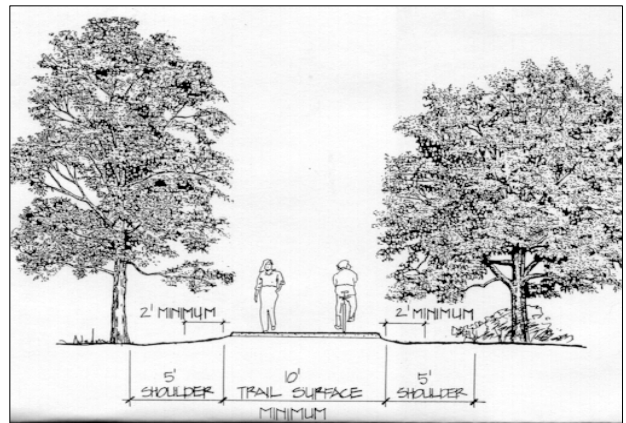
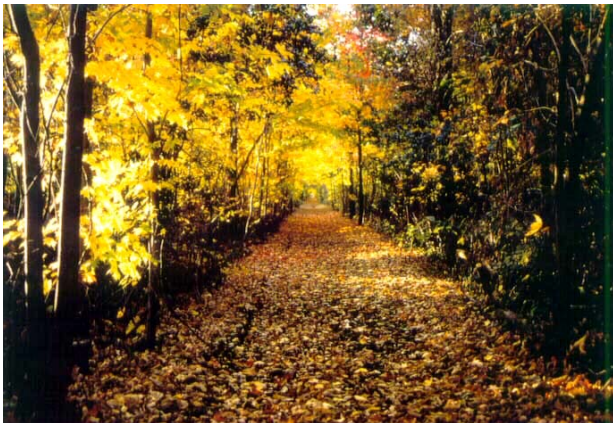


REGIONAL TRAILS INITIATIVE FINAL REPORT & ACTION PLAN

PHASE 2 – NON-TMA REGION



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MARCH 2004

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I. Introduction and Purpose

The Genesee Transportation Council (GTC) is responsible for transportation planning in the nine-county Genesee-Finger Lakes region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties. Trails represent a growing segment of the regional transportation network, driven primarily by demands for alternative transportation options, close-to-home recreational opportunities, and improved quality of life in the region.

The Genesee-Finger Lakes region is already home to over 135 miles of multi-use trails, including:

- 40 miles of Canalway Trail in Wayne and Orleans Counties,
- Over 50 miles of the Genesee Valley Greenway, a trail that will eventually connect Monroe, Livingston, and Wyoming Counties with the Southern Tier,
- Almost 25 miles in the Ontario Pathways trail system in Ontario County, and
- Numerous other local multi-use trails in area communities.

In addition, there are over \$4 million of multi-use trail projects under development as of Fall 2003 in the non-TMA region. These projects will create nearly 30 miles of new multi-use trail, increasing the non-TMA region's multi-use trail mileage to 166 miles.

Trails play an integral role in the quality of life of a region and, specifically, have provided significant recreational, economic, transportation, and ecological benefits to the non-TMA region. Trails can:

- Provide off-street routes to walk or bicycle to work, school, local stores, and services
- Provide a variety of close-to-home recreational opportunities for residents of communities
- Create an economic development tool for attracting tourists, new businesses, and new residents
- Be an important resource for those who are concerned with maintaining or improving their health (studies conducted by the Center for Disease Control)
- Preserve community character and natural heritage, offering residents and visitors a new way to discover special places within our communities
- Provide an enjoyable place for people of all ages to experience the great outdoors and presents opportunities to teach young people about the natural environment
- Provide critical routes for wildlife and protects stream corridors and ridge lines
- Strengthen community cohesion by bringing people together to plan, build, and use trails

Numerous trail organizations in the area work with communities and local and state agencies to develop and maintain trails for use by residents of and visitors to the Genesee-Finger Lakes region.

However, despite this existing system of trails and high level of community support, this region lacks a coordinated strategy to develop an interconnected trail system.

Additionally, recent air quality concerns related to this region's potential designation as a non-attainment area for ground-level ozone (a chief component of smog) have precipitated a landmark shift in the Genesee Transportation Council's transportation investment priorities. Central to these new investment priorities is the development of alternative modes of transportation, including safe and convenient bicycle and pedestrian transportation facilities.

For these reasons, GTC determined the need for a cooperative trail planning effort, the **Regional Trails Initiative (RTI)**, encompassing the entire nine-county region. Phase I of the Regional Trails Initiative was completed in August 2002. It focused primarily in the Transportation Management Area (TMA), which is limited to the City of Rochester, Monroe County and the urbanized areas of Livingston, Ontario and Wayne Counties. **Phase 2** of the Regional Trails Initiative considers the existing and future trail needs of the entire non-TMA region (see **Exhibit I** for a map of the nine-county GTC planning region).

The purpose of the Regional Trails Initiative is to develop a comprehensive and achievable action plan for community leaders to create and maintain a safe, accessible, and highly functional regional trails system that is fully integrated with the existing transportation system, and constitutes a nationally recognized distinguishing feature of this region.

This Initiative will provide community leaders with both short-term and long-term recommendations as well as a framework to systematically create a regional trail system that:

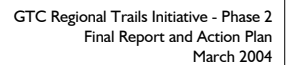
- Provides safe, healthy, and economical transportation options for all ages, abilities, and incomes as well as close-to-home recreational opportunities,
- Contributes to this region's efforts to improve air quality, and
- Constitutes a critical element of overall efforts to improve the attractiveness of this region and its ability to attract and retain the skilled workforce it needs to prosper.

The Regional Trails Initiative defines a *coordinated* strategy for expanding the existing trail network at the local municipal level while supporting regional trail system connectivity and accessibility. Goals and General Recommendations have been developed to guide the improvement and expansion of this region's trail network.

Additionally, location-specific trail project recommendations have been developed. **Exhibit 2/Tables 1 and 2** provide an overview existing trails and trails currently under development within the Phase 2 study area. **Exhibits/Tables 3, 4, and 5** outline potential trail projects that could be developed in the Phase 2 study area. These projects were identified through a review of local, county, and state planning documents as well as through public and agency input.

<u>Existing Trails/Trails Under Development</u>	<u>Miles</u>	<u>\$ (millions)</u>
Existing Trails	136 miles	\$ n/a
New Trails Under Development	30 miles	4.8
<hr/>		
Subtotal	166 miles	\$ 4.1
 <u>Regional Trails Initiative – Phase 2 Recommendations</u>		
Near-Term Recommendations (2004-2007)	154 miles	\$ 26.5
Mid-Term Recommendations (2008-2012)	252 miles	44.2
Long-Term Recommendations (2013-2015)	110 miles	19.8
<hr/>		
Subtotal	516 miles	\$ 90.5
 Total Regional Trails System – Phase 2	 <u>682 miles</u>	 <u>\$ 94.6</u>

Exhibit I



2. Project Development Process

- Phase 2 of the Regional Trails Initiative began with the development of a comprehensive inventory of existing trail conditions in the region.
- Eight public workshops, one in each County in the study area, were held in Fall 2003 to gather information on trail users' needs and interests. Over 90 people attended the meetings in total and 31 written comments were provided.*
- Draft Goals and General Recommendations were developed, and an analysis of system improvements was conducted based on the input received from the public, municipalities, various agencies, and trail organizations.
- Potential trail projects, derived either from local, regional, and state planning documents or public and agency input, were then evaluated based upon an agreed upon set of criteria (Page 3).
- A 30-day public input period was provided between December 2003 and January 2004, which included another series of eight public input meetings throughout the study area, resulting in 53 attendants and 22 written comments.*
- The draft Goals and Recommendations for Phase 2 were revised based on the public input received and presented to the RTI Steering Committee for their review and concurrence.
- The revised draft Goals and Recommendations for Phase 2 were presented to the GTC Planning Committee in February 2004 for its review and then adopted by the GTC Board in March 2004.

GTC serves as the lead agency on this project with professional consulting services provided by a team of local planners, engineers and landscape architects led by Clark Patterson Associates. A Steering Committee of community leaders has guided the Regional Trails Initiative from its inception with representation from:

- Genesee County
- Livingston County
- Monroe County
- Ontario County
- Orleans County
- Seneca County
- Wayne County
- Wyoming County
- Yates County
- City of Rochester
- Greater Rochester Visitors Association
- New York State Canal Corporation

- New York State Department of Transportation
- Rochester-Genesee Regional Transportation Authority

Additional input and technical expertise was provided by numerous individual trail organizations and related groups in the area, the Genesee Region Trails Coalition, local municipalities, and other state and regional agencies.

**Please see Appendix A for complete public meeting and public comment summaries.*

3. Existing Conditions

The non-TMA study area has several trails already in place that provide a basic network for a regional trails system. The Genesee Valley Greenway, Ontario Pathways and New York State Canalway Trail are major trail systems in the region with significant trail mileage for pedestrians, bicyclists and, in some cases, equestrians and snowmobilers, and are generally within a 30-minute drive of most population centers in the non-TMA study area. This section provides an overview of all existing trail systems, as seen in Exhibit 2, which fit within the project's eligibility parameters set forth by the GTC and outlined below.

Project Parameters – What is Considered a Trail for the Purposes of this Project?

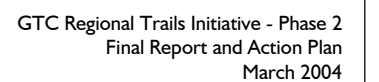
Like Phase I, Phase 2 of the Regional Trails Initiative project is funded with U.S. Department of Transportation funds allocated to the Genesee Transportation Council (GTC). Because of USDOT funding eligibility parameters, the Initiative was required to focus on the potential *transportation* purposes served by trails.

However, GTC does recognize that many trails also provide significant recreation and economic benefits, particularly in the non-TMA portion of the region where hiking, long-distance bicycling, horseback riding, and snowmobiling are important activities to both residents and visitors. As such, GTC included these trail user groups in its planning process for Phase 2 of the Regional Trails Initiative.

While it was GTC's goal to maximize the utility of the Regional Trails Initiative, it had to respect the specific parameters of the Initiative's funding source. As such, GTC could not focus significant efforts on those trails serving strictly a recreation function or only serving a single user group. However, GTC attempted to identify all existing, planned, and proposed trails in the Phase 2 study area, regardless of function or use served. In particular, all existing, planned, or proposed single use or recreation-only trails that may be suitable for conversion to multi-use trails with transportation benefits were documented as part of Phase 2, likewise, potential multi-use trail connections to single use and recreation-only trails were also identified in an effort to support the development and functionality of the region's trail network.

As in Phase I, the Initiative's Steering Committee recognizes the authority and interests of local communities and referred to them in regards to desired trails uses in the non-TMA portion of the region.

Exhibit 2



Existing Trails Outside the TMA

Table 1

Map ID	Trail Name	Trail Limits	Approx. Length (mi.)	Corridor Ownership	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility
GENESEE COUNTY								
1	Groveland Secondary Trail - Genesee County Section	Village of Alexander to Genesee/ Livingston County Line (Town of Pavilion)	18.0	NYSDEC	ballast	snowmobiling, XC skiing (officially); pedestrian, bicycling, equestrian (unofficially)	Vlg./Town of Alexander Town of Bethany Town of Pavilion	NYSDEC
2	Northern Genesee County E/W State Snowmobile Trail (SS Trail #4D)	Monroe/Genesee county line in the Town of Bergen to Genesee/Niagara county line in the Town of Alabama	31.0	mix of public and private ownership	varies	snowmobiling	Town/Vlg. of Bergen Town/Vlg. of Elba Town/Vlg. of Oakfield Town of Alabama	Genesee County-based snowmobile clubs
3	Central Genesee County E/W State Snowmobile Trail (SS Trail #4C)	Town of Stafford (T-intersection with SS Trail #4E) west to Genesee/Niagara county line	26.0	mix of public and private ownership	varies	snowmobiling	Town of Stafford Town of Batavia Town of Alabama Town of Pembroke	Genesee County-based snowmobile clubs
4	State Snowmobile Trail #4E	T. of Byron south through Stafford and Pavilion; then west into T. of Bethany along the Wyoming/Genesee county line to connect with the existing SS Trail #4E	20.0	mix of public and private ownership	varies	snowmobiling	Town of Byron Town of Stafford Town Pavilion Town of Bethany	Genesee County-based snowmobile clubs
5	Southern Genesee County E/W State Snowmobile Trail (SS Trail # 4F)	Village of Alexander west to Genesee/Erie County line	12.0	mix of public and private ownership	varies	snowmobiling	Vlg./Town of Alexander Town of Darien	Genesee County-based snowmobile clubs
6	State Snowmobile Trail #4G	Genesee/Orleans county line in Alabama south and east through Pembroke, Batavia, and Alexander to intersection with the Groveland Secondary Trail (see #1 above)	20.1	mix of public and private ownership	varies	snowmobiling	Town of Alabama Town of Pembroke Town of Batavia Town of Alexander	Genesee County-based snowmobile clubs
7	Finger Lakes Trail - Conservation Branch	North through the T. of Darien from Wyoming Co. line, Darien Lakes State Park, T. of Pembroke, and then west in northern Pembroke to county line	13.0	mostly private ownership	varies	hiking	Town of Pembroke Town of Darien	Finger Lakes Trail Conference
LIVINGSTON COUNTY								
8	Groveland Secondary Trail - Livingston County Section	Livingston/Genesee County Line to Dow Road near the hamlets of Griegsville and Retsof, Town of York	7.0	NYSDEC	ballast	snowmobiling, XC skiing (officially); pedestrian, bicycling, equestrian (unofficially)	Town of York	NYSDEC
9	Genesee Valley Greenway - Caledonia to Mount Morris	Caledonia/York townline (TMA border) to Genesee River crossing in Mount Morris	15.8	NYSDEC	grass/cinders; some stone dust	pedestrian, bicycling, XC skiing, equestrian, snowmobiling	Town of York Town of Leicester Town/Vlg. of Mount Morris	NYSDEC Friends of the Genesee Valley Greenway
10	Genesee Valley Greenway - Mount Morris to Portageville	Village of Mount Morris to junction with Finger Lakes Trail - Letchworth Section, minus the section between Sonyea and Tuscarora (under development)	13.0	NYSOPRHP; NYSDEC	grass/cinders; some stone dust	pedestrian, bicycling, XC skiing, equestrian, snowmobiling	Town of Mount Morris Town/Vlg. of Portageville Town of Nunda	NYSOPRHP NYSDEC Friends of the Genesee Valley Greenway

Existing Trails Outside the TMA

Table 1

Map ID	Trail Name	Trail Limits	Approx. Length (mi.)	Corridor Ownership	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility
11	Finger Lakes Trail - Letchworth Section	Village of Mount Morris to southern junction with the Genesee Valley Greenway	13.7	NYSOPRHP	grass/cinders; some stone dust	pedestrian, bicycling, XC skiing, equestrian	Town of Mount Morris Town of Portageville	NYSOPRHP; Finger Lakes Trail Conference
12	Finger Lakes Trail - Portageville to Allegany County Section	Village of Portageville to the Livingston/Allegany County line	2.7	mix of public and private	dirt/grass	pedestrian, XC skiing	Town of Portageville Town of Nunda	Finger Lakes Trail Conference
14	Wheaton Hill North Trail	Trailhead located off Wheaton Hill Rd. (north side) approx. 1/2 mile east of Rt. 15A; trail is two large connected loops	1.1	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Springwater	City of Rochester
15	Wheaton Hill South Trail	Trailhead located off Wheaton Hill Rd. (south side) approx. 1/2 mile east of Rt. 15A; trail consists of two connected loops	0.8	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Springwater	City of Rochester
16	Hemlock 106 Trail	Trailhead located off State Rt. 15A approx. 1/2 mile south of the Ontario/ Livingston County border; trail extends southeast from trailhead	0.8	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Springwater	City of Rochester
17	Flats Overlook Trail	Trailhead located off Rt. 15A approx. 1 mile south of the Ontario/ Livingston Co. border; trail extends northwest from trailhead toward Hemlock Lake	0.5	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Springwater	City of Rochester
18	Hemlock Outlet West Trail (includes Hemlock Outlet Northwest Trail)	1/2 mile south of Rix Hill Road traveling north, crossing Rix Hill north to loop in trail 1/4 mile south of Adams Road; trail does connect to Branch Road at Cleary	2.6	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Livonia	City of Rochester
19	Blank Road Trail	A looping trail network between Branch Road and Hemlock Lake with two trailheads located off Branch, one 1/4 mile north of Niver Townline Road and one 1/4 mile south of Niver TL Road	3.1	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Conesus	City of Rochester
20	Mission Road Trail	Trailhead east off Mission Rd. 1/2 mile south of Niver Townline Rd.; trail extends east toward Hemlock Lake with short loop at end of trail	0.7	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Conesus	City of Rochester
21	Greenway - Nunda Connector Trail	Trail connection between the Genesee Valley Greenway and the Village of Nunda	2.5	NYSDEC	grass/cinders	pedestrian, bicycling, xc skiing, equestrian, snowmobile	Town of Nunda Village of Nunda	NYSDEC Friends of the Genesee Valley Greenway
69	Rattlesnake Hill Trail	Trail within the Rattlesnake Hill State Wildlife Management Area from Dannick Hill Road to just southeast of Shute Road	2.5	NYSDEC	dirt/gravel	pedestrian, bicycling, xc skiing, equestrian, snowmobile	Town of Nunda Town of Ossian	NYSDEC

Existing Trails Outside the TMA

Table 1

Map ID	Trail Name	Trail Limits	Approx. Length (mi.)	Corridor Ownership	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility
ONTARIO COUNTY								
22	Geneva Waterfront Trail	Seneca Lake State Park/Trail to Castle Street area along Seneca Lake waterfront	0.5	City of Geneva	paved	pedestrian, bicycling, skating	City of Geneva	City of Geneva
23	Ontario Pathways - Canandaigua to Stanley	Ontario Street, City of Canandaigua to Hamlet of Stanley	11.7	Ontario Pathways, Inc.	grass/cinders	pedestrian, bicycling, XC skiing, equestrian	Town of Hopewell Town of Gorham Town of Seneca	Ontario Pathways, Inc.
24	Ontario Pathways - Stanley to Phelps	Hamlet of Stanley to Route 96 in the Town of Phelps	10.2	Ontario Pathways, Inc.	grass/cinders	pedestrian, bicycling, XC skiing, equestrian	Town of Seneca Town of Phelps	Ontario Pathways, Inc.
25	Ontario Pathways - Phelps to Arcadia, Segment 2	Gifford Road, Town of Phelps to Sweed Road, Town of Arcadia (just south of Silver Hill Road)	2.7	Ontario Pathways, Inc.	grass/cinders	pedestrian, bicycling, XC skiing, equestrian	Town of Phelps	Ontario Pathways, Inc.
26	Finger Lakes Trail - Bristol Hills Section (Ontario County segment)	Yates/Ontario County border (Italy/Naples) to Ontario County Park in the Town of South Bristol	10.6	mix of public and private (with easements)	dirt/grass	pedestrian, XC skiing	Town/Vlg. of Naples Town of South Bristol	Finger Lakes Trail Conference
27	Lehigh Valley Trail - Naples (Ontario County Section)	Rt. 21, just north of the Village of Naples to Ontario/Yates County line	2.1	NYSDEC	grass/cinders; some large ballast	pedestrian, bicycling, XC skiing	Town/Vlg. of Naples	NYSDEC
28	Town of Richmond State Snowmobile Trail Corridor (Honeoye Lake area) (SS Trail #4)	Honeoye Lake (northeast corner) to Richmond/ Canadice townline	12.0	mix of public and private (with easements)	unknown	snowmobiling	Town of Richmond	local snowmobile club(s)
29	Canadice Snowmobile Trail Corridor (SS Trail #4)	Richmond/Canadice townline (connected to Town of Richmond State Snowmobile Trail) to the Canadice/ Springwater townline	8.4	mix of public and private (with easements)	unknown	snowmobiling	Town of Canadice	local snowmobile club(s)
30	Southwest Canadice Trail	Southern tip of Canadice Lake on western perimeter of the lake to half way up (north) the lake	1.8	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Canadice	City of Rochester
31	Canadice South Loop Trail	South off the access road to the lake at the southern tip of Canadice Lake with a connection to Canadice Lake Road	0.6	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Canadice	City of Rochester
32	Hemlock 100 Trail	South off Johnson Hill Road just east of State Rt. 15A crossing the Ontario/ Livingston County line at approx. the trail's midpoint (Springwater, Liv. Co.)	0.8	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Canadice	City of Rochester

Existing Trails Outside the TMA

Table 1

Map ID	Trail Name	Trail Limits	Approx. Length (mi.)	Corridor Ownership	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility
33	Canadice Forest Road Trail	Canadice Lake Road to Purcell Hill Road on the western perimeter of the lake	4.0	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Canadice	City of Rochester
34	South Forest Road Trail	From State Route 15A just south of Johnson Hill Road north along the eastern perimeter of the lake	1.3	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Canadice	City of Rochester
35	North Forest Road Trail	Follows East Lake Rd. south from Rt. 15A near the intersection of 15A and Rix Hill Rd. along the eastern perimeter of the lake	1.7	City of Rochester	unknown natural surface	pedestrian, bicycling, xc skiing	Town of Canadice	City of Rochester
ORLEANS COUNTY								
36	Canalway Trail - Monroe/Orleans County Line to Village of Holley	Monroe/Orleans County Line to Holley northern village line	1.7	NYS Canal Corporation	stone dust; asphalt in village	pedestrian, bicycling, skating (on paved section in Village)	Town of Murray Village of Holley	NYS Canal Corporation
37	Canalway Trail - Village of Holley to Village of Albion	Holley northern village line to Main Street in the Village of Albion	9.6	NYS Canal Corporation	stone dust	pedestrian, bicycling	Town of Murray Town of Gaines Village of Albion	NYS Canal Corporation
38	Canalway Trail - Village of Albion to Village of Medina	Main Street in the Village of Albion to Bank Street in the Village of Medina	11.4	NYS Canal Corporation	stone dust	pedestrian, bicycling	Town of Gaines Town of Ridgeway Village of Medina	NYS Canal Corporation
39	Canalway Trail - Village of Medina to Orleans/Niagara County Line	Bank Street in the Village of Medina to the Orleans/Niagara County Line	4.1	NYS Canal Corporation	stone dust	pedestrian, bicycling	Village of Medina Town of Ridgeway Town of Shelby	NYS Canal Corporation
40	Holley Bicycle Trail - Segment 1	Frisbee Terrace trailhead branching to two trails, connecting to East Ave. and east into Canal/Village property	0.6	Village of Holley	asphalt	pedestrian, bicycling, skating	Village of Holley	Village of Holley
41	Waterfalls Park Trail	Waterfalls Park west and northwest to scenic overlook of existing waterfalls	0.3	Village of Holley NYS Canal Corporation	unknown	pedestrian, bicycling	Village of Holley Town of Murray	Village of Holley
43	State Snowmobile Trail #4E - Town of Clarendon	Clarendon/Sweden townline to State Snowmobile Trail #4H (see below)	6.2	mix of public and private (with easements)	unknown	snowmobiling	Town of Clarendon	local snowmobile club(s)

Existing Trails Outside the TMA

Table 1

Map ID	Trail Name	Trail Limits	Approx. Length (mi.)	Corridor Ownership	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility
44	State Snowmobile Trail #4G	Shelby/Alabama townline north through Shelby and Ridgeway, east through Gaines and Albion (along townline), and then north through Gaines and Carlton to connect with SS Trail #4H in Kendall (see below)	31.6	mix of public and private (with easements)	unknown	snowmobiling	Town of Shelby Town of Ridgeway Town of Gaines, Albion Village of Albion Town of Carlton Town of Kendall	local snowmobile club(s)
45	State Snowmobile Trail #4H	Town of Shelby east through Barre and north through Clarendon, Murray, and Kendall to connect with SS Trail #4G	30.6	mix of public and private (with easements)	unknown	snowmobiling	Town of Shelby Town of Barre Town of Clarendon Town of Murray Town of Kendall	local snowmobile club(s)
46	State Snowmobile Corridor #4I	Town of Murray north and then west in the Town of Albion skirting the Albion/ Gaines townline to intersection with SS Trail #4G	8.0	mix of public and private (with easements)	unknown	snowmobiling	Town of Murray Town of Gaines Village of Albion	local snowmobile club(s)
SENECA COUNTY								
47	Seneca Lake State Park Trail	Swimming area on east side of Seneca Lake State Park to western park border in the City of Geneva (part of trail follows Old Routes 5 & 20 in the park)	1.2	NYSOPRHP	paved	pedestrian, bicycling, skating	Town of Waterloo (Seneca Co.) City of Geneva (Ontario Co.)	NYSOPRHP
48	Interlaken Trail (FLT Branch)	Parmeter Road to Seneca Road	2.1	USDA Forest Service	dirt	pedestrian, XC skiing	Town of Lodi	USDA Forest Service; Finger Lakes Trail Conference
49	No-Tan-Takto Trail	Parmeter Road to Seneca Road	2.5	USDA Forest Service	dirt/gravel; mowed grass	pedestrian, XC skiing, equestrian (except March - May), snowmobiling	Town of Lodi	USDA Forest Service
50	Frank J. Ludovico Sculpture Trail	Bridge Street to the western Village line	1.2	Ludovico Sculpture Trail not-for-profit (NFP)	grass	pedestrian, bicycling	Village of Seneca Falls	Ludovico Sculpture Trail not-for-profit (NFP)
51	State Snowmobile Corridor #2D	Trail extends north and east from the Schuyler/Seneca county line and then into the Town of Covert where it travels southeast back to the Tompkins/Seneca county line	10.4	mix of public and private (with easements)	grass/dirt	snowmobiling	Town of Lodi Town of Covert	local snowmobile club(s)
68	Sampson State Park Multi-Use Trail	Trail follows the main park road from the camping area south through the park where it becomes a separate gravel-surfaced trail to park's southern boundary near Willard	4.1	NYSOPRHP	asphalt/gravel	pedestrian, bicycling, XC skiing	Town of Romulus Town of Ovid	NYSOPRHP

Existing Trails Outside the TMA

Table 1

Map ID	Trail Name	Trail Limits	Approx. Length (mi.)	Corridor Ownership	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility
WAYNE COUNTY								
52	Canalway Trail - Lyons to Galen	Route 14, Village of Lyons to Reid Road on the south side of Route 31	5.0	Wayne County	grass	pedestrian, bicycling, equestrian	Vlg./Town of Lyons Town of Galen	Wayne County
53	Canalway Trail - Village of Newark Section	Whitbeck Road to Route 88 in the Village of Newark	1.4	NYS Canal Corporation	asphalt	pedestrian, bicycling, XC skiing, skating	Village of Newark	NYS Canal Corporation
54	Route 104 Corridor State Snowmobile Trail (SS Trail #4)	Ontario/Williamson townline to Wayne/Cayuga county line	31.0	NYS DOT	grass/dirt	snowmobiling	Towns of Williamson, Sodus, Rose, Huron, Wolcott, and Butler	Various snowmobile clubs in Wayne County
55	State Snowmobile Corridor #4 - Sodus to Palmyra	Wayne/Ontario county townline in the Town of Palmyra north and east to connect to the existing east/west section of SS Corridor #4 (see #44 above)	17.2	mix of public and private (with easements)	grass/dirt	snowmobiling	Town of Sodus Town of Marion Town of Palmyra	Various snowmobile clubs in Wayne County
WYOMING COUNTY								
56	Silver Lake Outlet Trail	Federal Street, Village of Perry (by the dam) to Walker Road (near Silver Lake)	1.0	Village of Perry	gravel / dirt	pedestrian	Village of Perry	Village of Perry
57	State Snowmobile Trail #4 - Wyoming County Segment	Letchworth State Park (intersection with SS Trail #3) west and then north to the Wyoming/Genesee county line in the town of Bennington	33.0	mix of public and private ownership	varies	snowmobiling	Village of Perry Towns of Perry, Warsaw, Gainesville, Orangeville, Sheldon, and Bennington	Wyoming County-based snowmobile clubs
58	State Snowmobile Trail #4A	Intersection with SS Trail #4 in the T. of Sheldon (near Rt. 98) to Wyoming/Erie County line in the T. of Java	14.0	mix of public and private ownership	varies	snowmobiling	Town of Sheldon Town of Java	Wyoming County-based snowmobile clubs
59	State Snowmobile Trail #4B	Intersection with SS Trail #4 in the T. of Sheldon; then west and south to SS Trail #4A at the Sheldon/Java townline	11.9	mix of public and private ownership	varies	snowmobiling	Town of Sheldon Town of Java	Wyoming County-based snowmobile clubs
60	State Snowmobile Trail #4E - Wyoming County Segment	Intersection with SS Trail #4 near the Warsaw/Gainesville line to the Wyoming/Genesee County line in the T. of Wyoming	16.0	mix of public and private ownership	varies	snowmobiling	Town of Warsaw Town of Middlebury	Wyoming County-based snowmobile clubs
61	State Snowmobile Trail #3 - Wyoming County Segment	Western boundary of Letchworth State Park/Town of Genesee Falls to Wyoming/Cattaraugus County line in the Town of Arcade	26.0	mix of public and private ownership	varies	snowmobiling	Town of Genesee Falls Town of Pike Town of Gainesville Town of Weathersfield Town of Eagle Town of Arcade	Wyoming County-based snowmobile clubs

Existing Trails Outside the TMA

Table 1

Map ID	Trail Name	Trail Limits	Approx. Length (mi.)	Corridor Ownership	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility
62	State Snowmobile Trail #3B - Wyoming County Segment	Intersection with SS Trail #3 near the Eagle/Arcade townline to the Wyoming/ Allegany County line in the Town of Eagle	5.0	mix of public and private ownership	varies	snowmobiling	Town of Eagle	Wyoming County-based snowmobile clubs
63	State Snowmobile Trail #3C	Intersection with SS Trail #4A in Java south to the Wyoming/Cattaraugus county line in Arcade	13.0	mix of public and private ownership	varies	snowmobiling	Town of Java Town of Arcade	Wyoming County-based snowmobile clubs
64	Finger Lakes Trail - Conservation Branch (Wyoming County Segment)	Southwest corner of Bennington northwest through the Town of Bennington, crossing NYS Route 354	7.0	mostly private ownership	varies	hiking	Town of Bennington	Finger Lakes Trail Conference
YATES COUNTY								
65	Finger Lakes Trail - Bristol Hills Section (Yates County segment)	Ontario/Yates County line (Naples/Italy) to Steuben/Yates County line	3.0	mixture of public and private	dirt/grass	pedestrian, XC skiing	Town of Italy Town of Jerusalem	Finger Lakes Trail Conference
66	Lehigh Valley Trail - Naples (Yates County Section)	Ontario/Yates County line (Naples/Italy) to Cayward Cross Road, Town of Middlesex	5.5	NYSDEC	grass/cinder; some large ballast	pedestrian, bicycling, XC skiing	Town of Italy Town of Middlesex	NYSDEC
67	The Outlet Trail	Brown Street in the Village of Penn Yan to Seneca Street in the Village of Dresden	6.2	Friends of the Outlet, Inc.	grass/cinder	pedestrian, bicycling, XC skiing, equestrian, snowmobiling	Village of Penn Yan Town of Torrey Village of Dresden	Friends of the Outlet, Inc.
		Total Miles of Multi-Use Trail	127.0					
		Total Miles of Limited Use Trail	470.1					
		TOTAL MILES - ALL TRAILS	597.1					

Note: This existing trails information is not intended to serve as guidance for trail users.

Trail Projects / Improvements Currently Under Development Outside the TMA

Table 2

Map ID	Project Name	Project Description	Approx. Length (mi.)	Expected Trail Uses	Jurisdiction(s)	Implementing Organization	Total Project Cost All Sources	Funding Source(s)
GENESEE COUNTY								
70	Batavia Creek Park Trail	Develop a paved non-motorized multi-use trail for pedestrian, bicycle, and skating users along Tonawanda Creek within the new Batavia Creek Park from Tonawanda Creek at the southern end of the park north to West Main Street at Dellinger Street	0.4	pedestrian, bicycling, skating	City of Batavia	City of Batavia	\$292,000	NYS Environmental Bond Act Private property donation City of Batavia
71	LeRoy Pedestrian Bridge	Reconstruct an existing pedestrian bridge over Oatka Creek connecting Mill Street and Church Street in the Village of LeRoy	0.1	pedestrian, bicycling, skating	Village of LeRoy	Village of LeRoy	\$369,000	Federal Surface Transportation Program - FLEX funding Village of LeRoy (match)
LIVINGSTON COUNTY								
72	Genesee Valley Greenway Short Track "Deep Cut" Trail	Rehabilitate a .8 mile section of the former Genesee Valley Canal towpath, including the correction of several steep grades and significant drainage problems, between Letchworth State Park and the former Oakland Locks	0.8	pedestrian, bicycling, equestrian, XC skiing, snowmobiling	Town of Portage	NYSDEC FOGVG	\$50,000	Federal Transportation Enhancements Program (2002) State funding (match)
83	Genesee Valley Greenway - Sonyea to Tuscarora	Construct a section of multi-use trail along the Genesee Valley Greenway corridor from State Route 36 at Ridde Road south through the Sonyea State Forest to connect with an existing section of the Greenway at Dudley Road in Mount Morris	7.1	pedestrian, bicycling, equestrian, XC skiing, snowmobiling	Town of Groveland Town of Mt. Morris	NYSDEC FOGVG	n/a	n/a
ONTARIO COUNTY								
73	Naples Connector Trail	Construct 3,600' of accessible, non-motorized between Naples Community Park, the Finger Lakes Trail (Bristol Hills Branch) and the Village of Naples.	0.7	pedestrian, bicycling, XC skiing,	Town/Vlg. of Naples	Town of Naples	\$89,100	Federal Recreational Trails Program (2003) Town of Naples (match)
ORLEANS COUNTY -- NO KNOWN TRAIL DEVELOPMENT ACTIVITY								
SENECA COUNTY								
74	Cayuga - Seneca Canal Trail - Geneva to Waterloo	Construct a multi-use trail along the NYSEG-owned abandoned railroad corridor that parallels the Cayuga-Seneca Canal (south side of the Canal) and Routes 5 & 20 between the existing City of Geneva Lakefront Trail to Route 96 in the Village of Waterloo.	6.0	pedestrian, bicycling, XC skiing, equestrian	City of Geneva Town of Waterloo Village of Waterloo	Seneca County	\$535,968	Federal Transportation Enhancements Program (2002) Seneca County (match)
75	Cayuga- Seneca Canal Trail - Village of Waterloo Segment	Construct a multi-use trail along the NYSEG-owned abandoned railroad corridor that parallels the Cayuga-Seneca Canal (south side of the Canal) and Routes 5 & 20 from Route 96 to the eastern Village line in the Village of Waterloo	1.0	pedestrian, bicycling, XC skiing,	Village of Waterloo	Village of Waterloo	\$375,000	Federal Transportation Enhancements Program (2000) Village of Waterloo (match)

Trail Projects / Improvements Currently Under Development Outside the TMA

Table 2

Map ID	Project Name	Project Description	Approx. Length (mi.)	Expected Trail Uses	Jurisdiction(s)	Implementing Organization	Total Project Cost All Sources	Funding Source(s)
WAYNE COUNTY								
76	Canalway Trail - Palmyra to Arcadia	Construct a multi-use trail on the existing Erie Canal towpath (north side) between Division Street in the Village of Palmyra to the Palmyra/Arcadia town line. Bridges will be constructed to span Ganargua Creek at Harrison Spillway. Landscaping, info kiosks and signage will be included.	6.5	pedestrian, bicycling, XC skiing	Vlg./Town of Palmyra	NYS Canal Corporation	\$1,751,740	Federal Transportation Enhancements Program (Canal Initiative earmark)
77	Edgett Street Pedestrian Bridge	Rehabilitate the former Edgett Street one-lane vehicular bridge for pedestrian and bicycle traffic between Route 31/Cannery Row commercial area to the Newark Industrial Park on Barker Parkway and Westshore Boulevard	0.5	pedestrian, bicycling	Village of Newark	Wayne County	\$50,400	Federal Transportation Enhancements Program (2002) Wayne County (match)
78	Canalway Trail -- Newark to Clyde	Develop a multi-use trail on the former Erie Canal towpath (north side of the Canal) between Route 88 in Village of Newark and to Route 4141 in the Village of Clyde. Landscaping, info kiosks, and signage will be included.	11.0	pedestrian, bicycling, XC skiing	Village of Newark Town of Arcadia Town/Vlg. of Lyons Town of Galen Village of Clyde	NYS Canal Corporation	n/a	Federal Transportation Enhancements Program (Canal Initiative earmark) NYS Canal Corporation (match)
79	Canalway Trail - Arcadia Section	Construct a multi-use trail on the existing Erie Canal towpath from the Palmyra/Arcadia town line to the Arcadia/Village of Newark line (Whitbeck Road). HUD Canal Initiative funds and town forces will be utilized to construct the trail.	0.8	pedestrian, bicycling, XC skiing	Town of Arcadia	Town of Arcadia	\$52,100	HUD Canal Corridor Initiative Town of Arcadia force account
80	Canalway Trail - Village of Palmyra Southside	Construct a multi-use trail segment on the existing Erie Canal towpath (south side of the Canal) from Aqueduct Park on the Macedon/Palmyra border to Route 21 in the Village of Palmyra	1.5	pedestrian, bicycling	Village of Palmyra Town of Macedon (TMA)	Village of Palmyra	\$188,000	HUD Canal Corridor Initiative Vlg. of Palmyra force account
81	Bicentennial Trail	Construct a multi-use loop trail within a 35-acre Town-owned (sewer district) parcel south off Maken Road	0.7	pedestrian, bicycling, XC skiing, equestrian	Town of Williamson	Trailworks, Inc.	n/a	Volunteer labor and materials
WYOMING COUNTY -- NO KNOWN TRAIL DEVELOPMENT ACTIVITY								
YATES COUNTY								
82	The Outlet Trail	Upgrade the existing Outlet Trail with an improved trail surface and application of erosion control measures (trail runs from Brown Street in the Village of Penn Yan to Seneca Street in the Village of Dresden)	6.2	pedestrian, bicycling, XC skiing, equestrian, snowmobiling	Village of Penn Yan Town of Torrey Village of Dresden	Friends of the Outlet, Inc. Yates Co. IDA	\$325,000	Federal Transportation Enhancements Program (2002) Friends of the Outlet, Inc. (match)
		TOTAL MILES OF NEW TRAIL UNDER DEVELOPMENT (total does <i>not</i> include trails being upgraded)	37.1				\$4,078,308	

4. Needs Assessment and Public Input

In order to gauge community needs and interest in trails in the non-TMA area, the Steering Committee directed the consulting team and GTC staff to undertake a thorough needs assessment and public input process:

- The consultant team and GTC staff met or spoke with various local officials, agency and community staff members, and representatives of area trail organizations to obtain more detailed information about local plans and objectives for trail development and about trail needs, issues, and concerns.
- All available relevant planning documents and maps from GTC and other local, county, and state agencies were reviewed to evaluate existing trails, trails under development, planned trails, and potential corridors for future trail development. Local planning documents for the cities, villages, and towns in the non-TMA study area were reviewed, where available, as were state and regional documents related to trail development. This exercise also helped identify potential gaps in the trail network and possible on-street connections.
- Eight public workshops were held in Genesee, Livingston, Ontario, Orleans, Seneca, Wayne, Wyoming and Yates counties in Fall 2003 to hear from the public about the regional trails system already in place, what they would like to see change, and where new trails and improvements to existing trails should be made.
- A one-page trail usage survey was distributed at the eight public workshops and made available on GTC's website during the Fall 2003 public input period. Interested persons also had the option to mail, fax, or e-mail their general comments to GTC throughout the process.
- A Draft Public Review Document, which included draft goals, recommendations, and trail project recommendations, was released for public comment between December 30, 2003 and January 30, 2004. Another series of eight public meetings was held during January 2004 and written comments were taken via mail, fax, and e-mail.

The response to the various public input opportunities was considerable. All comments received from the public were summarized for each County and then consolidated into the common themes shown below:

**Please see Appendix A for complete public meeting and public comment summaries.*

Public Input Themes from Phase 2 – Fall 2003

- Liability of trails at the municipal and citizen level
- Tourism and economic development potential of trails
- Unauthorized ATV use and related negative impacts
- Demand for trail signage (wayfinding and directional)

- Need to include trails in local planning efforts, processes
- Trail enforcement and safety concerns
- Desire for trail loops
- Trail access to local communities, activity centers
- Widen road shoulders for bicyclists
- Trail access to natural resources (waterways, wetlands, etc.)
- Trail access to and interpretation of heritage areas
- Private property rights
- Improved trail access for equestrian users
- Need for more trailheads with better visibility
- Improved marketing of trails / availability of trail maps

Public Input Themes from Phase 2 – Winter 2004

- More trails, better trails = more tourism and economic development opportunities
- Need “How To” resources / training on trail development, funding, management, etc.
- Corridor preservation should be a priority
- Trail maintenance – responsibility, necessary tasks, funding availability
- Detailed trails information, including maps, are needed for the public’s use
- Allowing snowmobiling = economic benefits to region
- Trailheads and signage are needed
- Funding is needed for trail planning and development
- Liability concerns, including protection for adjacent landowners
- Trails are used for transportation, fitness, and recreation in rural areas

5. Regional Trails Initiative – Phase 2 Goals

As part of the Phase 2 planning process, the RTI Steering Committee, with input from the public, identified several Goals that should guide future trail development efforts within the region.

All new trails and improvements to existing trail should:

1. Support the development of a high-quality trails system that is consistent with the goals and objectives of the overall regional transportation system as well as local planning efforts.
2. Reflect local community priorities and interests for transportation and recreational opportunities.
3. Utilize accepted range of trail design, construction, and maintenance standards and guidance to enhance safety and functionality.
4. Meet or exceed minimum standards and guidance for accessibility as defined by the Americans with Disabilities Act and the US Department of Transportation.
5. Maintain and improve the quality, operation, and integrity of existing trail facilities, including the provision of adequate amenities and support facilities.
6. Respect the integrity of the natural, scenic, and historic environment.
7. Be “context sensitive”, reflecting the setting in which trails are or will be located and the desired trail user groups.
8. Facilitate partnerships among communities, agencies, and organizations to effectively market and promote the regional trails system inside and outside of the region for economic development and tourism generation.
9. Identify and consider the needs of all user groups when developing trails in the region.
10. Respect the rights of landowners adjacent to trail corridors.
11. Promote the regional trails system as an integral component of local and regional community health initiatives.

6. Regional Trails Initiative – Phase 2 General Recommendations

The RTI Steering Committee, with input from the public, identified numerous General Recommendations, which identify policies and processes within five recommendation areas:

- Planning and Implementation
- Trail Operations and Maintenance
- Accessibility and Connectivity
- Trail Marketing / Trail Information Resources
- Trail Amenities

These general recommendations focus and support trail project implementation efforts as well as region-wide standards of practice.

Planning and Implementation Recommendations

1. Establish a high-level Regional Trails Initiative Implementation Task Force and supporting staff resources to facilitate the full implementation of the Regional Trails Initiative and to:
 - Maximize coordination among agencies, communities, and trail groups;
 - Identify and manage Priority Trail Advancement planning projects;
 - Assist agencies, communities, and trail groups with trail planning efforts;
 - Identify additional sources of funding and develop grant applications and other necessary information to compete for new funds; and
 - Continue identification and prioritization of new trail projects and opportunities as they emerge.
2. Fund the Priority Trail Advancement planning project (or similar planning activity) in the Unified Planning Work Program on an on-going basis to help advance the Regional Trails Initiative and to provide a stable, consistent source for advancing concept-level trail planning
3. Support local communities' efforts to preserve and/or create corridors for trail development through local land use, planning, and zoning strategies
4. Inventory key trail corridor preservation opportunities, identify achievable preservation and acquisition strategies, and facilitate actual corridor preservation and acquisition efforts
5. Prioritize corridor preservation and/or acquisition in cases of imminent corridor loss over actual trail development where the corridor has been identified for trail development
6. Encourage the use of the Trail Design, Maintenance, and Operations "Best Practices" Guidance developed as part of this Initiative for all trail projects and improvements in the region

7. Ensure that trail projects under development have adequate funding to complete project as designed and progress in a timely fashion
8. Expand existing funding mechanisms and opportunities or develop new ones for receipt and distribution of donations, bequests, corporate sponsorships, and civic and volunteer activities that benefit trail development, operations, maintenance, and promotion
9. Update the Regional Trails Initiative on a 5- and 10-year schedule
10. Reinforce existing and establish new cooperative relationships with stakeholder agencies in the Non-TMA area
11. Identify and provide local decision makers with trail corridor acquisition strategies
12. Develop a template for assessing the potential economic impact of local trail projects
13. Encourage community participation in the early stages of the trail planning process to help ensure accurate trail routing and design
14. Host an annual meeting or similar opportunity for trail planning and development entities to facilitate information sharing
15. Integrate trail planning and development as an important component of local and regional planning efforts

Trail Operations and Maintenance Recommendations

1. Establish standards for trail maintenance appropriate for the type of trail and its users. Such maintenance activities may include trail sweeping, snowplowing and/or grooming, surface repair and/or grading, sign replacement, selective vegetation removal, and litter removal.
2. Require all applicants for trail project funding to provide a maintenance plan with their applications. Maintenance plans should, at a minimum, identify:
 - Necessary maintenance activities;
 - Maintenance cost estimates;
 - Agency and/or group(s) responsible for maintenance; and
 - Sources of maintenance funding, labor, and equipment.
3. Identify possible funding sources to assist local communities and agencies with on-going trail maintenance
4. Facilitate the development of multi-community / multi-agency trail maintenance agreements

that cross community boundaries to improve maintenance quality and consistency and achieve cost and labor savings

5. Provide safe and convenient trail detours during reconstruction or major maintenance of existing trails
6. Ensure that construction and maintenance of all transportation facilities (roadways, expressways, sidewalks, trails) and construction on properties adjacent to trails minimizes disruption to trails and related facilities, trail users, and adjacent landowners, including:
 - Establishing “best practices” for construction zones that impact trails and/or trail users by ensuring safe and convenient through trail traffic and utilizing construction practices that do not damage the trail and related facilities or amenities
 - Establishing “best practices” for maintenance activities that impact trails and/or trail users
7. Encourage the use of Adopt-A-Trail community maintenance programs on trails region-wide for basic trail maintenance (e.g. litter pick-up, beautification projects)
8. Identify potential mitigation measures, including design options and enforcement strategies, to address security concerns, especially for trails where daily use may be limited
9. Investigate opportunities to reduce conflicts between trails and adjacent land uses and activities through trail user education, signage, proper design, and enforcement measures
10. Explore alternative sources of labor for trail development and maintenance
11. Support and promote shared trail development and maintenance opportunities among trail user groups

Accessibility and Connectivity Recommendations

1. Identify locations and corrective measures to address existing trail accessibility problems that inhibit trail use by disabled and other mobility-challenged persons
2. Prioritize the development of off-street and on-street linkages to and from trails and between trails to close gaps in the regional system
3. Accommodate bicyclists, pedestrians, and other trail users on roadways and bridges in the region as appropriate
4. Support the identification and development of new and/or improved trail connections to adjacent land uses

5. Identify opportunities to improve existing trailheads and parking areas, to develop new trailheads and parking areas, and to enhance security at these locations
6. Encourage low impact design standards for trails in or near environmentally sensitive areas
7. Ensure trails have appropriate emergency and law enforcement access whenever possible
8. Utilize roadways as needed, including scenic routes and state and local roadways, to enhance the connectivity of the trail network and to develop regional tourism connections with other attractions (e.g., wineries, heritage areas, natural environment, etc.)

