim connection (formerly Ballston- Glenville connection). Saratoga expects to approve \$15k of grants from Clifton Park and Ballston for feasibility. An MOU (memorandum of understanding) is being finalized to formalize cost sharing between municipalities. Expect to get \$15k from Schenectady Metroplex representing Glenville's interest. Based on estimates (see trail cost below), this trail will cost around \$15 million.

Ballston expects to apply this fall for a 5 million dollar grant that has a 20% town match for the Outlet Road to Ballston Spa Veterans trail extension. They have the 20% in fund balance should the town board choose to use it.

GIS: PLAN will coordinate an effort to consolidate trail GIS information for Saratoga County as part of updating its conservation plan. This process will help PLAN identify important trail parcels and guide acquisition and easement priorities. PLAN will be looking for GIS shape files for trails, especially municipal plans and will convert if needed from other formats. A mid 2026 formal start date is anticipated, but PLAN will be accepting data at any time. Please email torir@saratogaplan.org with any data that you would like to be included.

New Business

County Route 109 Study (Halfmoon – Clifton Park): This is a 4.7-mile stretch of County Route 109 from NYS Route 146A east through Farm to Market Rd (Halfmoon) to the entrance to Mott Orchard PDD. This study will evaluate all modes of transportation, make recommendations for this corridor, and create connections between neighborhoods recently developed along the Farm to Market Road. A working group with Creighton Manning Engineering as consultant (planning, trails and open space, county planning, County DPW technical input) has been formed. A stakeholder's group that includes local business owners, trails groups, Town and County planners, County DPW, Town Highway Superintendents, NYS DOT, and CDTA was also formed. Clifton Park and Halfmoon significantly lack east west pedestrian/bike connections – this may help. Map – Appendix B.

The project sponsors would like to assess the best options for bike and pedestrian infrastructure in the study area along with improved connections for all modes of travel between subdivisions, community parks, businesses, and other land uses.

The County Route 109 Complete Streets Study is being funded by the Transportation Council, Town of Halfmoon, Town of Clifton Park, and Saratoga County through the Transportation Council's 2024-2025 Unified Planning Work Program as part of the Community and Transportation Linkage Planning Program.

PLAN Palmertown Updates:

Northern Gateway: PLAN anticipates purchasing the 27.5ac property this fall. PLAN will then work to build a multi-track trail, boardwalk and parking lot working closely with the Town and County. The eventual plan will be to donate the property to the County to be added to the Graphite Range Community Forest which is stewarded by PLAN.

Skidmore: PLAN staff are meeting with administrators to see if PLAN can help move forward the development of the core Sarah B. Foulke Friendship Trails. The college is working to bring together the right players to discuss potential roles and next steps with PLAN.

Klepetar: 450ac of forested land are expected to be protected with a conservation easement this winter. This easement will contain a trail easement in line with advancing the Sarah B. Foulke Friendship Trails. This will continue to be private land and is not open to the public until specifically announced. Please do not trespass.

Krop-Rowson: 81ac forested easement expected to close in the next month, permanently protecting a portion of the ridge both south and within Moreau Lake State Park. This will continue to be private land and is not open to the public. Please do not trespass.

PLAN Preserve Trail Updates: <https://saratogaplan.org/explore-parks-and-trails/>

Glowegee Creek Trails North: PLAN volunteers and staff spent the month of June building the recently opened GCT-N trail on the late Don Carpenter's conservation easement. The new trail is a reroute of the old trail that eventually connects to a section of the old trail and crosses over Glowegee Creek to become the GCT-S Blue Trail. This project has been years in the making and is a wonderful legacy of Don Carpenter.

Galway Nature Preserve: Thanks to a Community Arts Grant, one of PLAN's long-time stewardship volunteers was able to paint a woodland-scene mural on the side of the Stewardship Resource Center. This project was in collaboration with a recent grad from Galway HS, along with other community members that would briefly contribute to the mural when visiting the preserve. A mural-showing event, hike, and picnic was held Saturday, 7/26, to celebrate this wonderful addition to the Resource Center.

Ballston Creek Preserve: The preserve now has its own parking lot, serving as another example of collaboration between PLAN and the Town of Ballston. Previously, trail users had to park at Shenantaha Creek Park and walk down Eastline Road to access the preserve. PLAN and the Town of Ballston are excited to now offer a safer and more convenient parking space.