Trail Marketing / Trail Information Resource Recommendations

1. Develop partnerships among trail groups, local communities, GTC, other government agencies, tourism promotion agencies, and related businesses and business organizations to effectively market trails as a major attraction in this region
2. Support the development and maintenance of an interactive regional trail information web-site that would provide detailed information on trails in this region, including maps, user groups allowed, and other regulations, trail events, links to trail groups, and other relevant information
3. Promote the region's history and natural resources in trail tourism information, and ensure the linkage between general tourism information and trail tourism information is created and maintained
4. Maintain up-to-date centralized information databases and Geographic Information Systems (GIS) on existing trails in the region
5. Maintain up-to-date centralized information databases and GIS on abandoned rail corridors to facilitate the preservation and possible conversion of these corridors to trails
6. Establish legal resource and best practices materials relating to trails, including information on rails-with-trails, trails license agreements, Adopt-A-Trail program materials, legal issues related to trails, etc. and samples of such materials
7. Clarify and disseminate information about key project implementation procedures and requirements, including:
 - State Historic Preservation reviews/approvals
 - Federal aid process
 - Relevant State Environmental Quality Review Act (SEQRA) elements
 - Preliminary design and engineering needs
 - Trail liability

8. Provide templates for local municipalities to use for trail interpretation, marketing and promotion
9. Provide information periodically to local municipalities, related agencies, the media, and the public on progress made on the Regional Trails Initiative recommendations

Trail Amenities Recommendations

1. Support the placement of functional trail amenities for trail users (e.g. bathroom facilities, drinking water, bicycle parking, benches, picnic tables, lighting, etc.)
2. Encourage the development of natural, scenic, and historic interpretative information and designation on trails to enhance trip experience and support community values
3. Encourage landscaping, public art, and other beautification efforts along trails as desired by local communities
4. Develop and disseminate trail amenity and signage guidance that addresses a variety of settings and budgets, including:
 - Sample designs for various settings;
 - Materials suggestions;
 - Informational content recommendations;
 - Placement recommendations to enhance safety and visibility; and
 - Vandalism prevention/protection suggestions.
5. Establish clear implementation procedures and contacts for local groups desiring to install trail amenities and signs that meet the standard design requirements and/or guidance

7. Phase 2 Location-Specific Recommendations

The location-specific recommendations are potential new trail projects and improvements to existing trails. These recommendations were identified through a review of all relevant local, county, regional, and state plans; input from agencies, municipalities, trail groups, direct input from the public; and identification of additional opportunities and needs by the project team.

These potential trail projects were sorted into three suggested implementation windows based on project sorting criteria (see pages 23, 24 and 25), which were developed by the Initiative's Steering Committee, with guidance from GTC staff and the consulting team:

- Project Feasibility
- Connectivity and Accessibility
- Benefit of a New Trail or Improvement to an Existing Trail
- Economic Impact of Project
- Threat to Corridor or Facility Viability if Trail Project is Not Progressed

The implementation windows are based on likely funding cycles and the time needed to typically advance trail projects.

Trail cost estimates were generated using typical linear foot acquisition, design and construction costs for two trail surface types: asphalt and stone dust. The appropriate surface material for each trail was based upon existing and expected future user groups' needs, proximity to more developed areas, environmental and landscape conditions, and probable maintenance activity. Estimations for bridge deck replacement, bridge rehabilitation and new bridge construction are included in trail cost estimates where structures were identified.

These cost estimates should be used as a guideline by municipalities and other agencies or groups. Each suggested project requires further review and analysis during preliminary and final design phases.

The provided cost estimates were based on typical trail development costs for trails designed and constructed with federal and/or state funds, which often involve more rigorous design, construction, and environmental requirements. Trails developed with local funds, private dollars and/or volunteer labor efforts may be able to be developed for less than those estimates show.

Project Sorting Criteria

The RTI Steering Committee, with guidance from the consulting team and GTC staff, developed a set of criteria by which location-specific trail projects could be sorted into potential implementation windows. These project sorting criteria were based on the Initiative's Goals established by the Steering Committee and were refined using input from local officials and the public.

Project Feasibility

- Inclusion in a Local, County, Regional, or State Plan – Is the trail or trail improvement identified in a local, county, regional, and/or state plan?
- Public Comments/Community Support – Is there a high-level of community support for the project? Was the project or improvement frequently identified in the Regional Trails Initiative public input opportunities?
- Project-Specific Planning Advanced – Has the respective community and/or agency progressed any specific planning efforts for a project (e.g. feasibility study, cost estimation, site and/or structural inspections, environmental and/or historic resource reviews)?
- Right-of-Way Availability – What is the ownership status of the right-of-way or property for new trails or improvements to existing trails? Corridor availability is very important to the overall feasibility of a trail due to the cost and challenge of property acquisition.
- Overall Project Readiness – Are there other factors that indicate a new trail or improvement to an existing trail is ready to proceed (e.g. funding resources in place, detailed planning and design completed)?

Connectivity

- Gap Closure – Will the project close a gap in the local or regional trail system (e.g. a new trail, new or improved linkage, bridge connection, etc.)? The impact of a project is measured at two levels:
 - Project's impact on regional connectivity
 - Project's Impact on local connectivity
- Mobility/Access Improvements – Will the project improve access to activity centers, either directly adjacent to the trail or within a ½ mile? Examples of activity centers include parks and other recreation destinations, employment centers, schools of all levels, village/town centers, and business districts.

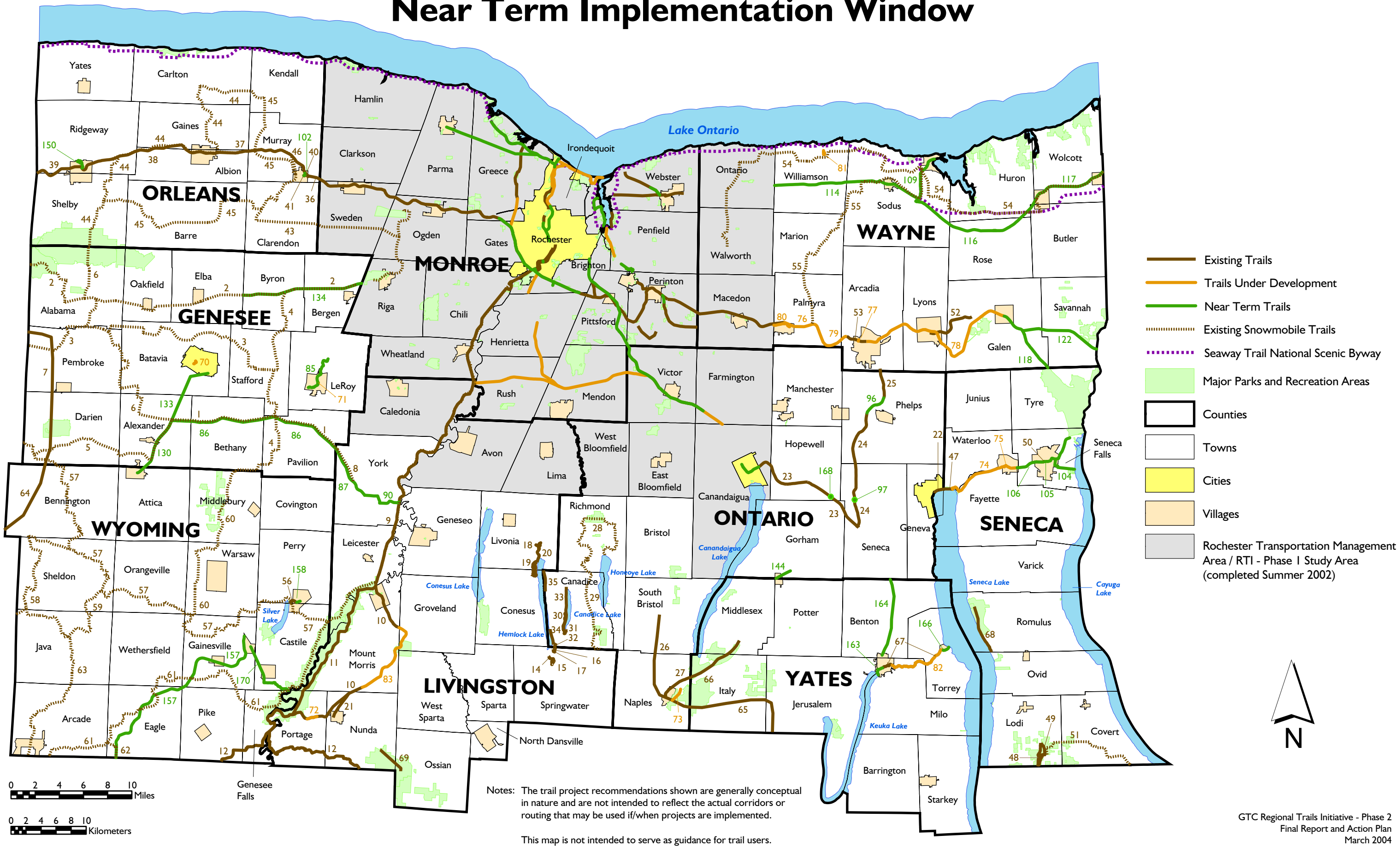
Benefit of a New Trail or Improvement to an Existing Trail

- Persons Served – How many people will the proposed project serve?

- Proximity to population centers
- Likelihood that new trail or trail improvement will generate new trips
- Economic Impact – Is the project likely to support local or regional economic initiatives?
 - Marketability of trail
 - Support or potential support to nearby businesses/business opportunities
- Transportation Option Provided – Will the proposed project provide a new and/or significant non-motorized transportation option to an area?
- Accessibility Improved – Does the project ensure full accessibility per the standards and guidance of the Americans with Disabilities Act (ADA) and the US Department of Transportation? (Note: the US Architectural Board of Compliance considers properly installed *unpaved* trail surfaces to be accessible.)
- Safety and Security Improved – Will the project improve the safety of a trail and/or enhances personal and property security? (e.g., trail/street intersection improvements, improved visibility, trail/trailhead lighting, improved access points.

Trail Project Recommendations

Near Term Implementation Window



Trail Project Recommendations Near Term Implementation Window

Table 3

	Map ID	Trail Project Name (listed alphabetically)	Trail Project Description	County	Jurisdiction(s)	Surface Type Estimated	Mileage	Estimated Project Cost	Project Status*
1	130	Alexander to Attica Trail	Extend the Groveland Secondary Trail from its existing endpoint at the Village of Alexander south to the Village of Attica in Wyoming County, possibly to Tonawanda Creek Park in Town of Attica	Genesee	Village of Alexander Town of Alexander Village of Attica	stone dust	6.0	\$1,200,000	suggested
2	104	Arthur A Baker Bicycle/Pedestrian Trail	Develop a 1.5 mile trail connecting the Village of Seneca Falls with the Cayuga Lake State Park in the Town of Seneca Falls, including on-street route improvements with the Village, information kiosks, signage, and landscaping	Seneca	Town of Seneca Falls Village of Seneca Falls	stone dust asphalt	1.5	\$637,500	planned
3	118	Canalway Trail - Clyde to Tyre (Seneca County line)	Develop a multi-use trail along the former Erie Canal towpath from Route 414 in the Village of Clyde to the Wayne/Seneca county line in the Town of Galen	Wayne	Town/Vlg. of Clyde Town/Vlg. of Savannah	stone dust	6.5	\$1,293,750	planned
4	106	Cayuga - Seneca Canal Trail -- Waterloo to Seneca Falls	Develop a multi-use trail along the NYSEG-owned abandoned rail corridor between the Village of Waterloo through the Village of Seneca Falls to the eastern border	Seneca	Town of Seneca Falls Village of Seneca Falls	stone dust	6.1	\$761,250	planned
5	122	Clyde to Savannah Rail/Trolley Trail	Develop a multi-use trail along an abandoned railroad corridor from the Village of Clyde (Rt. 414 vicinity) to the Lock 56 area (south side of Canal), cross the Canal on an abandoned County-owned double-wide RR bridge, and then follow a former trolley corridor along the north side of Route 31 to the Hamlet of Savannah	Wayne	Village of Clyde Town of Galen Town of Savannah	stone dust	6.8	\$1,387,500	planned
6	150	Erie Canal - Glenwood Lake Connector Trail	Develop a multi-use connector trail between the Erie Canal and Canalway Trail in the Village of Medina to Glenwood Lake	Orleans	Village of Medina Town of Ridgeway	stone dust	1.5	\$318,750	suggested
7	133	Erie RR - Attica Line Rail Trail - Alexander to Batavia	Develop a multi-use trail along the former Erie Attica RR corridor (or similar alignment) to connect Alexander to Batavia, including the existing Groveland Secondary Trail that ends in Alexander	Genesee	Village of Alexander Town of Alexander Town of Batavia City of Batavia	stone dust	7.2	\$1,462,500	suggested
8	105	Frank J. Ludovico Sculpture Trail Upgrade	Improve drainage on the existing Frank J. Ludovico Sculpture Trail and top trail with stone dust from Bridge Street to the western village line (Village of Seneca Falls)	Seneca	Village of Seneca Falls	stone dust	1.2	\$157,500	planned
9	90	Genesee Valley Greenway - Groveland Secondary Trail Connector	Develop a multi-use trail to connect the Groveland Secondary Trail with the Genesee Valley Greenway in the Town of York between Dow Road to York's Landing Road vicinity, Town of York	Livingston	Town of York	stone dust	6.0	\$1,162,500	planned
10	86	Groveland Secondary Trail - Genesee County Section	Improve an existing snowmobile trail on an abandoned RR corridor for multiple uses between the Village of Alexander to the Genesee/Livingston county line (Town of Pavilion). Current surface is large ballast	Genesee	Vlg./Town of Alexander Town of Bethany Town of Pavilion	stone dust	18.0	\$1,950,000	planned
11	87	Groveland Secondary Trail - Livingston County Section	Improve an existing snowmobile trail on an abandoned RR corridor for multiple uses between the Livingston/Genesee county line to Dow Road near the hamlets of Griegsville and Retsof, Town of York. Current surface is large ballast	Livingston	Town of York	stone dust	7.0	\$775,000	planned
12	102	Holley Bicycle Trail - Segment 1 Upgrade	Upgrade the East Avenue section of the existing Holley Bicycle Trail (Segment 1) to meet State trail design and construction standards	Orleans	Village of Holley	stone dust	0.4	\$187,500	planned
13	144	Lehigh Valley Rail Trail - Rushville to Gorham	Convert a section of the former Lehigh Valley RR - Naples Line corridor within the Village of Rushville and Town of Gorham into a multi-use trail between State Route 245 and Blodgett Road	Ontario	Village of Rushville Town of Gorham	stone dust	1.5	\$356,250	suggested

Trail Project Recommendations

Near Term Implementation Window

Table 3

	Map ID	Trail Project Name (listed alphabetically)	Trail Project Description	County	Jurisdiction(s)	Surface Type Estimated	Mileage	Estimated Project Cost	Project Status*
14	134	NY Central Westshore Branch Rail Trail - Bergen to Byron Segment	Develop a multi-use trail from the Genesee/Monroe County line (in the Town of Bergen) to Byron/Elba townline (currently this corridor is used for snowmobiling)	Genesee	Town of Bergen Town of Byron	stone dust	11.0	\$1,237,500	suggested
15	85	Oatka Creek Trail	Develop a multi-use trail from Munson Street (west of Gilbert St.) on the west side of Oatka Creek, crossing the creek via the islands, and then following it along the east side to Buttermilk Falls near Route 19 and Selden Road	Genesee	Village of LeRoy Town of LeRoy	stone dust	3.7	\$731,250	planned
16	96	Ontario Pathways - Phelps, Segment 1	Develop a multi-use trail between two existing segments of the Ontario Pathways trail system, from Route 96 to Gifford Road (Phelps), including the rehabilitation of the existing bridge over the Canandaigua Outlet (approx. 300' span)	Ontario	Town of Phelps Town of Arcadia	stone dust	3.0	\$561,000	planned
17	97	Ontario Pathways Flint Bridge Rehabilitation	Rehabilitate structural elements of the former rail bridge over Routes 5 & 20 in the Hamlet of Flint, Town of Seneca, including improvements to the trestle	Ontario	Town of Seneca	bridge	0.1	\$300,000	planned
18	168	Ontario Pathways Aloquin Bridge Rehabilitation	Rehabilitate abutments/structural members of the former rail bridge over Routes 5 & 20 in the Hamlet of Aloquin, Town of Hopewell	Ontario	Town of Hopewell	bridge	0.1	\$100,000	planned
19	163	Outlet Trail Extension - Brown Street to Keuka Lake Waterfront	Extend the existing Outlet Trail along an abandoned rail corridor on the southeast side of the Keuka Outlet from Brown Street to Fireman's Field and Red Jacket Park on the Keuka Lake waterfront	Yates	Village of Penn Yan	stone dust	0.6	\$150,000	suggested
20	166	Outlet Trail Extension - Seneca Street to Seneca Lake Waterfront	Extend the existing Outlet Trail from Seneca Street to the Seneca Lake waterfront	Yates	Village of Dresden	stone dust	0.5	\$260,000	suggested
21	164	Penn Central Rail Trail - Yates County Section	Develop a multi-use trail on the former Pennsylvania Railroad - Sodus Point Line corridor from the Village of Penn Yan north to the Ontario/Yates county line (to connect with the corridor from the Yates county line to the hamlet of Stanley in the Town of Seneca	Yates	Village of Penn Yan Town of Benton	stone dust	7.5	\$938,750	suggested
22	157	R & S Line Rail Trail	Develop a multi-use trail on the former B & O railroad corridor between the Village of Silver Springs and the Wyoming/Allegany county line in the Town of Eagle	Wyoming	Vlg. of Silver Springs Town of Gainesville Vlg. of Gainesville Town of Eagle	stone dust	18.0	\$3,562,500	suggested
23	114	Route 104 Corridor Trail - Ontario to Sodus	Develop a multi-use trail along the RG & E utility corridor/active RR corridor (operated by Ontario Midland) between the Ontario/Williamson town line to the Town of Sodus (for non-motorized trail users; parallel to proposed snowmobile trail, Trail #113)	Wayne	Town of Williamson Town of Sodus	stone dust	9.8	\$1,912,500	planned
24	116	Route 104 Corridor Trail - Sodus to Wolcott	Develop a multi-use trail along the RG & E utility corridor/active RR corridor (operated by Ontario Midland) between the Town of Sodus and the Town of Wolcott (for non-motorized trail users; parallel to proposed snowmobile trail, Trail #115)	Wayne	Town of Sodus Town of Huron Town of Butler Town of Wolcott	stone dust	14.2	\$2,775,000	planned
25	158	Silver Lake Outlet Trail Extension	Extend the existing Outlet Trail east to State Route 39 in the Village of Perry. [Note: routing shown on map is conceptual only; specific routing would need to be determined if the project is progressed]	Wyoming	Village of Perry	stone dust	0.5	\$131,250	suggested

Trail Project Recommendations Near Term Implementation Window

Table 3

	Map ID	Trail Project Name (listed alphabetically)	Trail Project Description	County	Jurisdiction(s)	Surface Type Estimated	Mileage	Estimated Project Cost	Project Status*
26	170	Silver Springs - Castile - Letchworth State Park Trail	Develop a multi-use trail along a section of active rail and then a seasonal road to connect the Village of Silver Springs, the Village of Castile, and Letchworth State Park	Wyoming	Village of Silver Springs Town/Village of Castile Town of Gainesville	stone dust	5.6	\$420,000	suggested
27	109	Wallington to Sodus Point Trail - Section 1	Develop a multi-use trail on an abandoned rail corridor from the hamlet of Wallington to the Malt House in the Village of Sodus Point	Wayne	Town of Sodus	stone dust	3.0	\$375,000	planned
28	117	Wolcott to Cato Trail	Develop a multi-use trail along the RG & E corridor (abandoned RR) from the Town of Wolcott to the Wayne/Cayuga county line (at the Town of Cato)	Wayne	Town/Vlg. of Wolcott Village of Red Creek	stone dust	7.0	\$1,387,500	planned
TOTALS FOR PHASE 2 <u>NEAR-TERM</u> IMPLEMENTATION WINDOW							154.3	\$26,492,250	

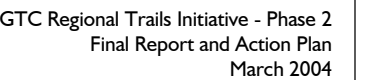
* Planned status means the project has been identified in a local, region, and/or state planning document

Suggested status means the project or project idea was suggested by the public during the Fall 2003 or January 2004 public input periods

Notes: The trail project recommendations shown in this table are generally conceptual in nature and are not intended to reflect the actual corridors or routing that may be used if/when projects are implemented.

The trail project recommendations in this table are not existing trails for public use at this time unless otherwise noted.

Exhibit 4



Trail Project Recommendations Mid-Term Implementation Window

Table 4

Map ID	Trail Project Name (listed alphabetically)	Trail Project Description	County	Jurisdiction(s)	Surface Type Estimated	Mileage	Estimated Project Cost	Project Status*
29	154 Black Diamond Rail Trail - Fayette to Romulus Segment	Develop a multi-use trail on the former Lehigh Valley Railroad - Ithaca Line corridor (aka the "Black Diamond" corridor) from the Town of Fayette to the vicinity of the southern boundary of the former Army Depot property (at/near the eastern terminus of the proposed Sampson State Park - Army Depot Connector Trail [Long Term Trail Project Recommendation #153])	Seneca	Town of Fayette Town of Varick Town of Romulus	stone dust	10.7	\$1,385,000	suggested
30	121 Canalway Trail - Reid Road to Village of Clyde	Develop a multi-use trail along the original canal towpath south of Old Route 31 from Reid Road to Route 414 in the Village of Clyde	Wayne	Town of Galen Village of Clyde	stone dust	2.2	\$487,500	planned
31	108 Canalway Trail - Tyre (Wayne/Seneca County Line) to Montezuma Wildlife Refuge	Develop a multi-use trail along the former Erie Canal towpath from the Wayne/Seneca county line to the Seneca/Cayuga county line (Town of Tyre)	Seneca	Town of Tyre	stone dust	3.5	\$431,250	planned
32	107 Cayuga - Seneca Canal Trail -- Seneca Falls to Erie Canal	Develop a multi-trail between the Village of Seneca Falls and the mainline Erie Canal along a portion of the abandoned rail corridor to State Route 89 and then along the western boundary of the Montezuma National Wildlife Refuge	Seneca	Town of Seneca Falls Town of Tyre	stone dust	5.7	\$1,143,750	planned
33	143 Dansville to Mount Morris Trail	Develop a multi-use trail between Mount Morris and Dansville, possibly utilizing the former railroad corridor that spanned from Dansville to Groveland/Sparta townline and/or the current active railroad corridor from Dansville to Mount Morris, which may be impacted by the recent closure of the Foster Wheeler plant in Dansville	Livingston	Town of No. Dansville Town of West Sparta Town of Groveland Town of Mount Morris	stone dust	12.5	\$4,162,500	suggested
34	139 Erie Attica Rail-Trail - Avon to Mount Morris	Convert the former Erie Attica Railroad corridor from the Genesee/Avon townline to the Village of Mount Morris into a multi-use trail	Livingston	Town/Village of Genesee Town/Village of Mount Morris	stone dust	10.4	\$1,987,500	suggested
35	131 Erie RR - Attica Line Rail Trail - LeRoy to Batavia	Develop a multi-use trail on the former Erie Railroad - Attica Line from the Genesee/Livingston County border to the City of Batavia (currently part of the corridor is used as a snowmobile trail)	Genesee	Town/Vlg. of LeRoy Town of Stafford Town/City of Batavia	stone dust	14.3	\$2,831,250	suggested
36	103 Holley Bicycle Trail - Segment 2	Develop an extension of the existing Holley Bicycle Trail (Segment 1) along the East Branch of Sandy Creek north to the Canal and south across State Rt. 31	Orleans	Village of Holley	stone dust	0.8	\$337,500	planned
37	89 Keshequa Creek Gorge - Greenway Connector Trail	Develop a multi-use trail between the Genesee Valley Greenway and the scenic Keshequa Creek Gorge area	Livingston	Town of Portage	stone dust	2.0	\$262,500	planned
38	91 Lakeville-Livonia Trail	Develop a multi-use trail from Vitale Park on north shore of Conesus Lake north and east toward Lima, looping south along the Livonia-Avon-Lakeville rail corridor into the Village of Livonia, then east on Route 20A to intersect with the proposed Lehigh Valley Trail - Hemlock Corridor (#92)	Livingston	Town/Vlg. of Livonia	stone dust	7.3	\$1,443,750	planned

Trail Project Recommendations Mid-Term Implementation Window

Table 4

Map ID	Trail Project Name (listed alphabetically)	Trail Project Description	County	Jurisdiction(s)	Surface Type Estimated	Mileage	Estimated Project Cost	Project Status*
39	146 Lehigh Valley Rail Trail - Geneva to Stanley	Develop a multi-use trail along the former Lehigh Valley RR - Naples Line corridor from the Cornell Agricultural Station property to the Hamlet of Stanley. (Would intersect with the existing Ontario Pathways Trail in the hamlet of Stanley)	Ontario	Town of Geneva Town of Seneca	stone dust	6.0	\$1,200,000	suggested
40	162 Lehigh Valley Rail Trail - Middlesex to Rushville	Develop a multi-use trail along the former Lehigh Valley Railroad - Naples Line corridor between the existing Lehigh Valley Rail Trail between Naples and Middlesex and the proposed Lehigh Valley Rail Trail - Rushville to Gorham	Yates	Town of Middlesex Village of Rushville	stone dust	4.0	\$487,500	suggested
41	147 Lehigh Valley Rail Trail - Stanley to Gorham	Develop a multi-use trail along the former Lehigh Valley RR - Naples Line corridor from the Hamlet of Stanley to Blodgett Rd. in the T. of Gorham. (Would intersect with the existing Ontario Pathways Trail in the hamlet of Stanley and the proposed Lehigh Valley Rail Trail - Rushville to Gorham (#144)	Ontario	Town of Seneca Town of Geneva	stone dust	6.5	\$1,293,750	suggested
42	145 Lehigh Valley Trail - City of Geneva to Cornell Agricultural Station	Develop a multi-use trail along the former Lehigh Valley RR - Naples Line Corridor from the Castle Creek area in the City of Geneva to the City and Cornell Agricultural Station	Ontario	City of Geneva Town of Geneva	stone dust	1.5	\$318,750	suggested
43	92 Lehigh Valley Trail - Hemlock Corridor	Develop a multi-use trail on the abandoned Lehigh Valley - Hemlock Branch RR corridor from the Lima/Livonia townline to Sharpe Avenue in the hamlet of Hemlock	Livingston	Town of Livonia	stone dust	4.7	\$956,250	planned
44	167 Lehigh Valley Trail - Manchester to Geneva	Develop a multi-use trail within the right-of-way of the active Finger Lakes Railway corridor from the Farmington/Manchester townline to the City of Geneva, providing adequate separation between the trail and active rail	Ontario	T/Vlg. of Manchester Town/Vlg. of Phelps Vlg. of Clifton Springs Town/City of Geneva	stone dust	16.0	\$1,275,000	suggested
45	98 Lehigh Valley Trail Upgrade - Ontario County Section	Upgrade the surface of this existing multi-use trail to stone dust to allow for a wider range of users (possibly equestrian; ADA accessibility) from Route 21 north of the Village of Naples to the Ontario/Yates county line	Ontario	Town of Naples	stone dust	2.1	\$247,500	planned
46	125 Lehigh Valley Trail Upgrade - Yates County Section	Upgrade the surface of this existing multi-use trail to stone dust to allow for a wider range of users (possibly equestrian; ADA accessibility) from the Ontario/Yates county line to Cayward Cross Road in the Town of Middlesex	Yates	Town of Middlesex	stone dust	5.5	\$656,250	planned
47	93 Letchworth State Park Multi-Use Trail - Livingston County Section	Develop a the Livingston County section of an 18-mile natural surface trail primarily paralleling the main park road from the north end to the south of the Park. Section 1 is from Route 36 (Mount Morris park entrance) to the Wyoming/Livingston county line	Livingston	Town of Mount Morris	stone dust	8.0	\$1,575,000	planned
48	124 Letchworth State Park Multi-Use Trail - Wyoming County Section	Develop the Wyoming Co. section of an 18-mile natural surface trail primarily paralleling the main park road from the north end to the south end of the Park. This section is from the Wyoming/Livingston county line at Schenck Road to the Park's Portageville entrance	Wyoming	Town of Castile Town of Genesee Falls	stone dust	10.0	\$1,200,000	planned

Trail Project Recommendations Mid-Term Implementation Window

Table 4

Map ID	Trail Project Name (listed alphabetically)	Trail Project Description	County	Jurisdiction(s)	Surface Type Estimated	Mileage	Estimated Project Cost	Project Status*
49	111 Newark - Marion Trail	Develop a multi-use trail on an abandoned rail corridor from the Village of Newark to the hamlet of Marion	Wayne	Village of Newark Town of Arcadia Town of Palmyra Town of Marion	stone dust	8.0	\$975,000	planned
50	119 Newark to Phelps Trail (Ontario Pathways)	Develop a multi-use trail along a former railroad corridor between the Village of Newark to the existing Ontario Pathways trail system in Ontario County (at Sweed Road in the Town of Arcadia)	Wayne	Village of Newark Town of Arcadia	stone dust	2.8	\$562,500	planned
51	135 NY Central Westshore Branch Rail Trail - Elba to Alabama Segment	Develop a multi-use trail from the Byron/Elba townline to Ackerson Road, Town of Alabama (near border with the Tonawanda Indian Reservation) (currently this corridor is used for snowmobiling)	Genesee	Town/Vlg. of Elba Town/Vlg. of Oakfield Town of Alabama	stone dust	15.7	\$3,056,250	suggested
52	152 Oak Orchard River Trail - Erie Canal to Iroquois National Wildlife Refuge	Develop a multi-use trail along the Oak Orchard River from the Erie Canal in the Village of Medina to the Iroquois National Wildlife Refuge in the Town of Shelby	Orleans	Village of Medina Town of Shelby	stone dust	7.0	\$1,350,000	suggested
53	151 Oak Orchard River Trail - Lake Ontario to Erie Canal	Develop a multi-use trail along the Oak Orchard River from Point Breeze in the Town of Carlton to the Erie Canal in the Village of Medina	Orleans	Town of Carlton Town of Ridgeway Village of Medina	stone dust	22.0	\$4,350,000	suggested
54	137 Oatka Creek Trail - Village of LeRoy to Groveland Secondary Trail	Extend the proposed Oatka Creek Trail (#85) southwest along Oatka Creek to connect with the Groveland Secondary Trail (#86) in the Town of Pavilion	Genesee	Town of LeRoy Town of Stafford Town of Pavilion	stone dust	4.7	\$918,750	suggested
55	126 Outlet Trail Pedestrian Branch Trails	Develop 4 accessible pedestrian-use only trails branching off the existing Outlet Trail, including 5 accessible trolley stops, to help alleviate trail congestion on the Outlet Trail east of the Village of Penn Yan	Yates	Town of Milo	stone dust	2.0	\$94,000	planned
56	148 Penn Central Rail Trail - Ontario County Section	Develop a multi-use trail on the former Pennsylvania Railroad - Sodus Point Line corridor from the Ontario/Yates county line north to the hamlet of Stanley in the Town of Seneca to connect with the existing Ontario Pathways Trail and the suggested Lehigh Valley Rail Trails (#146, #147)	Ontario	Town of Seneca	stone dust	4.5	\$563,750	suggested
57	101 Seneca Lake State Park Trail Extension	Develop a new section of multi-use trail with Seneca Lake State Park from the spray park/swim area to the marina	Ontario	City of Geneva	asphalt	0.5	\$187,500	planned
58	159 Silver Lake Outlet Trail - Perry to Letchworth	Develop a new multi-use trail through the Town of Perry east to connect the Village of Perry with Letchworth State Park [Note: routing shown on map is conceptual <i>only</i> ; specific routing would need to be determined if the project is progressed]	Wyoming	Town of Perry Town of Castile Town of Leicester (Livingston County]	stone dust	4.0	\$787,500	suggested
59	161 Silver Springs Trail	Develop a multi-use trail on the former B & O railroad corridor between Silver Lake State Park and the Village of Silver Springs	Wyoming	Village of Silver Springs Town of Castile	stone dust	2.3	\$468,750	suggested

Trail Project Recommendations Mid-Term Implementation Window

Table 4

Map ID	Trail Project Name (listed alphabetically)	Trail Project Description	County	Jurisdiction(s)	Surface Type Estimated	Mileage	Estimated Project Cost	Project Status*
60	120	Sodus Ditch Trail - Sodus Bay to Clyde	Wayne	Town of Huron Town of Rose Town of Galen	stone dust	11.4	\$2,212,500	planned
61	88	Swain's Branch Trail	Livingston	Town/Vlg. of Nunda	stone dust	7.0	\$862,500	planned
62	112	Wallington to Newark Trail	Wayne	Town of Sodus Town of Arcadia Village of Newark	stone dust	13.5	\$2,643,750	planned
63	110	Wallington to Sodus Point Trail - Section 2	Wayne	Village of Sodus Point	asphalt	1.0	\$187,500	planned
64	123	Williamson Bicentennial Trail Extension	Wayne	Town of Williamson	stone dust	2.0	\$262,500	planned
TOTALS FOR PHASE 2 <u>MID-TERM</u> IMPLEMENTATION WINDOW						242.1	\$43,165,250	

* Planned status means the project has been identified in a local, region, and/or state planning document

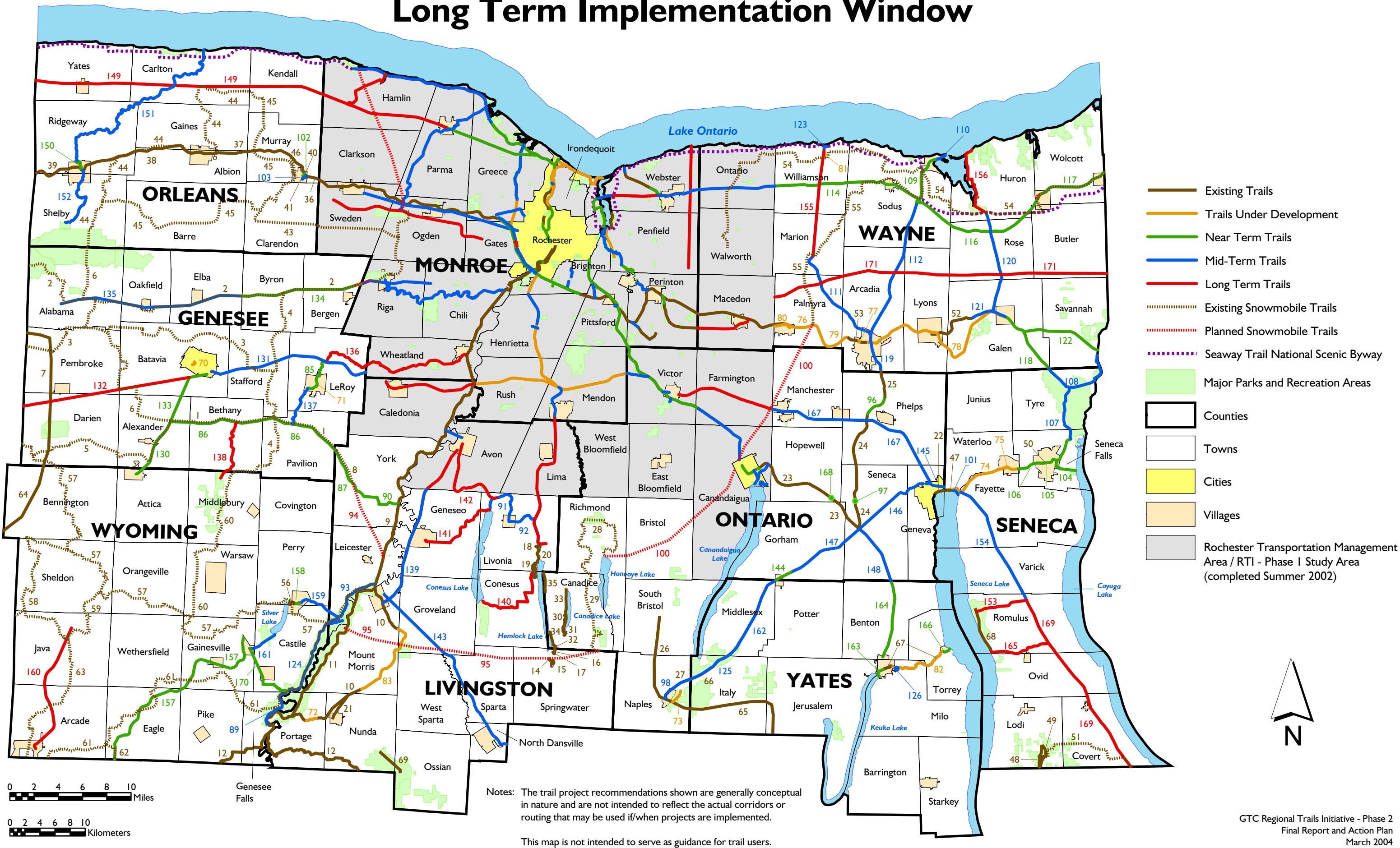
Suggested status means the project or project idea was suggested by the public during the Fall 2003 or January 2004 public input periods

Notes: The trail project recommendations shown in this table are generally conceptual in nature and are not intended to reflect the actual corridors or routing that may be used if/when projects are implemented.

The trail project recommendations in this table are not existing trails for public use at this time unless otherwise noted.

Trail Project Recommendations

Long Term Implementation Window



Trail Project Recommendations Long Term Implementation Window

Table 5

	Map ID	Trail Project Name (listed alphabetically)	Trail Project Description	County	Jurisdiction(s)	Surface Type Estimated	Mileage	Estimated Project Cost	Project Status*
65	160	Arcade - Java Rail-with-Trail	Develop a multi-use trail along the active Arcade to Attica rail corridor from the Village of Arcade to the Beaver Meadow Audubon Center in Java	Wyoming	Town of Arcade Town of Java	stone dust	11.0	\$2,212,500	suggested
66	142	Avon - Livonia Trail	Develop a multi-use trail to connect the Villages of Avon and Livonia (currently an active railroad runs between the two villages)	Livingston	Town of Livonia	stone dust	8.0	\$1,612,500	suggested
67	169	Black Diamond Rail Trail - Ovid to Covert Segment	Develop a multi-use trail on the former Lehigh Valley Railroad - Ithaca Line corridor (aka the "Black Diamond" corridor) from the vicinity of the southern boundary of the former Army Depot property through the Town of Covert to connect with trail development efforts in Tompkins County	Seneca	Town of Romulus Town of Ovid Town of Covert	stone dust	16.5	\$1,840,000	planned
68	156	Chimney Bluffs - Sodus Ditch Trail Connection	Develop a trail to connect Chimney Bluffs State Park, the Route 104 corridor trails, the Lakeshore Marshes State Wildlife Management Area, and the proposed Sodus Ditch Trail	Wayne	Town of Huron Town of Rose	stone dust	7.0	\$872,500	suggested
69	140	Conesus - Hemlock Trail	Develop a trail between Hemlock Lake and Conesus Lake, connecting with the hamlet of Conesus utilizing some abandoned and seasonal roads including Marrowback, Bishop, Mission, Dugway, Middle, and Partridge Corners Roads; the Whispering Hills Golf Course property; and NYSDEC land west of Dacula Shores Road	Livingston	Town of Conesus	stone dust	6.5	\$1,031,250	suggested
70	141	Geneseo - Conesus Lake Trail	Develop a multi-use trail to connect the Village and Town of Geneseo with the northern shore of Conesus Lake where another trail has been proposed near Vitale Park	Livingston	Town of Geneseo Town of Livonia	stone dust	7.0	\$1,425,000	suggested
71	138	Groveland - Carlton Hill Connector Trail	Develop a north-south trail to connect the Groveland Secondary Trail with Genesee County Park in southern Bethany and Carlton Hill State Multiple Use Area in northern Wyoming County (Middlebury)	Genesee	Town of Bethany Town of Middlebury (Wyoming Co.)	stone dust	5.0	\$975,000	suggested
72	149	Hojack Corridor Rail Trail	Develop a multi-use trail on the former Hojack Railroad corridor from the eastern border of the Town of Kendall to the western border of the Town of Yates	Orleans	Town of Kendall Town of Carlton Town of Yates Village of Lyndonville	stone dust	24.0	\$4,687,500	suggested
73	132	NYC Peanut Line Rail Trail - Batavia to Darien	Develop a year-round, multi-use trail on the former NYC Peanut Line railroad corridor from the City of Batavia to the Genesee/Erie County line in the Town of Darien	Genesee	Town of Batavia Town of Pembroke Town of Darien	stone dust	12.7	\$2,493,750	suggested
74	136	Oatka Creek Trail - Buttermilk Falls to Monroe County Line	Extend the proposed Oatka Creek Trail (#85) north and east along Oatka Creek to connect with the proposed Oatka Creek Trail (Phase 1) in Monroe County	Genesee	Town of LeRoy	stone dust	4.3	\$843,750	suggested
75	155	Pultneyville to Marion Trail	Develop a multi-use trail from the Hamlet of Pultneyville to the northern terminus of the planned Newark to Marion Trail	Wayne	Town of Williamson Town of Marion	stone dust	8.4	\$1,668,750	suggested

Trail Project Recommendations Long Term Implementation Window

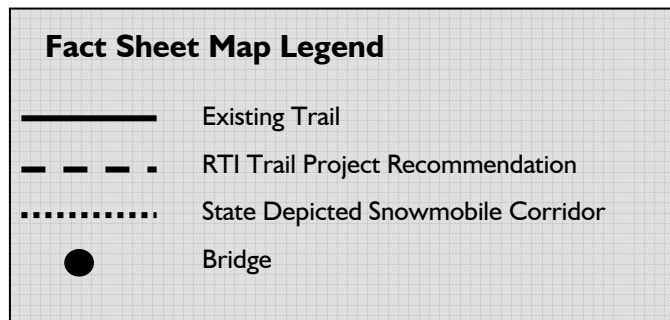
Table 5

Map ID	Trail Project Name (listed alphabetically)	Trail Project Description	County	Jurisdiction(s)	Surface Type Estimated	Mileage	Estimated Project Cost	Project Status*
76	153	Sampson State Park - Army Depot Connector Trail	Seneca	Town of Romulus	stone dust	4.4	\$693,750	suggested
77	171	Wayne County Power Line Corridor Trail	Wayne	Towns of Palmyra, Arcadia, Lyons, Rose, and Butler	stone dust	27.8	\$2,967,500	suggested
78	165	Willard - Romulus Trail	Seneca	Town of Romulus	stone dust	5.0	\$445,000	suggested
* Planned status means the project has been identified in a local, region, and/or state planning document Suggested status means the project or project idea was suggested by the public during the Fall 2003 or January 2004 public input periods Notes: The trail project recommendations shown in this table are generally conceptual in nature and are not intended to reflect the actual corridors or routing that may be used if/when projects are implemented. The trail project recommendations in this table are <u>not</u> existing trails for public use at this time unless otherwise noted.						TOTALS FOR PHASE 2 <u>LONG-TERM</u> IMPLEMENTATION WINDOW		
						TOTALS FOR <u>ALL</u> WINDOWS - NEAR-, MID-, and LONG-TERM		
						147.6	\$23,768,750	
						544.0	\$93,426,250	

Map ID	PLANNED SNOWMOBILE-ONLY TRAILS		County	Jurisdiction(s)	Surface Type Estimated	Mileage	Estimated Project Cost	Project Status*
79	94	Groveland Secondary Snowmobile Trail Extension	Livingston	Town of York Town of Leicester	n/a	7.0	n/a	planned
80	95	State Snowmobile Trail #4 E/W Livingston County Corridor	Livingston	Town of Mt. Morris Town of Groveland Town of Conesus Town of Springwater	n/a	22.0	n/a	planned
81	100	State Snowmobile Trail #4 Extension - Honeoye Lake to Ontario/Wayne County Line	Ontario	Town of Richmond Town of Bristol Town of Manchester	n/a	26.0	n/a	planned

8. Priority Trail Project Fact Sheets

The following pages illustrate the projects recommended for Near Term Implementation as a result of the Regional Trails Initiative project sorting process. Each Fact Sheet provides a general description and location map of the proposed trail, the project sponsor (known or suggested), potential local and regional benefits of the trail if implemented, current project status, and an outline of possible implementation steps.



Please refer to Exhibits 2-5 for information on Trails and the Existing, Near, Mid and Long Term trail project recommendations.

PRIORITY PROJECT #85:

OATKA CREEK TRAIL

Sponsor/Owner:

Village of Leroy; Town of Leroy

Project Description and Location:

Develop a 3.7-mile multi-use trail from Munson Street (west of Gilbert St.) on the west side of Oatka Creek, crossing the creek via the islands, and then following it along the east side to Buttermilk Falls near Route 19 and Selden Road

Estimated Cost:

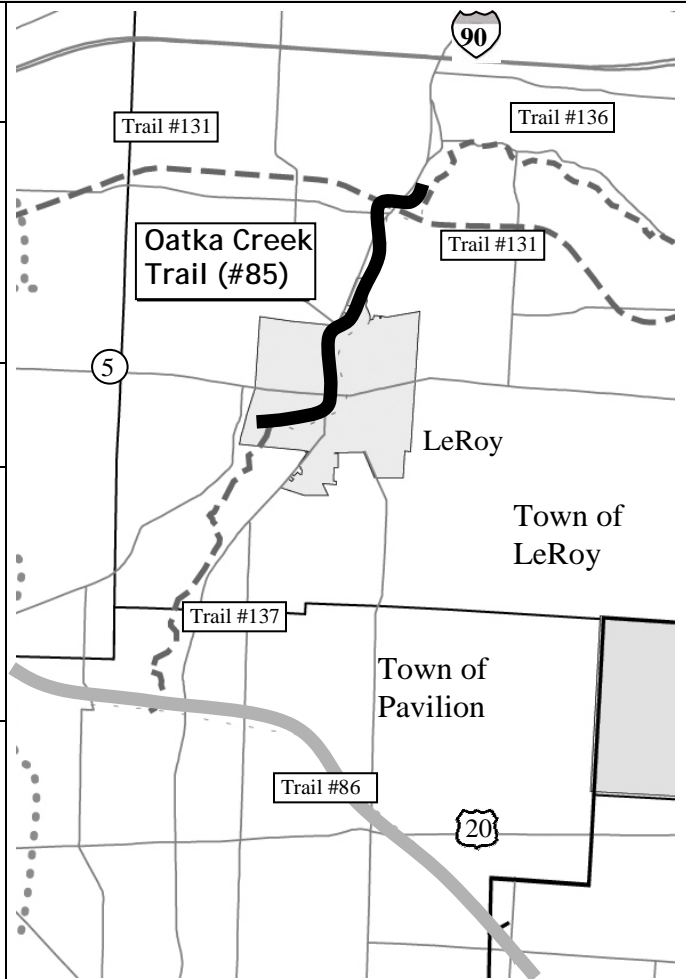
\$731,250 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

The Oatka Creek Trail would provide a trail along scenic Oatka Creek through the center of the Village of LeRoy, connecting to the Town and scenic Buttermilk Falls. This area is currently underserved by trails

Project Status:

Some limited progress has been made in the planning this project. This project was identified in the Village of Leroy's and the Town of LeRoy's recent master plans



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Genesee County officials and staff, NYSDEC, adjacent property owners, trail user groups, etc.
- Identify any needed property easements and/or acquisitions
- Identify local funding and/or in-kind resources that can be applied to project implementation
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #86:

GROVELAND SECONDARY TRAIL – GENESEE COUNTY SECTION

Sponsor/Owner: NYS Department of Environmental Conservation (DEC)

Project Description and Location:

Create an 18-mile multi-use trail on a publicly-owned abandoned railroad corridor between the Village of Alexander and the Genesee/Livingston county line (Town of Pavilion)

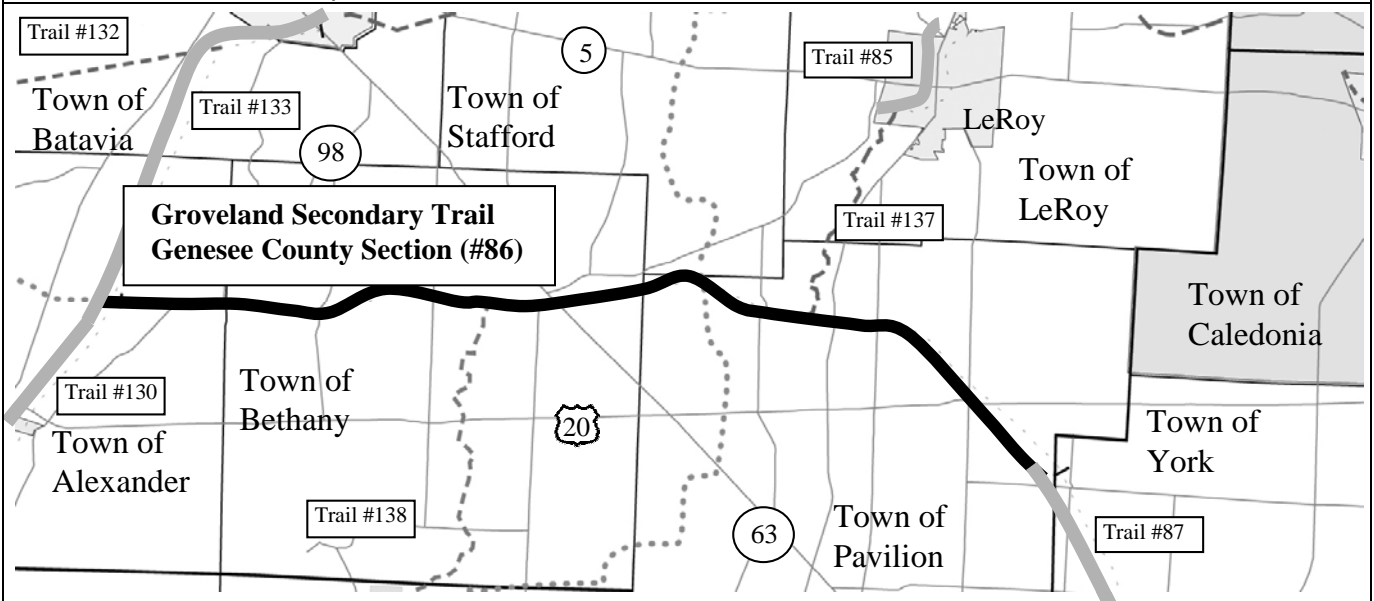
Estimated Cost: \$1,950,000 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

This trail project would utilize a publicly-owned abandoned rail corridor, which is presently open only to snowmobiling due to the poor surface condition for other trail users. The corridor could provide year-round trail opportunities in Genesee County, which is underserved by multi-use trails. This segment would connect with the remainder of the corridor in Livingston County (#87)

Project Status:

The corridor is owned by the NYS DEC, which has opened it for snowmobiling only. Year-round trail use is desired but no improvements are scheduled



Implementation Steps:

- Conduct a trail feasibility study to develop cost estimates for upgrading the existing corridor and future facility operations/maintenance; identify strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in project planning and development, including local and county officials/staff, adjacent property owners, trail user groups, etc.
- Identify agency funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #87:

GROVELAND SECONDARY TRAIL – LIVINGSTON COUNTY SECTION

Sponsor/Owner: NYS Department of Environmental Conservation (DEC)

Project Description and Location:

Create a 7-mile multi-use trail on a publicly-owned abandoned railroad corridor between the Livingston/Genesee county line and Dow Road near the hamlets of Griegsville and Retsof, Town of York

Estimated Cost:

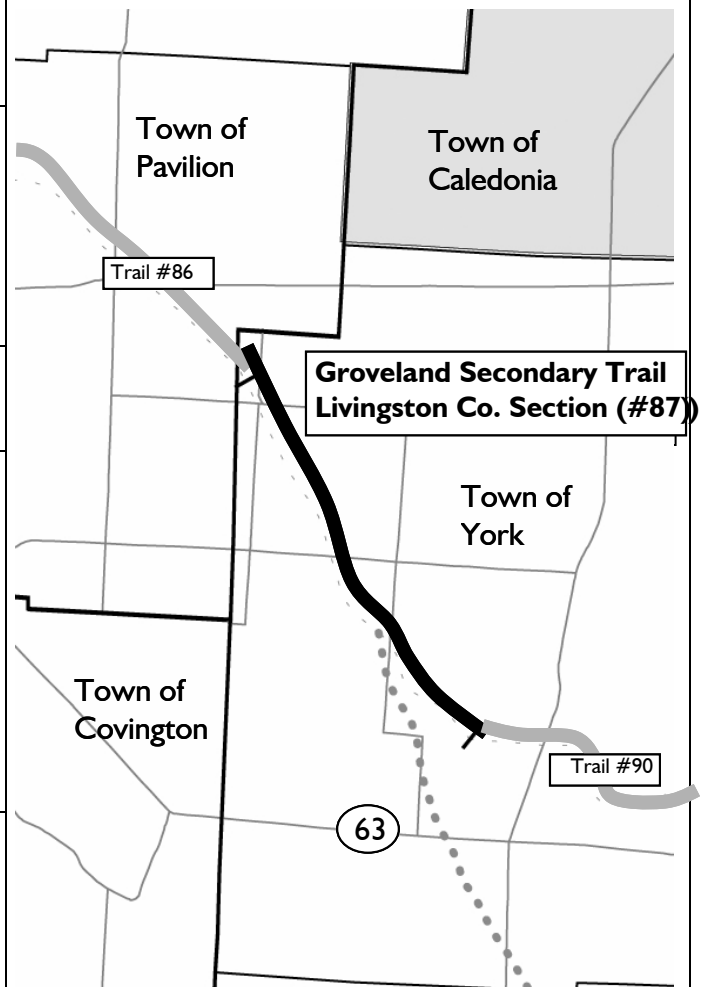
\$775,000 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

This trail project would utilize an existing, publicly-owned abandoned rail corridor, which is presently only open to snowmobiling due to the poor surface condition for other trail users. The corridor could provide year-round trail opportunities in an area underserved by multi-use trails. The segment would connect with the remainder of the corridor in Genesee County (#86)

Project Status:

The corridor is owned by the DEC, which has opened it for snowmobiling only. Year-round trail use is desired but no improvements are scheduled



Implementation Steps:

- Conduct a trail feasibility study to develop cost estimates for upgrading the existing corridor and future facility operations and maintenance; identify recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Livingston County officials and staff, adjacent property owners, trail user groups, etc.
- Identify agency funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #90:

GENESEE VALLEY GREENWAY – GROVELAND SECONDARY TRAIL CONNECTOR

Sponsor/Owner:
To be determined

Project Description and Location:

Develop a 6-mile multi-use trail to connect the Groveland Secondary Trail with the Genesee Valley Greenway in the Town of York between Dow Road to Landing Road

Estimated Cost:

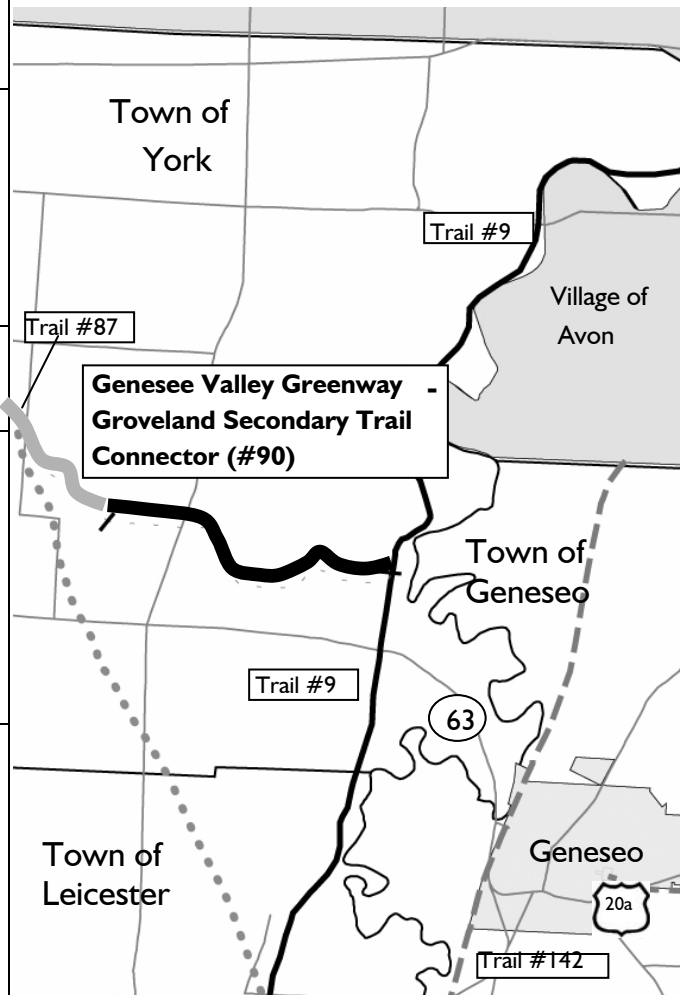
\$1,162,500 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

This proposed trail would create a direct connection between the Groveland Secondary Trail (#86 and #87) and the existing Genesee Valley Greenway (#9) in the vicinity of York's Landing. This would link Genesee County and northern Livingston County with the Genesee Valley Greenway

Project Status:

This trail connection has been envisioned by the Friends of the Genesee Valley Greenway, the NYS DEC, and some local stakeholders, however, no progress has been made in the planning or development of this connection. No specific route has been determined at this time



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Livingston County officials and staff, adjacent property owners, trail user groups, etc.
- Identify needed property easements and/or acquisitions
- Identify agency funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #96:

ONTARIO PATHWAYS – PHELPS SEGMENT #1

Sponsor/Owner: Ontario Pathways, Inc.

Project Description and Location:

Develop a multi-use trail between two existing segments of the Ontario Pathways trail network, including the rehabilitation of the existing bridge over the Canandaigua Outlet (approx. 300' span) and rectifying the barrier created by the NYS Thruway (I-90)

Estimated Cost:

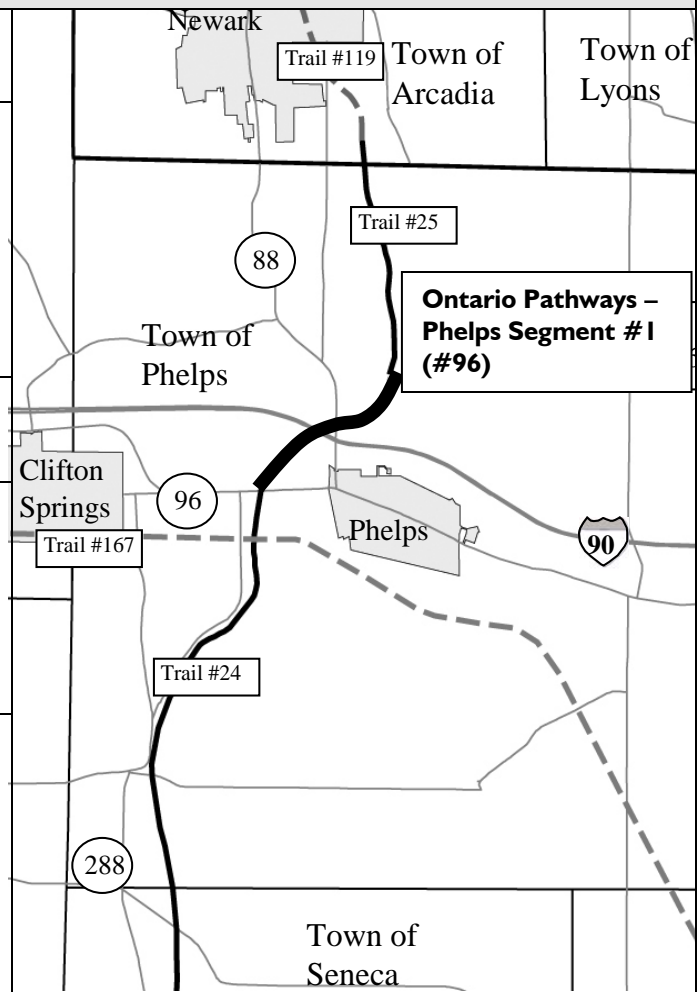
\$561,000 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

This trail would complete a gap in the existing Ontario Pathway trail system, connecting two segments of existing north and south of the NYS Thruway

Project Status:

The Ontario Pathways trail organization has contracted NYS Thruway Authority to discuss how to address the expressway barrier to the trail, but no substantial project development have occurred yet. Ontario Pathways, Inc. owns the property on both sides of the NYS Thruway right-of-way



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Ontario County officials and staff, NYS Thruway Authority, adjacent property owners, trail user groups, etc.
- Identify organization funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #97:

ONTARIO PATHWAYS FLINT BRIDGE REHABILITATION

Sponsor/Owner: Ontario Pathways, Inc.

Project Description and Location:

Rehabilitate structural elements of the former rail bridge over Routes 5 & 20 in the Hamlet of Flint, Town of Seneca, including improvements to the trestle.

Estimated Cost:

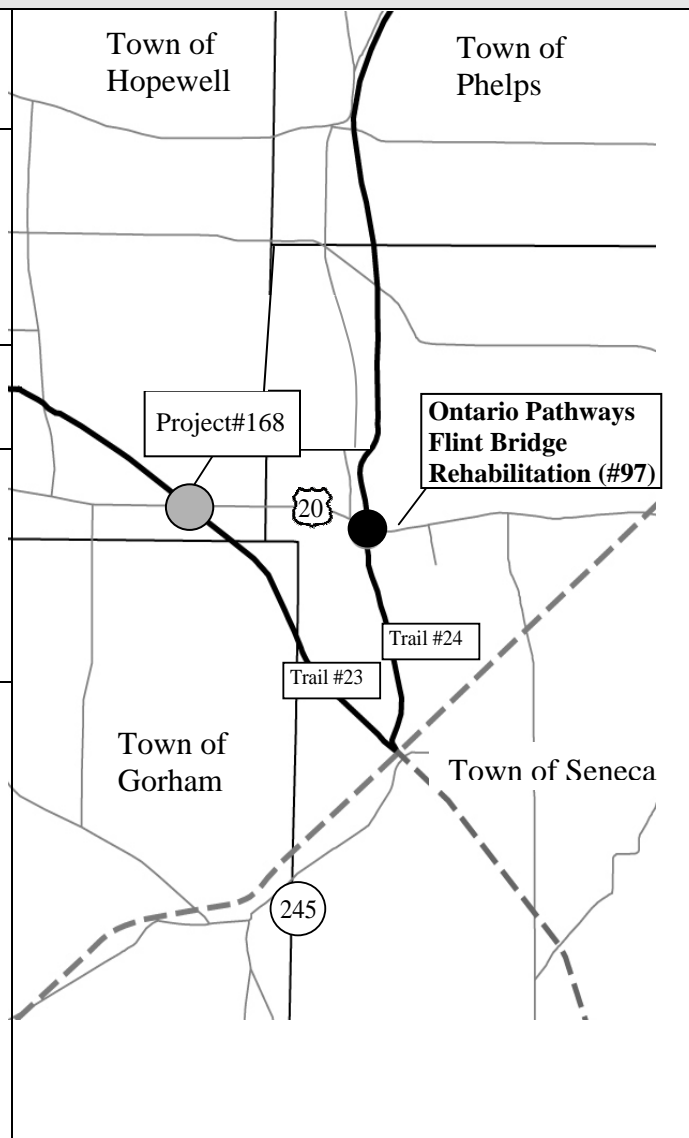
\$300,000 (bridge rehabilitation only)

Project Benefits/Unique Elements:

Rehabilitation of this bridge would close a gap in the existing Ontario Pathways trail network and eliminate the problem of large trucks striking the low clearance bridge, which creates a safety hazard to travelers on State Routes 5 & 20

Project Status:

Ontario Pathways, Inc., a private, not-for-profit organization that owns the corridor and bridge, is working with NYSDOT - Region 4 and the Town of Seneca to advance a bridge improvement project, which will eliminate the problem of large trucks on State Routes 5 & 20 from striking the bridge and will complete a gap in the existing trail. Presently, the bridge is safety flagged and is not open for trail use because the structure has been damaged from being hit several times by large tractor trailer trucks



Implementation Steps:

- Continue discussions with NYSDOT - Region 4 staff and Town of Seneca officials to identify funding and timing for implementation of a bridge improvement project
- Involve the public and other stakeholder groups through the project development process as needed, including local officials and staff, Ontario County staff and officials, trail user groups, etc.
- Identify organization funding and/or in-kind resources that can be applied to project implementation and to on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #102:

HOLLEY BICYCLE TRAIL - SEGMENT I UPGRADE

Sponsor/Owner: Village of Holley

Project Description and Location:

Upgrade the East Avenue section of the existing Holley Bicycle Trail to meet current trail design and construction guidelines and standards

Estimated Cost:

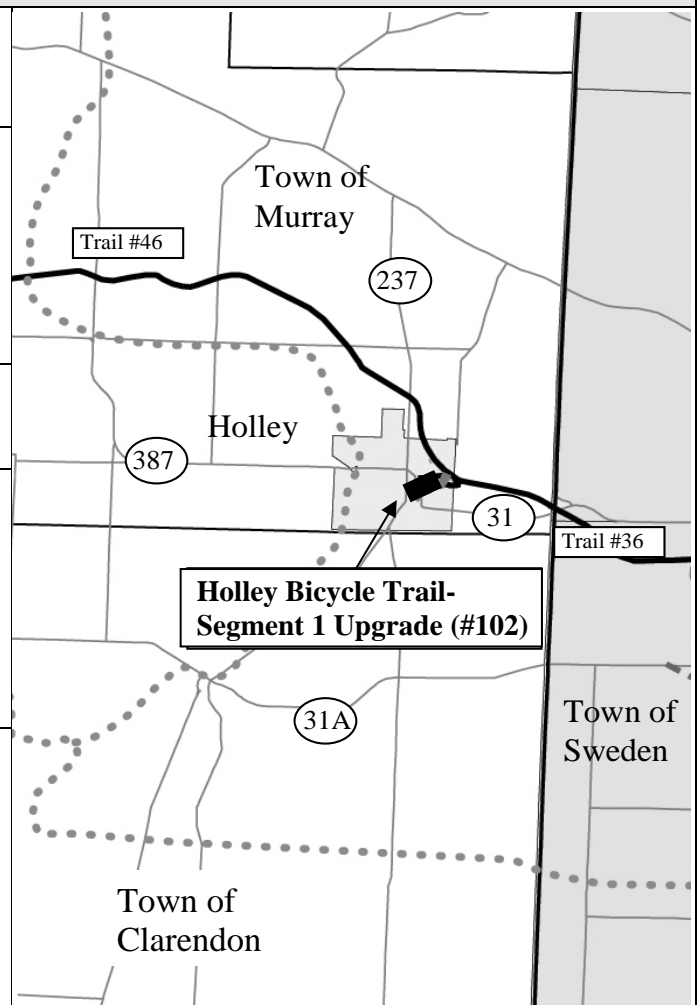
\$187,500 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

Upgrading the trail surface would enhance its safety and accessibility to more trail users. Presently, the trail is narrow, in poor condition, and not accessible to the disabled, which limits its use

Project Status:

This trail improvement was identified in the Village of Holley's Master Plan, however, no planning or project development activities have occurred yet



Implementation Steps:

- Conduct a trail feasibility study to develop cost estimates for upgrading the existing trail and facility operations and maintenance; identify strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Orleans County officials and staff, adjacent property owners, trail user groups, NYS Canal Corporation, etc.
- Identify community funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #104:

ARTHUR A. BAKER BICYCLE/PEDESTRIAN TRAIL

Sponsor/Owner: Town of Seneca Falls, Village of Seneca Falls

Project Description and Location:

Develop a 1.5 mile trail connecting the Village of Seneca Falls with Cayuga Lake State Park in the Town of Seneca Falls, including on-street route improvements within the Village, information kiosks, signage, and landscaping

Estimated Cost:

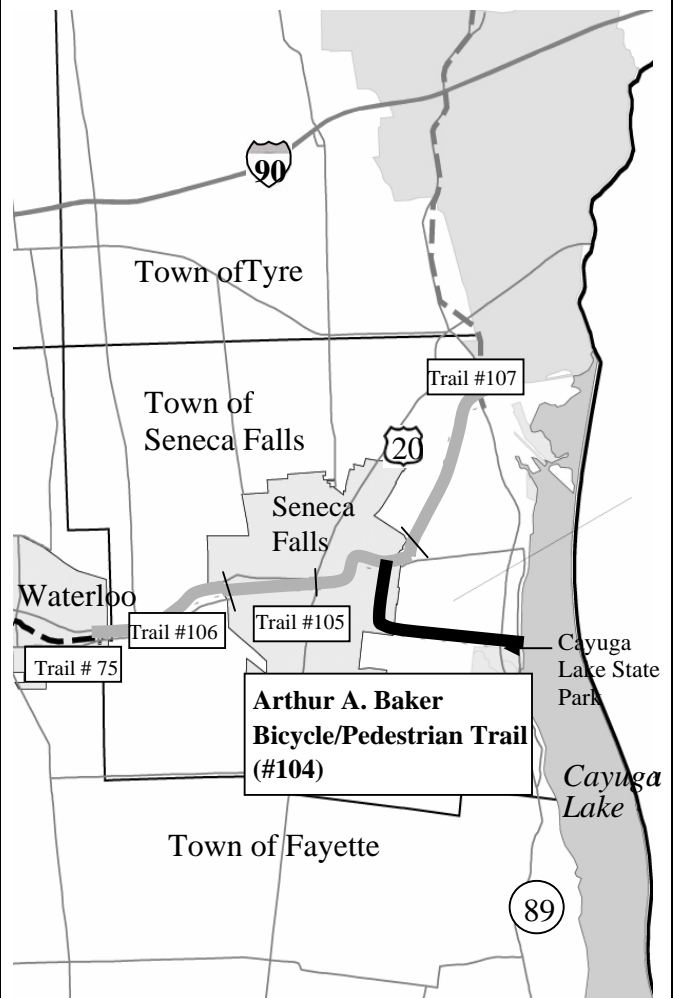
\$637,500 (assumes both stone dust and asphalt trail surfaces, various on-street improvements)

Project Benefits/Unique Elements:

This trail will connect the Village and Town of Seneca Falls and the planned Cayuga-Seneca Canal Trail to Cayuga Lake State Park

Project Status:

Local officials submitted a funding application to the federal Transportation Enhancements Program in 2001, but the project was not selected for funding. The Town is considering developing the trail with Town forces during the next two to three years



Implementation Steps:

- Conduct additional study, as needed, to identify trail routing alternatives, develop current cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Seneca County officials and staff, NYS Office of Parks, Recreation, and Historic Preservation, adjacent property owners, trail user groups, etc.
- Identify local funding, in-kind resources, and/or private funding/labor that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #105:

FRANK J. LUDOVICO SCULPTURE TRAIL

Sponsor/Owner:

Friends of the Frank J. Ludovico Sculpture Trail

Project Description and Location:

Improve drainage and install an upgraded stone dust surface on the existing Frank J. Ludovico Sculpture Trail from Bridge Street to the western village line (Village of Seneca Falls)

Estimated Cost:

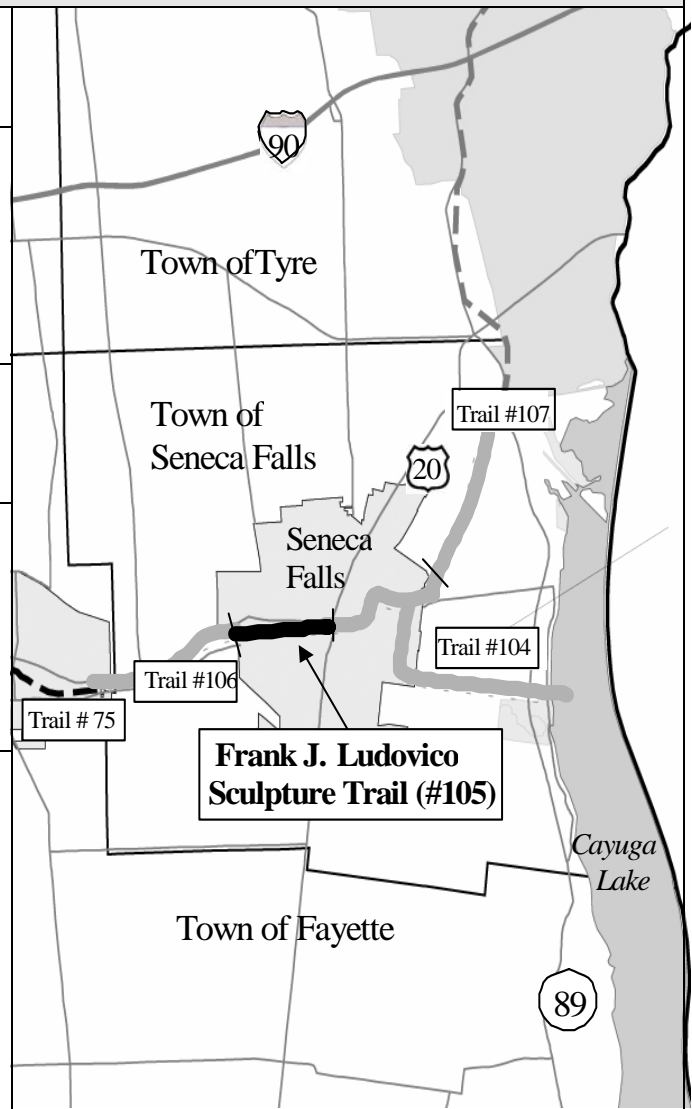
\$157,500 (assumes stone dust surface added on existing trail and former railroad corridor base)

Project Benefits/Unique Elements:

The Friends group cleared the corridor and has continued to make improvements including adding numerous sculptures with women's history themes along the trail, which ties in with the Women's Rights National Historic Park

Project Status:

Presently, the trail is open for pedestrian and bicycle use; however, it is in need of drainage and surface improvements. The Ludovico Sculpture Trail is a 1.5 mile section of a former railroad line adjacent to the Cayuga-Seneca Canal. The trail will be incorporated as part of the larger Cayuga-Seneca Canal Trail, which is presently in various stages of planning and development



Implementation Steps:

- Secure funding to make needed trail surface and drainage improvements
- When the adjoining sections of the planned Cayuga-Seneca Canal Trail are developed, ensure smooth transitions between the various trail sections
- Develop an operations and maintenance plan for the trail; coordinate with the maintenance and operations activities for the larger Cayuga-Seneca Canal Trail
- Continue to add amenities and other special features to the trail corridor as desired

PRIORITY PROJECT #106:

CAYUGA-SENECA CANAL TRAIL – WATERLOO TO SENECA FALLS

Sponsor/Owner: Seneca County

Project Description and Location:

Develop a 6.1-mile multi-use trail along the abandoned rail corridor adjacent to the Cayuga - Seneca Canal Trail from the Village of Waterloo through the Village of Seneca Falls to its eastern border, excluding the existing Frank J. Ludovico Sculpture Trail Section (Trail #105) in the Village of Seneca Falls which is being addressed separately

Estimated Cost:

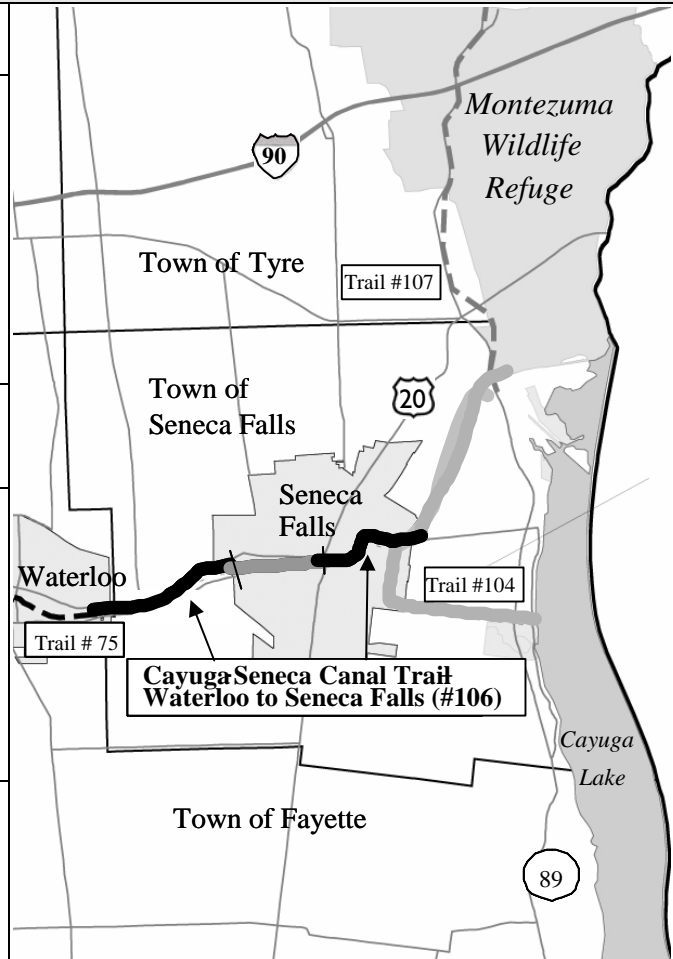
\$761,250 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

The Cayuga - Seneca Canal Trail is part of the historic statewide Canalway Trail system. This section would link three sites of the Woman's Rights National Historical Park - the Park's Visitor Center and Elizabeth Cady Stanton House in the Village of Seneca Falls and the M'Clintock House in the Village of Waterloo

Project Status:

Seneca County is exploring the acquisition of the NYSEG-owned abandoned railroad corridor, a necessary step prior to the construction of the first phase of Cayuga - Seneca Canal Trail between Geneva and Waterloo (Project #101). The County is also in the process of updating the Cayuga - Seneca Canal Trail Master Plan



Implementation Steps:

- Purchase the abandoned railroad corridor or establish a permanent corridor easement for trail use with NYSEG
- Construct the first phase of the Cayuga Seneca Canal Trail between Geneva and Waterloo
- Update Cayuga Seneca Canal Trail Master Plan (to be completed Summer 2004)
- Identify sources of local matching funds and in-kind services and resources
- Apply for trail development/construction funding through state and federal sources
- Develop an operations and maintenance plan for the trail

PRIORITY PROJECT #109:

WALLINGTON TO SODUS POINT– TRAIL SECTION # I

Sponsor/Owner:

Town of Sodus; Wayne County

Project Description and Location:

Develop a 3-mile, multi-use trail on an abandoned rail corridor from the hamlet of Wallington to the Malt House in the Village of Sodus Point

Estimated Cost:

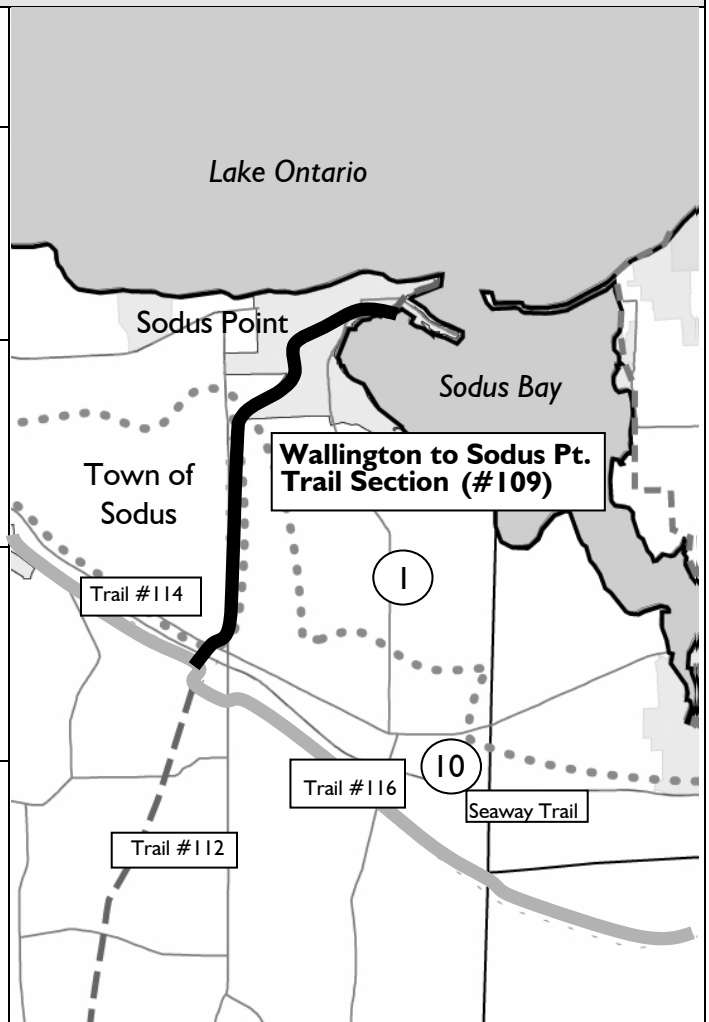
\$337,500* (assumes no imported trail surface materials. Actual cost may be significantly lower if trail construction is completed by county workforces and volunteers)

Project Benefits/Unique Elements:

The proposed trail provides a linkage between the Hamlet of Wallington and the Route 104 trail corridor to the Village of Sodus Point, a popular lakefront destination for residents and visitors

Project Status:

Wayne County has owned the abandoned railroad corridor proposed for trail development since the early 1980's. The County recently received federal Recreational Trails Program funding to support trail development and is coordinating the project's development with several County departments, local trail volunteers and several area snowmobile clubs. This project is included in the Wayne County Recreationways Plan (2002)



Implementation Steps:

- Clear excess vegetation from the trail corridor and, where necessary, remove existing rails and railroad ties (note: the rails and ties may have salvage value to offset trail construction expenses)
- Regrade and compact trail surface to provide unpaved surface suitable for multiple trail uses
- Develop an operations and maintenance plan for the trail

PRIORITY PROJECT #114:

ROUTE 104 CORRIDOR TRAIL – ONTARIO TO SODUS

Sponsor/Owner: Wayne County

Project Description and Location:

Develop a 9.8-mile trail within the highway right-of-way and/or the parallel RG&E utility and active Ontario Midland railroad corridors between the Town of Sodus and the Town of Wolcott for motorized and non-motorized trail users

Estimated Cost:

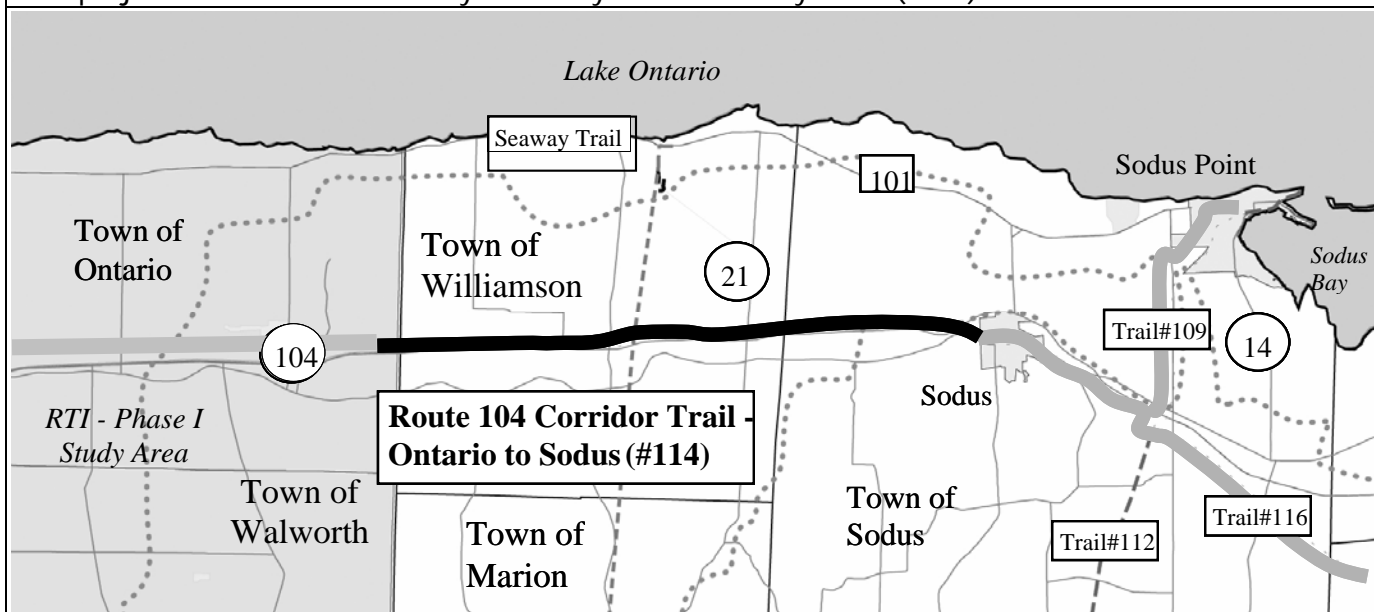
\$1,102,500 (assumes no imported trail surface materials)

Project Benefits/Unique Elements:

The Route 104 corridor is a major east-west connector Wayne County. The corridor is currently a snowmobile trail. The new parallel trail will be designed to continue snowmobile use in the winter and possibly allow non-motorized trail use in the spring, summer and fall

Project Status:

This section of the corridor is owned by NYSDOT, which has designated the corridor a pilot project area for seasonal snowmobile use and will develop regulations to allow additional trail development. The project is included in the Wayne County Recreationways Plan (2002)



Implementation Steps:

- Once NYSDOT regulations are in place, Wayne County can begin the trail development process
- Develop detailed trail design plans that identify trail route, trailhead parking areas, and policies for sharing the corridor with various anticipated users (trail, utility, highway, and rail)
- Identify sources of local matching funds and in-kind services and resources
- Apply for trail development/construction funding through state and federal sources

PRIORITY PROJECT #116:

ROUTE 104 CORRIDOR TRAIL – SODUS TO WOLCOTT

Sponsor/Owner: Wayne County

Project Description and Location:

Develop a 14.2 mile trail within the highway right-of-way and/or the parallel RG&E utility and active Ontario Midland railroad corridors between the Town of Sodus and the Town of Wolcott for motorized and non-motorized trail users

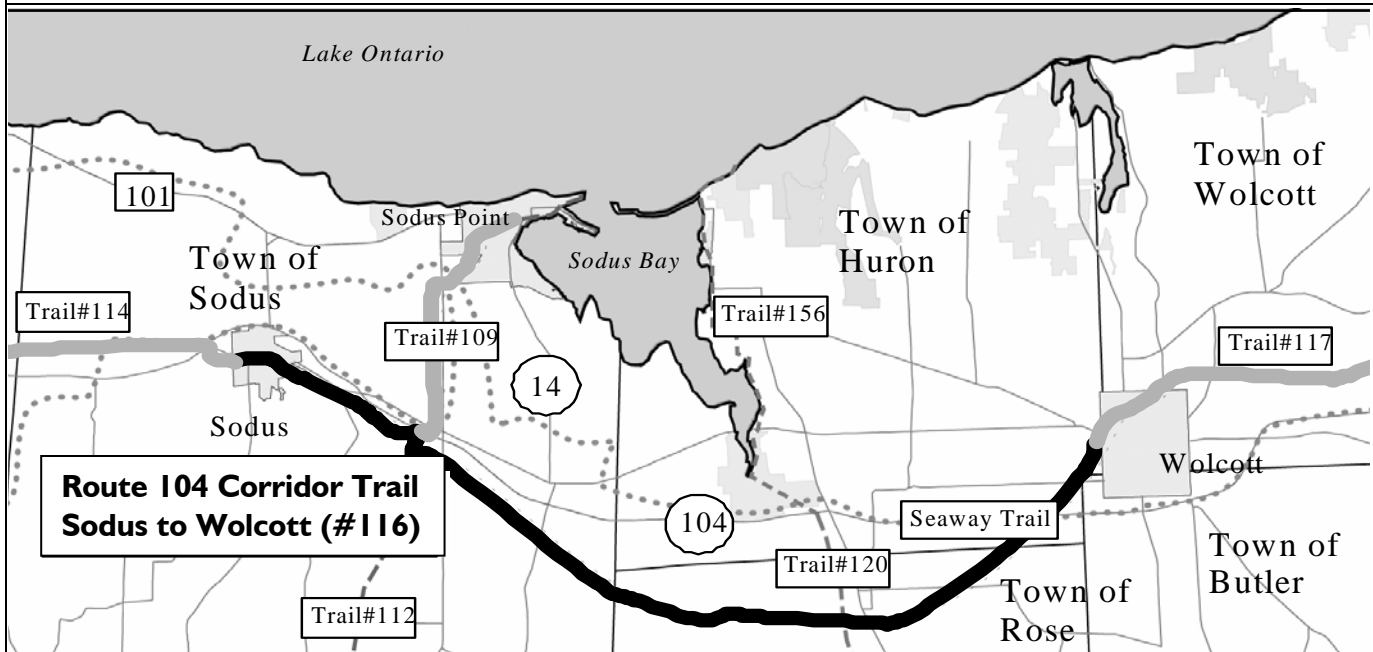
Estimated Cost: \$1,597,500 (assumes no imported trail surface materials)