Lake Lonely Trail: After a long-period of being closed to the public, the Lake Lonely Trail off of Union Ave at the SNGC is back open. Equipped with new kiosk signage and updated infrastructure, PLAN and the SNGC worked together to get the trail back into tip-top shape.

GRCF (Graphite Range Community Forest): PLAN and the County continue to work closely in managing the trails and property at GRCF. This summer, Wilton Wildlife started leading educational hikes to teach about the property's unique mining history and connect people with nature. SMBA continues to provide excellent maintenance to the trail system and PLAN is continuing to make progress regarding the Trail 7 to Skidmore connection. GRCF Advisory Committee meetings are held to discuss these topics and other management decisions every 4-6 weeks.

Ballston: See EZ connector above.

Halfmoon: Erie Canal Towpath trail A 1.2 mile gravel section has been paved along with the parking lot at Terminal Road (next to Route 9 Crescent bridge), partly with County trail grant money.

Separately, MJ engineering has prepared engineering design to get much of the last 1 mile off road and improve safety where off-road construction is not practical: Beach Road from Clamsteam Road to Old Canal Road. (Map Appendix D)

Estimated cost \$495,000. Project funding includes \$175,000 from NYSDEC Climate Smart Communities Grant. Wetlands permit still needs to be received. Construction targeted for fall 2025.

Clifton Park (via email): Construction begins for the Hubbs Road Path (0.6 miles) this month (August); this path helps connect Dutch Meadows, Rolling Meadows, and Country Knolls west of Long Kill Road to the hamlet of Jonesville. Map – Appendix E
<https://engage.cliftonparkny.gov/hubbs-road-path-construction>.

Clifton Park: Offers an email alert subscription service that allows you to select trails and sidewalks as a topic: this will give you news and events alerts.
<https://public.govdelivery.com/accounts/NYCLIFTONPARK/signup/46002>

Saratoga Springs – Moreau Regional Trail: Wilton – Moreau Segment. Scott Miller is floating a proposal to expand on the Wilton Trail plan for a primarily off-road multiuse trail along the Route 9 corridor into the Town of Moreau, through Moreau state park and into South Glens Falls to connect with the Feeder Canal trail in Warren County. Emphasis on the Ballard Road to Moreau State park (at Big Bend) was presented. It is hoped to form a working group similar to the EZ connector WG to map a strategy and priority for this trail segment – volunteers needed. General Concept Map – Appendix F

NYS Parks conceptually supports the Wilton – Moreau multiuse path: Concerns exist for Route 9 crossing. Such a path may mitigate local pedestrian traffic accesses the park. NYS parks reports that their MOU agreement with National Grid for 12 crossings has expired but is on hold for renewal/updating until their legal team can get to it. The existing crossings remain in place regardless, giving parks time to consider new or future crossings to include into the next negotiation. NYS Parks is coordinating with the county on their crossings of national grid corridors on the county forest land between Big Bend and Moreau Lake.

Town of Moreau/Moreau State Park The Town of Moreau has submitted for grant funding through NYS Parks to fund the construction of the second phase of their 2021 trails plan (Appendix G). That will involve construction of trails along the Hudson River East of I-87. This trail work is being coordinated with NYS parks. NYS parks support a route that reduces on-road travel by routing in the Big Bend area. Consideration of county forest land in Moreau may allow additional off-road routing.

Trail Costs: As a planning guide, a summary of regional multiuse trail construction costs has been tabulated with inputs from several sources including the Empire State Trail final report, Hudson Valley Regional Greenway, and the Harlem Valley Rail trail Association. Costs have been normalized to 2024 dollars using the CPI as the inflation metric. Tables and graphs in Appendix H. Overall a paved multiuse trail costs between 1 and 2.5 million per mile. Few bridges, solid base, little land acquisition at the lower end of the costs range. Small bridges/culverts, wetlands, poor substrate, ROW issues at the upper end. These costs do not include generally include substantial bridge costs which can run upwards from one million dollars.