Project Benefits/Unique Elements:

The Route 104 corridor is a major east-west connector Wayne County. The trail will be designed to accommodate snowmobile use during the winter and non-motorized trail users during the spring, summer and fall

Project Status:

The corridor is currently used for snowmobiling. Wayne County needs to negotiate with NYSDOT, RG&E, and/or Ontario Midland Railroad to possibly develop trails for other uses within the corridor. This project is included in the Wayne County Recreationways Plan (2002)



Implementation Steps:

- Develop detailed trail design plans that identify trail route, trailhead parking areas and policies for sharing the corridor with various anticipated users
- Identify sources of local matching funds and in-kind services and resources
- Apply for trail development/construction funding through state and federal sources

PRIORITY PROJECT #117:

WOLCOTT TO CATO TRAIL

Sponsor/Owner: Wayne County

Project Description and Location:

Develop a 7-mile multi-use trail along an RG&E corridor from the Town of Wolcott to the Wayne/Cayuga county line (at the Town of Cato)

Estimated Cost:

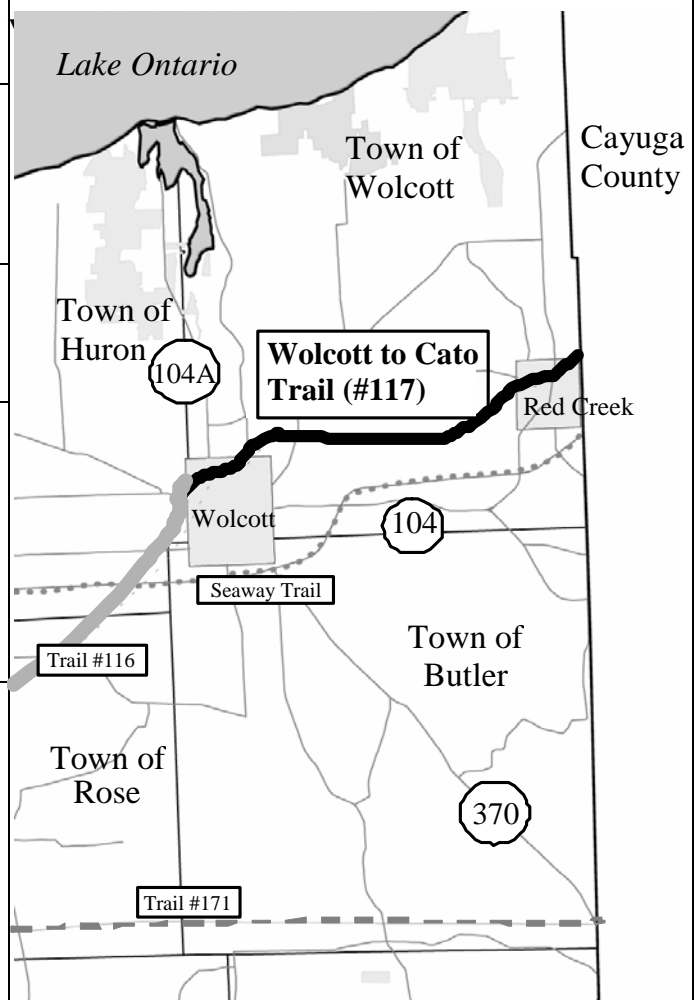
\$787,500 (assumes no imported trail surface materials)

Project Benefits/Unique Elements:

This trail links the Butler, Wolcott, and Red Creek together and to Cayuga County's multi-use trail network, including its Hojack Trail and Fairhaven to Cato Trail. Additionally, it allows Cayuga County residents access to Wolcott, Red Creek, and other Wayne County destinations

Project Status:

The proposed trail is located on an abandoned railroad corridor owned by RG&E. The corridor is currently used by snowmobile clubs during the winter. Wayne County needs to establish a stronger license agreement or obtain corridor ownership to advance the project with outside funding sources. This project is included in the Wayne County Recreationways Plan (2002)



Implementation Steps:

- Conduct a trail feasibility study to develop cost estimates for upgrading the existing corridor and future facility operations and maintenance
- Obtain corridor ownership or establish a long-term license/easement for trail use with RG & E
- Make improvements to former railroad bridge in Red Creek for year-round trail use (funding for this part of the project was recently secured from the federal Recreational Trails Program)
- Apply for trail development/construction funding through state, federal, and other sources
- Identify sources of local matching funds and in-kind services and resources
- Develop an operations and maintenance plan for the trail

PRIORITY PROJECT #118:

CANALWAY TRAIL – CLYDE TO TYRE

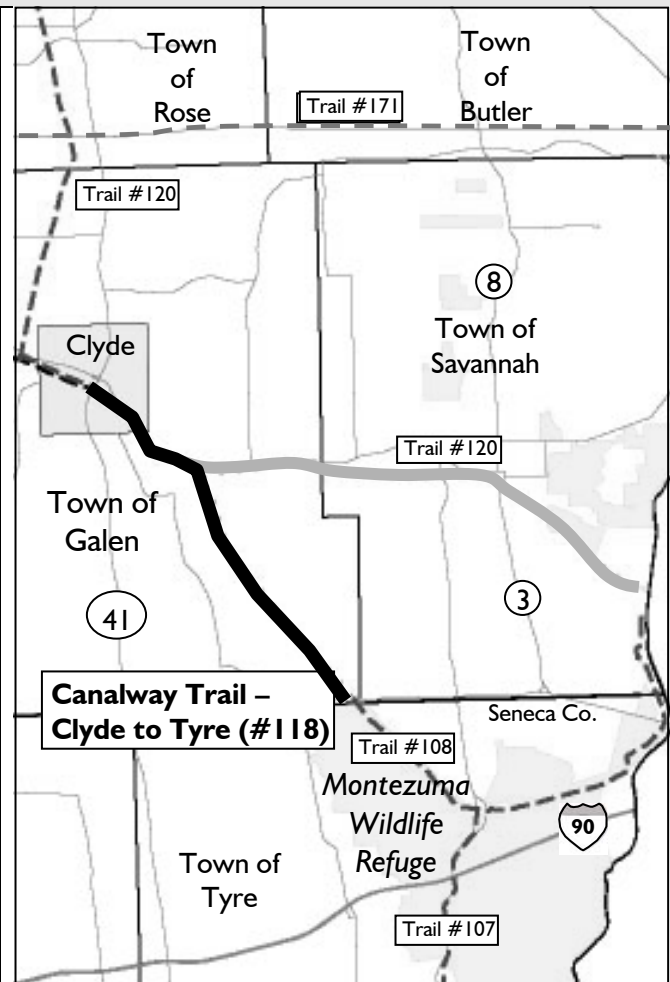
Sponsor/Owner:
NYS Canal Corporation

Project Description and Location:
Develop a 6.5-mile stone dust multi-use trail along the former Erie Canal towpath from Route 414 in the Village of Clyde to the Wayne/Seneca county line in the Town of Galen

Estimated Cost:
\$1,293,750 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:
Project #118 is part of the main Canalway Trail, a statewide multi-use trail. The suggested route for this trail project is to follow the alignment of Clinton's Ditch, the original Erie Canal alignment

Project Status:
The proposed trail corridor is owned by Niagara Mohawk, which has overhead utility lines in place. This project is included in the Canal Recreationway Plan (1994) and the Wayne County Recreationways Plan (2002). Wayne County is currently working with Parks & Trails New York on the Clyde to Port Byron Canalway Trail concept plan, which includes this trail project



Implementation Steps:

- Conduct a trail feasibility study to confirm the trail routing and to develop cost estimates for constructing the trail and for facility operations and maintenance; identify strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Wayne County officials and staff, adjacent property owners, trail user groups, NYS Canal Corporation, etc.
- Identify local funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation
- Develop an operations and maintenance plan for the trail

PRIORITY PROJECT #122:

CLYDE TO SAVANNAH RAIL/TROLLEY TRAIL

Sponsor/Owner:

Village of Clyde; Town of Galen; Town of Savannah; Wayne County

Project Description and Location:

Develop a 6.8-mile multi-use trail along an abandoned railroad corridor from Lauraville Landing Park east, crossing the Erie Canal using a county-owned double-wide abandoned railroad bridge, then east to Brown Road on county-owned rail corridor. Then head east/southeast to Main Street in Savannah, terminating at the main Canalway Trail along the Erie Canal near the Seneca/Wayne/Cayuga county line

Estimated Cost:

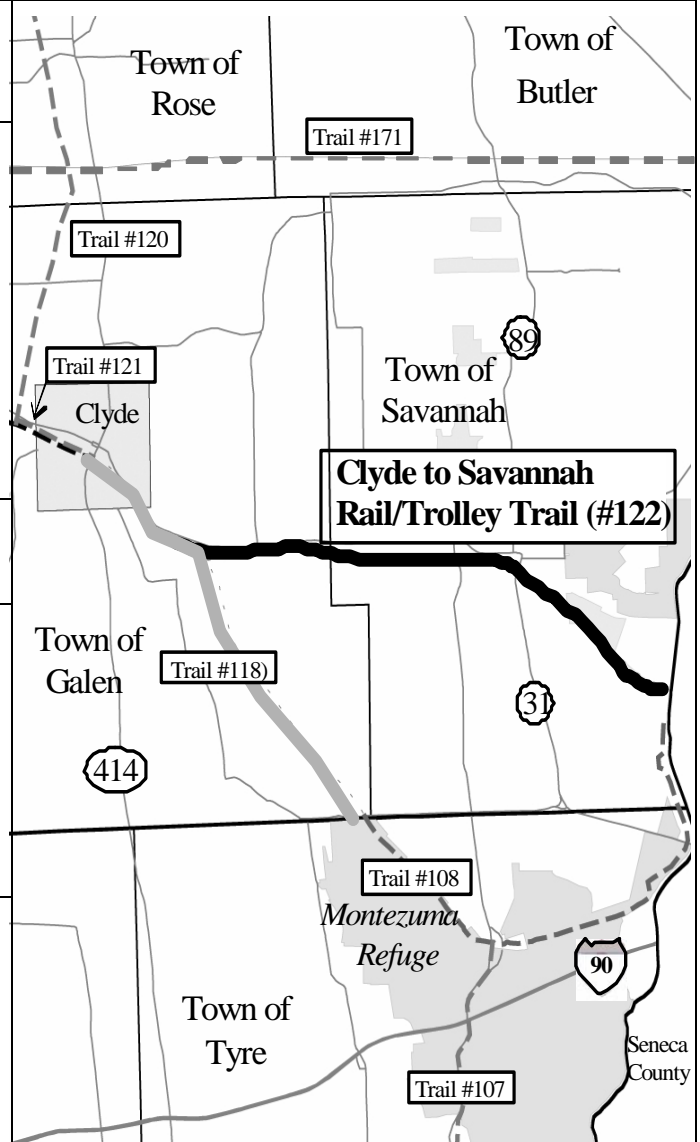
\$1,387,500 (assumes stone dust trail surface)

Project Benefits/Unique Elements:

This trail follows the historic alignment of former trolley and railroad lines and links the Village of Clyde and Hamlet of Savannah. It provides a linkage to the Canalway Trail from these communities and could form a trail loop with the main Canalway Trail

Project Status:

Wayne County is currently working with Parks & Trails New York on the Clyde to Port Byron Canalway Trail concept plan, which includes this trail project. This project is included in the Wayne County Recreationways Plan (2002)



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development (initial study underway with Parks & Trails NY)
- Implement a public input process to involve citizens and key stakeholders in project planning/development, including local officials and staff, adjacent property owners, trail groups, etc.
- Obtain needed easements or property acquisitions to connect publicly-owned corridor segments
- Develop an operations and maintenance plan for the trail

PRIORITY PROJECT #130:

ALEXANDER TO ATTICA TRAIL

Sponsor/Owner: To be determined

Project Description and Location:

Extend the Groveland Secondary Trail from its existing endpoint at the Village of Alexander south 6 miles to the Village of Attica in Wyoming County, possibly to Tonawanda Creek Park in Town of Attica

Estimated Cost:

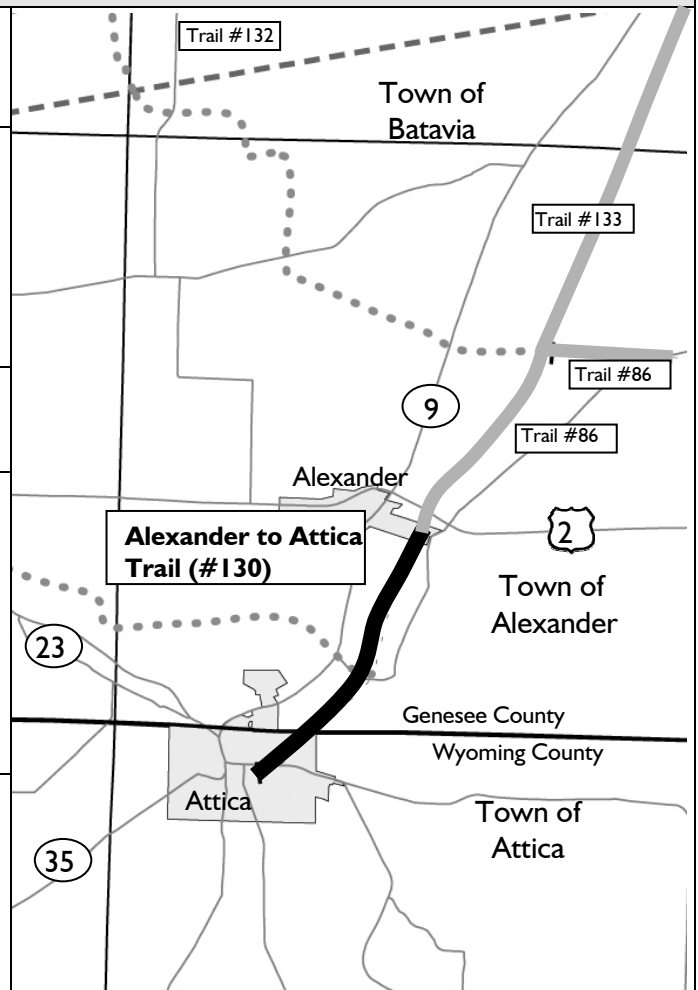
\$1,200,000 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

Presently, residents are walking between the two communities along a busy state highway with no separate pedestrian facilities. This trail would provide an off-street option for them as well as link between the extensive snowmobile trail networks in Wyoming and Genesee Counties and the Groveland Secondary Trail (Trail #8 and #86)

Project Status:

The Town of Alexander Public Works Department has expressed interest in creating a trail connection to Attica to provide a transportation and recreation connection, but no planning or project development has occurred yet



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives and property acquisition needs, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, County officials and staff, adjacent property owners, trail user groups, etc.
- Identify organization funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #133:

ERIE RR – ATTICA LINE RAIL TRAIL – ALEXANDER TO BATAVIA

Sponsor/Owner: To be determined

Project Description and Location:

Develop a 7.2 mile, stone dust multi-use trail along the former Erie Attica RR corridor (or similar alignment) to connect Alexander to Batavia, including the existing Groveland Secondary Trail that ends in Alexander

Estimated Cost:

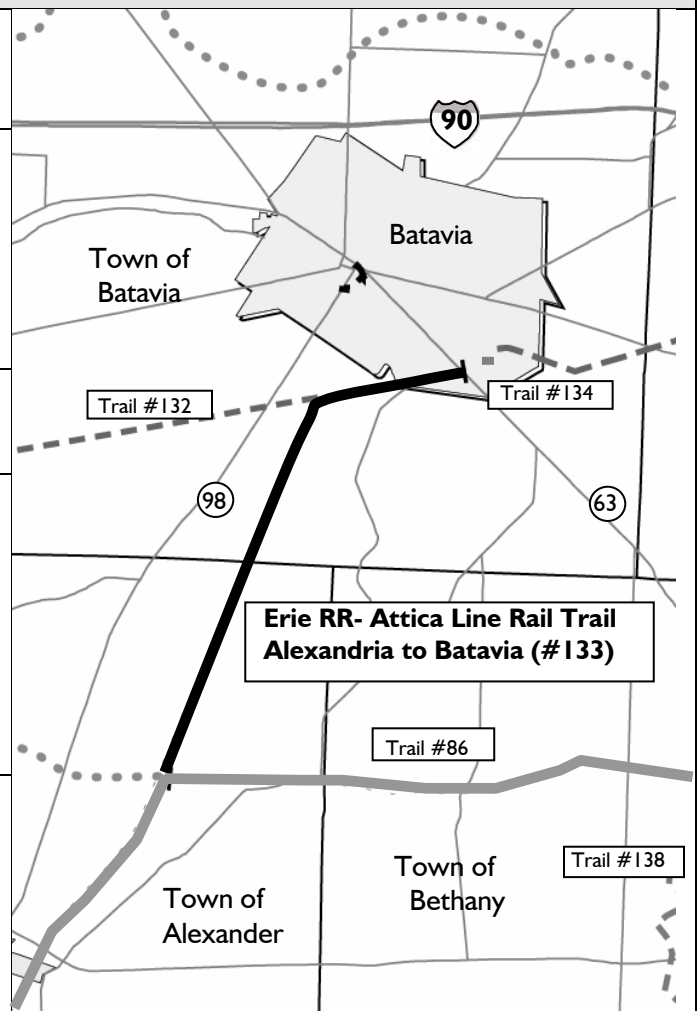
\$1,482,500 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

This trail would create a connection between the City of Batavia, which is the county seat and largest community in the county, and the existing Groveland Secondary Trail (#8 and #86) and proposed Trail #130 between Alexander and Attica

Project Status:

Corridor ownership is not fully determined at this time. No specific proposal has been made for the planning or development of this suggested trail yet



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives and property acquisition needs, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including Town officials and staff, Genesee County officials and staff, NYSDEC, adjacent property owners, trail user groups, etc.
- Identify local funding and/or in-kind resources that can be applied to project implementation
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #134:

NY CENTRAL WESTSHORE BRANCH RAIL TRAIL - BERGEN TO BYRON SEGMENT

Sponsor/Owner: Town of Bergen, Town of Byron

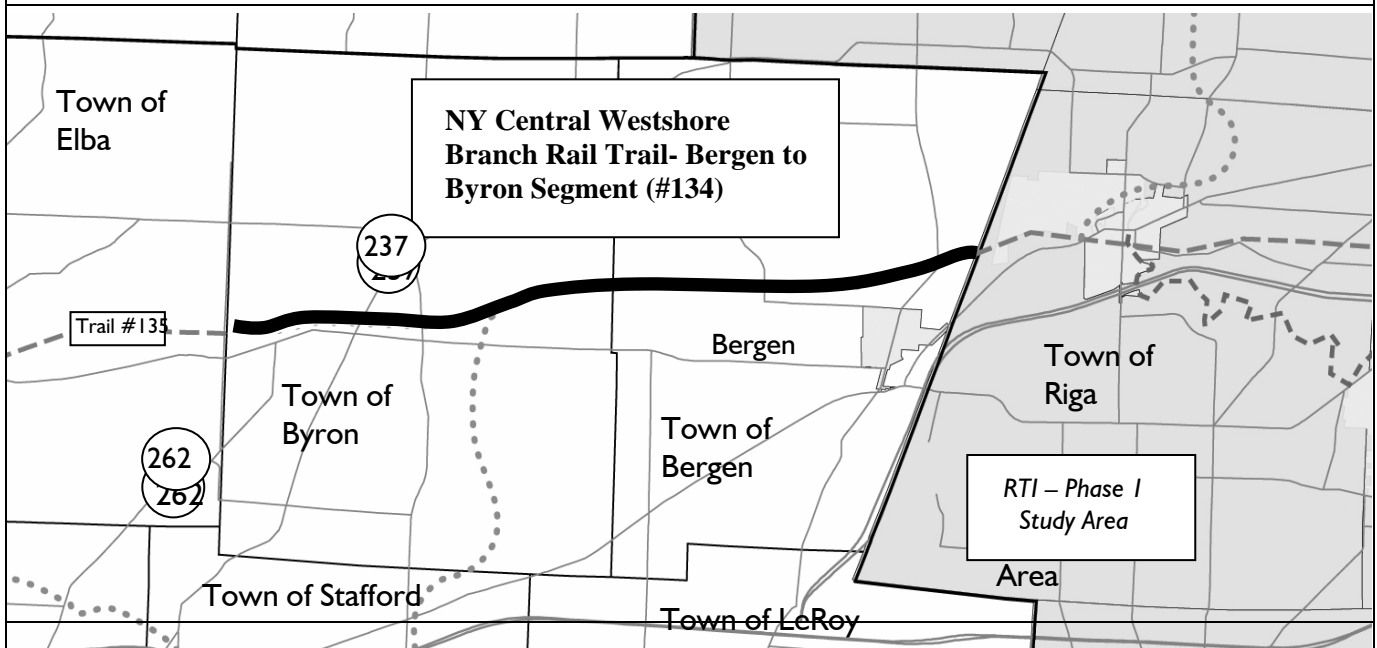
Project Description and Location:

Develop an 11-mile, stone dust multi-use trail from the Genesee/Monroe County line (in the Town of Bergen) to Byron/Elba town line. Currently this corridor is used for snowmobiling).

Estimated Cost: \$1,237,500 (assumes a stone dust trail surface)

Project Benefits/Unique Elements: Conversion of this former railroad corridor would provide year-round trail access in an area underserved by trails. This corridor connects on both its eastern and western ends to additional abandoned railroad corridors that are also recommend for conversion to trail use, linking Monroe and Genesee Counties by trail

Project Status: Presently, this corridor is used seasonally for snowmobiling but has not been converted for year-round trail use. The corridor is publicly owned by the Towns of Bergen and Byron at this time. No specific planning on project development has occurred yet



Implementation Steps:

- Conduct a trail feasibility study to develop cost estimates for upgrading the existing trail and facility operations and maintenance; identify strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including Town officials and staff, Genesee County officials and staff, adjacent property owners, trail user groups, etc.
- Identify local funding, in-kind resources, and/or private funding/labor that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #144:

LEHIGH VALLEY RAIL TRAIL – RUSHVILLE TO GORHAM

Sponsor/Owner:

Village of Rushville; Town of Gorham

Project Description and Location:

Convert a section of the former Lehigh Valley Railroad - Naples Line corridor within the Village of Rushville and Town of Gorham into a 1.5 mile, multi-use trail between State Route 245 and Blodgett Road

Estimated Cost:

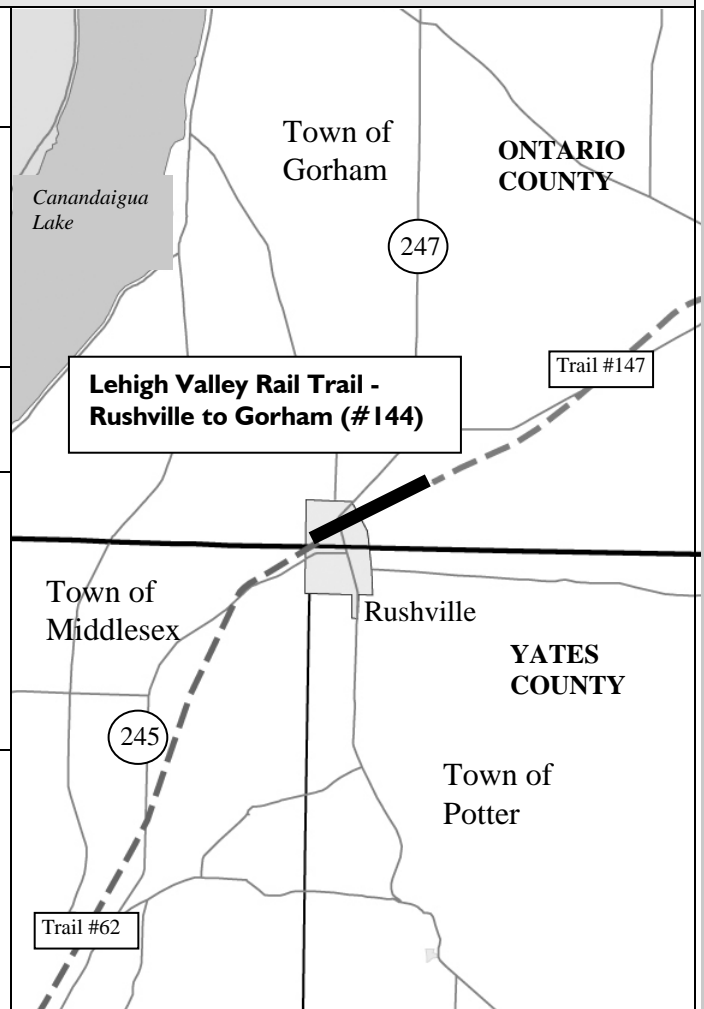
\$356,250 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

The conversion of the former railroad corridor would create year-round trail access in an area underserved by existing trails. Additionally, the corridor parallels West River so the trail could provide improved opportunities for appropriate creek access in the Town and Village

Project Status:

The corridor is publicly owned by the Town and the Village. The Town of Gorham and the Village of Rushville have expressed interest in jointly developing the corridor and have established a trail project committee to advance to the project. However, no planning or project development has occurred yet



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Ontario County officials and staff, Canandaigua Watershed Council, adjacent property owners, trail user groups, etc.
- Identify local funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #150:

ERIE CANAL - GLENWOOD LAKE CONNECTOR TRAIL

Sponsor/Owner:

Village of Medina; Glenwood Lake Commission

Project Description and Location:

Develop a multi-use connector between the Erie Canal and the Canalway Trail in the Village of Medina and public parkland on the northwestern shore of Glenwood Lake

Estimated Cost:

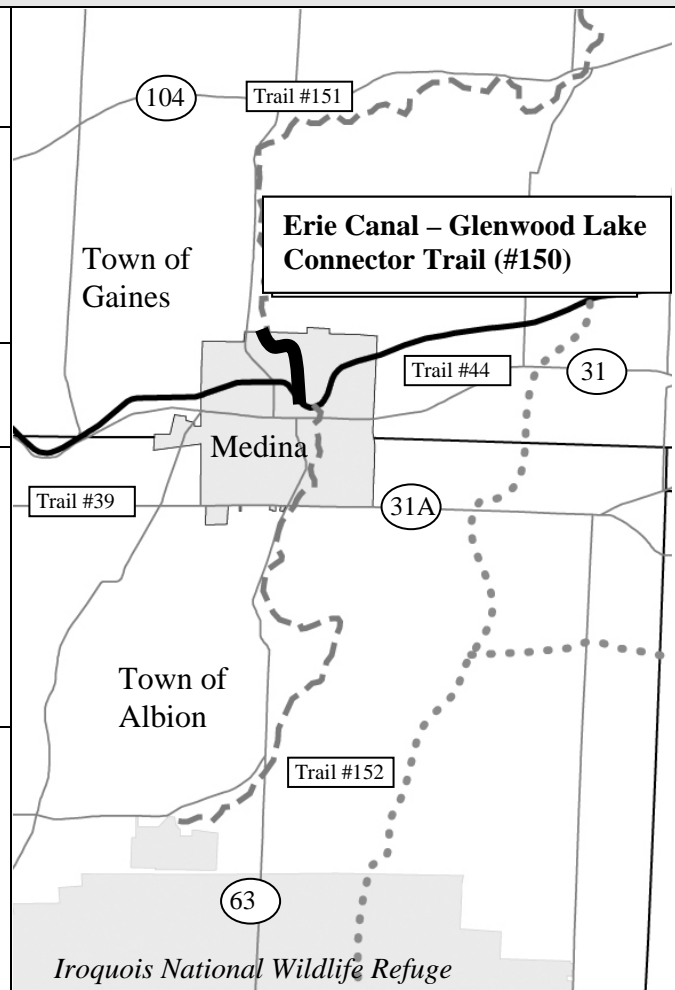
\$318,750 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

Because of Glenwood Lake's history as a power-generating lake, there is limited public waterfront access. This trail connection would create a linkage between the village and the Canalway Trail to the community's waterfront park

Project Status:

A trail connection between the Erie Canal, existing parkland, and newly acquired public land along the northwest shore of the lake has been planned by the Glenwood Lake Commission, the Village, and Orleans County for several years. However, no planning or project development has occurred yet



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Orleans County officials and staff, the Glenwood Lake Commission, NYS Canal Corporation, adjacent property owners, trail user groups, etc.
- Identify local funding, in-kind resources, and/or private funding/labor that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #157:

R & S LINE RAIL TRAIL

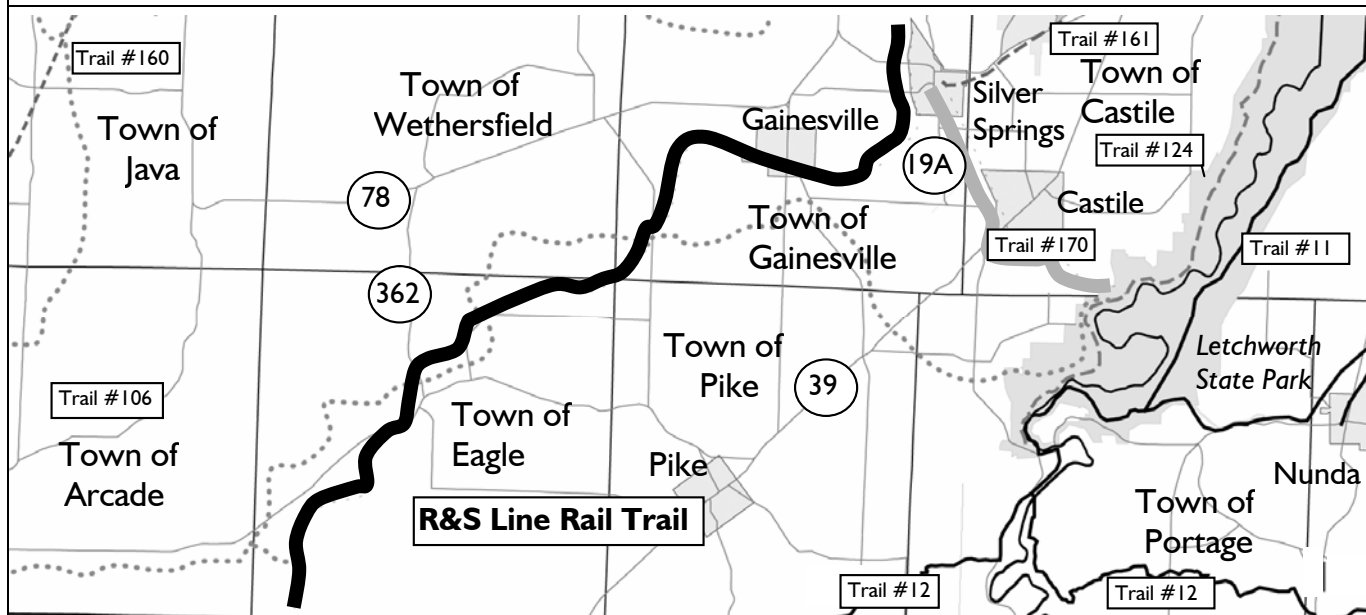
Sponsor/Owner: To be determined

Project Description and Location: Develop an 18-mile multi-use trail on the former B & O railroad corridor between the Village of Silver Springs and the Wyoming/Allegany county line

Estimated Cost: \$3,562,500 (assumes a stone dust trail surface)

Project Benefits/Unique Elements: Presently, Wyoming County is underserved by trails for bicycling, walking, and equestrian users. Conversion of this former rail corridor to a year-round trail would connect several Wyoming County communities by trail as well as connect with Allegany County, which is active in trail development for year-round use

Project Status: The corridor, which is still owned by Rochester & Southern (R & S) Railroad, is currently leased by a Wyoming County snowmobile club and used for snowmobiling. Rail ties/track have been removed. No planning or project development for year-round trail use has occurred yet



Implementation Steps:

- Conduct a trail feasibility study to develop cost estimates for upgrading the existing trail and future facility operations/maintenance; identify strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including Town and Village officials and staff, Wyoming County officials and staff, adjacent property owners, trail user groups, etc.
- Identify any additional property acquisition and/or easements needed from R & S Railroad
- Identify local funding, in-kind resources, and/or private funding/labor that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #158:

SILVER LAKE OUTLET TRAIL EXTENSION

Sponsor/Owner: Village of Perry

Project Description and Location:

Extend the existing Outlet Trail east to State Route 39 in the Village of Perry. Proposed trail extension is ½ mile in length. [Note: routing shown is conceptual *only*; specific routing would need to be determined if project is progressed]

Estimated Cost:

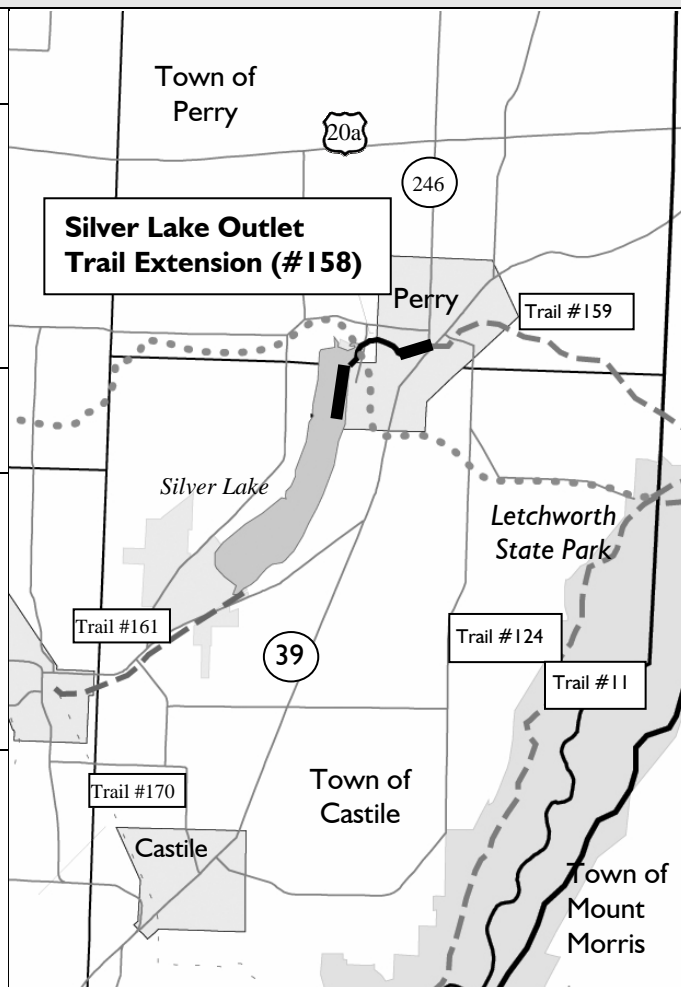
\$131,250 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

This trail would link the existing piece of the Silver Lake Outlet Trail with the public beach on the lakefront to the south, then north and east through the Village and the downtown business district

Project Status:

The concept of completing a trail along the Silver Lake Outlet has been included in the Village's recent Master Plan update, however no specific planning or project development has occurred to date



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Wyoming County officials and staff, adjacent property owners, trail user groups, etc.
- Identify local funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #163:

OUTLET TRAIL EXTENSION – BROWN STREET TO KEUKA LAKE WATERFRONT

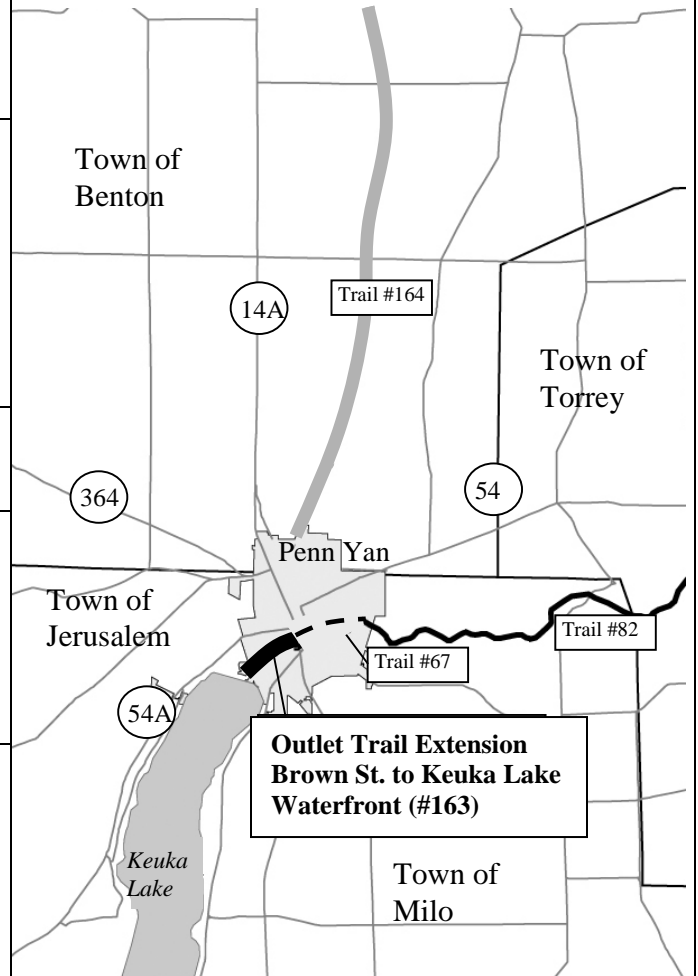
Sponsor/Owner:
Village of Penn Yan

Project Description and Location:
Extend the existing Outlet Trail along an abandoned rail corridor on the southeast side of the Keuka Outlet from Brown Street to Fireman's Field and Red Jacket Park on the Keuka Lake waterfront. The proposed trail is 0.6 mile in length

Estimated Cost:
\$150,000 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:
This extension would extend the existing outlet trail to the Keuka Lake waterfront, providing trail access to the Fireman's Field and Red Jacket Park on Keuka Lake

Project Status:
No specific planning or project development has occurred to date; however, the concept of linking the trail and the Keuka Lake waterfront is included in the Village's current Master Plan



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Identify any property easements and/or acquisitions needed
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Yates County officials and staff, adjacent property owners, the Friends of the Outlet, trail user groups, etc.
- Identify local funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #164:

PENN CENTRAL RAIL TRAIL – YATES COUNTY SECTION

Sponsor/Owner: To be determined

Project Description and Location:

Develop a 7.5-mile stone dust multi-use trail on the former Pennsylvania Railroad - Sodus Point Line corridor from the Village of Penn Yan north to the Ontario/Yates county line (to connect with the corridor from the Yates county line to the hamlet of Stanley in the Town of Seneca

Estimated Cost:

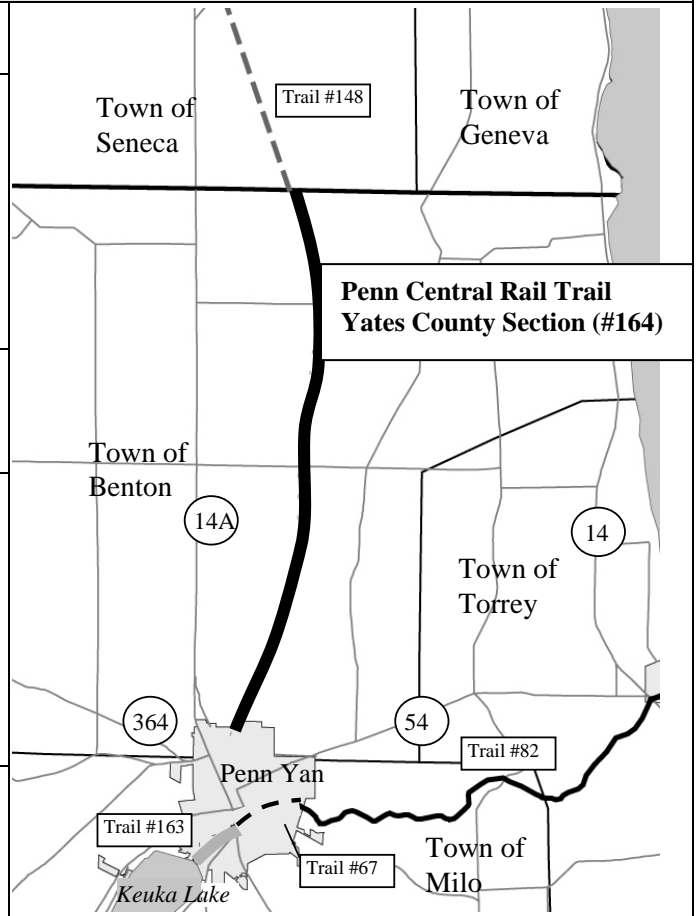
\$938,750 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

Conversion of this abandoned railroad corridor would create a north - south trail in Yates County. There is some potential that this trail could be extended northward into Ontario County (Trail recommendation #148) and possibly connect to the existing Ontario Pathway trail system

Project Status:

This former railroad corridor is publicly owned by the Yates County IDA. No specific planning or project development has occurred to date



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and recommended strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Yates County officials and staff, adjacent property owners, trail user groups, etc.
- Identify local funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #166:

OUTLET TRAIL EXTENSION - SENECA STREET TO SENECA LAKE WATERFRONT

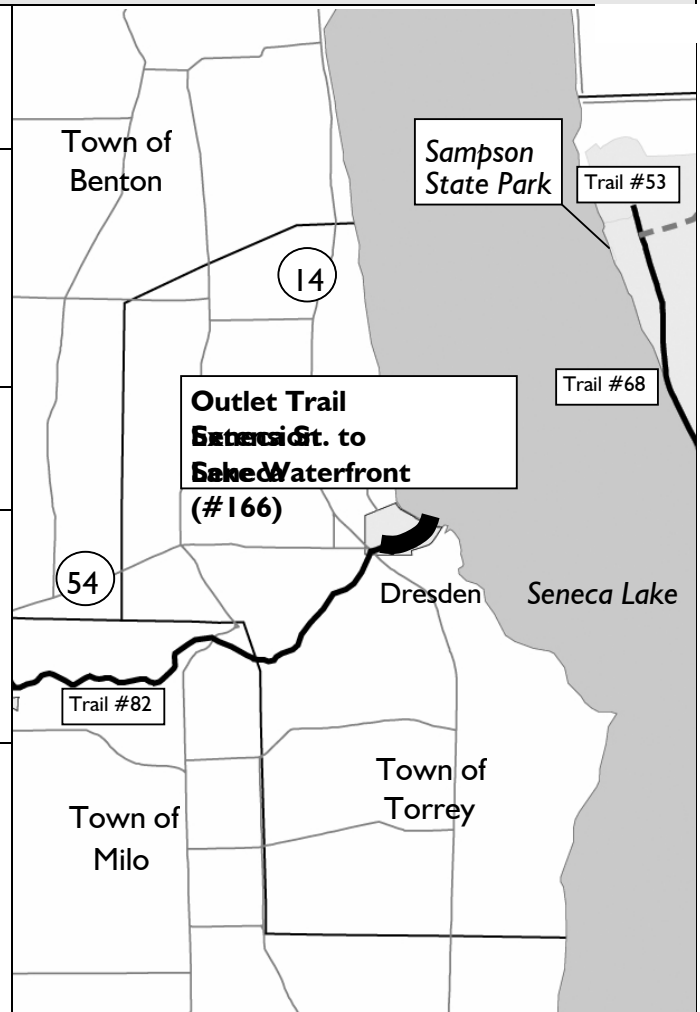
Sponsor/Owner:
Village of Dresden

Project Description and Location:
Extend the existing Outlet Trail from Seneca Street to the Seneca Lake waterfront in the Village of Dresden. The proposed trail is 0.5 mile in length

Estimated Cost:
\$260,000 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:
This extension would extend the existing outlet trail to the Keuka Lake waterfront, providing trail access to the Seneca Lake

Project Status:
There is interest from local officials and the existing trail to the Seneca Lake Waterfront through the Village of Dresden. Presently, a filled rail underpass serves as a significant barrier to the project progression



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and strategies for funding/development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Yates County officials and staff, adjacent property owners, the Friends of the Outlet, trail user groups, etc.
- Identify any needed property easements or acquisitions
- Identify local funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #168:

ONTARIO PATHWAYS ALOQUIN BRIDGE REHABILITATION

Sponsor/Owner: Ontario Pathways, Inc.

Project Description and Location:

Rehabilitate abutments/structural members of the former rail bridge over Routes 5 & 20 in the Hamlet of Aloquin, Town of Hopewell

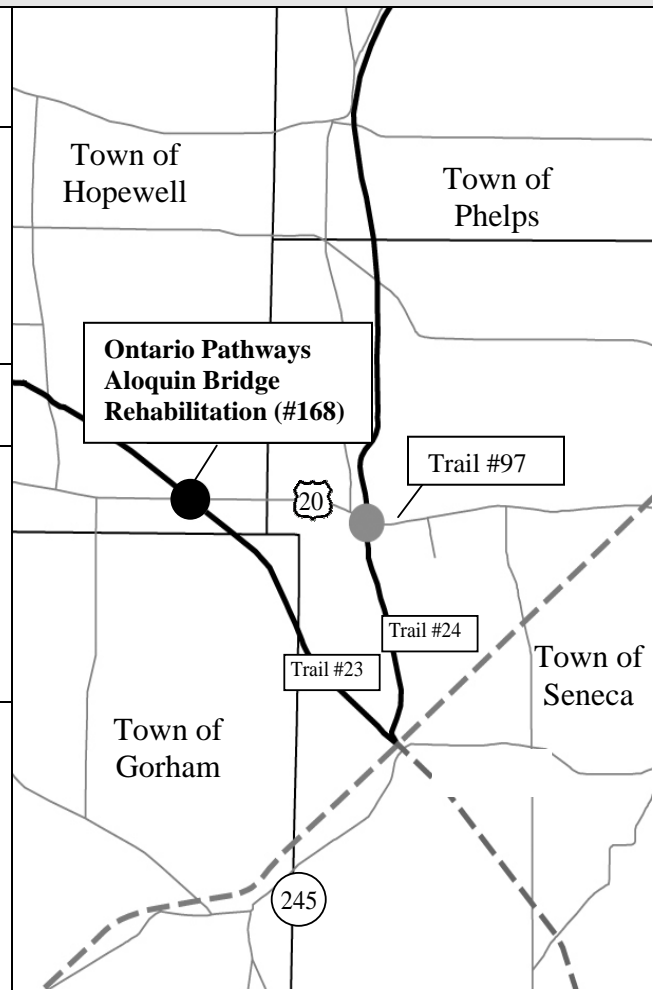
Estimated Cost: \$100,000

Project Benefits/Unique Elements:

Rehabilitation of this bridge will complete a gap in the Ontario Pathways trail system and will improve the safety of the structure for trail users and for passing vehicles under it on State Routes 5 & 20

Project Status:

The Ontario Pathways trail organization, which owns and maintains the bridge, has identified this bridge's rehabilitation as a key facility improvement for its trail system. No specific planning and/or project development activities have occurred to date



Implementation Steps:

- Conduct a detailed structural analysis of the bridge structure to determine deficiencies and identify needed improvement, including identify of cost estimates for bridge rehabilitation, trail accommodation, and ongoing maintenance costs
- Involve the public and other stakeholder groups as needed through the project development process, including local officials and staff, NYS Department of Transportation, Ontario County staff and officials, trail user groups, etc.
- Identify organization funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

PRIORITY PROJECT #170:

SILVER SPRINGS – CASTILE - LETCHWORTH STATE PARK TRAIL

Sponsor/Owner:

To be determined

Project Description and Location:

Develop a 5.6-mile multi-use trail adjacent to a section of active rail and then a seasonal road to connect the Village of Silver Springs, the Village of Castile, and Letchworth State Park

Estimated Cost:

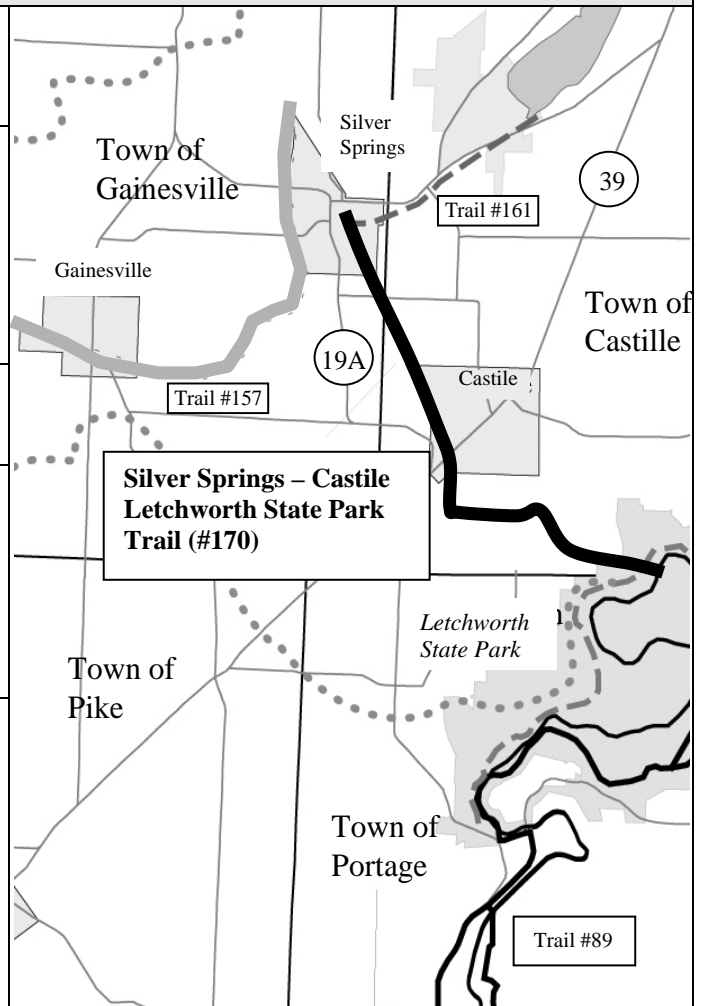
\$420,000 (assumes a stone dust trail surface)

Project Benefits/Unique Elements:

The development of this trail would link multiple Wyoming County communities together and connect to the Letchworth State Park, a major regional destination

Project Status:

The Village of Castile has expressed interest in developing this corridor as a year-round trail; however, no specific planning or project development activities have occurred to date



Implementation Steps:

- Conduct a trail feasibility study to identify trail routing alternatives, develop cost estimates for construction and facility operations and maintenance, and strategies for project funding and development
- Implement a public input process to involve citizens and key stakeholders in the planning and development of this project, including local officials and staff, Wyoming County officials and staff, adjacent property owners, trail user groups, etc.
- Identify any needed property easements and/or acquisitions
- Identify local funding and/or in-kind resources that can be applied to project implementation and on-going operations and maintenance
- Apply for outside funding resources, as needed, to facilitate project implementation

9. Implementation Strategies

The proposed general and specific recommendations outlined in this report require a multi-phased approach to implementation. Ultimately, these recommendations will serve to enhance the existing trail system, improve access to alternative transportation and recreational outlets for underserved rural and small town populations, and provide needed economic development opportunities for the non-TMA area.

The Phase 2 report provides guidance for local municipalities, other public agencies and citizen stakeholders, all of which will play important roles in the implementation of these trail recommendations. GTC does provide funding and technical assistance for trail projects identified as Near, Mid and Long Term projects in this Plan; however, GTC is not directly involved in implementation of specific projects (i.e., construction, operations, maintenance).

Appendix B provides design guidelines for local municipalities to utilize when developing a trail. It is important to consider the context of area where the trail is to be located. In rural areas, stone dust or even grass and cinder trail surfaces may be acceptable where in urban areas such as a small city, village, or hamlet, asphalt or concrete surfaces may be more appropriate.

Appendix B also provides a punch list of considerations for local municipalities to use when considering a new trail project or improvements to an existing trail, including surface selection, user needs safety issues and public involvement to name a few.

Creating a regional trail system will require some on-road linkages in both urban and rural areas of the non-TMA study area. Appendix C provides an overview of suggested roadway treatments that will enhance pedestrian and bicyclist safety and access.

Appendix D provides several examples of Adopt-a-Trail guidelines and administration formats that may be helpful as a guideline for new trail development and maintenance efforts.

The steps between the concepts outlined in this Action Plan and new or improved trails becoming a reality will vary from one municipality to the next. Some communities already have designated plans, designs and perhaps even funding in place while others seek to develop trails but do not know where to begin. This section will provide an overview of implementation strategies that should be considered at all phases of a trail development program.

Trail Development Steps

Public Participation in the Trail Planning Process

Trail projects, like other community projects, can be contentious for local municipalities and other implementing agencies/groups. For this reason, the public should be involved in all phases of the trail planning process in order to ensure accurate information is being disseminated and public input is received. Common public concerns regarding trails include safety, property infringements, impacts to adjacent property values, and construction and maintenance costs. Most of these issues can be addressed adequately during the trail planning process.

Additionally, it is important to build a common vision of future trail and preservation corridors in the community, agency, or organization through a comprehensive planning process. A well-supported comprehensive plan will identify potential trail resources, empowering local officials to utilize appropriate regulations and resources to protect corridors, obtain funding, and prioritize investments.

Preliminary Design

The sequence of what comes next depends on local practice and on the nature of the project itself. At this point, the 'project' may be no more than a concept for a corridor that may include two or more different alternative locations or trail types. Often local neighbors may have no idea of what is being proposed, and local staff and/or officials have little idea of the cost or complexity of the project.

On trail projects that may have impacts on adjacent land uses, environmentally sensitive areas, or historical resources, it is suggested that the preliminary design process be conducted first in order to address these issues and to develop reasonably accurate cost estimates. Preliminary design studies are often funded with local funds, and typically range between \$10,000 and \$50,000 for a typical < 1 to 10-mile trail segment. This effort typically includes:

- Summary of existing conditions
- Environmental analysis
- Historic analysis
- Needs and benefits analysis
- Alternative alignment analysis
- Preferred alignment/trail type selection
- Design standards and guidelines
- Cost development
- Implementation and funding strategies

This process allows for adequate research into various elements that may impact the feasibility and cost of the project and provides the public and staff with the opportunity to provide input into the design process. The final product should yield a preferred design alternative, environmental clearance, and an accurate cost estimate. Once approved, the preliminary design

effort will be packaged with funding applications and greatly increase the competitive chances of receiving funding. On other trail projects that do not involve complex issues and are relatively straightforward, the preliminary design process may be skipped if the community or agency feels comfortable they have a viable project.

Often local municipalities, agencies, and/or trail groups fund trail planning and design efforts with their own funds. Outside funding sources for planning purposes are available but are typically very competitive (see Table 9 for more information on trail funding sources).

The GTC has developed the Priority Trails Advancement program to supply funding and oversight for select near term projects identified as part of the RTI. Funding is limited to concept-level planning and design and GTC staff oversight. Completion of this work may enable communities and agencies to more successfully seek funding and/or other material support for trail project development and implementation.

Corridor Preservation and Acquisition

A significant number of the existing and proposed trails in the Genesee-Finger Lakes region are located on abandoned railroad corridors, utility corridors, former canal towpaths, or along stream corridors. Corridor preservation is one of the most important first implementation steps needed.

Inclusion of Corridors in Local and/or Agency Plans

The single most effective method of protecting future trail corridors is to show the corridors in an adopted community Master Plan or related plan (e.g., trails plan, transportation, parks and recreation, open space, etc.). In the event a corridor is sold prior to a local agency obtaining needed access, having the corridor in an adopted plan will give the agency an important tool to require an easement as part of any future development. A local agency may also 'adopt' the *RTI Final Report and Action Plan* or the parts of the document as its trails plan, with appropriate amendments.

Zoning and Site Plan Review

When creating or updating zoning regulations, local communities may influence how corridors are preserved through zoning changes. This may include, for example, a stream setback requirement for environmental protection purposes, changing the zoning of a corridor to reflect adjacent zoning, and enforcing existing setback, access, and other requirements that would impact the development potential of a corridor. Any community must study any zoning change carefully to ensure that a zoning change does not result in an illegal 'taking' of property. At the same time, local communities have a right and responsibility to identify land needed for future schools, roads, parks, trails, sidewalks and other public infrastructure.

Additionally, communities may also utilize zoning and the site plan review process to require or encourage the development of trails and other pedestrian-oriented connections within and

between developments. One tool used in this region is *incentive zoning*, where municipalities will provide a concession to a developer in exchange for something beneficial, such as a trail within a development and/or trail connections to adjacent parcels or developments. Consolidating land for trail systems at the local level can be facilitated in new developments with incentive zoning. If provided for in the currently adopted zoning code, the municipality can provide increased benefit to a developer if they provide a community enhancement, such as a trail corridor, in their proposed project. As an example, a developer interested in constructing a residential subdivision can be allowed greater density than permitted by the zoning code if a trail corridor is provided in the proposed development. This tool can help a local municipality assemble land for a trail project and ensure access is provided to residents.

Fee-Simple Purchase

A local community or other public agency may need to purchase a corridor in order to preserve it. By utilizing strategies outlined in the Action Plan sections, 'Local Adoption of Trails Corridors' and 'Zoning', the purchase price of the property may be greatly reduced. In any event, the community or agency may be required to expedite the acquisition process if a corridor or portions of a corridor are put on the market. The local community or public agency will need to have local approvals in place to pursue the purchase, and may option the property in the expectation it can find the needed funding.

During the option process, the local agency will need to (a) negotiate an acceptable purchase price and (b) seek funding. In order to identify an acceptable price, the agency may wish to use a 'friendly condemnation' process whereby a neutral third party is enlisted to determine the fair market value. This Action Plan provides considerable flexibility in the selection of project funding every year. A corridor that is on the regional trails network may be moved up the priority list to receive funding (as available) if a unique opportunity presents itself.

Easements, Licenses, and Leases

Some trail corridors involve an easement, licenses, or lease agreement between the property owner and a variety of other users who are given surface, air, or sub-surface rights to the property as well. Local agencies should identify existing easement, license, or lease agreements on key corridors in their jurisdictions, and seek to preserve corridor access by obtaining an easement, license, or lease agreement for future trail development. This process may require extensive negotiations with the property owner, should be granted in perpetuity or for a long period, and may need to be purchased.

A common corridor implementation strategy that involves 'Zoning' and 'Licenses & Easements' issues is a negotiation whereby a land owner agrees to grant an easement for a trail (minimum 15-20 feet wide) in exchange for zoning changes that ensure the development potential of the parcel is not impacted. For example, if a piece of the corridor is being sold to an adjacent development site, a local agency could negotiate as part of the approval process to obtain an easement on a corridor identified in its Master Plan. It is important to note that trail projects developed using State and/or Federal funding typically require long-term or permanent licenses

or easements with limitations on revocability and other activities that would impact the continuity of the trail during the trail's project life. A minimum trail project life is typically 15-20 years.

Another approach that could be used on utility-owned corridors may be to offer to purchase the corridor for a discounted price, and then grant a permanent easement back to the utility company in exchange for allowing a trail. The utility company generates some revenue, lowers their property taxes, and maintains access while the corridor is preserved.

It is important to note that when State or Federal funds are used for trail development, and ownership of the corridor is not desirable or feasible, a long-term lease or easement (15-20 years) is typically required to confirm the solidity of the trail project.

Land Trusts

Another acquisition strategy that may be utilized is using a third party non-profit land trust as an intermediary in the purchase process. The land trust would offer the seller a tax benefit, which may be combined with some cash as well. The land trust would then turn the property over to the local agency or may grant a permanent easement.

Eminent Domain

Eminent domain is a property acquisition tool where a local, state, or federal government requires the sale of privately-owned land considered important to the public interest. In return, the government must compensate the private property owner(s) for the fair market value of the property taken. Eminent domain can be initiated by local, state, or federal governments.

While it is a legitimate property acquisition tool, it is suggested that localities and/or agencies exhaust other attempts at property acquisition or easement before considering eminent domain. Note: per the research on existing trails and trails currently under development in this region, it appears that none have been developed utilizing eminent domain as a property acquisition Tool.

Final/Detailed Design

The following are provided as guidelines for use when designing multi-use trails. A more detailed explanation is provided in Appendix B. Multi-use trails and support facilities should be designed by licensed professionals with experience in trail development. Typically final design efforts should consider:

- Trail Width and Cross Slope
- Clearances – Vertical and Horizontal
- Trail Gradient and Accessibility
- Separation Between Trails and Roads

- Drainage
- Trail Rules and Regulations

The product of the final design phase should include detailed drawings and specifications that clearly outline the technical requirements of the envisioned trail project.

Trail Construction

The final stage of the trail development process is the actual construction of a new trail or an improvement to an existing trail. Trail construction is done utilizing one or more of the following methods:

- Hiring a private contractor through a competitive bid process
- Utilizing force account work (local municipal and/or agency forces)
- Using volunteer or other unpaid labor (civic groups, students, trail groups, user groups, prison labor, etc.)

Some trails in this region have been built using these methods in combination with one another. For example, a municipality could utilize its own forces to clear a trail corridor and install trail crossing signs and markings at trail/roadway intersections. Then a private contractor could be hired to correct drainage problems along the corridor, construct the trail surface, and rehabilitate a bridge structure. Finally, volunteers could be used to install informational signs, paint entry gates, and add landscaping and other aesthetic treatments.

The key to good trail construction is the use of quality materials that are appropriate for the project (site conditions, expected trail users, community expectations); the utilization of skilled labor when needed; and the application of construction techniques that are appropriate and enhance trail safety and longevity. Please refer to Appendix B for a more detailed discussion on trail design, construction, and maintenance.

Whether a project is completed by a private contractor, local force account, or volunteer labor, an independent construction inspector should be employed to ensure the specifications outlined in the contract drawings are installed correctly. Construction inspection is typically required when trail projects are constructed using public funding and/or a private contractor. Inspection tasks generally include maintaining project records, on-site field inspections, progress reports, and processing payments.

On Road Trail Connectivity

To enhance connectivity between trails and between trails and local destinations (village/hamlet centers, parks, employment centers, waterfronts, etc.), off road trail networks are connected by on-road segments. In rural communities, such as those found in the non-TMA study area, it is important to consider roadway treatments that will enhance connectivity and user safety.

Typically, these would include sidewalks and bicycle space on street in villages, hamlets, and other more densely developed or traveled areas. In more rural areas, improved shoulders are usually sufficient to accommodate pedestrians and bicyclists and, in some cases, equestrians and snowmobilers. Appendix C provides recommended guidelines for appropriate roadway design treatments.

Project Funding

There are a variety of potential funding sources including local, state, regional, and federal programs that can be used to develop the proposed trail projects and programs. Most of the federal, state, and regional programs are very competitive and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for trail projects typically comes from local capital improvement programs (CIPs), which are typically used to leverage larger competitive grants.

The total cost of the regional trail system's near-, mid-, and long-term improvements over 12 years is estimated to be approximately \$79 million. This figure does not include potential on-road improvements such as bicycle lanes, shoulder improvements, and sidewalks that may be needed to improve access and connectivity to and from the regional trails network.

A trail project that has been identified as part of the Regional Trails Initiative and rates high according to the established criteria will likely have a better chance obtaining funding, assuming the right of way is publicly secured, it has local approval, and has either the preliminary design step completed or is straightforward with limited complexity. Typically to acquire funding, all environmental work must be completed, local approval obtained, and the right-of-way in public control. Funding for trail development, including corridor acquisition, is available from a variety of sources listed on Table 6.

Once an entity has been awarded funding, it will have a specific amount of time to complete final design and construction. A typical sequence for project implementation is completing Final Plans, Specifications, and Estimates (P S & E) in order to obtain bids for construction services. In some cases, an agency may be awarded funding to simply complete design, in which case one of the key outcomes of the design process is a detailed cost estimate. Design and engineering for trails typically constitute between 8% and 15% of the total project cost. Projects that involve more detailed engineering (such as bridges) will have a higher design fee.

Federal Funding Sources

This year, the Transportation Equity for the 21st Century (TEA-21), which has provided federal funding for transportation projects since 1998, will be replaced by new multi-year federal transportation legislation. Specific details about the new legislation are pending, including available funding levels and federal funding programs. Possible federal funding options based on the previous federal transportation legislation include:

- I. Surface Transportation Program (STP) funds are allocated through the Genesee Transportation Council for all types of transportation projects. STP-funded projects must be selected by the GTC for inclusion in the bi-annually created Transportation Improvement Program (TIP). The process for submitting and selecting projects for the 2005-2010 TIP will begin in October 2004.

2. Transportation Enhancement Program (TEP) funds are a ten percent set-aside from the STP funds.¹ The program is administered by the New York State Department of Transportation (NYSDOT) with the involvement of Metropolitan Planning Organizations (MPOs) like GTC in areas served by MPOs in the state. In order to maximize the use of the available TEP funding, this program provides innovative financing alternatives for local matching requirements. The list of activities eligible for Transportation Enhancement Program has expanded, but all projects must relate to surface transportation. Trails are potentially eligible for TEP funding under several categories:
 - Preservation of Abandoned Railway Corridors, including conversion and use for pedestrian and bicycle trails;
 - Provision of facilities for bicyclists and pedestrians;
 - Rehabilitation and operation of historic transportation buildings, structures, facilities (including historic railroad facilities and canals).
3. Recreational Trails Program - A total of \$25 million *nationally* in contract authority apportioned for fiscal year 2004 to provide and maintain recreational trails.² States must establish a State Recreational Trails Advisory Committee that represents both motorized and non-motorized recreational trail users. Of funds distributed to a State, 30 percent must be used for motorized trails, 30 percent must be used for non-motorized trails, and the remaining 40 percent can be used for either type of trail. A typical RTP award is \$50,000 - \$100,000. The New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) administers this program in New York State.
4. Congestion, Mitigation and Air Quality Improvement Program (CMAQ) – The CMAQ program funds transportation investments that help achieve the clean air goals set forth in the federal Clean Air Act. Under this program, states and Metropolitan Planning Organizations are required to use a variety of Transportation Control Measures (TCMs) to reduce air pollution. Bicycle and pedestrian facilities are two types of TCMs. If a trail and/or project is in a metropolitan area that does not meet the national air quality standards for ozone and carbon monoxide levels (called a “non-attainment” area), you may be able to use CMAQ funds for it. Six counties in the GTC MPO region were recently designated as being non-attainment for grant-level ozone (Genesee, Livingston, Monroe, Ontario, Orleans, and Wayne). CMAQ funding availability in the GTC region is pending at this time.
5. National Parks Service Assistance for Community Conservation – The Rivers, Trails and Conservation Assistance Program, also know as Rivers & Trails or RTCA, works with community groups and local and State governments to conserve rivers, preserve open space, and develop trails and greenways. Rivers & Trails works in urban, rural, and suburban communities with the goal of helping communities achieve on-the-

¹ U.S. Department of Transportation, FHWA, www.fhwa.dot.gov/environment/te/index.htm

² U.S. Department of Transportation, FHWA, www.fhwa.dot.gov/environment/rectrails/index.htm

ground conservation successes for their projects. Their focus is on providing expertise and experience from around the nation.

RTCA Contacts Info: Northeast Region – (617) 223-5123

Upstate New York - RTCA, National Park Service
Roosevelt-Vanderbilt NHS
519 Albany Post Road
Hyde Park, NY 12538
Fax: (845) 229-0739

Notes:

Federal funding sources provide up to 80% federal funding and require a 20% local match. “Soft” match provisions are allowed, including soft matches from public agencies. Examples of soft matches include force account work by municipal forces, volunteer labor, private cash donations, and property donation.

Under Section 61 of the State Finance Law, any project constructed with federal funds that are administered by NYSDOT require:

- Funds used to construct/reconstruct highways, streets, and other transportation infrastructure projects require a 20-year project life;
- Funds used to acquire land for recreation projects require a 20-year easement/guarantee of ownership or permit to use.

State Funding Sources

In addition to administering many federal programs, state and local agencies may also administer funds that can be used for trail acquisition. State, County and local agencies may be able to fund trail acquisitions and/or development using, one or more of the following methods:

- General appropriations;
- Special (project-specific) appropriations; and
- Set-aside program (lotteries, bond issues, special taxes, etc.).

If a state or local agency is the likely owner and/or manager of a trail, the agency may have funds available in its general budget to assist with acquisition. In certain instances, it may be possible to win a special legislative appropriation to support your trail.

1. Special Appropriations – While these appropriations are rare, once-in-a-lifetime opportunities, a trail project may generate enough political support for a special appropriation, typically known as member items in New York State.
2. Set-Aside Programs – As government agencies look to develop new funding mechanisms, earmarking certain revenues to support specific kinds of programs has become increasingly popular. These set-aside programs come in many forms: open space bond issues, user fees and taxes, vanity license plates, sales tax increases, mineral and gas exploration fees, impact fees, and lottery revenues. If your state or community has developed any of these special set-aside programs, it may be possible to have a trail project considered for funding. If no set-aside program currently exists, one could be started.

Possible sources include parks, environmental, transportation, community arts, economic development, and even health departments at the State, County, and local level may be possible sources of funding and/or other support. Possible state or local funding options include:

3. NYS Snowmobile Trails Grant-in-Aid Funding Program – The Snowmobile Trail Grants Program is an annual program administered by the NYSORPHP. Snowmobile trail grants are issued with a 70% portion of the total grant released in early November with the remaining 30% of the grant to be issued following the end of the state fiscal year and completion of the end-of-year documentation. Only trails approved by the NYSOPRHP are eligible for funding. Eligible trails designated by OPRHP will be “through-corridor trails” which link and form the corridor trail system. Applications for funding can only be made by a municipal government where the approved trail is located solely within that municipality’s borders of jurisdiction, regardless of the location of the club that maintains the trail. Municipalities with trails funded under the grant agree that the trail system *shall* be open for use without additional charge. Construction and/or maintenance of trails must have the permission and approval of landowners, administering agencies of the state, or other municipal entities charged with management of impacted lands. The applying municipality is responsible for the compiling of all work logs for the funded trail. There are four types of work logs that can be submitted – Structure Maintenance (including bridges, culverts, and bulldozing work), Preseason and In-season Grooming and Drag Maintenance, Brushing and Signing, and Trail Grooming.
4. NYS Environmental Protection Fund – The Environmental Protection Fund (EPF) is provided through the NYSDEC and NYS Office of Parks, Recreation and Historic Preservation for the purchase of property and easements that will support local recreation and open space conservation initiatives.
5. Add Clean Air/Clean Water Bond Act – The NYS Clean Air/Clean Water Bond Act, similar to the EPF, provides grants for the acquisition of land and easements for recreation trails and open space conservation efforts. Additionally, this resource

provides funding assistance for trails whose primary purpose is transportation rather than recreation.

6. Add Local Waterfront Revitalization Program – Funding is generally provided to communities on navigable waterways for planning, design and construction of waterfront revitalization efforts as well as public access and open space improvements.

Local Funding Sources

Typically, local funding for trail development comes through allocations in its capital improvement program, either full funding or funding for necessary matches for outside funding sources.

Private and Community Foundation Financing

With the general decline in public sector funding for many community development and recreation projects, the private sector is being asked to play an increasingly important role in financing community projects. One of the benefits of private sector financing is that these funds usually come with fewer restrictions and bureaucratic requirements than do public funds. Generally speaking, a private sector fundraising campaign should target three types of potential funders:

- Foundations;
- Corporations; and
- Individuals.

These are advantages and disadvantages with each of these types of funders, so it is extremely important to develop a fundraising strategy before you begin asking for money. Note that potential contributors will need a wide variety of other options to consider in deciding how to support a trail project.

- I. Foundations – The foundation community may be a good source of funding during the trail development process. They operate much like a private foundation, but their funds are derived from many donors rather than a single source. Furthermore, community foundations are usually classified under the tax code as public charities and therefore are subject to different rules and regulations than those that govern private foundations. Unlike individuals and corporations, however, many foundations have strict giving guidelines and sometimes burdensome application processes. For example, some foundations only support specific types of activities community organizing, for example, but not land acquisitions projects. In addition, most foundation grants require long lead times between the application for funding and payment of the grant award. Consequently, foundations may be more suitable funding sources for organizational development activities than for immediate financing of land acquisition.

- The Rochester Area Community Foundation is the local community foundation in Monroe County. The Rochester Area Community Foundation manages more than 500 funds that provide grants for a wide variety of arts, education, social services, and other civic purposes in the Genesee Valley region of upstate New York.
 - The Eastman Kodak Company, The Conservation Fund, and the National Geographic Society, provide small grants to stimulate the planning and design of greenways in the U.S. through the Kodak American Greenways Awards Program. The annual grants program was instituted in response to the President's Commission on Americans Outdoors recommendation to establish a national network of greenways. Made possible by a generous grant from Eastman Kodak, the program also honors groups and individuals whose ingenuity and creativity foster the creation of greenways.
 - The Bikes Belong Coalition is a membership organization founded by bicycle industry leaders with the mission of "putting more people on bikes more often." Bikes Belong Coalition aims to put more people on bicycles more often by distributing grants for bicycle facility, education, and capacity projects.
 - The Genesee Region Trails Coalition has developed a small granting program for trails within the 10-county area it covers. For more information, visit the GRTC web site at www.grtcinc.com.
2. Corporations – As community and economic development tools, trails offer a wide range of benefits to the local business community. Thus, the business community should be included in your fundraising efforts. Possible strategies include special corporate membership categories for the “friends of the trail” group, developing a trail project wish list, an adopt-a-trail campaign, a special corporate gifts program, an in-kind giving program (particularly during the development phase), cause-related giving programs with bicycle or sporting goods stores, or a matching funds program to leverage corporate dollars.
- It is important to research corporations to understand their philanthropic abilities as well as the extent to which your trail project could improve their business. Large corporations are likely to have corporate giving programs that could provide substantial funds for your trail.
3. Individuals – Individuals and families often represents the backbone of many fundraising efforts for trails. Options include membership dues in a “Friends of Trail” group, hike-a-thons, raffles, sales of trail oriented merchandise, and adopt-a-trail campaigns. Philanthropists in your community may also share your vision and offer substantial contributions for the betterment of the community.

Volunteer Trail Development Labor

Frequently, trails are constructed and maintained by local volunteer groups. Good local examples include the Ontario Pathways trail system and sections of the Genesee Valley Greenway. Utilizing

this approach can reduce overall capital costs and create a sense of local ownership and pride in the trail facility. (See the Operations and Maintenance section below for more information on utilizing trail volunteers.)

Table 6: Overview of Funding Resources

Funding Source	Program Focus	Fundable Activities	Required Local Match	Deadlines
FEDERAL FUNDING				
Transportation Enhancements Program (TEP) www.dot.state.ny.us/progs/tep.html	Trails for transportation; on-street bicycle and pedestrian facilities	Preliminary engineering, design, right-of-way purchase, construction, inspection	20% *	Variable - confirm schedule with NYSDOT
Recreational Trails Program (RTP) www.nysparks.state.ny.us/grants	Trails for recreation	Planning, design, construction, maintenance equipment purchase	20% *	Annual program - confirm deadline with NYS OPRHP
Land and Water Conservation Fund Program (LWCF) www.nysparks.state.ny.us/grants	Trails for recreation	Acquisition, development, and/or rehabilitation of outdoor park and recreation facilities	50% or more *	Annual program - confirm deadline with NYS OPRHP
Surface Transportation Program (STP)	Trails for transportation; on-street bicycle and pedestrian facilities	Preliminary engineering, design, right-of-way purchase, construction, inspection	20% *	Biennial - part of region's Transportation Improvement Program (TIP)
National Highway System (NHS)	Transportation -- projects must be located on NHS-classified roadways	Preliminary engineering, design, right-of-way purchase, construction, inspection	20%	Biennial - part of region's Transportation Improvement Program (TIP)
Highway Bridge Repair and Replacement (HBRR)	Transportation -- projects must be located on a highway bridge	Preliminary engineering, design, right-of-way purchase, construction, inspection	20%	Biennial - part of region's Transportation Improvement Program (TIP)
Rivers, Trails, and Conservation Assistance Program (RCTA) www.nps.gov/rtca	Trails for transportation and/or recreation	Concept-level planning, public involvement, resource assessment,	n/a	Annual program - July 1
STATE FUNDING				
Environmental Protection Fund www.nysparks.state.ny.us/grants	Trails for recreation	Acquisition and/or development of parks and recreation facilities, protection of open space	50% or more *	Annual program - confirm deadline with NYS OPRHP
Clean Air/Clean Water Bond Act www.dec.state.ny.us	Trails for transportation and/or recreation with focus on environmental and open space protection	Acquisition and/or development of parks and recreation facilities, protection of open space	50% or more *	Annual Program - confirm deadline with NYS DEC
Snowmobile Trail Grant Program www.nysparks.state.ny.us/grants	Snowmobile trails	Snowmobile trail development; maintenance of existing trails, including grooming and equipment purchases	Not required	Annual program - September 1
Governor's Traffic Safety Grant Program (GTSC) www.nysgtsc.state.ny.us	Transportation safety	Education, limited capital improvement projects	Not required	Annual program - confirm with county GTSC grant coordinator
LOCAL FUNDING/OTHER DEVELOPMENT OPTIONS				
GTC Bicycle/Pedestrian STP Set Aside Funding	Trails/other bicycle and pedestrian projects for transportation	Planning, preliminary engineering, design, right-of-way purchase, construction	20% *	Biennial -- part of region's Transportation Improvement Program (TIP)
GTC Priority Trails Advancement Program (PTA) www.gtcmppo.org	Trail projects identified in the GTC Regional Trails Initiative	Concept-level planning and design, including public involvement	Not required	Annual program - confirm deadline with GTC
Local capital improvement programs	As determined by local municipality	As determined by local municipality	n/a	n/a
Incentive Zoning	As determined by local municipality	As determined by local municipality	n/a	n/a

* In-kind match allowed for all/part of the required local match. Typical in-kind or "soft" match provisions include force account labor, volunteer labor, materials and/or equipment donation, etc.

Operations and Maintenance

Effective operations and maintenance guidelines for the regional trail system are essential for safe and frequent use by residents and visitors alike. In the non-TMA region, operations and maintenance may be the responsibility of agencies like the NYS Canal Corporation or NYS Department of Environmental Conservation, a local municipality or a cooperative of local municipalities, or a local volunteer or not-for-profit trail group. Therefore, a common standard may not be feasible. However, a spectrum of best operations and maintenance practices can be utilized to ensure a consistent balance between cost and effort expended by the trail manager(s) and the safety of its users.

Operations

Operation activities on the trails will consist primarily of monitoring and security. In more urban areas such as villages or densely populated towns, this is typically handled by local law enforcement. However, in rural areas, which is the primary setting for trails in the non-TMA, the availability of law enforcement for trail monitoring may be limited. Therefore, trail operations and monitoring are sometimes handled by a volunteer group. In some instances, trail operations is spread amongst the users of the trails. Trail users are asked to record any safety concerns or comments in a trail logbook, or mail them to the managing group. This approach helps to instill a sense of ownership in the trail corridor and ensure a daily flow of “eyes on the trail.”

Trail Monitoring

Trail monitoring is the first step in improving the users sense of safety. Frequently, the local police, County Sheriff, State Police or State Park Police provide this service. In some cases, trail monitoring is done by volunteers.

Security

The perception of security on a trail is important to attract users and reduce crime. Some helpful guidelines for enhancing the security of a trail system are included below:

1. Ensure emergency vehicle access to within 500 feet of the trail whenever possible
2. Provide way-finding and distance markers, blazes or posts at regular intervals to ensure users stay on the trail and can monitor their distance and location
3. Illuminate all grade crossings with roads and railroad tracks using photosensitive triggers and visual queues. Changing the texture and even color of trail materials at grade-level crossings to notify visually impaired trail users
4. When possible, ensure a ten foot distance from the vegetation line to the center line of the trail
5. Design bridges and under crossings to maximize visibility.
6. Provide bicycle parking at destination points along the trail

7. Ensure fire, police and emergency response teams have a map of the regional trail systems to improve response efficiency
8. Provide trail information at heads like emergency phone numbers, basic survival tips and trail manager contact information

Maintenance

Trail maintenance will most often be the responsibility of the agency and/or municipality that owns and operates the trail. Maintenance activities may include the following:

Asphalt Trails

Conduct annual inspection of trail surface and repair failing areas. Rough edges, bumps and depressions and cracked or uneven pavement should be removed and replaced to maintain the trail surface as a continuous, even and clean surface. An asphalt trail surface will likely have to be resurfaced and/or reconstructed within ten to fifteen years.

Limestone Dust Trails

Conduct monthly inspections of trail surface and repair problem areas. Trail should be regraded on an annual basis and will likely need resurfacing within 5 to 10 years.

Mowing and Vegetation Trimming

Mow grass shoulders on a schedule compatible with the surroundings. In a park setting, shoulders should be mown on the same schedule as the park. In a more natural setting, mowing can occur on a monthly basis in the 2 – 3 foot shoulder to provide a safe refuge space for trail users. Vegetation should be cleared to at least 3 feet from the trail edge and more at intersections or curves where increased visibility is required. Selective vegetation clearing is recommended within 3 – 10 feet of the trail to improve visibility and security.

Drainage

Regular inspections and cleaning of drainage swales and structures is important to ensure they are free of debris and will not cause puddling on the trail surface during storm events. Repair structures as required.

Cleaning of Trail Surface

Maintain the trail surface free of debris and litter. This is particularly important in areas where seasonal flooding is likely. Removal of river silt deposits can be very difficult and time consuming, requiring the use of heavy equipment or high-pressure hoses. In the winter months the desired use of the trail will determine the type of maintenance it will need. Trails used for snowmobiling will need weekly to monthly grooming depending on snowfall and usage. Trails not being used for snowmobiling should be plowed to allow pedestrian access.

Pavement Striping

Pavement striping at road intersections, along road shoulders or on a multi-use trail, should be inspected annually and repainted as required.

Signage

Conduct annual inspection of signs and repair and/or replace as required.

Maintenance can be supplemented by the efforts of voluntary and civic organizations, including Rotary Clubs, Boy Scouts, Earth Day or Make a Difference Day activities or other groups. Public involvement in trail maintenance can minimize costs and build community support for the trail. Often these volunteer efforts are coordinated through a trails organization (e.g., Friends of the Genesee Valley Greenway, trail user groups like snowmobile clubs and bicycling groups).

Additionally, a number of trails in the region have active Adopt-a-Trail programs in place in which local civic groups, businesses, and even families/individuals have adopted segments of trail to provide basic maintenance and trail monitoring. Typical activities includes litter pick-up, brush clearing, trail upgrades (like signage installations), and trail user counts. Appendix D provides several examples of several existing Adopt-a-Trail programs in place in the GTC non-TMA region

Youth training programs, such as the Board of Cooperative Education Services (B.O.C.E.S.) vocational education classes, have been successfully tapped in the region for construction of trail structures and other appurtenances.

Another low-cost labor option that may be available to some communities is the use of prison labor for trail clearing, construction, and/or maintenance.

Trail Development Considerations

Liability

Liability issues are often a concern for public agencies interested in developing a multi-use trail and for private landowners considering making their land available for trail use. Both public and private landowners may be concerned about trail users being injured on the trail. Adjacent landowners are often concerned about trail users wandering from the trail corridor onto their land and being injured or causing property damage.

The Rails-to-Trails Conservancy (RTC), a national organization dedicated to creating a nationwide network of trails from former rail lines and other corridors, has found that a local government's standard liability insurance is sufficient to provide coverage for multi-use trail projects. RTC has not documented any cases where a municipality's insurance premium has increased after the development of a trail.

Landowners who grant permission to develop trails on their land or who own property that abuts a trail are protected under the New York State Recreational Use Statute (General Obligations Law, Section 9-103, which can be found on the web at www.assembly.state.ny.us). The Recreational Use Statute was established to encourage landowners to open up their land to the public for certain specified recreational uses by indemnifying these landowners from liability.

The law applies to landowners whether they grant permission for use of their property or not, as long as the landowner does not receive a consideration (fee) for this use of their property.

The Recreational Use Statute affords considerable protection to private (and in some cases public) landowners, both in rural and more urbanized settings. Under this statute, the landowner is liable only if willful and malicious conduct to create a dangerous condition, use or structure can be demonstrated, or if a fee is charged for the use of the land. Its protection can be further enhanced with measures such as extending municipal insurance coverage to private landowners who allow trail access barring willful and malicious conduct on the landowner's part).

One common concern of private landowners is the cost of legal fees they might incur defending themselves in the event a trail user is injured on their property and takes legal action against them. Typically, a landowner's property insurance provides free legal assistance to them in the event of a lawsuit unless their actions are deemed grossly negligent or malicious. An insurance company's duty to defend its clients is greater than the risk of the insured. Additionally, an attorney in NYS can be fined up to \$10,000 for bringing unwarranted lawsuits, which may keep any potential legal actions from coming to fruition if they have limited legal merit. Municipalities, agencies, and/or trail groups could also take responsibility for the cost of both defending the lawsuit and any resulting judgments in exchange for the use of private property for a trail.

Property Rights

Landowners adjacent to potential trail projects, or in ownership of land desired for a trail, frequently have concerns about their rights. The local municipality or other implementing agency/group will share work directly with the potentially impacted landowners to ensure they are fully informed about the project scope, the trail's benefits to the community, safety and liability protections, and possible compensation strategies. By involving and educating the local landowner and providing them with options for helping to implement the project, the municipality is more likely to have success with the desired trail project without resorting to eminent domain proceedings.

Other Implementation Strategies

Training

One effective way to educate local leaders, agency and community staff, and interested citizens about trail planning and development is to hold training workshops. Workshop sessions may include training on:

- Trail routing
- Appropriate design considerations
- Permitting, environmental review and land acquisitions
- Funding strategies and resources

- Consensus building
- Operations, maintenance, and liability

Training sessions could be held as a one-day workshop with a roundtable session that allows municipalities to discuss projects with one another, building information networks for sharing throughout the year. GTC and/or the Genesee Finger Lakes Regional Planning Council (GFLRPC), NYS Department of Conservation (NYS DEC), the NYS Office of Park Recreation and Historic Preservation (NYSOPRHP) and the NYS Department of Transportation (NYSDOT), and/or County Planning Departments may be potential sponsors of this type of training.

Web Page Clearinghouse

The planning, design and development of a trail at the local level can be a daunting task. Frequently, communities do not have access to the technical requirements associated with trail development. The provision of a trail project and information clearinghouse could help to facilitate trail development in the non-TMA region. The essential components of a clearinghouse include:

- Overview of the trail development process
- Planning and public participation
- Trail design
- Environmental considerations and review
- Permitting
- Operations and maintenance
- Trail information contacts
- Example projects (recommend highlighting other local projects)

APPENDIX A

RTI – Phase 2 Public Comments

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GTC Regional Trails Initiative - Phase 2 Summary of Written Public Comments Fall 2003 Public Comment Period

The Genesee Transportation Council (GTC) received the following written comments in response to the September/October 2003 public meetings, notices in local media, and from the on-line Regional Trails Initiative trail user survey for Phase 2 of the Regional Trails Initiative. When more than one person submitted the same (or similar) comment, comments are combined. The number of times the comment was repeated is shown in parentheses at the end of the comment. Verbal comments received at the aforementioned public meetings are summarized separately.

Existing Trails/Conditions

- Good trail maintenance is needed (2)
- Complete the Genesee Valley Greenway (2)
- The [Keuka] Outlet Trail is heavily traveled by bicyclists and pedestrians (2)
- The Lehigh Valley Rail Trail – Naples to Middlesex is in poor condition
- The Ontario Pathways trail bridge over Routes 5 & 20 in the Hamlet of Flint is in need of emergency repairs due to repeated hits by oversized trucks
- Do not extend the [Keuka] Outlet Trail into “The Marsh” on the north side of the Outlet

New Trails/Desired Connections

Genesee County

- The Groveland Secondary Trail should be improved and opened for all trail uses (2)
[corridor is also in Livingston County]
- A trail system should be developed along Oatka Creek in Genesee County

Livingston County

- Develop new, challenging horseback riding trails on the east side of Letchworth State Park (3)
- Connect the Groveland Secondary Trail to the Genesee Valley Greenway (2)
- Develop a trail on the old rail bed from Livonia through Conesus to Dansville (2)
- Investigate opportunities to create trail linkages and spurs to/from the Genesee Valley Greenway so the trail connects with more communities, parks, state lands, etc. (2)

- Develop a long-term solution to bring the Genesee Valley Greenway through the Keshequa Creek and Sonyea forest areas
- Investigate the creation of a trail that would connect Hemlock Lake to the hamlet of Conesus and Conesus Lake and State Wildlife Management Area

Ontario County

- Complete the Ontario Pathways trail system

Orleans County

- The Seaway Trail National Scenic Byway and the Canalway Trail should be connected in multiple locations so people can travel on loops, connect to the lakeshore or the Canal, and connect to Canal villages

Seneca County

- Complete the Cayuga-Seneca Canal between Geneva and the main Canalway Trail in northern Seneca County (2)

Wayne County

- Complete the trail connection between the Ontario Pathways trail in Phelps to Newark and the Canalway Trail in Wayne County (3)
- Complete the Canalway Trail across Wayne County (3); complete the trail across the state
- Develop an equestrian trail loop within the county
- Consider developing an off-street trail along the Seaway Trail National Scenic Byway

Wyoming County

- Develop a trail along the old railroad line from Perry to Eagle
- Devise and improve an on-street route for the Genesee Valley Greenway in southern Wyoming County where trail connectivity is hampered by areas damaged by flooding

Yates County

- Extend the [Keuka] Outlet Trail further east to connect with Seneca Lake in Dresden (3)
- Connect the [Keuka] Outlet Trail to the Lehigh Valley Rail Trail – Naples to Middlesex
- The Friends of the Outlet would like to establish a hiking trail connection between the Outlet Trail and the Finger Lakes Trail, but there are concerns about linking a multi-use trail (Outlet Trail) with a single use trail (FLT)

General Comments

- Develop more connections among trails and between trails, communities, and other major destinations (2)

- Consider allowing horseback riding on the Finger Lakes Trail where appropriate (2)
- Trail loops need to be developed
- Bicycling and walking should be better accommodated, especially in villages and cities, including to schools, shopping districts and downtowns, parks, and other destinations

Trail Amenities/Ancillary Facilities

- Add more signage to trails so people know where they are on the trail and how to access trails from intersecting roads (4)
- Provide historical interpretation signs along trails (3)
- Signs should be posted at trailheads clearly stating allowed trail uses, any trail rules, and promoting good trail etiquette (2)
- Trails need basic amenities along them (e.g. water, toilets, trash cans, benches, shelters)

Trail Safety and Security

- Illegal use of ATVs on existing trails is damaging trails and trail managers' relationships with adjacent property owners (4)
- Concern about conflicts created by allowing motorized and non-motorized trail users to share trails (4)
- What actions can be taken to keep unauthorized trail users off area trails (4)
- Support the development of a universal liability policy for trails statewide or some way to make liability insurance more affordable for trail groups (3)
- Littering, dumping, and other forms of vandalism on trails are problems on some trails (3)
- Security of trail users is of concern, especially in remote areas

Marketing the Region's Trail Network

- Improve the publicity and marketing of trails (5)
- Lack of a centralized source of information about trail locations, conditions, access points, and trail-related events is a problem (3)
- More trail maps need to be produced and made readily available, including on the Internet (2)

General Comments

- There are not enough trails in our rural communities (4)
- Trails are assets to community and allow people to enjoy nature (3)
- Equestrians are concerned about losing access to trails they have historically ridden (3)

- Concerned about the loss of existing trails on private land or the loss of future trail opportunities to development (3)
- Trails increase tourism into the area (2)
- There are not enough trails in Yates County, resulting in residents traveling to other locations to enjoy trails
- Counties should develop their own trail plans with their local communities
- “Railbank” abandoned railroad corridors in the region so future trail development opportunities are preserved
- More funding is needed to develop new trails and to create trail spurs and linkages
- Why are the rural sections of the Canalway Trail are closed to horseback riding – horseback riders enjoy riding along the Canal

Other

- How can trail opposition by adjacent landowners be addressed (2)
- Access east or west through the Rochester area for equestrians traveling with their horses in trailers is problematic due to discontinuity of Route 104, which requires equestrians to head south of Rochester to the Thruway, increasing travel time, fuel costs, and stress on horses
- There is a lack of coordination and connectivity on bridle paths for horseback riding
- There is a lack of opportunities to access streams, scenic overlooks, and woodlands
- Develop areas/trails for ATVs and other motorized trail users to go

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Wednesday, September 24, 2003
7:00 - 9:00 p.m.
Orleans County Administration Building**

Summary of Public Comments

The following comments were received verbally from participants at the September 24, 2003 public input workshop in Albion, Orleans County.