National Grid and Trails: A map has been prepared with help from County planning that shows where existing and planned trails in the county interact with National Grid ROW, either using the ROW for trail passage or ROW crossings by trails. Please contact Bill Herman or Scott Miller if you have suggestions/new information. It is hoped to meet with NG to chart a path forward. Appendix I.

NYSDOT – Route 50 Bike Route Designation. Audrey Burneson (Audrey.Burneson@dot.ny.gov) is seeking information on the history and status of Route 50 as a bike path in the Village of Ballston Spa. Contact Audrey or Scott Miller (millerrs@mindspring.com) if you want more context or have information to share.

Appendix A: Attendees:

Corney, Philip	NYS OPRHP, Moreau	Philip.Corney@parks.ny.gov
Filkins, Kayleigh	WWPP	kayliegh@wiltonpreserve.org
Herman, Bill	Chair, Town of Halfmoon Trail and Open Space Committee, PLAN board, CWT chairman	wherman1@nycap.rr.com
Lambert, Kim	Saratoga county planning	Klambert@saratogacountyny.gov
Laymon, Marc	Clifton Park Green committee	mxlaym@gmail.com
Miczek, Mathew	WWPP, Saratoga Stryders	miczekm@verison.net
Miller, Scott	CWT secretary, PLAN advisory Council	millerrs@mindspring.com
Orosz, Ted	Saratoga Springs, Complete Streets	tedvorosz@gmail.com
		bella@wiltonpreserve.org
Roberts, Tori	PLAN Conservation Director	torir@saratogaplan.org
Roosa, Magnolia	PLAN Stewardship coordinator	magnolia@saratogaplan.org
Williams, Jeff	Saratoga county Planning	jwilliams@saratogacountyny.gov
Woodin, Dave	Town of Waterford, director of planning, Champlain Canalway liaison	woodind@town.waterford.ny.us