- Landowners may be more willing to allow trail development and access to their land if they understood the related liability issues
- Could GTC possibly play a role in educating municipalities and private landowners about trail liability issues, the General Obligations law, and other protective measures?
- Trails loops should be created as opposed to just linear trails. These can be more interesting than traveling out and back on the same corridor
- Loops should be created to connect Seaway Trail corridor/Lake Ontario waterfront with the Erie Canal corridor and the local communities along it
- Are there any funds for property owners to help maintain trails on their land? In rural areas, it is more common to find large landowners with trails on their property.
- Equestrian trail users are finding more and more trails being closed officially or unofficially to them. Locations mentioned include Letchworth State Park (some of the trails have been officially closed to equestrian use) and the Carlton Hill State Multiple Use Area in Wyoming County (trails here have been unofficially closed by hikers). Equestrians are happy to share trails but are finding more trails closed to them or experiencing confrontations with other trail users
- Support creating connections between trails, roads, water, and other transportation modes through physical linkages, signage, route development, etc.
- Orleans County needs more trails to attract and retain both tourists and residents
- The region needs a quality outdoor recreation guide that encompasses most/all outdoor activities so we can encourage and attract use of our regional assets year-round. State-funded tourism publications have not met this need

- How can trails be effectively enforced for unauthorized users? ATVs are particularly an issue, but snowmobiling also regularly occurs on non-motorized trails like the Canalway Trail
- Sales of motorized recreational vehicles like snowmobiles, ATVs, and motocross bikes should include educational materials about respecting private and public property restrictions
- Perhaps ATV registration fees could be used to develop and maintain legal places for them to ride. Others wanted to see ATV fees used to fund a hotline to report ATV abuse or to provide funding to property owners to make repairs caused by trespassing ATVs
- Signage needs to be added to all types of trails, both directional signage as well as interpretive signage
- Orleans County needs safe travel alternatives to the car as many visitors arrive in the county via boat (on the Erie Canal or on Lake Ontario) or via RV. Most of these people want to get out on foot or by bicycle to sightsee, purchase supplies, etc. Many of them have bicycles on board but need to know how to get around and to have safe routes to travel
- GTC should consult with regional Resource Conservation & Development offices (RC & Ds) on this project as some have developed trails
- There are concerns by local equestrians that the recent improvements to the Canalway Trail in Orleans County might mean equestrian use will be prohibited in the future. Can this be confirmed?
- A representative from a short-line railroad company expressed concerns about trail users crossing active railroad tracks, noting a current problem with trespass along and over some active railroad corridors. He requested that railroad companies be kept informed of the Initiative as well as future trail development activities
- One participant noted that it is difficult to determine where the public/private property boundary is along some sections of the Canalway Trail because of the way adjacent landowners care for the property along the Canal (e.g. grass lawns extending up to the trail). Trail users are concerned that they might be accused of trespassing if they stray off the trail even slightly.
- Some type of forum needs to be established that allows various trail interests to get together and find common ground. Currently, there is friction between some trail users (e.g. hikers and equestrians, ATVs and most other trail users)
- Should we be concerned that new exposure to trails in our rural communities (i.e. being shown on maps and detailed in plans) might generate problems with overuse and conflicts between different types of trail users?

Suggestions for new trails or improved connections from the Map Breakout Session include:

- The east side of Letchworth State Park should be developed with trails for use by horses. Note: equestrian users typically prefer narrower trails with limited uses and terrain that is more varied. A narrower trail also tends to discourage illegal use by snowmobiles and ATVs
- The Oak Orchard River should be developed as a greenway/blue way for both land and water use between Glenwood Lake (Medina) to Point Breeze and the Oak Orchard State Marine Park on Lake Ontario. Efforts should be taken to obtain the corridor and install infrastructure and signage to support landside and waterside users
- There is an existing informal north-south trail between Route 18 (Seaway Trail National Scenic Byway) and Route 104 that passes through private land in the western parts of the Towns of Yates and Ridgeway. Equestrians and ATVers use the trail. Is there any way to legitimize this corridor for public use?
- State Route 98 between the lakeshore and the Village of Albion should be improved to serve as an on-street trail corridor to connect these two major destinations. There are numerous business as well as historic and scenic resources like Point Breeze lighthouse, the Oak Orchard harbor and several marinas, the Cobblestone Museum Complex, the Albion village business district, and several historic bridges along State Route 98
- Could a trail loop for walking, bicycling, and equestrian use be created using the old rail corridor west out of the Village of Holley (north of SR 31), north on Huberton Road, and then reconnect with the Canalway Trail along the Erie Canal

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Monday, September 29, 2003
7:00 - 9:00 p.m.
Livingston County Government Center**

Summary of Public Comments

The following comments were received verbally from participants at the September 29, 2003 public input workshop in Geneseo, Livingston County.

- Conesus Lake is viewed as a valuable resource for recreation and tourism and should be connected to a regional trail system
- Options for connecting Hemlock Lake and Canadice Lake should be investigated; there are already many shorter trails in and around both lakes
- Trail systems should look to connect to major activity nodes such as schools and downtown areas in order to provide alternative transportation options
- Livingston County should have its own trail development plan that identifies utility and railroad rights-of-way that can be used for future trail development
- Horse trails and linkages to the regional network should be provided
- Lodging and camping options should be provided to better support tourism development related to trails
- Identifiable trailheads and parking areas are needed for the Genesee Valley Greenway; these parking areas should allow for large vehicles like trucks towing horse trailers
- Directional and wayfinding signage is needed throughout the system, both on trails and along roads and within communities
- A greater variety of trails are needed to accommodate varied users in Livingston County
- Trails should look to highlight the heritage of the region, such as the significant canal remnants in the Town of Nunda
- Environmental protection should be considered an integral part of trail planning and design

- The regional trail system should consider using “urban” trails like sidewalks and streets as linkages to Central Business Districts and other destinations in town
- The trail system should support long distance trail travel
- Liability issues related to trails should be clarified for municipalities and other groups interested in developing and maintaining trails
- Trail / road intersections need to be improved; improvements desired include sight distance improvements, the addition of signage (warning and informational) for both trail users and persons traveling along the road, etc.
- Trails are illegally used by ATVs in Livingston County. It was noted that there is no public land for ATVs to ride legally in the county
- During hunting season, an educational effort should be implemented to notify trail users of potential dangers and encourage the use of blaze orange clothing while on trails. Trails are often bordered by land that is frequently hunted
- Trails should be looked at as a means to supporting walking and bicycling within and between villages for alternative transportation purposes. These options are particularly important for children and students. Some key destinations mentioned for Geneseo were SUNY-Geneseo, the shopping plazas on Route 20A, and local schools
- A volunteer has done extensive research on all the trails around Hemlock and Canadice Lakes. GTC should contact this person as there are more trails around these lakes than are reflected on the draft maps GTC has developed

Suggestions for new trails or improved connections from the Map Breakout Session include:

- Improving the Groveland Secondary trail so it can be used year-round and also connecting it to the Genesee Valley Greenway
- The entire former Erie Railroad – Attica Line corridor from Avon to Geneseo is privately owned, however, the segment from Avon to the Avon/Geneseo town line is owned by the Genesee Valley Conservancy, which expressed interest in trail development. Members of the same family own the corridor south of the Avon/Geneseo town line to the Village of Mount Morris as several separate parcels. Two of these property owners attending the meeting noted they currently use the corridor for horseback riding and would be willing to consider a public trail in the future
- The planned connection from the Genesee Valley Greenway to the Village of Nunda is already in place (Map ID #73); correct its status on the map and in the database

- Investigate opportunities to connect Geneseo with Conesus Lake, especially the northern part of the lake where a trail has been proposed in Livonia starting near Vitale Park
- Develop a trail connection between the Genesee Valley Greenway and the Village of Dansville, possibly along the DL & W Railroad between Groveland and Dansville
- Investigate opportunities to connect Avon with Livonia. Currently, there is an active railroad corridor running between the two villages
- Investigate opportunities to develop a north-south trail from Livonia south through Conesus to Dansville. The former Erie Railroad – Attica Line connects Livonia and Dansville
- Several possibilities for trail development were described for the Town of Conesus, which is interested in connecting its hamlet area to Conesus Lake to the west and Hemlock Lake to the east:
 - Possible use of abandoned and/or seasonal roads like Dugway Road (abandoned), Middle Road (seasonal), and Partridge Corners (seasonal)
 - A local landowner may be interested in allowing trail access on his land or providing land for a trail in the vicinity of Dugway, Middle, and Partridge Corners Roads
 - The Whispering Hills Golf Course may be developing winter activities on its site (e.g. cross-country skiing) so there may be an opportunity to develop a through trail on their property
 - NYS Department of Environmental Conservation owns the land west of Dacula Shores Road to the Conesus Inlet as well as south (Conesus Inlet Fish & Wildlife Management Area)
 - Marrowback, Bishop, and Mission Roads could possibly be used to connect with existing trails around Hemlock Lake

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Monday, September 30, 2003
7:00 - 9:00 p.m.
Yates County Government Center**

Summary of Public Comments

The following comments were received verbally from participants at the September 30, 2003 public input workshop in Penn Yan, Yates County.

- Several participants objected to proposed extension of the Outlet Trail by the Village of Penn Yan that is to be routed through a sensitive marsh area, which is possibly a state designated wetland. There were numerous concerns about the environmental impacts to the wetlands as well as the potential for disturbing hazardous waste thought to be located in that area.
- Any trail in Yates County should avoid sensitive and critical environmental areas like wetlands
- Several comments were made concerning limited awareness of opportunities to participate in the planning or development of trails in the Village of Penn Yan
- Some participants expressed concerns about the costs associated with trails (design, construction, maintenance, enforcement), especially in light of budget constraints locally and statewide
- Several participants expressed concerns about safety because of the remoteness of the Outlet Trail between the villages, noting that emergency access is limited
- There was significant concern over the existing maintenance and enforcement of the Outlet Trail in the Village of Penn Yan. Several comments were made about the trail functioning as a “hang out” for teens, which has made it less attractive for other users
- Most participants did not support the use of snowmobiles on the Outlet Trail within the villages because of the noise, pollution, and safety conflicts with other trail users
- One participant commented that the Outlet Trail, and any other future trails, should be viewed as a great economic, social and educational resource for residents and visitors
- It was noted that there is an interpretive booklet on the history of the Outlet Trail corridor, which once accommodated a canal and railroad. Someone commented that the Friends of the Outlet were interested in creating signage for interpretation along the corridor, including natural and industrial history of the area

- Several participants agreed that increased trail usage will likely reduce concerns about remoteness and safety on trails because there will be more “eyes on the trail”
- Several participants questioned the value of having a connected trail system throughout the County and region
- One participant recommended GTC contact NYS Department of Environmental Conservation about any trail corridors it may have planned or envisioned. One possible corridor would be to connect to the western side of the lake and Keuka Lake State Park
- The Outlet Trail should have hours of operations (e.g. dawn to dusk) applied to it, which may help control undesirable uses on it (e.g. late night snowmobiling, partying)

Suggestions for new trails or improved connections from the Map Breakout Session include:

- Meeting participants identified an alternative route for extending the Outlet Trail to the Keuka Lake waterfront using an abandoned railroad corridor along the south side of the Outlet from Brown Street to the Fireman’s Field. It was noted that this corridor is already used as a trail unofficially and that it would connect to existing businesses and two publicly-owned parcels, one of which is being considered for a boat museum
- Investigate how to connect the western side of Keuka Lake and Keuka Lake State Park by trail

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

Wednesday, October 1, 2003

7:00 - 9:00 p.m.

Wyoming County Community Action/Business Center

Summary of Public Comments

The following comments were received verbally from participants at the October 1, 2003 public input workshop in Perry, Wyoming County.

- ATVs are unofficially using trails now but there are conflict issues between ATVs and other trail users. The speed of ATVs and the surface damage caused by ATVs creates conflicts with other trails users that travel slower and need a better surface. It was noted that there is no legal, public place to ride ATVs in Wyoming County
- Snowmobile clubs are looking to develop partnerships with other trail groups to develop year-round trails and a greater base of interest and volunteers for trail maintenance
- Snowmobile clubs are very interested in working with villages to create routes to connect snowmobilers to services located within villages (e.g. food, lodging, gas). Currently, the Village and Town of Perry approved changes in their local laws to allow snowmobile access along a limited route in the town and village to access local businesses. The snowmobile club signs the route, but local law enforcement is sometimes needed to keep people on the route
- Snowmobile parking in villages is very important. Parking lots should be added, preferably near services like food, lodging, and gas, without encouraging excessive snowmobile traffic in the villages (i.e. establish a limited route). Enforcement of these lots is needed sometimes
- There are approximately 250 miles of snowmobile trails in Wyoming County currently. Most of these trails are on private land and were developed by snowmobile club volunteers working with each landowner to gain access to their property. This is a very time consuming process done all by volunteers. Landowner liability questions are a common concern when trying to develop new trails. Not many landowners know about or understand the state General Obligations (GO) law
- Are there any statistics related to the General Obligations law like the number of lawsuits filed against private landowners or the number of cases won or lost by landowners who've allowed access to their land for fee-free recreation
- Allowing a trail on one's private property can cause that landowner's insurance rates to increase. Snowmobile club insurance rates have definitely gone up over the past few years

- Road width needs to be able to safely accommodate bicyclists and pedestrians, especially in denser areas. A specific problem was noted with the narrow roads around Silver Lake where there are many people walking and bicycling along the road with very little space.
- It was noted that it might be difficult to add road shoulders because of limited easements (e.g. West Lake Road with residential structures very close to the road) and challenging topography in Wyoming County (i.e. hilly terrain)
- It was also noted that Wyoming County has numerous of local and County roads that have very low volumes of traffic, which may be ideal for bicycling and other trail uses
- The Village of Warsaw Master Plan does contain community objectives related to trails
- Can prison labor be used to build and/or maintain trails? Could the use of prison labor to construct a trail be counted toward the project's match?
- Wyoming County should look at trails along waterways for riparian protection and to allow more access to its streams and creeks, which are known for excellent fishing opportunities. It was noted that many stream fronts are privately owned
- There is a very scenic waterfall near the Village of Warsaw but it is on private land. Some people do use this private property to access to waterfall – is there any way to legitimize a public corridor to get to the waterfall?
- The current snowmobile trail between the Village of Perry and Letchworth State Park (south of the outlet) follows public roads and uses some private property, mainly via agreements to use farm fields which would not likely be available in spring, summer, and fall due to active agricultural use
- Are there statistics about the economic impact of trails in this area? According to a statewide study completed by the New York State Snowmobile Association, snowmobiling has a \$750 million plus economic impact on the state's economy every winter
- The hamlet of Bliss (in the Town of Eagle) was historically considered the "Old Forge" of the west because of its extensive snowmobiling trails. Can this area reclaim that title and become a center for snowmobiling in the western part of the state? Can Wyoming County create better snowmobile connections with Genesee, Allegany, Cattaraugus, and Livingston counties to become a center for snowmobiling in the state?
- Confirm whether or not the Conservation Branch of the Finger Lakes Trail system in Darien (Genesee County) stretches down into the Town of Bennington
- Part of the Finger Lakes Trail goes through the Town of Genesee Falls and goes into the Boy Scout camp in that town; please add this segment of the trail to the map of existing trails

- The Beaver Meadow Audubon Center in the Town of Java has trails for hiking and cross-country skiing available. It is a private center but open to the public; access is free but a donation is suggested
- Hiking trails are also located with the Genesee Country Village and Museum near Mumford in Genesee County, however, these require paid admission to the facility
- The Wyoming County Tourism Promotion Agency published a bicycle map several years ago; the TPA should be contacted to see if a copy is still available for use by GTC in the Initiative
- More signage is needed, both on trails and on roadways and within villages to direct people to trails / trailheads. One opportunity may be to utilize the Eastern Correctional Facility, which manufactures signs
- Are the trails within the Carlton Hill State Multiple Use Area (Town of Middlebury) open to mountain biking and cross country skiing? This is a large state-owned natural area that should be open to all non-motorized trail user groups

Suggestions for new trails or improved connections from the Map Breakout Session include:

- The Village of Perry is interested in creating an extension of the Silver Lake Outlet Trail to connect with Letchworth State Park following the outlet; the Town of Perry supports the Village's project idea. This includes developing a trail behind Main Street along the outlet
- There are two County-owned forests, one in Wethersfield and one in Middlebury south of Carlton Hill. There are snowmobile trails in the forest in Wethersfield but no public access to the one in Middlebury. Can trails for other users like mountain bikers, hikers, and cross-country skiers be developed in both of these forests?
- Much of the Arcade to Attica rail corridor is in private ownership, although it was noted that snowmobile clubs do use some of the corridor for snowmobiling (see county snowmobiling map). A trail could possibly be developed along the section of the Arcade & Attica Railroad that the scenic train runs on although there is limited space along the rail corridor. This could possibly connect with the Beaver Meadow Audubon Center in Java
- Presently, Wyoming County snowmobile club(s) leases the unused rail corridor in Wyoming County from the railroad. It would be ideal if the unused railroad corridor from Silver Springs to the Wyoming/ Cattaraugus county border could be purchased for permanent public use as a year-round trail. The railroad has expressed that if it did sell the corridor in the future, it would prefer to sell it in one or more large sections (e.g. minimum 25 acre sections). This corridor extends south into Allegany County (Lost Nation) and ends at

Machias Junction in Cattaraugus County. Both Allegany and Cattaraugus have extensive trail systems, especially for snowmobiling and equestrian use

- Look at how a trail could be developed along Oatka Creek
- Connect the Village of Alexander (Genesee County) to the Village of Attica, possibly along the abandoned rail corridor. The eastern part of this corridor from Alexander into York, Livingston county is already owned by NYSDEC and used as a snowmobile trail
- Develop a trail within the Village of Attica along Tonawanda Creek, including a possible connection to the village park

R & S Railroad owns the old railroad corridor between the Village of Silver Springs up to Silver Springs State Park; the remainder of the corridor north to the Village of Perry was sold off many years ago. Perhaps a trail could be developed to connect the Village of Silver Springs to Silver Lake State Park and the so

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Thursday, October 2, 2003
7:00 - 9:00 p.m.
Seneca County Administration Building**

Summary of Public Comments

The following comments were received verbally from participants at the October 2, 2003 public input workshop in Waterloo, Seneca County.

- Parts of the proposed Seneca-Cayuga Canal Trail (Geneva to Waterloo) are very remote; this may create issues with personal security and emergency access. It was noted that a trail should be better connected to nearby roadways and development to help with personal security and emergency access
- People currently hunt on lands adjacent to the proposed Seneca-Cayuga Canal Trail (Geneva to Waterloo), which may create safety conflicts between hunters and trail users. The various hunting seasons run from October through December every year
- The proximity of the Seneca River to the proposed Seneca-Cayuga Canal Trail may create mosquito problems for trail users. The corridor may need spraying or other abatement methods to make it usable during the summer – who would pay for that?
- Concerns were expressed about spending money on trails when there are other pressing needs, including road repair needs in Seneca County. Likewise, someone expressed concern that the money proposed to be spent on the Seneca-Cayuga Canal Trail is not consistent with the benefit / likely use
- The proposed Seneca-Cayuga Canal Trail is intended not just to provide a trail for nearby residents but to also attract people to the region and/or keep visitors in the area longer (i.e. one more activity to do)
- Trails encourage people to participate in healthy activities
- One participant noted that he was not against trails but that he was concerned with the suggested route of the proposed Seneca-Cayuga Canal Trail between Geneva and Waterloo
- There was concern that additional tourist attractions might lead to more traffic on local roads where there is already a problem with drivers sharing the road with large farm equipment

- There is a short trail between the Village of Seneca Falls and Cayuga Lake – can this be shown on the map? [The trail between Seneca Falls and Cayuga Lake State Park is the Arthur A. Baker Trail .]
- Trails built closer to roads may also be easier to maintain
- The New York State Parks Department is supposedly working on a statewide liability policy to cover all trails – can this be confirmed and more details provided? Also, concern was expressed that the state General Obligations law was not strong enough
- There was concern that if nearby local populations are low, there may not be enough people regularly using a trail to provide a self-policing benefit. Others commented that few local residents will use the trail
- One participant questioned why really long trails were necessary, speculating that most people won't be out on a trail for more than 30-60 minutes at a time
- One participant noted that the Cycling the Erie Canal tour attracts 400+ participants to ride across the State of New York along the Erie Canal corridor, noting the participants like the tour because they can ride on trails for the majority of the trip
- Francis Caraccilo, village planner for the Village of Seneca Falls, stated the Village's Visitor Center receives over 10,000 visitors a year. He added that there is an ever-increasing number of requests for information about trails in the area, noting that many visitors to Seneca Falls arrive by boat via the Seneca River with no access to a car to sightsee. Mr. Caraccilo also suggested that tourists may actually expect trails to be available in areas they visit as they become more commonplace around the state and country
- The northern part of Seneca County is well suited to service visitors to the area, including those who would come to use the proposed trail. There are a number of places to stay, including campsites, and several other places to lodge are being planned / developed
- It was suggested that more short trails might be better than a bunch of long trails, noting the short trail along the Seneca River in the Village of Seneca Falls [the Frank A. Ludovico Sculpture Trail]. Some felt the distance between Geneva and Waterloo was too far to be attractive to people
- The proposed Seneca-Cayuga Canal Trail between Geneva and Waterloo might interfere with farming activities on the agricultural land it would abut
- There is already a problem with ATVs using the corridor proposed for the Seneca-Cayuga Canal Trail along the Seneca River. These ATV enthusiasts already trespass on adjacent farmland – can the trail be fenced to prevent trespassing and possible property damage?

- One possible alternative to man-made fencing would be to create natural barriers to prevent unwanted use and trespassing
- One participant questioned whether tourists would use a trails to get between the villages to access tourist attractions like has been suggested. Another wanted to know if there are any statistics about how many people statewide want trails

Suggestions for new trails or improved connections from the Map Breakout Session include:

- Open the former Seneca Army Depot complex to bicycling, walking, etc. – there are dozens of miles of roads within the depot. Perhaps a trail connection to Sampson State Park could be developed. The white deer herd at the depot is an attraction that cannot be seen anywhere else – very unique
- An ultimate connection would be from Dresden on the west side of Seneca Lake to Sampson State Park on the east side – ferry across the lake?
- Several participants wanted the County to explore other options to the suggested route for the proposed Seneca-Cayuga Canal Trail between Geneva and Waterloo
- Numerous trails have been proposed for development with the Montezuma National Wildlife Refuge; contact the refuge manager for more details
- The Waterloo to Geneva section of the Seneca-Cayuga Canal Trail should be developed sooner – it is a shorter distance and would connect the two villages and the national parks within each village
- Connecting Seneca Falls to the Montezuma National Wildlife Refuge would be a great linkage. It was noted that the proposed segment of the Seneca-Cayuga Canal Trail between the Village of Seneca Falls and the refuge does experience a lot of hunting on adjacent properties

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Tuesday, October 7, 2003
7:00 - 9:00 p.m.
Geneva Public Safety Building**

Summary of Public Comments

The following comments were received verbally from participants at the October 7, 2003 public input workshop in Geneva, Ontario County.

- There is strong community interest in Geneva to developing a trail along the Cayuga-Seneca Canal from Geneva through Waterloo to Seneca Falls and north to the Montezuma National Wildlife Refuge and the main Canalway Trail along the Erie Canal in the Clyde, Wayne County
- It was noted that there is a small, vocal group opposing the trail between Geneva and Waterloo who are concerned about trespass on their adjacent farm properties
- The paved trails along the Seneca Lake waterfront have brought more people down to the water and also helped reduce some of undesirable activities that once occurred along the lakefront
- The Town of Gorham, which owns a 1-½ mile stretch of the former Lehigh Valley Railroad corridor from the Village northeast to Blodgett Road, would like to develop it into a trail to eventually connect the Ontario Pathways Trail in Stanley. The Town is in the process of forming a committee to work on the project but needs assistance
- An ideal trail connection would be a direct trail route between Canandaigua and Geneva
- The Town of Geneva's current Master Plan committee is interested in investigating trail development opportunities in their community; they are considered to be potential community assets
- Community amenities, tourist attractions, and historic and scenic resources should be looked at as key destinations or linkages for trails
- Can standardized signage be developed to direct people to trails from nearby streets and highways? There are many trails in this region but many people, even locals, do not know they are here and how to connect to them

- What assistance is available to local communities to help get a trail project started? Many communities want trails but do not know how to get started and need advice and resources for developing trails
- Tourism promotion agencies should be seen as partners in getting information out about trails. Presently, there is not enough information on trails that is readily available
- It was noted that Ontario Pathways works with Ontario County's tourism promotion agency and the Canandaigua Chamber of Commerce to distribute the group's brochure/map for the Ontario Pathways trail. These organizations distribute a lot of Ontario Pathways brochures
- Road shoulders should be widened and their quality improved for easier and safer bicycling
- Ontario Pathways is concerned about the significant increases in liability insurance for private trail groups. The cost of Ontario Pathway's liability insurance has increased dramatically over the past few years and is becoming difficult for them to afford
- Someone inquired about whether local municipalities existing umbrella liability policies cover trails like they cover parks and other community assets
- Ontario Pathways reported having on-going problems with trespassing by unapproved trail users, noting that many of the trespassers are neighboring property owners who ride ATVs on it. They have spoken to the Ontario County Sheriff about assisting them with enforcement of known problem areas
- There are remnants of a former railroad corridor in the northern part of Ontario County including a missing bridge over State Route 488 just north of State Route 96. One participant's property in the Town of Phelps contains part of the old rail corridor (near McIvor Road and CR 6). What corridor is this and is there any possibility of using it to connect Geneva with the Villages of Phelps, Clifton Springs, and Manchester, etc.?

Suggestions for new trails or improved connections from the Map Breakout Session include:

- A new trail along the former Lehigh Valley Railroad corridor from the Village of Rushville north to Geneva should be investigated. A trail along this corridor would intersect with Ontario Pathways in the Hamlet of Stanley. The Town of Gorham owns a 1 ½ mile stretch of this corridor from the Village northeast to Blodgett Road and is very interested in developing it
- There may be an opportunity to begin developing a trail from Geneva to connect to the Ontario Pathways Trail in Stanley and eventually Gorham and Rushville by following Castle Creek in the City of Geneva and then out through the Cornell Agricultural Research Station. Part of the former Lehigh Valley Railroad corridor is located with the Research Station and is owned by Cornell University

- The former railroad bridge over State Routes 5 & 20 in the Hamlet of Flint, which is owned by Ontario Pathways, is in need of serious repairs due to oversized vehicles repeatedly hitting the bridge. Ontario Pathways has always developed and maintained its trail assets without public funding in the past but the repairs needed are extensive and beyond the group's resources
- The Town of Canandaigua's Open Space Plan Committee is investigating the possibility of developing a north-south trail along a ridgeline from Onanda Park in the southern part of the Town on Canandaigua Lake north to the City of Canandaigua
- Another former railroad bridge on the Ontario Pathways trail in Aloquin may also become a low clearance problem in the future if the road height keeps increasing with resurfacing projects. This bridge is being actively used to carry the Ontario Pathways trail over State Routes 5 & 20
- The former Lehigh Valley Railroad corridor from Rushville south to the existing section of Lehigh Valley Trail from Middlesex to Naples should also be investigated for future development. If a trail was completed on the former Lehigh Valley Railroad, it would connect Ontario and Yates counties by trail and link Geneva, the Ontario Pathways Trail, Rushville, and Naples

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Wednesday, October 8, 2003
7:00 - 9:00 p.m.
LeRoy Town Hall**

Summary of Public Comments

The following comments were received verbally from participants at the October 8, 2003 public input workshop in LeRoy, Genesee County.

- Landowners may be more willing to allow trail development and access to their land if they understood the related liability issues
- Despite the protections of the state General Obligations law, many landowners are still reluctant to allow trail access on their land because of concerns about having to defend themselves in the event of a lawsuit
- It was noted that a member of a local snowmobile club has researched lawsuits against landowners. His research has shown that no New York landowner has ever lost in court to date due to the landowner protections afforded by the General Obligations law
- Snowmobilers need some access to villages because this is where the majority of services are like gas stations, restaurants, and lodging. Unfortunately, no village or city in Genesee County permits even limited access by snowmobilers
- Parking lots should be established in villages and hamlets in popular snowmobile areas, but the lot needs to be visible and close to services, not only for convenience but also security for the sled owner
- Trail loops should be developed; out-and-back trails are fine but being able to travel loops is more interesting
- The skyrocketing cost of liability insurance for trail groups like snowmobile clubs may really begin to limit trail opportunities and access in the future. Even towns that own corridors open for snowmobiling are asking for the snowmobile clubs to cover them under their policies
- ATVs are presently causing damage to some trails. Is there some way to develop trails for them that could also be used by other trail users? There are both safety concerns and trail surface issues related to sharing trails with ATVs

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Thursday, October 9, 2003
7:00 - 9:00 p.m.
Wayne Cornell Cooperative Extension**

Summary of Public Comments

The following comments were received verbally from participants at the October 9, 2003 public input workshop in Newark, Wayne County.

- Trails loops should be created as opposed to just linear trails. These can be more interesting than traveling out and back on the same corridor
- Portions of the County's proposed Clyde to Tyre section of the Canalway Trail may be problematic to develop due to adjacent farmland and private interests
- Trails should be considered when new water and/or sewer lines are being installed
- ATVs are creating major problems with trail surface damage
- Basis amenities like potable water and restrooms are needed
- Budget problems are hampering efforts to conduct law enforcement on trails
- There are conflicts between hikers and equestrians within the Finger Lakes National Forest in southern Seneca County
- Local municipalities could obtain trail easements or require trails to be constructed as part of new developments but we need examples of zoning ordinances, easement language, etc.
- It would be ideal if most residents of the county could have trail access within a certain distance from where they live
- Wayne County's agricultural heritage should be highlighted along trails
- Wayne County has two War of 1812 battle sites; these should be recognized and become a historic attraction in the county
- The loss of an opportunity to develop a trail should be highly valued when evaluating trail projects for funding and other resources or support

- Opportunities to use snowmobile trails year-round should be explored
- The development of a multi-use trail is not always appropriate, especially in areas with sensitive terrain
- Trail groups need to work together and with municipalities and agencies on trail-related issues (e.g. the private liability insurance crisis hitting trail groups)
- A state insurance pool or legal defense fund should be created for snowmobile clubs and other trail groups
- Wayne County should investigate the opportunity to create water trails along its streams for kayaking and canoeing
- The new fast ferry project from Rochester to Toronto and a newly proposed ferry from Ontario, Canada to Oswego miss Wayne County completely. An extensive trail network in Wayne County, in addition to the other assets and attractions here, may help bring ferry passengers into the county
- The proposed new train station in Lyons should be connected to the trails network
- Long-distance trail travelers need lodging options intermittently along their route, including campgrounds. The Canal Corporation has developed some camping areas in other areas – are campsites planned for the upcoming Canalway Trail projects in Wayne County?
- More marketing and promotion of trails, both locally and farther a field, needs to occur if we want to attract more people to Wayne County
- Trails can improve the quality of life for residents
- Developers should be required to build trails or at least reserve permanent easements for trails; trails are a good selling point for realtors and developers
- Signage needs to be added to all types of trails, both directional signage as well as interpretive signage. People need to know where they are when they are on the trail and what is nearby
- One meeting participant stated a preference for the development of a trail along side of Lake Road (the Seaway Trail National Scenic Byway corridor) as opposed to improved shoulders as proposed by the County
- Some concern was expressed about trail use during hunting season. How can trail users be made aware of the potential for hunting nearby and educate them on how to protect themselves?

- Trails should be shown in lots of publications like tourism brochures, State Parks and Department of Environmental Conservation maps, highway maps, etc. Web-based trails information should be developed
- There may be opportunities to utilize abandoned or seasonal road for trails
- Public access to waterways is being lost. Trails should be developed along waterways or connect to them to allow for public access to streams and lakes
- Abandoned railroad corridors need to be well documented so that they are not parceled up
- Inactive quarries and sandpits might be able to be used for trails or trail connections
- Local municipalities should be made aware of what they can do to make trails happen and why they should be interested in developing trails in their communities
- Safe routes to schools should be identified
- The Canalway Trail map provided by the Canal Corporation is nice but does not show other trails in the area and other key destinations. This map should include other trails, local cultural and historic sites, community parks, etc.
- Wider paved shoulders should be constructed on roadways to improve the road for bicycling

Suggestions for new trails or improved connections from the Map Breakout Session include:

- A trail connection between Chimney Bluffs State Park, the Route 104 corridor trails, the Lake Shore Marshes State Wildlife Management Area on Sodus Bay, and to the proposed Sodus Ditch trail
- The Hamlet of Pultneyville and Lake Ontario shoreline should be connected to the proposed Newark to Marion Trail, which would connect the lakeshore with the Erie Canal
- There are several high-tension power line corridors spanning Wayne County both north-south and east-west. These corridors should be identified and considered for use as trail corridors
- It is important to connect Wayne County with the trails being developed in the Montezuma National Wildlife Refuge and the existing trails on Howland's Island and in neighboring Cayuga County

GTC Regional Trails Initiative – Phase 2 Summary of Written Public Comments January 2004 Public Comment Period

The Genesee Transportation Council (GTC) received the following written comments in response to the GTC Regional Trails Initiative – Phase 2 Draft Public Review Document. When more than one person submitted the same (or a similar) comment, comments are combined. The number of times a comment was repeated is shown in parentheses at the end of the comment. Verbal comments received at the January 2004 public meetings have been summarized separately.

- Incorporating the benefits of allowing snowmobile access on area trails should be considered as new trails are developed. Snowmobilers contribute significantly to the state and local economies through vehicle registration fees and on equipment, lodging, gas, and food purchases as well as associated taxes. They also contribute many hours and dollars toward trail maintenance (3)
- The Village of Rushville (Ontario County portion) and Town of Gorham are very interested in developing a trail together on a section of a municipal-owned abandoned rail corridor in their communities (2)
- There are concerns about the suggested routing for draft Mid-Term Trail Project Recommendation #159 – Silver Lake Outlet Trail – Perry to Letchworth State Park because most of the land between these two locations is privately owned (2)
- Trails can contribute significantly to tourism, economic development, and quality of life, especially in areas in our region where expenditures by visitors are a significant part of the economy (2)
- There is support for the development of draft Near Term Trail Project Recommendations #158 – Silver Lake Outlet Trail Extension, which could provide the Village of Perry with economic, recreation, and fitness benefits (2)
- Reconsider the placement of the map lines on the RTI maps for draft Near Term Trail Project Recommendation #158 – Silver Lake Outlet Trail Extension and draft Mid-Term Trail Project Recommendation #159 – Silver Lake Outlet Trail – Perry to Letchworth. The lines cut through private property, which is causing concern for several landowners who believe trail projects have been decided on without their knowledge or input (2)
- The Town of Castile suggested a new trail route be added to connect the Village of Silver Springs, the Village of Castile, and Letchworth State Park via a municipal-owned seasonal road

- The Yates County Legislature expressed its unanimous support for draft Near Term Trail Project Recommendations #163 – Outlet Trail Extension – Brown Street to Keuka Lake Waterfront and #164 – Penn Central Rail Trail – Yates County Section, noting the expansion of trails in the Finger Lakes Region will support economic development and tourism efforts
- Ontario Pathways, an Ontario County-based trail organization, requested the project description for draft Near Term Trail Project Recommendation #17 – Ontario Pathways Flint Bridge Rehabilitation include improvements to the trestle portion of the bridge in addition to the needed structural repairs
- Ontario Pathways requested its Aloquin trail bridge in Hopewell (Ontario County) be added to the Trail Project Recommendations as this former rail bridge is in need of rehabilitation for continued trail use
- Trailworks, a Wayne County-based trail organization, requested the existing power line corridor running east-west in the Towns of Ontario and Williamson be investigated for potential trail use. It was noted that ATV and snowmobile enthusiasts are currently using this corridor
- Concerns were expressed about draft Near Term Trail Project Recommendation #158 – Silver Lake Outlet Trail Extension because private property owners in that area have long-standing problems with trespassing and other similar problems because of the proximity to the Outlet
- A trail connecting Lake Waneta and Lake Lamoka should be completed. [Note: this suggestion cannot be included in the Regional Trails Initiative because these lakes are located in Schuyler County, which is outside of the GTC nine-county planning region]
- The Dansville – Mount Morris Railway, which was used by Foster Wheeler, should be a high priority corridor for trail conversion. It is a very scenic corridor that could connect the existing Genesee Valley Greenway trail with Dansville and beyond
- Interest was expressed in developing a trail component to historical travel routes like the “Freedom Trail” in Genesee and Wyoming counties, as well as other historic travel routes that are no longer used today
- It was asked if eminent domain would be used to acquire property for trails
- Access to Regional Trails Initiative information via GTC’s web site is very good; however, there was concern that notification in local newspapers was not adequate
- Trail amenities for disabled persons should be identified and included in the Regional Trails Initiative

- Draft Near Term Trail Project Recommendation #158 – Silver Lake Outlet Trail Extension is not shown on the map. [Note: this labeling omission will be corrected in the final versions of the Regional Trails Initiative – Phase 2 maps]
- The City of Batavia’s proposed Creekside Trail should be included in the Initiative. [Note: “Batavia Creek Park Trail” (Map ID #70) is shown as a “Trail Project/Improvement Currently Under Development” in the Draft Public Review Document. GTC will confirm with the City of Batavia if this is the same trail as referenced in the above comment]
- There was a request for clarification about what type of organization will implement these trails, including if it would be a publicly funded organization, how it will be organized, and to whom it will be accountable. [Note: the Regional Trails Initiative is intended to serve as a resource document. Implementation of the goals, recommendations, and suggested trail projects is voluntary and will likely be done through partnerships between public and private interests]

In addition to the above written comments, GTC received a petition with 108 signatures for the “development of snowmobile trails and corridors to be located within Ontario County and the connection to existing trails and corridors in Wayne County”. The petition included the following comments:

- The active Finger Lakes Railway corridor between Manchester and Geneva, which is owned by the Ontario County Industrial Development Agency, should be looked at as a potential trail corridor for Phase 2. The corridor is very wide and could accommodate both existing rail service and trail users
- A trail underpass under Route 21 in Manchester should be installed when the existing railroad overpass is removed. It would provide a safer passage under Route 21 for potential trail users and a connection to Red Jacket High School
- Snowmobilers have difficulty crossing the Thruway in Ontario County and would like to gain approval to designate an existing bridge to cross, or to go along the Canandaigua Outlet and use an existing bridge as an underpass
- Snowmobilers have difficulty crossing the Erie Canal in Wayne County. They would like to gain access to the canal bridge near Port Gibson, which is thought to be used infrequently by vehicles and would connect them with trails and services north of the Canal
- Snowmobilers are also concerned about the safety of crossing Route 332 west of Canandaigua. They would like a designated crossing point established or a trail underpass constructed to separate trail traffic from motor vehicle traffic [Note: this suggestion will not be specifically addressed in the Phase 2 of the Regional Trails Initiative because this area is located in the Initiative’s Phase 1 study area, which was addressed in 2002]

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Meeting**

**Wednesday, January 7, 2004
7:00 - 9:00 p.m.**

Wayne County Cornell Cooperative Extension

Summary of Public Comments

The following comments were received verbally from participants at the January 7, 2004 public input meeting in Newark, Wayne County.

- Is there any potential funding to develop trails in or adjacent areas that are polluted (like brownfield sites) or areas that are environmentally sensitive? For example, the Outlet Trail in Penn Yan could be extended to the waterfront on the south side of the Outlet but there are several parcels adjacent to the railroad corridor that are brownfield sites
- More should be done to foster partnerships between snowmobile clubs and other trail/trail user groups
- The historic one-lane bridges over the Erie Canal are often a barrier to trail users as most are not comfortable crossing one-lane bridges on foot, by bicycle, or other means. This is a problem in many places in Wayne County where the Canalway Trail zig-zags from one side of the Canal to the other or where parking lots, parks, services, and marinas are on the opposite side of the Canal from the trail. How can these bridges be modified to better accommodate all users? This may be challenging since many are historic and the Canal corridor itself is on the Historic Register
- Concerns were expressed about regulations that tend to hold up needed improvements to trails and trail corridors. How can these be streamlined and simplified?
- More trailheads with adequate parking, both in the number and type of vehicles accommodated, need to be provided along trails
- Signage needs to be placed along roads, especially state routes, to direct people to trail access points. Signs are also needed to direct trail users into hamlets and villages to obtain services and to other important locations (e.g. historic sites, parks, lakes)
- There is concern about a proposal to limit the hours of operation on trails in Wayne County. This could negatively impact snowmobiling, which is often done at night

- Abuse of trails by ATV enthusiasts might be lessened if legitimate places were established for ATV use
- GIS mapping of snowmobile trails at the state-level is impacting the funds reimbursed to local county because of inaccuracies in the mileage. The GIS mapping prepared by the state is not as accurate as local mapping efforts, resulting in lower trail mileage and subsequently lower reimbursements to local snowmobile clubs maintaining these trails
- Mapping of topography would enhance the quality and usefulness of trail maps
- There are problems among state agencies with consistent valuation of in-kind services and donations that are provided as part of trail projects. Some agencies will utilize prevailing wage rates, full for-hire costs, and actual current costs for materials whereas others are using outdated costs for volunteer labor, skilled services, and materials (e.g. lumber costs). This affects local communities' and trail groups' abilities to provide required matching dollars
- The Finger Lakes area should work to establish a major north-south trail between Lake Ontario and the Finger Lakes similar to the Genesee Riverway Trail – Genesee Valley Greenway corridor, which will span from the Port of Rochester south to Pennsylvania
- Trails should be connected in with the Seaway Trail National Scenic Byway corridor and the proposed train station in Lyons as they may attract more tourists, including those coming in via the Fast Ferry
- Funding is needed to assist with trail maintenance, not just trail construction
- New requirements for SEQR (State Environmental Quality Review) for new snowmobile trails is quite onerous for local snowmobile clubs to complete
- Trail corridors should be viewed as “greenbelts” and we should strive to develop and preserve such corridors for future generations

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Meeting**

**Thursday, January 8, 2004
7:00 - 9:00 p.m.
Orleans County Administration Building**

Summary of Public Comments

The following comments were received verbally from participants at the January 8, 2004 public input meeting in Albion, Orleans County.

- There is much confusion about whether or not horseback riding is allowed on the Canalway Trail. Presently, the trail is a popular place to ride horses in Orleans County, primarily in the more rural portions of the county. Recent Canal Corporation literature does not prohibit horseback riding, however, older signs prohibit horses. Many Orleans County residents ride horses on the Canalway Trail and would like to continue to ride there
- The typical equestrian user is female between the ages of 30 and 50 and does not have a great deal of riding experience or skill. These types of riders, as well as youth riders, are best accommodated with trails on flatter terrain like the Canalway Trail and other similar types of trails (i.e. rail-to-trail conversions)
- More parking areas are needed along trails, especially ones that can accommodate larger vehicles like trucks with trailers in tow. Also, these trailheads need to be well marked and mapped so people can easily find them
- Roadway bridges with no accommodations for trail users can often be barriers for trail users, especially in locations where trail alignments shift (e.g. from one side of the Erie Canal to the other) or where a destination is on the opposite side (e.g. a park, parking area, necessary services)
- Trail maps need to be much more detailed and show where access points are located
- GTC should conduct a trailhead / trail access location identification study, including identifying the size and accommodations at a trailhead, the type of signage needed at these locations (on-road and at the trailhead), and suggested amenities
- Orleans County has the best segment of the Canalway Trail in the region
- Lodging and camping locations, grocery and convenience stores, and other needed services should be identified along trails and perhaps even mapped so tourists can more easily travel on trails across the region

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Meeting**

**Monday, January 12, 2004
7:00 - 9:00 p.m.
Yates County Administration Building**

Summary of Public Comments

The following comments were received verbally from participants at the January 12, 2004 public input meeting in Penn Yan, Yates County.

- The Outlet Trail has been an asset to the Village of Penn Yan and should be viewed as a tool for economic development and attracting visitors to the area
- The Mayor of Penn Yan expressed his support for the two Near-Term Recommendations suggested for Yates County – the Outlet Trail Extension (#163) and the Penn Central Rail Trail – Yates County Section (#164)
- It was noted that a trail for the marsh area on the north side of the Outlet is shown in the Village's master plan but that there are some concerns about developing a trail in that area from local residents
- A representative of the Friends of the Outlet noted there are some problems with vandalism and encroachment by adjacent property owners along the trail but the problems are limited.
- The Friends of the Outlet now owns the Outlet Trail corridor; it was originally purchased by the Yates County Industrial Development Agency (IDA). The Friends group has also been purchasing other land around the trail corridor in an effort to create a buffer and to maintain the natural and scenic character of the corridor
- Residents are interested in assuring trails are compatible with the surrounding environment
- There was strong support for the proposed Outlet Trail Extension along the south side of the Outlet as recommended in the draft Phase 2 plan. It was noted that the trail would be a great asset to the Finger Lakes Boat Museum, which has been proposed for a land parcel along this old corridor
- A better trail system will support more tourism to the area
- The Outlet Trail is well used for fitness. Fitness stations have been in place along the trail for many years, and many trail users often take time to report about their trail use at the stations

- Local youths heavily use the Outlet Trail, especially in the summer. It provides them a good alternative to bicycling and walking on local streets
- The local Mennonite population also heavily uses the Outlet Trail, traveling into the Village for business and shopping. They also use it as a destination for family outings, including picnicking and fishing
- The Outlet Trail is incomplete in the Village of Dresden and should be added as a trail project recommendation to the Regional Trails Initiative. Presently, the trail stops where the former underpass was filled in many years ago, approximately $\frac{3}{4}$ mile from Seneca Lake. In addition to the barrier, some private property issues may hamper implementation. The desire is to be able to connect Keuka Lake and Seneca Lake by trail
- Several persons commented that it was very important to retain these historic corridors for the public's use
- There was a request to GTC to share the GIS files that have been developed for the Regional Trails Initiative with county-level GIS staff
- Connect the Outlet Trail with trails south of Yates County near Lake Waneta and Lake Lamoka [in Tyrone, Schuyler County]
- Trail-supportive business and interesting destinations need to be established to support persons traveling longer distances on trails
- Emergency equipment and training need and emergency access requirements should be identified when trails are being planned and developed
- Trail maintenance costs and responsibility need to be identified before a trail is constructed
- Some concerns were expressed about allowing snowmobiles into the Village of Penn Yan on the Outlet Trail, noting potential conflicts with trail users in the Village and the noise, smell, and pollution created by snowmobiles
- It was noted that the only access over the Outlet is by passing through the Village, so snowmobilers need access through the Village to continue on the extensive snowmobile trails in the County. They also need to be able to access businesses and services typically located in villages. The Village of Penn Yan benefits from snowmobile business (e.g. gasoline and restaurant purchases)
- Keuka Lake waterfront is very valuable real estate, comparable with other major resort locations in the U.S. Trails can add to the mix of things to do in the county, which may support more tourism and/or longer stays

- Snowmobiling on the Outlet Trail does result in a groomed trail surface that is easier for other trail user groups to use in the winter
- Trails are great recreation areas for families, including lower income families
- Trails are great locations for kids and teenagers, a place where they learn life-long habits of fitness and physical activity
- Migrant farm workers from wineries in the Dresden area use the Outlet Trail to bicycle to Penn Yan to buy groceries and obtain other services not available in Dresden
- Lakefront residents [Keuka Lake] near the Village often use the trail to come into the Village of Penn Yan to shop, get services, eat at restaurants, etc.
- There is interest in developing a hiking trail between the Finger Lakes – Bristol Hills Branch Trail to the Outlet Trail in Penn Yan
- Trails have tremendous interpretive value – local, history, natural, and cultural histories. These things can draw other people to use trails who may not go to a trail just for the transportation, fitness or recreation benefits. Likewise, they can be outdoor classrooms for students

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Tuesday, January 13, 2004
7:00 - 9:00 p.m.
LeRoy Town Hall**

Summary of Public Comments

The following comments were received verbally from participants at the January 13, 2004 public input workshop in LeRoy, Genesee County.

- Local communities would benefit from having a “how to” manual for trail development. There are many great opportunities for trail development but most local communities, agencies, or trail groups do not know how to get a project started, what steps to follow, etc.
- How can projects suggested for development on privately held property be progressed?
- It is difficult to find trail information including maps, where to access trails, what kinds of uses are allowed on trails, etc. There should be an effort to centralize trail information and to improve the quality and detail of this information
- It would be great if trails located within local, county, and state parks were mapped as well as the trails the regional trails GTC has mapped for the Initiative. This would provide a more detailed and accurate picture of all trails in the region
- One participant inquired about whether eminent domain is used to establish corridors for trail development. GTC staff noted eminent domain is one of many property acquisition tools but it is not aware of any use of eminent domain for trail development in this region
- One participant stressed the importance of having a broad range of people involved in trail development, including citizens, trail users, community leaders, private businesses, etc.
- Many localities are unclear about trail liability, which may prevent them from developing trails
- How do municipalities and/or trail groups address concerns about trespassing by trail users from adjacent property owners?
- There is a strong demand for more detailed information and mapping on trails in the region, especially trailhead locations. While there are some trail maps and resources, most have no information on where to access trails. Trailhead information should be mapped and perhaps even coded by what is offered there (e.g. trail access but no parking, trailhead with a small parking lot, trailhead with a large parking lot and restrooms)

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

Wednesday, January 14, 2004

7:00 - 9:00 p.m.

Seneca County Administration Building

Summary of Public Comments

The following comments were received verbally from participants at the January 14, 2004 public input workshop in Waterloo, Seneca County.

- There is a limited number of snowmobile trails in Seneca County unlike some of its' neighboring counties. It was noted there is approximately 3 miles of snowmobile trail in Sampson State Park but they are not connected to any trails on the exterior of the park
- Confirm the status and accuracy of the Geneva lakefront trails shown on the Existing and Under Development maps with the Seneca Lake State Park manager
- There is an existing multi-use trail within Sampson State Park that follows an old road and then becomes a trail further south in the park. It stretches from the park's entrance down to the hamlet of Willard near the old state hospital grounds
- There are concerns about snowmobiles trespassing on the farmland adjacent to the Cayuga-Seneca Canal Trail under development between Geneva and Waterloo. Should the county consider allowing snowmobiles on the corridor so there is a legitimate place for them to ride?
- It was noted the Outlet Trail between Penn Yan and Dresden, which does allow snowmobiling, is very similar to the Cayuga-Seneca Canal Trail now under development. The Outlet Trail is approximately 6 miles long connecting two villages with a water body on one side and private property on the other. It was suggested that Seneca County may want to inquire with the Friends of the Outlet and the Villages of Penn Yan and Dresden about their experiences with the operations and management of the Outlet Trail
- It was suggested that another trail could possibly be developed in Seneca County using an old rail corridor that serviced the former state hospital near Willard. The railroad corridor traveled east-west across the county and serviced the state hospital many years ago. The terminus of the Sampson State Park trail mentioned above is approximately 1 mile from where this rail corridor ended on the hospital grounds
- A trail loop could be created using the Sampson State Park trail, the suggested rail-trail from the state hospital grounds near Willard, the Black Diamond rail corridor, and the Cayuga-Seneca Canal Trail. The Finger Lakes railway could possibly be connected to these trails to serve tourists

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Tuesday, January 20, 2004
7:00 - 9:00 p.m.
Ontario County Office Building**

Summary of Public Comments

The following comments were received verbally from participants at the January 20, 2004 public input workshop in Canandaigua, Ontario County.

- One participant inquired about the liability of trails, noting that many municipalities and trail groups have many questions about trail liability
- Someone inquired about whether the region really had enough trails to effectively market, especially trails that connect communities and to other trails
- There were numerous questions about how projects can be funded, including what kinds of funding sources are available for trail development and when communities can apply to them
- Participants inquired about whether there was money available to help support maintenance activities and trail enforcement
- A member of Ontario Pathways suggested that preserving former railroad corridors or reclaiming them should be a priority. Once acquired, they become valuable community assets that can be developed for trail use when resources are available
- Local communities would benefit from having a “how to” manual for trail development. There are many great opportunities for trail development but most local communities, agencies, or trail groups do not know how to get a project started, what steps to follow, etc.
- Ontario Pathways asked that its’ rail-trail bridge over State Route 5 & 20 in the hamlet of Aloquin be added as a trail project need. The bridge exhibits concrete spalling from age and impacts of road salt
- Gorham Town Supervisor Richard Calabrese and Village of Rushville Trustee Charles Elwell noted the Town and Village’s strong interest in developing its’ small section of the former Lehigh Valley rail corridor into trail within the Town and Village. They were pleased to see it included as a Near Term Trail Project Recommendation

- Village of Rushville Trustee Charles Elwell added the Lehigh Valley corridor in the Village of Rushville and the Town of Gorham includes three former rail bridges, all of which need repairs
- What kinds of trails are more likely to be able to obtain funding? What can communities do to make their trail project more attractive to grant funding?
- An Ontario Pathways member noted that the more legitimate trail users they have on their trail, problems with unauthorized trail users and other nuisance behaviors tend to decline. Legitimate trail users help “police” the corridor by their presence, and many actively maintain the corridor while using it

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Wednesday, January 21, 2004
7:00 - 9:00 p.m.**

Wyoming County Community Action/Business Center

Summary of Public Comments

The following comments were received verbally from participants at the January 21, 2004 public input workshop in Perry, Wyoming County.

- There were questions about liability of trails, especially in situations where private landowners allow trails to cross their property. Property owners are concerned about lawsuits from trail users who may injure themselves and/or damage their equipment (e.g. snowmobile) while riding with permission across private property
- Trails need to include warning signs notifying users of the rules of the trail and also the trail limits (i.e. posting private property adjacent to trails)
- Some participants questioned whether there was enough to attract people to Perry to justify the development of a trail between Perry and Letchworth State Park. What benefits could a trail between Letchworth and Perry bring to the community?
- One person suggested a trail could possibly bring more people to Perry, which would support local businesses
- How much does it cost to provide adequate law enforcement on trails? Will it require the purchase of new equipment to patrol trails?
- How are trails maintained and by whom? How much will trail maintenance cost?
- Prisoners may be a good source of trail construction and maintenance labor in Wyoming County. It was noted that prisoners already work on similar projects
- Several people expressed concern that tonight's public meeting was not well advertised as they did not see mention of it in local newspapers
- One participant inquired about whether eminent domain is used to establish corridors for trail development. GTC staff noted eminent domain is one of many property acquisition tools but is not aware of any use of eminent domain for trail development in this region

- Equestrian use appears to be increasing in the county; more trails may help support this activity and people with horse-related businesses
- It is critical to communicate with property owners about potential trail project development. Property owners are not automatically inclined to be against trails – they just want to be involved in the process from the beginning
- Trails on former railroad corridors are more desirable than developing trails through the acquisition of privately-owned property
- One participant suggested that communities in Wyoming County have more pressing infrastructure needs so trail development should wait
- The Silver Lake Association obtained the property rights to part of the former railroad corridor along Silver Lake. These rights were subsequently sold to adjacent property owners
- There are some problems with snowmobiles in the Village of Perry, which are now allowed into the village along a limited route to access basic services. Some snowmobilers stray off this route and onto private properties. Historically, snowmobilers have caused problems for property owners around the Outlet (e.g. large numbers of snowmobilers, late night use, sled noise and disorderly conduct)
- The label for draft Trail Project Recommendation #158 is not showing up on the map; please correct this
- The written description for draft Trail Project Recommendation #158 should be revised to reflect that most of the property ownership is privately owned parcels. Only a few parcels are village-owned
- There were numerous concerns about the line drawn on the map to represent the concept of connecting Letchworth State Park with the Village of Perry (draft Trail Project Recommendation #159). The line as shown passes through private property, and several people who own property in this area were concerned that a specific route had been selected without their knowledge or input.

[Note: The routing for draft Trail Project Recommendation #159 shown in the Draft Regional Trails Initiative - Phase 2 Public Review Document, is meant to be representative of the *concept* of connecting Perry to Letchworth State Park, not the *actual* route a trail would follow. GTC only utilized the Silver Creek corridor as a point of reference for mapping; it was not intended to suggest this corridor would be *the* route for the trail if developed.]

- It was noted there is a water pipeline easement in the vicinity of draft Trail Project Recommendation #159, however, the deed for the easement does not allow any other uses along it, including transportation or non-transportation uses like trails

- The jurisdictions listed for draft Trail Project Recommendation #159 need to include the Town of Castile and the Town of Leicester, which is in Livingston County
- The jurisdiction listed for draft Trail Project Recommendation #161 needs to be changed from Town of Perry to Town of Castile
- There is a former landfill along the Silver Creek corridor that may pose a problem for trail development in that area in the future
- The chairman of the Village of Castile Planning Board suggested a new trail for consideration. This proposed trail would utilize municipal-owned seasonal roads, which are currently used for snowmobiling and some equestrian use, to connect Silver Lake State Park with the Village of Castile and then onto Letchworth State Park. He noted the seasonal road does parallel an active railroad for a very short segment but that the corridor is all publicly owned and does not infringe on any private property
- The final plan should include a disclaimer statement that all trail project recommendations are recommendations *only* and may not necessarily be implemented

**Genesee Transportation Council
Regional Trails Initiative – Phase 2
Public Input Workshop**

**Thursday, January 22, 2004
7:00 - 9:00 p.m.
Livingston County Government Center**

Summary of Public Comments

The following comments were received verbally from participants at the January 22, 2004 public input workshop in Geneseo, Livingston County.

- Local communities would benefit from having a mentoring team of trail experts in the region to tap into to help get them with trail planning, development, and funding
- NYS State Office of Parks, Recreation, and Historic Preservation (OPRHP) is working closely with municipal parks personnel in the study area and will likely have GIS (digital mapping) available for local parks in the near future
- It was suggested that NYS Department of Conservation (DEC) and OPRHP be included on the Regional Trails Initiative Steering Committee as implementation efforts are undertaken. Both agencies play a large role in trail development in the non-TMA portion of the GTC planning region
- A trail connection between the Genesee County Forest (in the Town of Bethany) and Carlton Hill State Multiple Use Area was suggested as a possible addition to the draft trail project recommendations. The county forest lies between the Genesee County Park and Carlton Hill and was recently upgraded with a parking area, basic facilities, and interpretive information
- The various public agencies involved in trail development and funding should meet at least annually to review each agency's work efforts and to share information and resources. Suggested agencies include OPRHP, DEC, the Genesee Transportation Council, county or major municipal parks departments, NYS Department of Transportation, and the Genesee/Finger Lakes Regional Planning Council
- GTC should develop some basic trail resource information targeted at municipalities and similar agencies that can be presented at training workshops or upon request. It was suggested this information should also be made available on the Internet

APPENDIX B

Trail Design Guidelines

This Appendix builds upon the Trail Design Guidelines prepared for Phase I of the **Regional Trails Initiative** which covered the Transportation Management Area (TMA) of the nine county GTC region (See Appendix A of the ***RTI-Phase I Final Report and Action Plan*** completed in August 2002). Some information relevant to Phase 2 will be included verbatim in this Appendix. References and links to relevant figures, tables and information from the Phase I guidelines are provided in Figure B10 at the end of this Appendix.

The RTI - Phase 2 Trail Design Guidelines are organized in the following sections:

- Trail Types and Construction Standards
- Trail Intersections
- Trail Signage
- Trail Furnishings, Amenities and Support Services
- Trail Development Costs

The 1999 AASHTO *Guide for the Development of Bicycle Facilities* uses the term shared-use trail (another name for multi-use trails) to refer to facilities on exclusive right-of-way and with minimal cross flow by motor vehicles. Shared-use or multi-use trails are distinctly different from on-road striped bicycle lanes and signed, shared roadways, although all provide useful and complementary facilities for transportation and recreation purposes.

This Appendix presents general design guidelines and standards for multi-use trails. Actual designs for specific projects will require stamped drawings from licensed professional engineers and designers prior to approvals, bidding and construction. The 1999 AASHTO Guide should be consulted for specific information regarding the following trail design considerations:

- Separation between trail and roadways
- Bicycle trail and roadway intersections
- Trail width and clearance standards
- Design speed and curve radii
- Grades
- Horizontal and vertical trail alignment
- Sight distance
- Railroad crossings

In addition to multi-use trails separated from vehicular traffic, bicycle lanes, shoulders, and sidewalks should also be developed to provide an interconnected system of facilities available to the widest possible variety of potential users. Bicycle facility types are illustrated in RTI - Phase I Design Guidelines, in the AASHTO 'Green Book', and in the NYS Highway Design Manual: Chapter 18.

NYSDOT design standards for bicycle and pedestrian facilities, described in Chapter 18 of the New York State Highway Design Manual, generally coincide with the 1999 AASHTO Guide for the Development of Bicycle Facilities (commonly referred to as the 'green book'), with two exceptions: the 54" height of bridge railings required in New York (AASHTO accepts 42"); and, second, the signing and striping of bicycle facilities described in NYSDOT's Manual of Uniform Traffic Control Devices (Chapter 17 – Transportation of the NYS Building Code).

Trail Types and Construction Standards

Multi-use trails are defined as facilities providing a completely separated right-of-way for the exclusive use of non-motorized traffic. They are designed to be safe and comfortable for a wide range of non-motorized users that may include bicyclists, in-line skaters, wheelchair users (motorized and non-motorized), cross country skiers, and pedestrians, including walkers, runners, people with baby strollers, and people walking dogs. In the Phase 2 study area, equestrians will be accommodated on some existing and proposed trails. Corridors will typically have a single trail tread (surface) to be shared by all users. Multiple, parallel trail treads may be developed where space allows to separate different trail users, such as bicyclists and in-line skaters from pedestrians or, in some cases, to separate equestrians and/or snowmobilers from other trail users.

Hard-Surface Multi-Use Trails

In areas where intensive use of trails is anticipated, such as in cities and villages, a hard-surface material is recommended. Trails developed in cities, villages and suburban areas are most often surfaced with asphalt, sometimes supplemented with concrete or brick pavers at trailheads or special areas along the trail. The New York State Department of Transportation recommends a 13' trail width for asphalt multi-use trails. However a 10' width is acceptable where the trail use is expected to be at low to moderate levels.

Trail shoulders should be 3' wide (2' minimum) and be graded at a slope of 2- 4% to enhance drainage while providing a recovery zone for trail users. On trails where intensive use is expected and budget allows, shoulders can be paved with stamped asphalt or unit pavers to give trail users a tactile warning they have strayed from the main path.

Stonedust Multi-Use Trails

Stonedust (or crushed limestone screenings) is a commonly used multi-use trail surface in upstate New York State. It is a hard surface that, if properly constructed and maintained, can meet American with Disabilities Act (ADA) accessibility guidelines. The material will compact and bind into a hard surface that comfortably accommodates all users, with the exception of in-line skaters and some bicycles with thin tires. One advantage, observed regionally, is that stonedust-surfaced trails appear less vulnerable to surface damage from tree roots than asphalt trails adjacent to woodland or large specimen trees. A 10' width may be adequate for stonedust trails because of lower travel speeds and no in-line skating. However, if significant trail use is expected and/or there will be a great variety in trail use groups and their travel speeds, a wider trail may be needed to safely accommodate them. Notably, stonedust trails are generally more visually and environmentally suited to natural and wetlands areas. 3'-wide (2' minimum) trail shoulders should be provided along stonedust trails.

Multi-Use Trails with Existing Cinder Surfacing

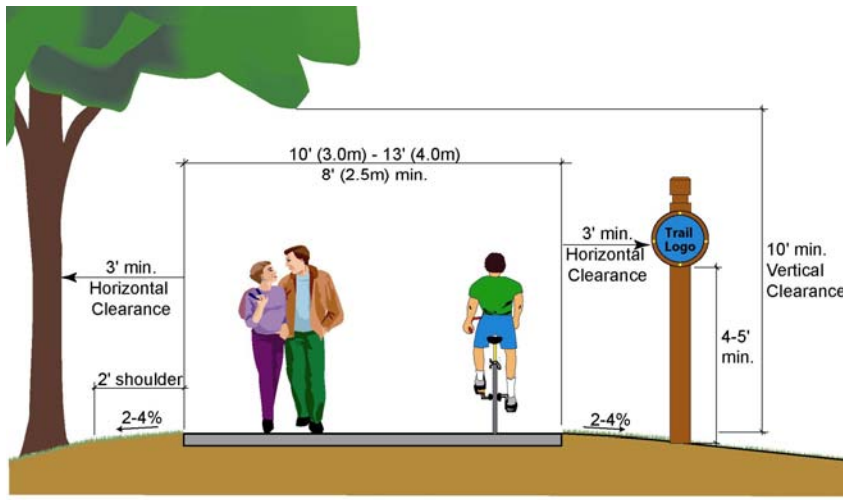
Many of the developed and planned trails in study region are located on former railroad lines. Fine, well drained cinders, the ballast that once supported railroad ties and tracks, can make

an excellent trail surface. Clearing, grading to smooth surface rutting, and rolling to increase compaction can result in an excellent, low-cost trail surface. As with asphalt and stonedust trails, a shoulder should be provided.

Trails on Hardpack Roads

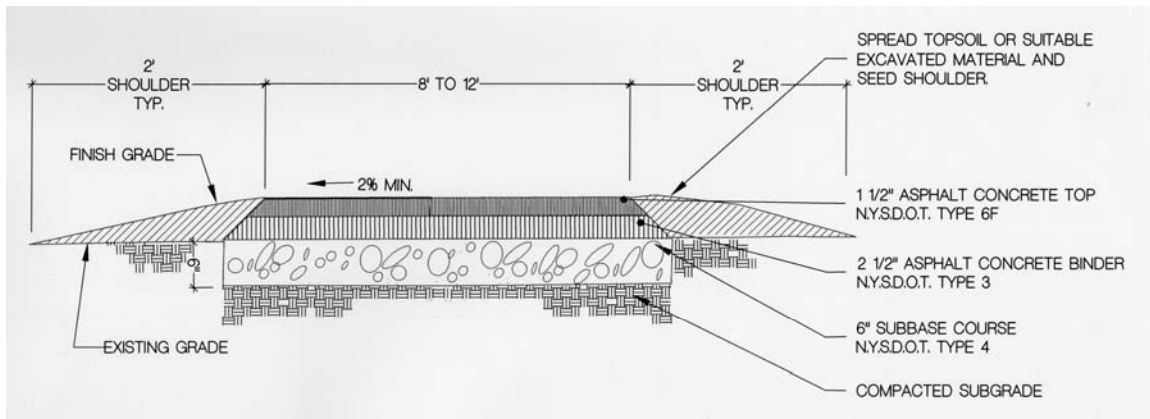
Rural trails are sometimes developed on compacted dirt and gravel roads, including seasonal roads. This can be a low-cost means for opening up corridors for hiking, bicycling, cross-country skiing, and other locally desired trail uses.

Figure B1: Trail Sections

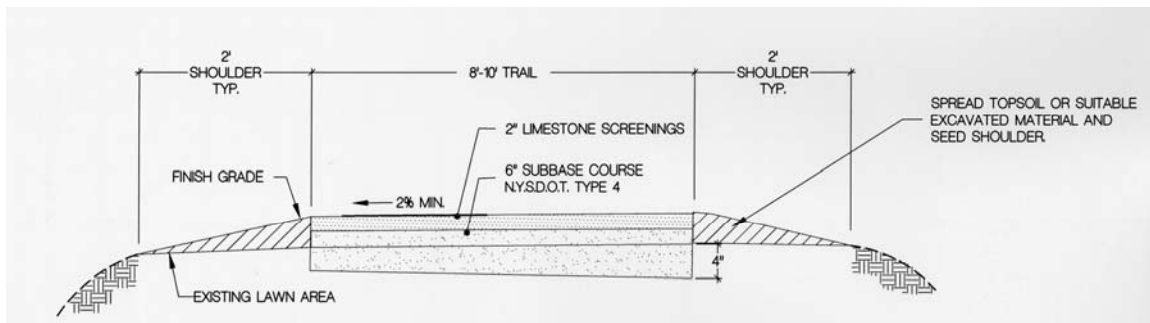


Not to Scale

Typical Multi-Use Trail Section



Typical Asphalt Trail Construction Section



Typical Stone Dust Trail Construction Section

Figure B2: Multi-Use Trail Specifications

Pavement Type	Asphalt ¹	4" thick (2 ½" binder/1 ½" top)	100 mm
	Concrete	4" thick	100 mm
Sub-Base Course	Type 2 or Type 4	6" thick	150 mm
Width	One-Way (Minimum)	6' wide	1.8 m
	Two-Way (Minimum)	8' wide	2.4 m
	Two-Way (Preferred)	10 – 13' wide	3 – 4 m
Shoulders		2-3' wide	0.6 – 1m
Lateral Clearance		3'	1m
Vertical Clearance w/Equestrians		10' (8' minimum)	3m (2.5 m min.)
		12'	3.6m
Striping		See NYS MUTCD standards	
Centerline (dashed or solid yellow)		4"	100mm
Edgeline (solid white)		4"	100mm
Signing		See NYS MUTCD standards	
Cross Slope		2%	2%
Minimum Separation from Roadway²		5'	1.5m
Design Speed		20-30 mph	40-50 kph
Maximum Superelevation		5%	5%
Maximum Grades	(Over 100' Long)	5%	5%
Barrier Posts	(Minimum spacing)	5'	1.5m
Lighting (if night use)		5-22 LUX	5-22 LUX

Source: American Association of State Highway and Transportation Officials (AASHTO), 1999 Guidelines for the Development of Bicycle Facilities

Notes:

1. Asphalt may be unsuitable for trails near streams or riparian habitats due to asphalt oils.
2. Unless physical barrier is provided

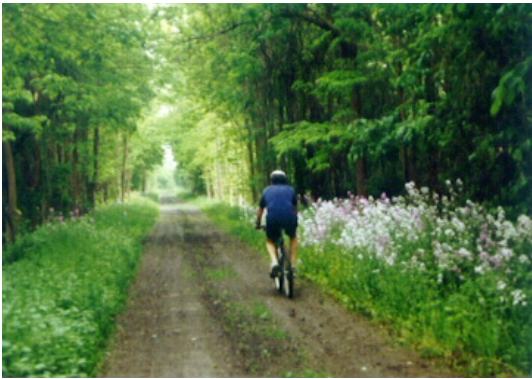
Figure B3: Typical Asphalt and Stone Dust Trails



The Cayuga Waterfront Trail is a 10'-wide asphalt trail in Ithaca, NY. (Photo: Gary Hodges, Jon Reis Photography)



The Canalway Trail in Lockport, NY is a 10'-wide stonedust trail (Photo: Rick Manning)



The Genesee Valley Greenway's trail surface is comprised of existing railroad ballast or 'hardpack' dirt and gravel surfacing. (Photo: Friends of the Genesee Valley Greenway)



Stonedust surfacing on the Canalway Trail in the Village of Newark in Wayne County, NY. (Photo: NYSDOT – Region 4)



Bicyclists on rural, multi-use trail. (Photo: Friends of the Genesee Valley Greenway)



Equestrians can share stonedust or hardpack trails, or can use separate, parallel trails. (Photo: Friends of the Genesee Valley Greenway)

Following are general design guidelines and considerations for multi-use trails:

1. The intersections of trails with highways and streets should be minimized. Intersection designs must be prepared by licensed engineers and reviewed by the appropriate permitting agency. When trail and/or motorized traffic are heavy (Average Daily Traffic counts of over 20,000 vehicles), grade separation or signal installation should be considered. When traffic is not heavy, stop or yield signs for trail users is sufficient.
2. Approaches to trail intersections should be on flat surfaces with adequate sight distances. (See Figure A6 in RTI - Phase I Appendix A).
3. Landscaping should generally be native vegetation that requires minimal maintenance.
4. Lighting should be provided where the trail will be used by commuters, to provide safe and visible evening transit. Relevant locations may include road crossings, in tunnels, under bridges, and in low-light or high-trafficked areas. Lighting should be placed and/or shielded to limit impacts on adjacent properties.
5. Barriers at trail entrances (bollards or gates) should be clearly marked with reflectors and should comply with ADA guidelines (minimum 5' width clearance). Barriers are recommended only where there is evidence of motor vehicles entering the trail, or where this is deemed to be likely.
6. Provide minimum 2' wide unpaved shoulders for pedestrians/runners or a separate and parallel trail where feasible.
7. Direct pedestrians to stay on the right side of the trail with appropriate signs and/or stenciling.
8. Provide adequate trailhead parking and other facilities such as restrooms, drinking fountains, or water pumps and telephones at appropriate locations when user demand and volume calls for them.

Trail Intersections

Designing safe trail and roadways intersections is one of the most critical components of trail design. Typical elements of a trail and road intersection include:

Signage: Identification and directional signs are typically placed along the roadway with warning signs (the pedestrian or bicycle crossing yellow diamond sign) to inform motorists about the trail crossing. Note: Advance warning signs must be placed according to state guidelines with consideration to motor vehicle speed and visibility. 'Stop' signs and 'Stop Ahead' signs are also required along the trail to warn trail users about upcoming intersections with roadways. See Figures B5 to B7 below.

Pavement Striping: Appropriate crosswalk striping should be determined in cooperation with NYSDOT and/or the local highway department (see attached drawing for standard crossing template). Use reflective, high gloss paint or stenciling to maximize

visibility to oncoming motorists. On paved trails, consider providing a 'stop bar' at the stop sign, which will reinforce the warning signs.

Bollards and Gates: Limiting motor vehicle access to the trail from parking areas and intersecting roadways is an important trail design feature. This is most commonly done with a row of bollards (See Figure B5) or with the combination of bollards and a half gate (See Figure B6). Emergency and maintenance vehicle access is provided by the installation of a removable bollard(s) or a half gate that swings 90 degrees. Both the removable bollard(s) and the half gate are lockable with keys or combinations provided to maintenance and emergency crews. Where there is adequate space, the half gate is preferred over the removable bollard because of its ease of opening for emergency access. Both systems should provide 5' horizontal clearance between vertical elements to allow bicyclists, skaters, wheelchairs, strollers or pedestrians to safely pass through. If snowmobiles and/or equestrians are allowed on the trail, the spacing may need to wider to safely accommodate their passage. Bollards and gates are typically set back 20' +/- from the road pavement edge to allow maintenance vehicles to pull off of the roadway and onto the trail to unlock the gate or bollard.

Types of Trail and Road Intersections

There are four common types of trail crossings:

Unprotected, Marked Crossing: Unprotected, marked crossings consist primarily of a crosswalk and signs. They occur at mid-block roadway crossings. Trail-user-activated flashing yellow lights and/or median refuges in the road shoulder to reduce crossing distances can be added to improve safety for trail users. See Figures B5 to B7 for signage recommendations at trail crossings.



Mid-block crossing at Le Petit Train du Nord Trailhead in St. Jerome, Quebec. Signs for services are located in advance of intersection with stop signs and bollards at crossing. (Photo: Rick Manning)

Trail Crossing at Existing Intersection: When crossing occurs close to existing intersections, trails can be routed to that intersection to take advantage of existing crosswalks, signs and traffic lights (if existing). This treatment was considered for use at Stafford and Burch Hill Roads but was not recommended due to the low traffic volumes and the fact that there was no traffic signal at the intersections.

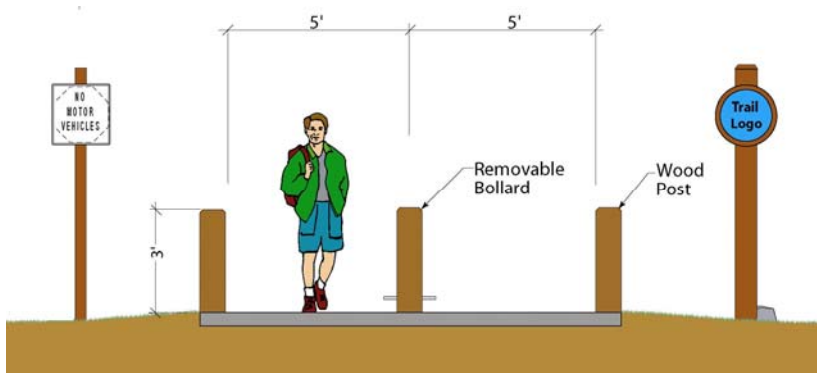
Signalized/Controlled At-Grade Crossings: Trail crossings, where traffic volumes and trail use are high, may require that a trail-user-activated traffic signal be installed. This will require the input of licensed engineers and local/state transportation officials to assess the impact on traffic flow, capacity and safety. Standard advance warning, identification and directional signs should be installed to accompany the signal. Cost for traffic signal installation can range from \$75,000 to \$150,000.



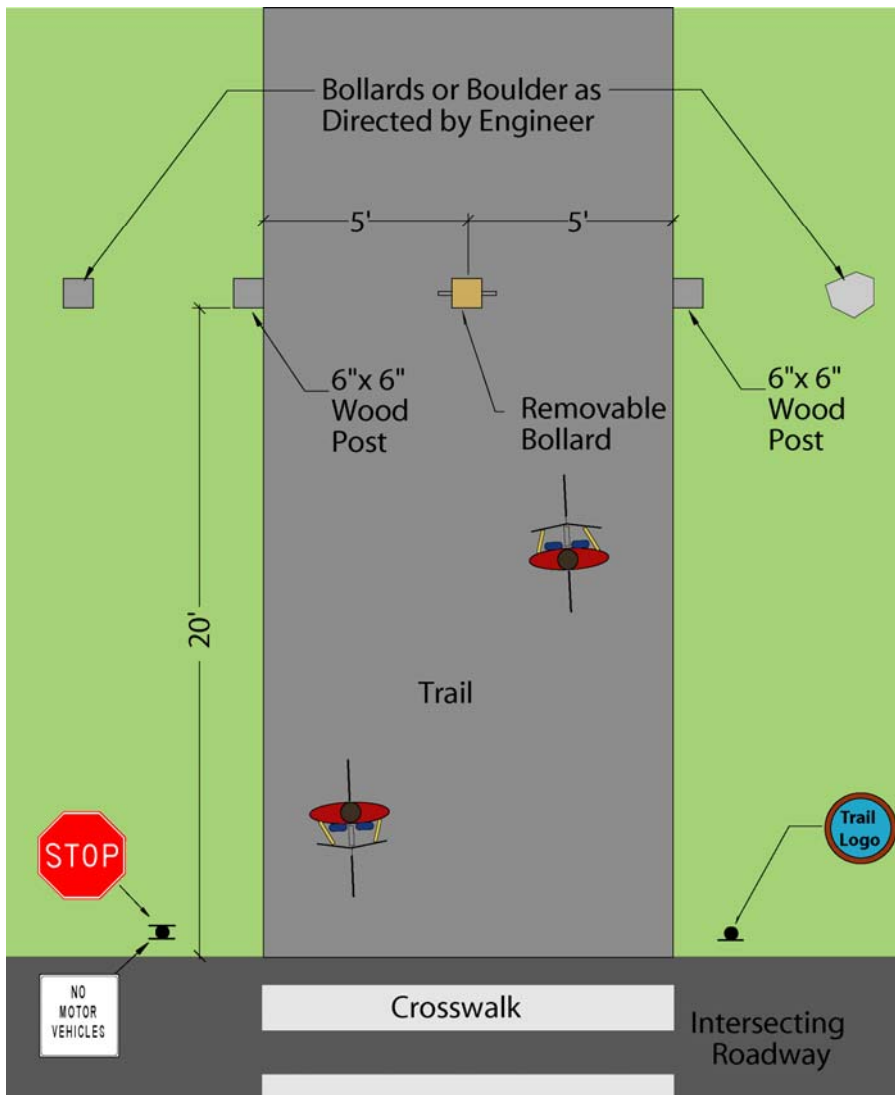
*Signalized at-grade crossing along Le Petit Train du Nord.
(Photo: Northeast Greenways)*

Grade-Separated Crossings: Trail bridges (overcrossings) and tunnels (undercrossings) are most commonly used where the average annual daily traffic (AADT) exceeds 25,000 vehicles/day and 85th percentile speeds exceed 45 mph. Tunnels may also be used in locations where the grade differential between the trail and intersecting roadway is too steep to reasonably bring trail users up to grade to cross. See Figure B7 for examples of trail bridges in the study area.

Figure B4: Trail Intersection – Bollards

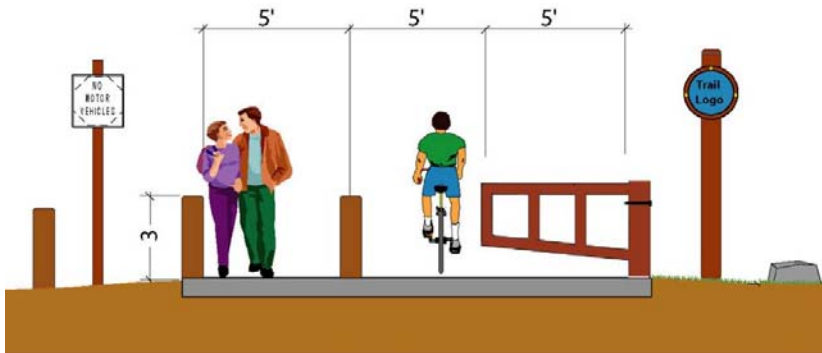


Section (not to scale)

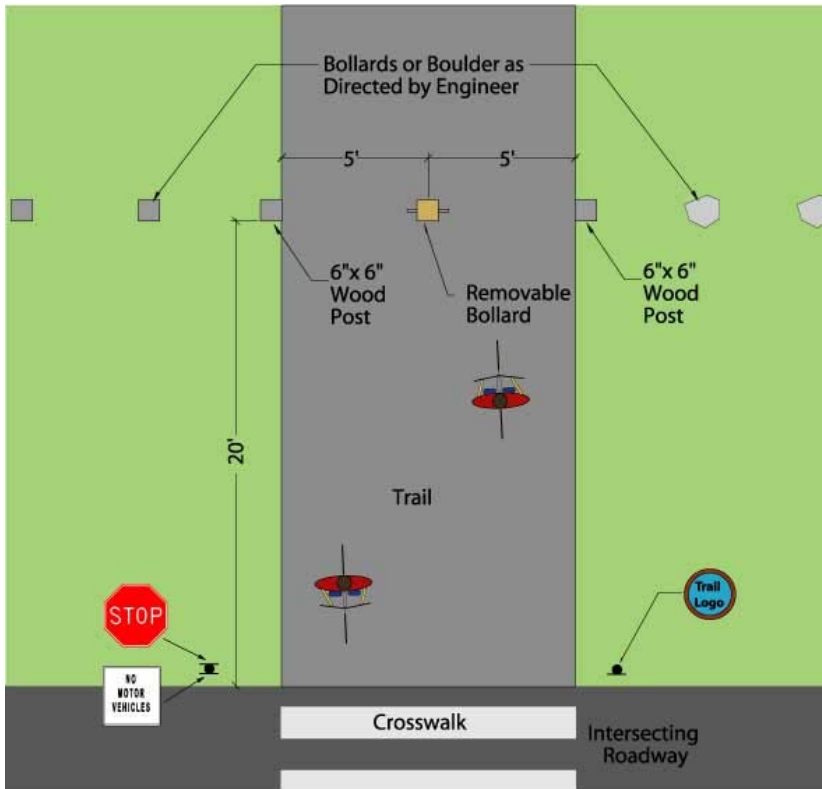


Plan (not to scale)

Figure B5: Trail Intersection – Half Gate

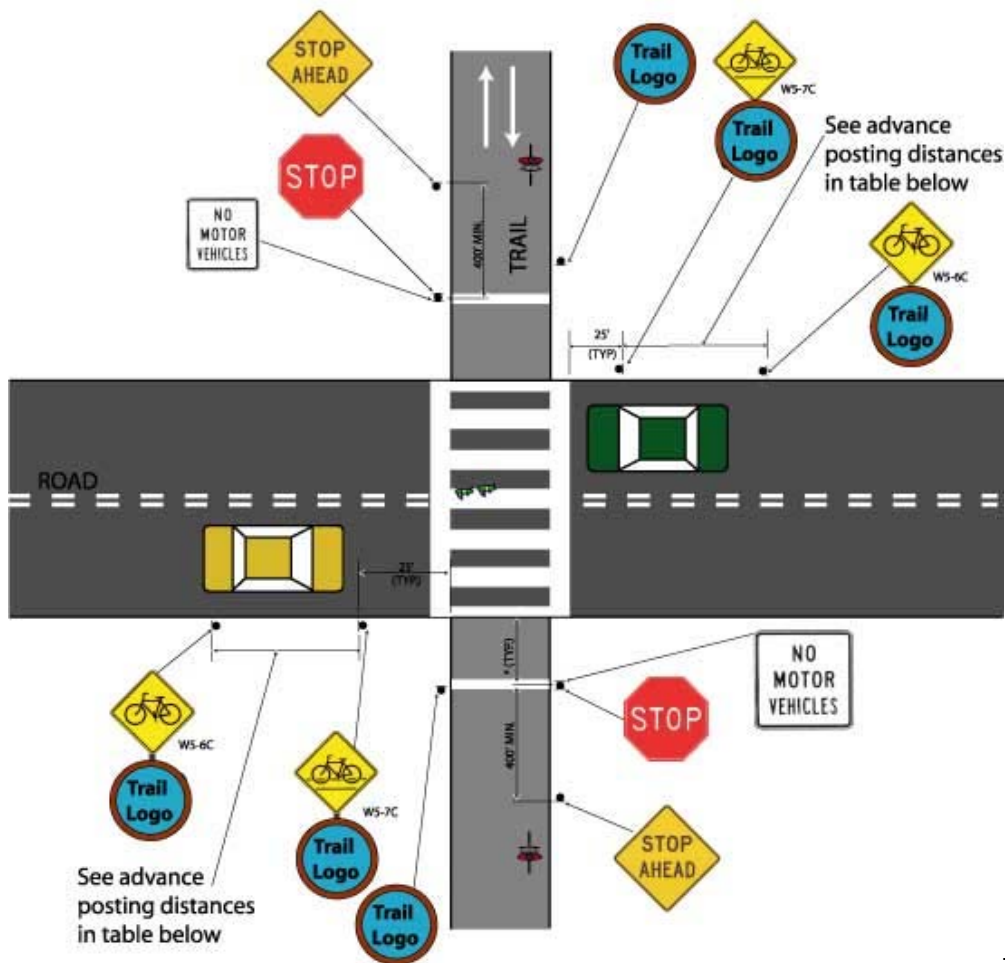


Section (not to scale)



Plan (not to scale)

Figure B6: Signage at Trail Intersections



Typical configuration of trail signs at, unprotected, marked trail crossing of roadway. Diagram and table based on the typical Canalway Trail crossing (by New York State Canal Corporation).

Advance Posting Table

85 Percentile Approach Speed	Advance Posting Distance(Feet)
20	200
25	260
30	355
35	450
40	545
45	640
50	735
55	830
60	920
65	1015

Figure B7: Bridges – Examples of Grade-Separated Crossings



Trail bridge on the Allegheny River Valley Trail.
(Photo: Northeast Greenways)



Completed trail bridge along the Ontario Pathways Trail. (Photo: Ontario Pathways, Inc.)



Bridge along the Genesee Valley Greenway.
(Photo: Friends of the Genesee Valley Greenway)



Lehigh Valley Trail bridge on a former railroad bridge over the Genesee River. (Photo: NYSDOT – Region 4)



Canalway Trail bridge over Ganargua Creek in Palmyra, Wayne County. (Photo: NYSDOT – Region 4)



Canalway Trail roundabout near the Edgett Street pedestrian bridge over the Erie Canal in Newark, Wayne County. (Photo: NYSDOT – Region 4)

Trail Signage

Signage provides information related to wayfinding, trail and adjacent road regulations, interpretation of natural, cultural and historic resources, and information about nearby

services and resources. A signage system with a prominent logo can raise a trail's identity and visibility in the community. Following are the types of signs commonly found in a comprehensive trail signage system.

Informational Signs

Trail directories or kiosks are typically 2 or 4-sided structures placed in a visible location such as trailhead, village center or park. They can accommodate a trail map, trail rules and regulations, and information on trail services and natural and cultural features along the trail corridor. Additional information that may be useful to include is an area map highlighting local destinations and services near the trail such as lodging, restaurants, bicycle shops, gas stations and local attractions.



Canalway Trail kiosk (Photo: Northeast Greenways)

Interpretive signs are located at or within viewing distance of special features along the trail. Panels can be placed vertically and at eye level or they can be low-profile wayside exhibits which provide information without blocking critical views. Fiberglass embedded and porcelain enamel sign panels can incorporate illustrations, photos and text to present information in very graphic and dynamic format.