Appendix B: County Route 109 Complete Streets Study

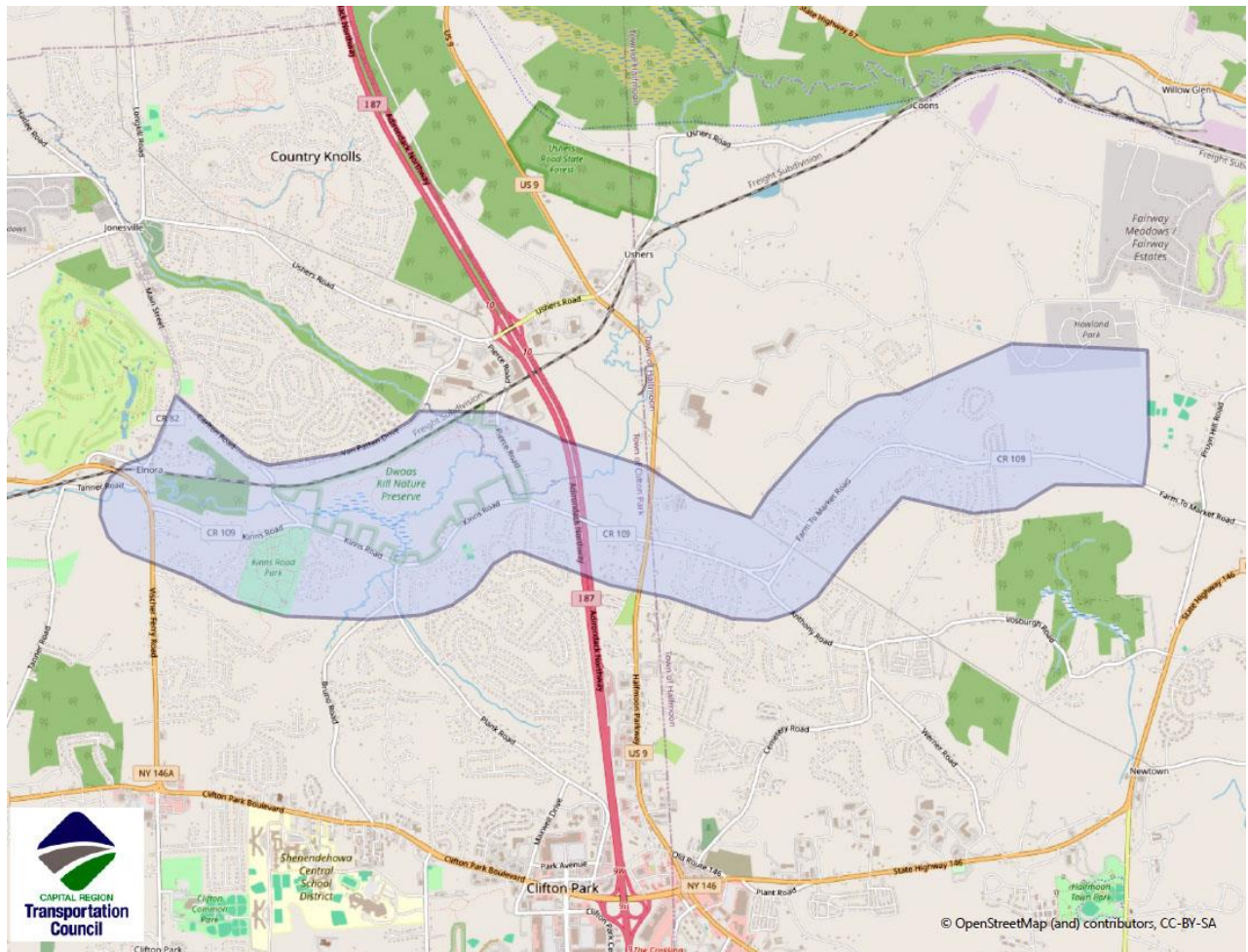
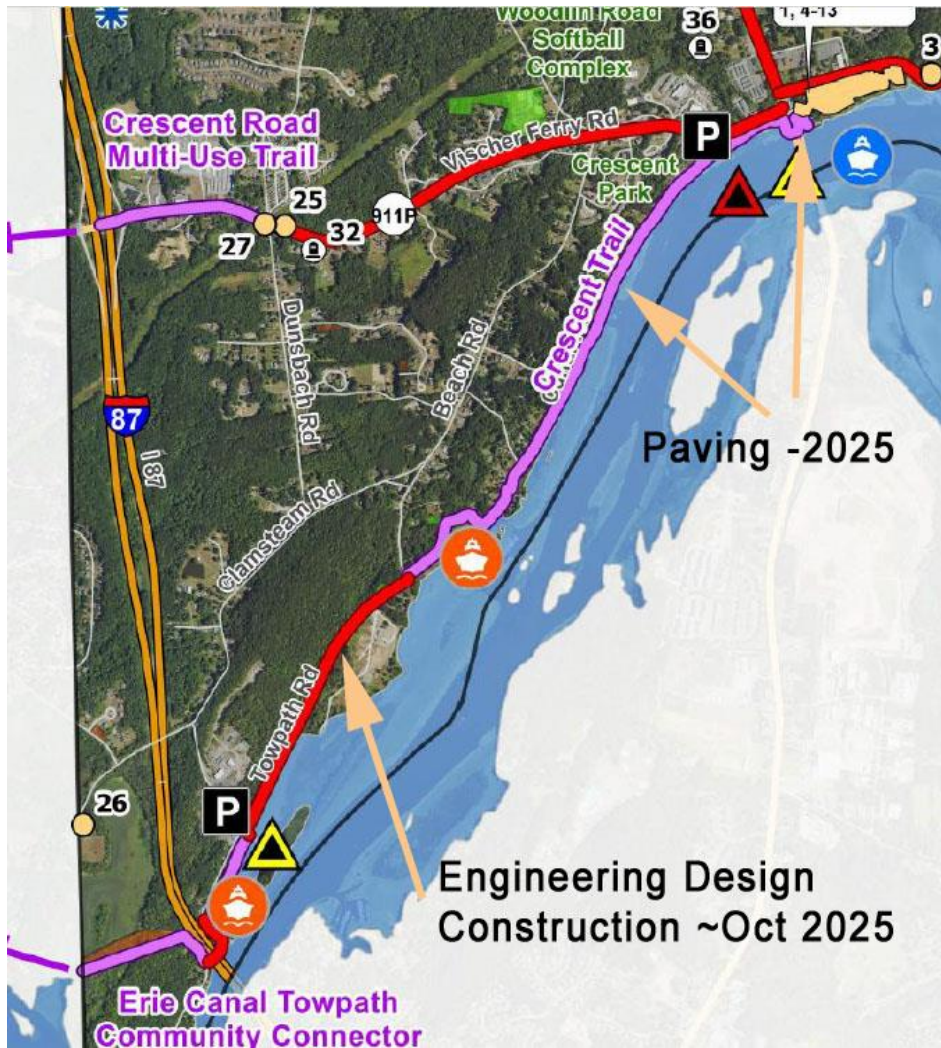