Interpretive sign Tonawanda Gateway Harbor Park along the Erie Canal (Photo: Trowbridge & Wolf Landscape Architects, LLP)

Identification Signs

Identification signs include the trail name and logo. They typically occur at the trail access points and crossings. At access points and trailheads they often incorporate trail rules and regulations.



**Canalway Trail Sign
(Statewide)**



**Cayuga Waterfront Trail Sign
(Ithaca)**



**Lehigh Valley Trail Sign
(Monroe County)**

**Le Petit Trail du Nord
Welcome Sign (Quebec)**



**Richard's Landing Dike Trail
Rules Sign
(Massena)**



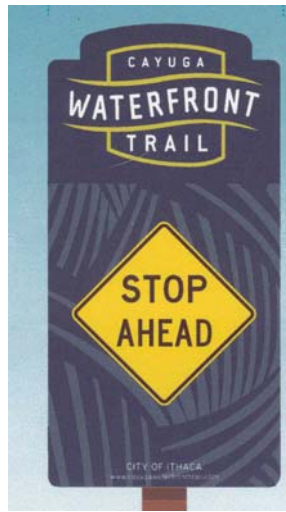
**Genesee Valley Greenway
Welcome Sign
(Monroe, Livingston Counties)**

Directional/Outdoor Wayfinding Signs

Auto wayfinding signs direct motorists to trailhead parking facilities and are often displayed with warning signs at trail and road crossings. These signs can help build awareness of the trail in the community while directing visitors to the trailheads and trail parking areas.

Trail wayfinding signs direct trail users at road crossings, trail intersections and decision points. Signs can incorporate trail logo, directional arrows and distances to key destinations along the trail.

Some more well-developed trails post trail services signs that can be purchased by local businesses to indicate business name, type of service (restaurant, ice cream, etc.), direction and distance from the trail.



Left: Directional Sign

Center: Warning Sign

***Above: Warning and services signs as you approach road crossing
(Photo: Northeast Greenways)***

Figure B8: Trail Signs – Miscellaneous



Rustic wayfinding signs (above) and Adopt-A-Trail Sign (right) on Norwottuck Rail Trail near Amherst, MA (Photo: Northeast Greenways)



Canalway Trail kiosk and interpretive sign prototypes



MILEAGE MARKERS



Austin, TX



Indianapolis, IN



Genesee Valley Greenway

Warning and Regulatory Signs

Warning signs are typically diamond-shaped metal signs with black lettering on a yellow background. They advise cyclists and motorists when caution is advised, such as at pedestrian crosswalks or trail crossings. They can also provide advance warning of upcoming crossings to motorists. Regulatory signs are white metal signs with black or red letters which tell motorists and cyclists what is allowed and not allowed. 'No parking', 'handicap parking', and 'stop for pedestrians in crosswalk' signs are common regulatory signs. See Figures B-5 through B7 for examples at trail intersections.

Trailheads, Amenities, and Support Services

Trailheads are the major access points to the trail. They can range from simple facilities that provide only parking and basic trail information to more elaborately designed spaces that incorporate many design elements. Trailheads must be designed to meet the needs of a diverse set of users. Typical trailhead features can include some or all of the following elements:

- Auto parking with accessible spaces and bicycle parking
- Trail directory or information kiosk
- Bulletin boards
- Restrooms
- Drinking fountains
- Benches
- Trash and recycling receptacles
- Lighting
- Picnic tables and shelters
- Telephone/emergency phones
- Equestrian amenities (horse trailer parking, water trough, hitching/mounting post)

Trailheads can also incorporate decorative paving, landscaping, restored railroad stations, and other features depending on the site, funding availability and intensity of use.

Trailheads are often located at public parks or in village centers to take advantage of existing infrastructure and facilities. They are often located near trail and road intersections to provide easy access to the trail or a location along the trail with a concentration of special features, including natural and cultural resources.



Information kiosk at Catharine Valley Trail in Millport, NY (Photo: Northeast Greenways)



Trailhead at Cayuga Waterfront Trail in Ithaca, NY (Photo: Northeast Greenways)



Trailhead along the Petit Train du Nord Trail, Quebec (Photo: Northeast Greenways)



Trailhead in St. Jerome, Quebec at the south end of the Petit Train du Nord Trail (Photo: Northeast Greenways)

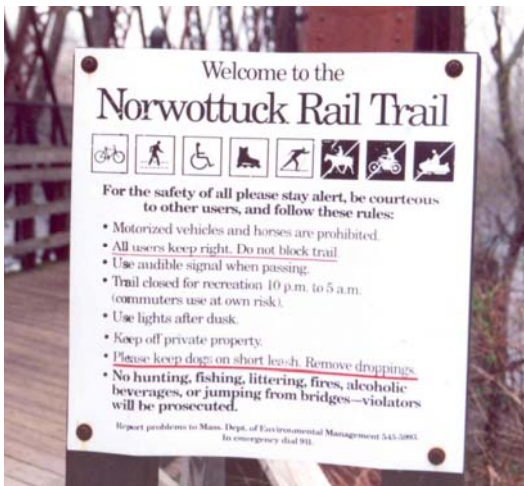
Trail Rules and Regulations

Some typical rules for a multi-use trail are as follows:

- No Motor Vehicles On Trail (with the exception of motorized wheelchairs)
- Keep To Right And Pass On Left (Say 'Passing On Your Left' before passing)
- Bikes And Blades Yield To Pedestrians; Bikes Yield To Blades
- Keep Dogs On Short Leash And Pick Up Dog Litter
- Keep Trail Clean - Pick Up Litter



Macedon Trails sign, Wayne County
(Photo: Macedon Trails Committee)



Norwottuck Rail Trail sign in Amherst, MA.
(Photo: Northeast Greenways)

Right: Cayuga Waterfront Trail welcome sign with rules and regulations (Photo: Northeast Greenways)



Trail Development Costs

Trail development unit costs are provided to assist with estimating the total project cost for design and construction of multi-use trails. These costs can be determined with a thorough understanding of the overall corridor and specific knowledge of any special circumstances. For example, is the trail being developed on a railroad line or in a park setting, or natural area? Likewise, are there bridges to renovate, new bridges to construct, tunnels, at-grade crossings requiring signalization, major grading and earthwork? It is also important to compare your project with others in your region that may be similar in length and/or characteristics. Experienced trail planners, either private consultants, highway department personnel, and MPO and NYSDOT staff, can provide valuable input on both the cost of specific elements of your project and the check spacing overall project cost, based on their experience in planning and implementing other trail projects in the region.

Following are unit costs that were used in developing the project estimates provided in this study. Note that the unit costs listed below assume that trail projects are funded with federal and/or state funds and will be constructed to meet federal and state requirements. These unit costs include a construction contingency of 25% and design/construction administration fees of 25%. (Note: These are higher percentages than typical construction projects due to NYSDOT permitting and approval requirements). Trail master planning, project feasibility study and grant writing fees are not included in the unit cost provided.

Trail Surface	Cost Per Mile
Asphalt Trail (12' width)	\$375,000
Stonedust Trail (10' width)	\$200,000
Regrade and Improve Existing Base	\$110,000
Upgrade Improved Base to Stonedust (including other trail amenities)	\$110,000

Other Trail Development Costs	Cost Unit
Bridges – 50 linear feet or less	\$1,500
Bridges – 50 to 150 linear feet	\$3,000
Bridges – 150 linear feet or longer	\$4,000
Trailhead – simple rural trailhead	\$20,000 to \$35,000
Trailhead – urban with amenities	\$50,000 to \$100,000
Major road crossings (at-grade with signalization)	\$225,000

It is important to note that many trail organizations in the study area, including the Friends of the Genesee Valley Greenway and Ontario Pathways are primarily voluntary organizations that are able to acquire and open trail corridors for dramatically less cost per mile than the table shown on the previous page. Following is trail development information gathered from these organizations that may be of interest to other similar groups.

Description	Cost Per Mile
Trail development by contractor with no imported trail surface materials (information provided by NYS Parks from Genesee Valley Greenway trail development experience)	\$50,000
Trail development by State Park crew with no imported trail surface materials (information provided by NYS Parks from Genesee Valley Greenway trail development experience)	\$35,000
Ontario Pathways – all volunteer effort trail building effort that includes clearing and signing	\$2,000



Volunteers installing new bridge decking on former railroad bridge on the Ontario Pathways Trail (Photo: Ontario Pathways)



Volunteers clearing the Black Diamond Trail corridor in Tompkins County (Photo: Northeast Greenways)

Figure B9: Multi-Use Trail Planning, Design, and Development Resources

Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials, August 1999. [A copy is available at the GTC library for in-office use or can be purchased from AASHTO at www.transportation.org]

New York State Highway Design Manual, Chapter 18: Facilities for Pedestrians and Bicyclists. New York State Department of Transportation. December 1996.
<http://dotweb2.dot.state.ny.us/cmb/consult/hdmfiles/hdm.html>

Getting Started: A Guide to Planning Trails in New York State, Parks and Trails New York and the Hudson River Valley Greenway. www.ptny.org

Official Compilation Codes Rules and Regulations of the State of New York (New York State Building Code). Book 17: Transportation. Department of State, Albany, NY. March 2001.

Trails for the 21st Century, 2nd Edition, Charles A. Flink, Kristine Olka, and Robert M. Searns, Island Press, 2001. [A copy is available at the GTC library for in-office use or can be purchased from the Rails-to-Trails Conservancy at 202-331-9696 or www.railtrails.org]

Greenways: A Guide to Planning, Design, and Development, L. Schwarz, C.A. Flink, and R.M. Searns, Island Press, 1993. [A copy is available at the GTC library for in-office use or can be purchased at your local bookstore]

Designing Sidewalks and Trails for Access – Part 1: Review of Existing Guidelines and Practices, July 1999. [A copy is available at the GTC library for in-office use or can be viewed or downloaded from <http://www.fhwa.dot.gov/environment/bikeped/Access-1.htm>.]

Designing Sidewalks and Trails for Access – Part 2: Best Practices Design Guide, September 2001. [A copy is available at the GTC library for in-office use or can be viewed or downloaded from <http://www.fhwa.dot.gov/environment/sidewalk2/index.htm>.]

Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas: Final Report, The Access Board, September 30, 1999. [A copy of this report is available in the GTC Resource Library for on-site use or it can be viewed or downloaded from www.access-board.gov/outdoor/outdoor-rec-rpt.htm]

Rails with Trails: Design, Management, and Operating Characteristics of 61 Trails Along Active Rail Lines, Rails-to-Trails Conservancy, November 2000. [A copy of this report is available in the GTC Resource Library for on-site use or it can be viewed or downloaded from www.railtrails.org.]

Rail Trails and Liability: A Primer on Trail-Related Liability Issues & Risk Management Techniques, Rails-to-Trails Conservancy, September 2000. [A copy of this report is available in the GTC Resource Library for on-site use or it can be viewed or downloaded from www.railtrails.org.]

FHWA Bicycle/Pedestrian/Trails Program www.fhwa.dot.gov/environment/bikpedtr.htm

The Federal Highway Administration's Bicycle and Pedestrian Program Office is responsible for promoting bicycle and pedestrian transportation accessibility, use, and safety. This site contains many links to other web-based trail resources.

Rails-to-Trails Conservancy

www.railtrails.org

RTC is the largest trails organization in the United States and the only one dedicated to converting abandoned railroad corridors into multi-use trails. RTC provides technical assistance, public education, and advocacy for trail development.

National Transportation Enhancements Clearinghouse

www.enhancements.org

The NTEC is an information service sponsored by the [Federal Highway Administration](http://www.fhwa.dot.gov) and [Rails-to-Trails Conservancy](http://www.railtrails.org). It provides professionals, policy makers, and citizens with timely and accurate information necessary to make well-informed decisions about transportation enhancements.

Trails and Greenways Clearinghouse

www.trailsandgreenways.org

The Clearinghouse provides technical assistance, information resources, and referrals to trail and greenway developers and advocates in the United States. Services are free and available to individuals, government agencies, communities, grassroots organizations, and anyone else who is seeking to create or manage trails and greenways.

American Trails

www.americantrails.org

American Trails' mission is to create and protect America's network of interconnected trails -- local, regional, and long-distance trails and greenways, whether they be in backcountry, rural, or urban areas. American Trails supports trails by finding common ground and promoting cooperation among all trail interests. The organization is involved in everything from training trails advocates to providing increased trail opportunities for individuals with disabilities.

The Access Board

www.access-board.gov

The Access Board (officially known as the U.S. Architectural & Transportation Barriers Compliance Board) is an independent Federal agency devoted to accessibility for people with disabilities. The Access Board develops and maintains accessibility requirements for the built environment, transit vehicles, telecommunications equipment, and for electronic and information technology; provides technical assistance and training on these guidelines and standards; and enforces accessibility standards for *federally funded facilities*.

USDOT Pedestrian Information Clearinghouse

www.walkinginfo.org

USDOT Bicycle Information Clearinghouse

www.bicyclinginfo.org

NYS Hudson River Valley Greenway Conservancy

www.hudsongreenway.state.ny.us

International Mountain Biking Association

www.imba.com

IMBA promotes mountain bicycling opportunities that are environmentally sound and socially responsible. IMBA encourages low-impact riding, volunteer trail work participation, cooperation among different trail user groups, and innovative trail management solutions

Figure B10: Regional Trails Initiative Final Report and Action Plan (Phase I) - Appendix A: Design Guidelines

Figure B10 presents an outline of the contents and list of illustrations included in **Appendix A: Design Guidelines** of the **Regional Trails Initiative Phase I Final Report and Action Plan**. This report can be found on the Genesee Transportation Council's (GTC) web site at www.gtcmpo.org and at GTC's in-house reference library. Contact GTC to obtain copies of the materials you need at (585)-232-6240 or contact@gtcmpo.org.

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APPENDIX C

RTI – Phase 2 Roadway Design Treatments

The information included in this appendix is taken from “*Selecting Roadway Design Treatments to Accommodate Bicycles*” published by the Federal Highway Administration in 1992, as well as the New York State Department of Transportation *Highway Design Manual*, Chapter 18-7; December 17, 1996.

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- Group A Bicyclists (Highly Skilled Adults) on Rural Roads
- Group B/C Bicyclists (Average Skill Adults/Children) on Rural Roads
- Group A Bicyclists (Highly Skilled Adults) on Urban Roads with On-Street Parking
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- Group B/C Bicyclists (Average Skill Adults/Children) on Urban Roads without On-Street Parking
- Facilities for Pedestrians and Bicyclists

Roadway Design Treatments and Widths for Accommodating Bicyclists

Group A (Highly Skilled Adults) Bicyclists on Urban Roads w/o On-Street Parking

Average Motor Vehicle <u>Operating</u> Speed	Average Annual Daily Traffic (AADT) Volume					
	less than 2,000		2,000 - 10,000		over 10,000	
	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance
Less than 30 mi/h	12' (SL)	14' (WC)	12' (SL)	14' (WC)	14' (WC)	14' (WC)
30 - 40 mi/h	14' (WC)	15' (WC)	14' (WC)	15' (WC)	14' (WC)	15' (WC)
41 - 50 mi/h	15' (WC)	15' (WC)	15' (WC)	6' (SH)	15' (WC)	6' (SH)
over 50 mi/h	6' (SH)	6' (SH)	6' (SH)	6' (SH)	6' (SH)	6' (SH)

NOTES

WC numbers represent "usable widths" of outer lanes measured from the lane stripe to the edge of the gutter pan. If no gutter pan is provided, add 1 ft. (0.3) minimum for shy distance from face of curb.

BL numbers indicate minimum width from curb face. The bicycle lane stripe should lie at least 4' (1.2 m) from the edge of the gutter pan or drainage area.

WC and SL numbers represent "usable widths" of outer lanes, measured from the lane stripe to the edge of the pavement if a smooth, firm, level shoulder is adjacent. If rough or dropped pavement edges or a soft shoulder exists, add 1 ft. (0.3 m) minimum for shy distance from the edge of the pavement.

KEY

SL = Shared Lane

WC = Wide Curb Lane

SH = Shoulder

BL = Bicycle Lane

n/a = not applicable

1 mi/h = 1.61 km/h

Roadway Design Treatments and Widths for Accommodating Bicyclists

Group B/C Bicyclists (Average Skill Adults/Children) on Urban Roads w/o On-Street Parking

Average Motor Vehicle <u>Operating</u> Speed	Average Annual Daily Traffic (AADT) Volume					
	less than 2,000		2,000 - 10,000		over 10,000	
	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance
Less than 30 mi/h	14' (WC)	14' (WC)	14' (WC)	14' (WC)	5' (BL)	5' (BL)
30 - 40 mi/h	5' (BL)	5' (BL)	5' (BL)	5' (BL)	5' (BL)	5' (BL)
41 - 50 mi/h	5' (BL)	5' (BL)	6' (BL)	6' (BL)	6' (BL)	6' (BL)
over 50 mi/h	6' (BL)	6' (BL)	6' (BL)	6' (BL)	6' (BL)	6' (BL)

NOTES

WC numbers represent "usable widths" of outer lanes measured from the lane stripe to the edge of the gutter pan. If no gutter pan is provided, add 1 ft. (0.3 m) minimum for shy distance from face of curb.

BL numbers indicate minimum width from curb face. The bicycle lane stripe should lie at least 4' (1.2 m) from the edge of the gutter pan or drainage area.

WC and SL numbers represent "usable widths" of outer lanes, measured from the lane stripe to the edge of the pavement if a smooth, firm, level shoulder is adjacent. If rough or dropped pavement edges or a soft shoulder exists, add 1 ft. (0.3 m) minimum for shy distance from the edge of the pavement.

KEY

SL = Shared Lane

WC = Wide Curb Lane

SH = Shoulder

BL = Bicycle Lane

n/a = not applicable

1 mi/h = 1.61 km/h

Roadway Design Treatments and Widths for Accommodating Bicyclists

Group A (Highly Skilled Adults) Bicyclists on Urban Roads with On-Street Parking

Average Motor Vehicle <u>Operating</u> Speed	Average Annual Daily Traffic (AADT) Volume					
	less than 2,000		2,000 - 10,000		over 10,000	
	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance
Less than 30 mi/h	14' (WC)	14' (WC)	14' (WC)	14' (WC)	14' (WC)	14' (WC)
30 - 40 mi/h	14' (WC)	15' (WC)	14' (WC)	15' (WC)	14' (WC)	15' (WC)
41 - 50 mi/h	15' (WC)	15' (WC)	15' (WC)	6' (SH)	15' (WC)	6' (SH)
over 50 mi/h	n/a	n/a	n/a	n/a	n/a	n/a

NOTES

WC numbers represent "usable widths" of outer lanes measured from the lane stripe to the edge of the gutter pan. If no gutter pan is provided, add 1 ft. (0.3) minimum for shy distance from face of curb.

BL numbers indicate minimum width from curb face. The bicycle lane stripe should lie at least 4' (1.2 m) from the edge of the gutter pan or drainage area.

WC and SL numbers represent "usable widths" of outer lanes, measured from the lane stripe to the edge of the pavement if a smooth, firm, level shoulder is adjacent. If rough or dropped pavement edges or a soft shoulder exists, add 1 ft. (0.3 m) minimum for shy distance from the edge of the pavement.

KEY

SL = Shared Lane

WC = Wide Curb Lane

SH = Shoulder

BL = Bicycle Lane

n/a = not applicable

1 mi/h = 1.61 km/h

Roadway Design Treatments and Widths for Accommodating Bicyclists

Group B/C (Average Skill Adults/Children) Bicyclists on Urban Roads with On-Street Parking

Average Motor Vehicle <u>Operating</u> Speed	Average Annual Daily Traffic (AADT) Volume					
	less than 2,000		2,000 - 10,000		over 10,000	
	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance
Less than 30 mi/h	14' (WC)	14' (WC)	14' (WC)	14' (WC)	5' (BL)	5' (BL)
30 - 40 mi/h	5' (BL)	5' (BL)	5' (BL)	5' (BL)	6' (BL)	6' (BL)
41 - 50 mi/h	6' (BL)	6' (BL)	6' (BL)	6' (BL)	6' (BL)	6' (BL)
over 50 mi/h	n/a	n/a	n/a	n/a	n/a	n/a

NOTES

WC numbers represent "usable widths" of outer lanes measured from the lane stripe to the edge of the gutter pan. If no gutter pan is provided, add 1 ft. (0.3) minimum for shy distance from face of curb.

BL numbers indicate minimum width from curb face. The bicycle lane stripe should lie at least 4' (1.2 m) from the edge of the gutter pan or drainage area.

WC and SL numbers represent "usable widths" of outer lanes, measured from the lane stripe to the edge of the pavement if a smooth, firm, level shoulder is adjacent. If rough or dropped pavement edges or a soft shoulder exists, add 1 ft. (0.3 m) minimum for shy distance from the edge of the pavement.

KEY

SL = Shared Lane

WC = Wide Curb Lane

SH = Shoulder

BL = Bicycle Lane

n/a = not applicable

1 mi/h = 1.61 km/h

Recommended Roadway Design Treatments and Widths for Accommodating Bicyclists

Group A Bicyclists (Highly Skilled Adults) on Rural Roads

Average Motor Vehicle <u>Operating</u> Speed	Average Annual Daily Traffic (AADT) Volume					
	less than 2,000		2,000 - 10,000		over 10,000	
	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance
Less than 30 mi/h	12' (SL)	14' (WC)	12' (SL)	14' (WC)	14' (WC)	4' (SH)
30 - 40 mi/h	14' (WC)	15' (WC)	14' (WC)	4' (SH)	4' (SH)	4' (SH)
41 - 50 mi/h	4' (WC)	4' (SH)	6' (SH)	6' (SH)	15' (WC)	6' (SH)
over 50 mi/h	4' (SH)	4' (SH)	6' (SH)	6' (SH)	6' (SH)	6' (SH)

NOTES

WC numbers represent "usable widths" of outer lanes measured from the lane stripe to the edge of the gutter pan. If no gutter pan is provided, add 1 ft. (0.3) minimum for shy distance from face of curb.

BL numbers indicate minimum width from curb face. The bicycle lane stripe should lie at least 4' (1.2 m) from the edge of the gutter pan or drainage area.

WC and SL numbers represent "usable widths" of outer lanes, measured from the lane stripe to the edge of the pavement if a smooth, firm, level shoulder is adjacent. If rough or dropped pavement edges or a soft shoulder exists, add 1 ft. (0.3 m) minimum for shy distance from the edge of the pavement.

KEY

SL = Shared Lane

WC = Wide Curb Lane

SH = Shoulder

BL = Bicycle Lane

n/a = not applicable

1 mi/h = 1.61 km/h

Roadway Design Treatments and Widths for Accommodating Bicyclists

Group B/C Bicyclists (Average Skill Adults/Children) on Rural Roads

Average Motor Vehicle <u>Operating</u> Speed	Average Annual Daily Traffic (AADT) Volume					
	less than 2,000		2,000 - 10,000		over 10,000	
	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance	<i>adequate</i> sight distance	<i>inadequate</i> sight distance
Less than 30 mi/h	4' (SH)	4' (SH)	4' (SH)	4' (SH)	4' (SH)	4' (SH)
30 - 40 mi/h	4' (SH)	4' (SH)	4' (SH)	4' (SH)	4' (SH)	4' (SH)
41 - 50 mi/h	6' (SH)	6' (SH)	6' (SH)	6' (SH)	6' (SH)	6' (SH)
over 50 mi/h	6' (SH)	6' (SH)	8' (SH)	8' (SH)	8' (SH)	8' (SH)

NOTES

WC numbers represent "usable widths" of outer lanes measured from the lane stripe to the edge of the gutter pan. If no gutter pan is provided, add 1 ft. (0.3 m) minimum for shy distance from face of curb.

BL numbers indicate minimum width from curb face. The bicycle lane stripe should lie at least 4' (1.2 m) from the edge of the gutter pan or drainage area.

WC and SL numbers represent "usable widths" of outer lanes, measured from the lane stripe to the edge of the pavement if a smooth, firm, level shoulder is adjacent. If rough or dropped pavement edges or a soft shoulder exists, add 1 ft. (0.3 m) minimum for shy distance from the edge of the pavement.

KEY

SL = Shared Lane

WC = Wide Curb Lane

SH = Shoulder

BL = Bicycle Lane

n/a = not applicable

1 mi/h = 1.61 km/h

FACILITIES FOR PEDESTRIANS AND BICYCLISTS

- I. Existing and expected land use patterns and generators of pedestrian traffic (including persons with disabilities) and bicycle traffic:
 - a. Land use - residential, business/commercial, mixed commercial/residential, industrial, recreational, educational, agricultural and open space.
 - b. Specific pedestrian and bicycle traffic generators - major employment centers, schools, parks, shopping centers, residential neighborhoods, medical centers, colleges and universities, bus stops, transit stations, recreation areas, etc.
2. Existing and anticipated pedestrian and bicyclist characteristics:
 - a. Pedestrian and Bicyclist use - weather conditions, time of day, holidays, school schedules and similar factors should be considered and noted when taking counts or characterizing use (i.e. infrequent, occasional, frequent, heavy, etc.).
 - b. User groups - i.e. commuters, students, shoppers, tourists, children, adolescents, elderly persons and persons with disabilities.
 - c. Trip purpose- utilitarian (shopping/errands; commuting to work, school or place of recreation) or recreational (visiting friends; neighborhood riding; or touring.)
 - d. Frequency of use - daily, week-ends, seasonal (as in tourist areas).
3. Existing site accommodations and characteristics:
 - a. The location of existing walkways, bicycle facilities, shoulders and worn paths.
 - b. The location of incomplete walkways or bicycle facilities that adjoin or are located within the right-of-way.
 - c. Existing bicycle and pedestrian facility signs.
 - d. The physical condition of the existing pedestrian and bicyclist facilities (including existing conditions that limit access for people with disabilities).
 - e. Any site constraints or structural features that enhance or reduce feasibility of constructing bicyclist and pedestrian facilities (including facilities providing access for people with disabilities).
 - f. Existing right-of-way and availability of right-of-way.

- g. Existing parking facilities, surface conditions, drainage, pavement markings, crosswalks, pedestrian signals, street lighting, signage, kiosks and channelization.
- 4. Existing local government and/or regional transportation plans which identify existing or proposed bicyclist or pedestrian facilities.
- 5. Pedestrian and bicycle accident history.

Specific features that address the project's needs, objectives and design criteria are discussed for each alternative included in the feasible alternative(s) section of the Design Approval Document. Guidance regarding what features to propose is contained in Section 18.6 and 18.7. Similarly, the scoping and Design Approval Documents should clearly document decisions that specific features to accommodate pedestrian and bicycle traffic are not needed.

APPENDIX D

RTI – Phase 2 Adopt-A-Trail Examples

Examples

- Friends of Webster Trails (local)
- Friends of the Genesee Valley Greenway (regional)
- NYS Canalway Trail (statewide)

ADOPT-A-TRAIL GUIDELINES

Friends of Webster Trails

Name of Adopter: _____

Trail Adopted: _____

Section of Trail from _____ to _____

This document provides guidelines to be used in achieving the goal of maintaining the trail to a standard that will provide safe enjoyment of this trail resource. In general, the duties consist of the following:

- Maintain a current membership in the Friends of Webster Trails
- Perform trail maintenance work including:
 - Clearing overgrowth
 - Removing blow down (coordinate with the Friends for large projects)
 - Removal of trash and litter
 - Periodic inspection signs and general trail condition.
- Schedule work sessions as needed. At a minimum this will include an initial late Spring work session before heavy trail usage begins.
- Have all volunteers sign a volunteer agreement before beginning any trail work and return these forms to the Friends of Webster Trails.
- Put safety first.
- Conduct maintenance activities in a manner that respects and preserves the environment, natural resources, and the recreational experience.
- Conduct activities in a manner which respects the rights of adjacent landowners.

Name of Adopter _____ Date _____

Street, City, State, Zip _____

Home Phone _____ Work Phone _____

E-mail: _____



ADOPT A TRAIL WORK REPORT FORM

Adopter _____

Section of Trail: _____

Date of Work Session: _____

Local Committee Chairperson _____

This form is available electronically at the Friends web site <http://netacc.net/~fogvg>. As soon after the work day as possible, complete this form in writing or electronically and send it to the Local Committee Chairperson. You may also telephone the Local Chairperson or the Friends of the Genesee Valley Greenway office with your answers to these questions. Complete and detailed reports are important to accurately establishing trail conditions and disproving negligence. Photographs of present trail conditions or special problem areas would be appreciated.

1. Please summarize the overall condition of the trail before the work session began. Include predominant use if known and an estimate of degree of usage if known.

2. Please summarize work completed including approximate number of feet or miles cleared, brushed, and/or patrolled and number of blowdowns removed.

3. Are there any problems with the trail surface e.g.. mud, gullies, holes, ATV ruts, etc.?

4. Are there any special problems, e.g.. missing or damaged signs, damaged bridges, other repair needs, areas of significant litter, evidence of ATV usage and development of ATV side trails to private land, etc.?

5. Describe any comments, positive and negative, you received from trail users or adjacent landowners.

6. General comments and suggestions for improvements.

Number of volunteer hours _____

THANK YOU!!

10/22/99

How to Adopt-A-Trail

To learn more about the program and to receive an application package, fill out the request form below. Please include the canal community you would like to work in.

Mail the form to:

Canalway Trails Association of New York
Adopt-A-Trail Program
c/o New York Parks and Conservation Association
29 Elk Street
Albany, NY 12207

Adopt-a-Trail Application Request Form

Name _____

Address _____

City/Zip Code _____

Group (if any) _____

Telephone (Day) _____

Telephone (Evening) _____

Email _____

Which Canal community would you like to work in? _____



29 Elk Street
Albany, NY 12207



Become a Canalway Trail volunteer.
Help keep our trail clean and enjoyable.



Canalway Trails Association of New York
Adopt-a-Trail Program
c/o NYPCA
29 Elk Street, Albany, NY 12207
518-434-1583
canaltrail@nypca.org

The Canalway Trail

The New York State Canalway Trail System today is a network of approximately 230 miles of multi-use trails across upstate New York. Major segments are adjacent to the New York State Canal System or follow remnants of the historic original canals of the 19th century. Cooperative initiatives among the New York State Canal Corporation, volunteers, local governments, and federal and state agencies have created this great network of trails for public use.

When completed, the Canalway Trail will span over 500 miles and connect numerous cities, towns and villages along the Canal System, making it one of the longest multi-use recreational trails in the country.

Canalway Trail Maintenance

The Canalway Trail needs regular maintenance to keep it in good repair for biking, walking and other trail activities. Grass needs to be mowed, brush cut, litter and weeds removed, and graffiti cleaned. In addition, some trail facilities need to be painted and repaired. State and local agencies are working hard to maintain the trail, but volunteers are needed to help with these activities and provide the care that will make this trail a world class recreational resource.

You Can Help

The Canalway Trail Adopt-a-Trail program helps keep the trail clean and in good repair by encouraging volunteers to adopt sections of the trail in their communities. The Canalway Trails Association of New York, in cooperation with the New York State Canal Corporation, organizes and guides volunteer work on the Canalway Trail.

Who Can Adopt a Trail?

Individuals, families, and organizations may adopt a mile or more of the Canalway Trail. It's a great community project for a scout or youth group, school, company, or service organization. Adopt-a-Trail signs recognizing the group or individuals will be furnished and erected at each end of the adopted trail segment. Volunteers who adopt a section of trail are able to work on their own schedule.

It's Fun!

Adopt-a-Trail groups can tackle many types of maintenance tasks, such as litter pick-up, mowing, trimming brush, removing fallen branches, raking and patching the trail surface, maintaining signs, painting, and landscaping.

Volunteers may become involved in trail planning, local trail map development and environmental and historic education activities.

Volunteers may also be interested in participating in the Canalway Trails Association of New York at the regional or state level.

New York State Canal System



The New York State Canal System is owned and operated by the New York State Canal Corporation, a subsidiary of the New York State Thruway Authority. The New York State Canal System is a navigable 524-mile inland waterway that crosses upstate New York. The Canal System also features numerous parks and recreation areas along the Canalway Trail. For more information, call 1-800-4-CANAL-4 or visit www.canals.state.ny.us.

New York Parks and Conservation Association



New York Parks and Conservation Association (NYPCA) is a non-governmental, not-for profit, statewide membership organization. NYPCA's mission is to protect and advocate for existing parks and the state's natural and historic resources, and to promote the creation of new kinds of parks such as greenways, rail and canal trails, and heritage corridors.

Canalway Trails Association of New York

The Canalway Trails Association of New York is a voluntary organization that works with citizens, state agencies and local municipalities to help keep the Canalway Trail a world class multi-use recreational trail. The Canalway Trails Association promotes the completion and proper maintenance of the Canalway Trail and oversees the Adopt-a-Trail Program.

Canalway Trail
Welcome to the Adopt-a-Trail Program!

Thank you for volunteering to help keep the Canalway Trail clean and in tip-top condition. The Canalway Trail system provides extensive miles of enjoyment for outdoor enthusiasts and those interested in the history and wonder of the Canal System.

The Canalway Trail System is currently comprised of over 230 miles of multi-use trails across upstate New York State. Major segments are adjacent to the New York State Canal System or follow parallel portions of the original canals of the 19th century. Cooperative initiatives involving the New York State Canal Corporation, federal, state and local agencies and governments, the New York Parks and Conservation Association (NYPCA) and volunteers have created and maintained this great network of trails for public use.

When completed, the Canalway Trail will span over 500 miles and connect numerous cities, towns and villages along the Canal System, making it one of the longest multi-use recreational trails in the country.

With your help, and by your volunteer example, the Adopt-a-Trail program will help make the Canalway Trail a world class recreational resource.

Inside this packet you will find:

- General Information Sheet
- Adopt-a-Trail Agreement
- Participant Register
- Volunteer Report
- Sponsor Summary

If you have questions, please contact the NYS Canal Corporation at (518) 436-3034. You will also be advised on how to contact the Adopt-a-Trail Program Sponsor in your area.

Have fun and thank you for your help.

Sponsor Representative: _____

Address: _____

Telephone: _____

E-mail: _____

Canalway Trail Adopt-a-Trail General Information

Adopters are volunteer groups or individuals who would like to participate in the Adopt-a-Trail Program and adopt a segment of the Canalway Trail. The basic length of a segment is two miles, but may vary based on need and volunteer interest. Authorized Adopt-a-Trail activities permitted are regular inspections and monitoring of the trail segment and light maintenance work including, but not limited to, litter pickup, mowing, brush control (but not the use of herbicides), cutting, trimming and planting, maintaining landscape vegetation, leveling of the treadway and minor repairs or refurbishment of trail signs, kiosks and other trailway facilities as specified and permitted by the Corporation.

A minimum of eight (8) inspections and litter pickups is expected per year. Adopters must complete an Adopt-a-Trail Agreement with the appropriate Adopt-a-Trail Sponsor. All Adopt-a-Trail Adopters/Volunteers must complete the Participant Register form and read and comply with the Safety Checklist.

Adopters/Volunteers will be expected to supply their own tools and supplies (i.e. work gloves, safety glasses, hand tools, etc.). The New York State Canal Corporation will provide trash bags and arrange for the disposal of collected and bagged trash and waste material.

There is no cost to the participants to be involved. There are age restrictions. Volunteer participants in the Adopt-a-Trail Program must be at least 12 years old. For every 6 minors (age 12-17) who participate, at least one adult (age 21 or older) must be continuously present and act in a supervisory capacity for the minors. Minors under 18 years old may not operate motorized or power equipment.

Volunteers in the program are accorded Worker's Compensation Insurance protection as provided by law and liability insurance coverage, provided they are acting within the scope of the Adopt-a-Trail Program.

The New York State Canal Corporation will provide and post Adopt-a-Trail signs and may additionally acknowledge or publicize the Adopter's participation in the Adopt-a-Trail program.

Canalway Trail **Adopt-a-Trail Agreement**

This Canalway Trail Adopt-a-Trail Agreement (hereinafter "Agreement") is made this _____ day of _____, 2_____, by and between _____ (hereinafter "Sponsor"), using the mailing address of _____ and (the adopting organization or volunteer(s) hereinafter "Adopter"), using the mailing address of _____

Recognizing the need for and desirability of an attractive, well maintained and litter free Canalway Trail, the Sponsor and Adopter enter into this Adopt-a-Trail Agreement to enable the Adopter to participate in the New York State Canal Corporation (hereinafter "Corporation") Canalway Trail Adopt-a-Trail Program and to contribute toward the effort of maintaining the appearance and condition of a segment of the Canalway Trail, extending approximately _____ miles, between points _____ and _____ situated in or running through the municipality or municipalities of _____ of the State of New York.

The Adopter and the Sponsor acknowledge the limits and potential hazards of the Adopt-a-Trail Program, and agree to the following terms and conditions:

The Sponsor has received a Canalway Trail Adopt-a-Trail Permit (hereinafter "Permit") from the Corporation to perform and supervise work and activities along the Canalway Trail under the terms and conditions of the Permit, this Agreement and the Corporation's Adopt-a-Trail program rules and requirements.

Adopt-a-Trail activities permitted are regular inspections and monitoring of the trail segment and light maintenance work including, but not limited to, litter pickup, mowing, brush control (but not the use of herbicides), cutting, trimming and planting, maintaining landscape vegetation, leveling of the treadway and minor repairs or refurbishment of trail signs, kiosks and other trailway facilities as specified and permitted by the Corporation.

No work of any nature will be performed by the Adopter or the Adopter's Adopt-a-Trail volunteers on the canal waterway, embankments, locks, or other infrastructure of the waterway and no such directions or tasks shall be given to that effect by the Adopter or the Sponsor.

Each Adopt-a-Trail volunteer must complete the Adopt-a-Trail Participant Register and read and sign the Safety Checklist. All volunteers must be at least 12 years old. A parent or guardian signature is required for any volunteer under the age of 18.

The Sponsor and Adopter will oversee all activities of Adopt-a-Trail volunteers working on the Trail segment. Minors (ages 12-17) shall be supervised at all times - one supervisor is required for every six minors. Minors may not operate power equipment of any kind.

It is recommended that an Adopter have a first aid kit available. The Adopter and volunteers should be familiar with nearby transportation and emergency service facilities and providers; a mobile phone is also recommended.

No Adopt-a-Trail volunteer's motor vehicle may be driven or parked on the Canalway Trail unless necessary to respond to a medical emergency.

Adopt-a-Trail Agreement

It is recommended that an Adopter provide sufficient potable water for volunteers or that volunteers bring their own drinking water.

Hand tools and other required materials and supplies will be provided by the Adopter, individual volunteers, or community sponsor.

The Corporation will supply trash bags and arrange for trash disposal.

The Adopter shall conduct activities at a frequency that will enhance the goal of providing a park like appearance along the adopted segment. The expected minimum frequency of inspections and trash pickup along the trail segment is once each calendar month from April through November. Additional visits may be necessary, and such may be requested by the Corporation, during periods of heavy recreational use of the trail segment. Visits are also encouraged during the winter season.

The Adopter shall regularly report to the Sponsor the accomplishments of volunteer monitoring and maintenance activities for each day on site, and the number of volunteer hours spent on those activities. Such reports should include observations regarding the Canalway Trail that are beyond the scope of this Agreement or the capability of volunteer resources. The Volunteer Report forms will be provided by the Corporation to the Sponsor.

The Corporation will furnish and erect Adopt-a-Trail signs at the beginning and the end of the adopted segment.

Registered volunteer participants in the Adopt-a-Trail Program are accorded Worker's Compensation Insurance protection as provided by law and liability insurance as carried by the Corporation; such benefits are provided only if the volunteers are registered and are acting within the scope of the volunteer program. It is understood by the Sponsor and the Adopter that no liability of any kind or in any amount shall attach to or rest upon the New York State Thruway Authority (herein after "Authority") or the Corporation beyond that covered by the Worker's Compensation and liability insurance benefits provided herein.

This Agreement will be for a two-year period commencing on _____ and terminating on _____.

This Agreement may be cancelled at any time within the two year term by the Adopter or Sponsor, with 30-days notice to the other party to this Agreement. Agreements may be renewable as long as the Sponsor and Adopter have functioned in accordance with the previous Agreement, the program rules and requirements and the Corporation continues the Adopt-a-Trail Program. The Adopt-a-Trail Program, Permits and/or Agreements may be terminated at any time, at the sole discretion of the Corporation.

Nothing contained herein shall prevent or hinder the Corporation from accessing the Canalway Trail or carrying out any Corporation activities. In addition, nothing herein shall alter or change the traditional access to and public use of the Canalway Trail, canal right-of-way and canal facilities.

The Sponsor and the Adopter agree and understand that all activities and functions under this Agreement, for both the Adopter and the Sponsor, are subordinate to, and subject to, the operational needs and governmental responsibilities of the Authority/Corporation. The Adopter and Sponsor agree that at the sole discretion of the Authority/Corporation the Adopt-a-Trail Program or any of its functions are subject to immediate cessation.

Canalway Trail
Adopt-a-Trail Agreement

Please describe the specific eligible Adopt-a-Trail program activities that are anticipated to be performed by this Adopter:

Please note that any additions or changes to the above eligible activities must be consistent with the Permit, shall be provided in writing, to the Sponsor and the Corporation.

Name of Adopter Organization or Individual:

Signatures:

(Adopter/Coordinator)

(Sponsor Representative)

Please Print:

(Name of Adopter/Coordinator)

(Name of Sponsor Representative)

Daytime Telephone No.:

Evenings/Weekends:

Copies of this signed Agreement must be forwarded to:

Canal Section Superintendent

Division Canal Permit Engineer

Canalway Trail **Adopt-a-Trail Participant Register**

As an Adopt-a-Trail volunteer, some of the activities you perform may expose you to risks such as poison ivy, insect or other bites, injuries, or falls. It is your responsibility to know your own limitations and to only engage in activities suited to your abilities and physical conditions. Participants shall only engage in authorized Adopt-a-Trail program activities. The program is flexible. Participants may choose one or more of the following authorized activities: regular inspections and monitoring of the trail segment and light maintenance work including, but not limited to, litter and debris pickup, removing fallen branches, mowing, brush control (but not the use of herbicides), planting, cutting, trimming, and maintaining landscape vegetation, leveling of the trail treadway, repairing the trail surface and inspecting, repairing and refurbishing trail signs, kiosks and other railway facilities.

Safety Checklist:

- _____ Yield right of way to trail users.
- _____ No motor vehicles shall be driven on railway unless required for medical emergency.
- _____ Do not pick up anything that could be hazardous to your health or safety. This includes needles, jagged glass, animal carcasses or heavy objects. If in doubt, contact the Adopt-a-Trail Sponsor.
- _____ Wear appropriate gloves and long pants. Learn to recognize and avoid poison ivy or other irritants. Leather shoes or boots are recommended.
- _____ Wear safety glasses and a hard hat when operating motorized equipment. Other volunteers and trail users should be well clear of cutting, mowing and trimming operations.
- _____ Be sure that areas to be mowed are clear of debris such as rocks, glass and other objects.
- _____ Keep a safe distance between volunteers to avoid whipped branches or injury from tools.
- _____ Minors (ages 12-17) may not operate motorized or power equipment.
- _____ Do not engage in any activity that will compromise your safety, the safety of other volunteers, or trail users.
- _____ Avoid overexertion and dehydration: drink plenty of fluids.
- _____ Stay off the underside of overhead bridge structures. Do not lean over bridge railings, water embankments, or barriers and railings at the canal locks.
- _____ No horseplay.

As a condition of participation in the Adopt-a-Trail program, each volunteer must read the above Safety Checklist and complete and sign the following:

By my signature below, I certify that I have read and understand the above Safety Checklist and will participate in accordance with the terms and conditions of the Adopt-a-Trail program.

Please Print Name: _____

Address: _____

Date of Birth: _____

Signature: _____

Date: _____

Signature of Parent or Guardian, if participant is a minor (ages 12-17):

Please Print Name: _____

Relationship: _____

Signature: _____

Date: _____

Send this completed form to: _____

Sponsor/Permittee

Canalway Trail
Adopt-a-Trail Program

VOLUNTEER REPORT

Adopted section _____

Adopter group/individual volunteer(s): _____

Date: _____

Total volunteer hours: _____
(number of volunteers x hours per volunteer) _____

The above named volunteer(s) completed Adopt-a-Trail activities described/
summarized as follows: (e.g. inspection of trail surface and facilities, pick-up of litter, trash or debris,
remove brush or weeds, etc.)

Canalway Trail features that were reviewed:

Comments/Observations: (A map of the trail segment may be attached to help identify locations.)

Adopt-a-Trail Volunteer Coordinator Name (please print) _____

Signature

Telephone No.

Send this completed form to _____

Canalway Trail
Adopt-a-Trail Program

SPONSOR SUMMARY REPORT

Date: _____

To: Canal Section Superintendent

From: _____

Adopt-a-Trail Sponsor/Coordinator

Telephone No.: _____

E-mail: _____

The undersigned sponsor coordinator has received Adopt-a-Trail Volunteer Reports, which provide details of monitoring and maintenance tasks completed by local volunteers for sections of the Canalway Trail within the general area of _____ during the month(s) of _____.

The Adopt-a-Trail activities involved approximately _____ individual volunteers and a total of _____ volunteer hours.

We are reporting the following:

(Use additional pages if necessary. A map of the trail section may be included to identify locations.)

Please let us know if you have questions or need additional information. See telephone number, E-mail and postal address printed above.

Please Print Name: _____

Signed: _____ Dated: _____