Figure 1B: CR109 Project Area in Clifton Park and Halfmoon

Appendix D:



Appendix E: Hubbs Road Path in Clifton Park.

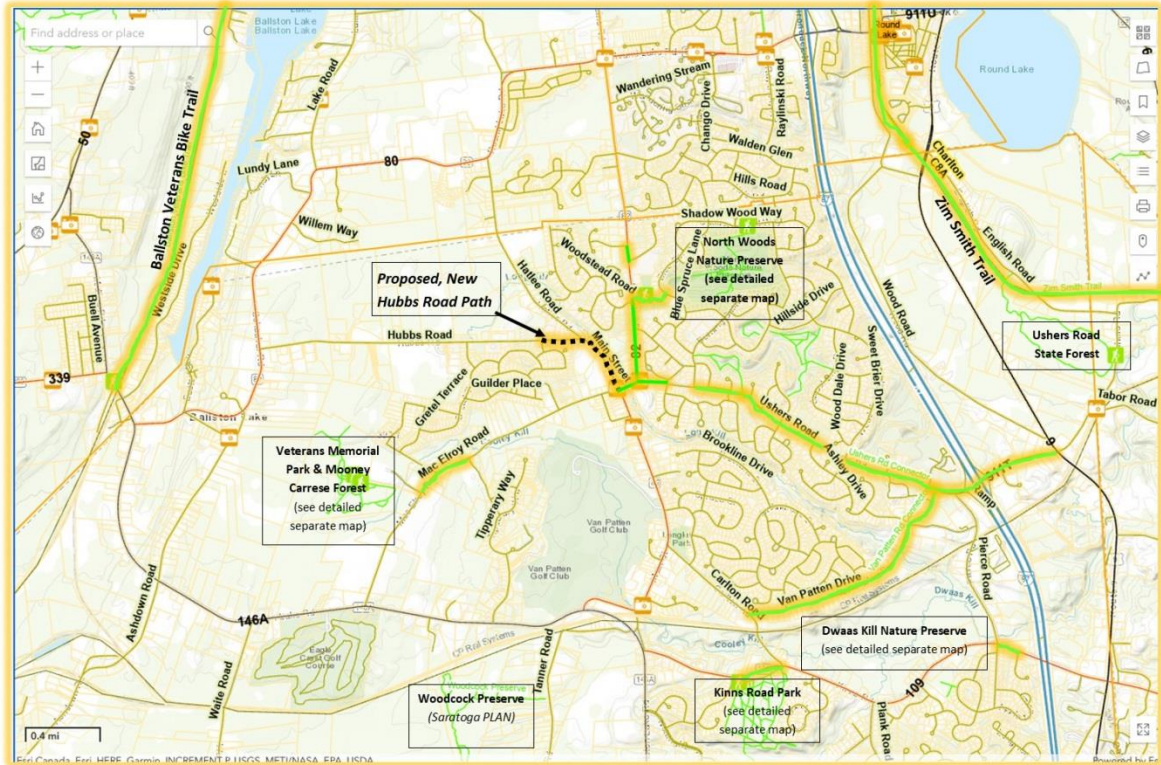
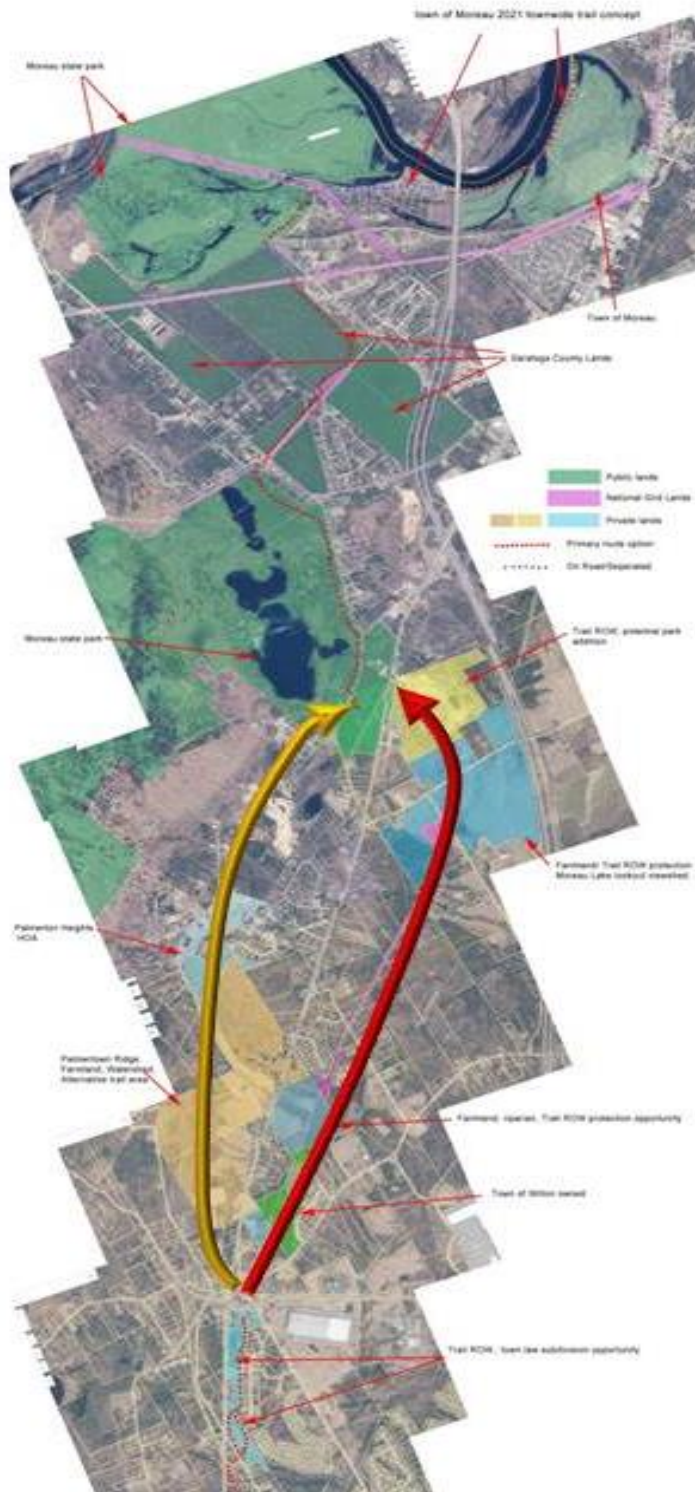


Figure 2E: Location of new Hubbs road path

Appendix F: Saratoga Springs – Moreau trail: Wilton/Moreau Segment



Appendix G: 2021 Moreau trail plan and phase 2 project area

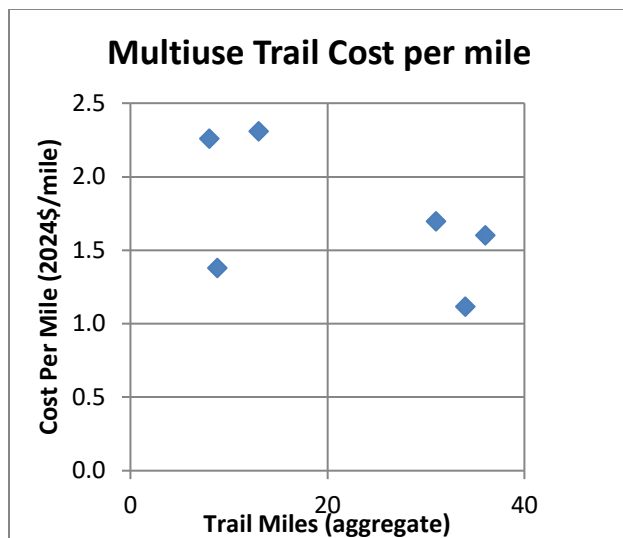
https://www.townofmoreau.org/Recreation/2020013_Moreau_Townwide%20Trail%20Concept_Final%20Report_Reduced.pdf



Appendix H: Multiuse trail costs

	Type	Construction	Miles	Cost	
New trails				millions	
HVRT - Millerton to Under Mt Rd.	paved/boardwalk	Build from scratch	8	14.7	
Adirondack Rail Trail - Lake Placid to Tupper lake	stone dust, some paved	Built on rail bed	34	38.0	
Albany County Helderberg Hudson (ACHH) rail trail	paved	Built on rail bed - variable conditions	8.8	9.2	
Dutchess county Rail Trail	Paved	built on rail bed.	13	21.0	
AHET (Albany Hudson Electric Trail	Paved/stone dust ~ 50/50	Rail and power line ROW	36	47.6	
Average of Empire State Trail (Erie Canalway)	Paved	Multitple conditions	31	43.4	
Trail rebuild/rehab					
HVRT - Copake falls		repave	3.6	2.8	
Erie canalway trail		rehab	19.6	2.8	
HRVG report	rebuild/resurface	repaving asphalt			
HRVG report	rebuild/resurface	Milling and repaving asphalt (w/improvements)			
HRVG report	rebuild/resurface	resurfacing stone dust			
HRVG report	rebuild/resurface	resurfacing stone dust (w/improvements)			
Maintainance costs					
AHET					

Multituse trail costs		Type	Construction	Miles	Cost millions	Year	2024 dollars cost	cost/mile MM/mile
New trails								
HVRT - Millerton to Under Mt Rd.	paved/boardwalk		Build from scratch	8	14.7	2019	18.1	2.3
Adirondack Rail Trail - Lake Placid to Tupper lake	stone dust, some paved		Built on rail bed	34	38.0	2024	38.0	1.1
Albany County Helderberg Hudson (ACHH) rail trail	paved		Built on rail bed - variable conditions	8.8	9.2	2016	12.1	1.4
Duchess county Rail Trail	Paved		built on rail bed.	13	21.0	2011	30.0	2.3
AHET (Albany Hudson Electric Trail	Paved/stone dust ~ 50/50		Rail and power line ROW	36	47.6	2020	57.6	1.6
Average of Empire State Trail (Erie Canalway)	Paved		Multitple conditions	31	43.4	2020	52.5	1.7
Trail rebuild/rehab								
HVRT - Copake falls			repave	3.6	2.8	2024	2.8	0.78
Erie canalway trail			rehab	19.6	2.8	2020	2.75	0.14
HRVG report	rebuild/resurface		repaving asphalt			2025		0.20
HRVG report	rebuild/resurface		Milling and repaving asphalt (w/improvements)			2025		0.3 to 0.5
HRVG report	rebuild/resurface		resurfacing stone dust			2025		0.08
HRVG report	rebuild/resurface		resurfacing stone dust (w/improvements)			2025		0.1 to 0.15
Maintainance costs								
AHET						2025		\$1200 to 2500 per mile



Sources:

- HVRT: Lisa Deleeuw - email, 1.15.2025 : Harlem Valley Rail Trail Association, Inc
- ADK rail Trail. <https://www.adirondackexplorer.org/stories/adirondack-rail-trail-4>
- Albany county rail Trail. <https://blog.cdphp.com/healthy-living/the-revitalization-of-albany-countys-rail-trail/#:~:text=The%20total%20project%20will%20cost%20at%20least,along%20the%20path%20and%20numerous%20access%20points.>
- Dutchess county Rail trail. https://www.dutchess.org/news/wrs_dutchess_rail_trail
- AHET: Estimates are \$35 to 45 MM in 2019. several sources, <https://www.timesunion.com/7dayarchive/article/Albany-Hudon-Electric-Trail-may-cost-40-million-11742773.php>. Used number from Empire State final report.
- Empire State Trail Final Report
- Hudson River Valley Greenway (HVRG) memorandum (May 2025)

Thanks to Andy Beers for lots of this information. Andy reports that new trail costs (EST) follow a 10-80-10 split: 10% is trail planning, permitting, and development of construction plans and specs; 80% is construction cost; and 10% is engineering consultant costs for third party construction inspection/construction administration services

Appendix I: National Grid and Saratoga County trails

