

Barcelona to Chautauqua Institution Multi-Use Trail Feasibility Study and Implementation Plan

November 2013

Barcelona

Westfield

Mayville

Chautauqua Institution



Prepared for

CHAUTAUQUA COUNTY DEPARTMENT OF
PLANNING AND ECONOMIC DEVELOPMENT

Prepared by

PASHEK ASSOCIATES

• LANDSCAPE ARCHITECTURE • PLANNING • DESIGN



ACKNOWLEDGEMENTS



Project Steering Committee

A special thank you goes out to the citizens and organizations of Barcelona, Westfield, Mayville and Chautauqua Institution, as well as the greater Chautauqua County area, for their enthusiasm and input during this study. Also, the time commitment, wealth of knowledge, enthusiasm, decision-making ability and dedication of the following individuals that made the ***Barcelona to Chautauqua Institution Multi-Use Trail Feasibility Study and Implementation Plan*** possible.

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The Barcelona to Chautauqua Institution Multi-Use Trail Feasibility Study and Implementation Plan, Appendices, and Executive Summary can be accessed at:

CCPED website: www.planningchautauqua.com

Chose Econ. & Trails Dev. page and click on the Barcelona to CI Trail page.

Westfield Development Corporation: www.westfieldny.com

EXECUTIVE SUMMARY

This project follows the recommendations of Chautauqua County Comprehensive Plan 20/20 and the subsequent Chautauqua County Greenway Plan. The Comprehensive Plan identified, among many other goals, the desire of Chautauqua County residents to conserve sensitive natural resources and connect natural and cultural resources, while creating opportunities for healthy lifestyles and economic development. The Chautauqua County Greenway Plan comprehensively evaluated opportunities to achieve these goals, identified demonstration projects, and developed strategies to implement these projects.

Of the recommendations proposed in the Greenway Plan, the development of a multi-use trail from Barcelona Harbor in the Town of Westfield to Chautauqua Institution in the Town of Chautauqua was a top-ranked project. This proposed trail was identified as an ideal demonstration project due to its likelihood of creating momentum for future expansion of the greenway system. The proposed trail will be destination oriented, will attract both local and regional users, and will increase awareness of the benefits of local natural resources. Additionally, this trail will have the potential to generate positive economic impacts while targeting a large user base due to its proximity to Interstates 90 and 86.

To determine the feasibility of establishing the Barcelona to Chautauqua Institution Trail, the Chautauqua County Department of Planning and Economic Development assembled a steering group, led by the Westfield Development Corporation, and commissioned this study.

CHAUTAUQUA COUNTY ...

In our vision of the future, Chautauqua County's natural, cultural, and recreational resources; rural character; and other assets are the foundation of its exceptional quality of life and economic prosperity. Through the hard work of the County's greatest resource—its people—to achieve this vision, the Chautauqua name is recognized far and wide as

a premier place to visit, learn, conduct business, and be proud to call home.

*Chautauqua County
Comprehensive Plan 20/20*

The greenways structure diagram shows the significance of the interrelationships between the hubs and spokes.



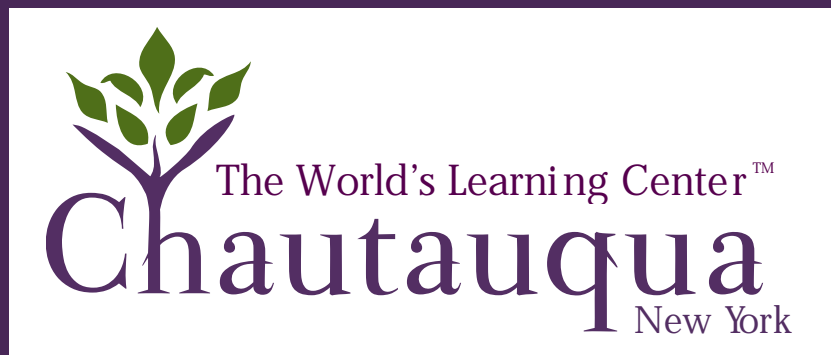
Vision and Goals

During the planning process project partners and stakeholders developed the following:

Our Vision (*How we see ourselves 5 to 10 years from now*)
Imagine a shared use trail providing four season recreation and transportation opportunities between: main streets, historic, civic, cultural and environmental destinations in Barcelona, Westfield, Mayville and Chautauqua Institution, in a safe family-oriented environment.

This is our vision for the Barcelona to Chautauqua Institution Trail.

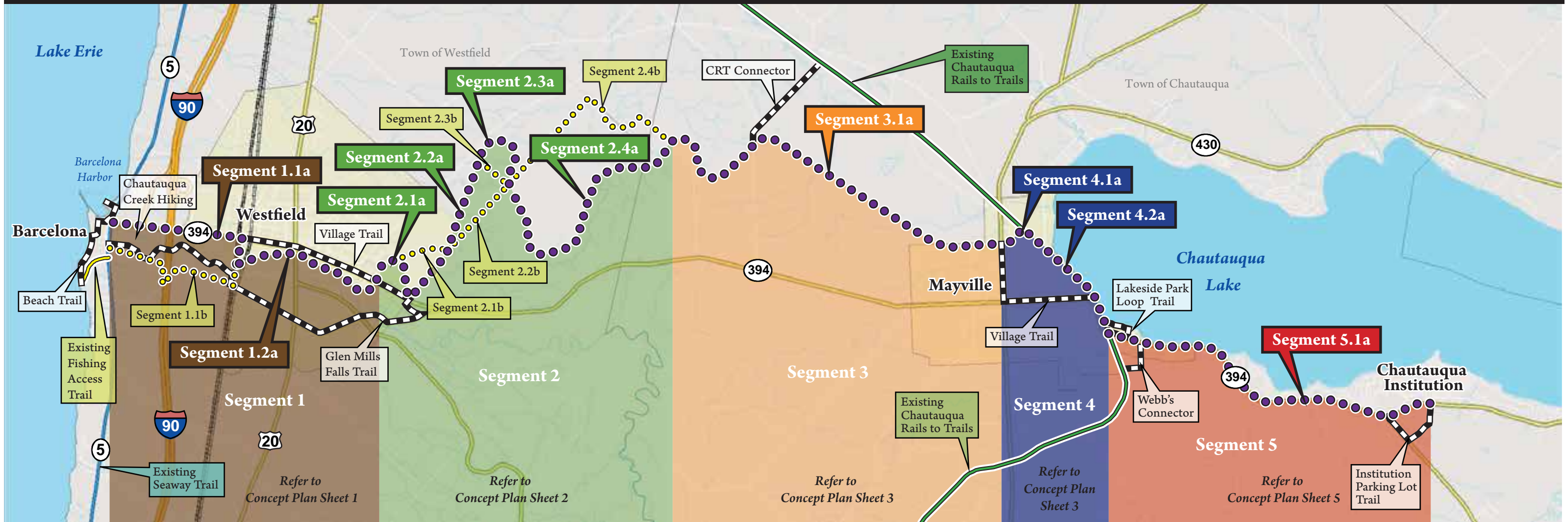
Goals (*How we will achieve our mission*)
The Barcelona to Chautauqua Institution Trail provides a variety of trail experiences: a shared use trail accommodating all ages and abilities of pedestrians and bicyclists; dedicated bicycle lanes; shared roadways; and hiking trails. Trailheads will provide numerous access points to amenities and points of interest along the trail to accommodate everyone - reinforcing:



To assist in evaluating the feasibility of the proposed trail, the corridor was divided into logical segments, including character; property ownership; geographic features; and/or intersections with roadway right-of-ways, according to the following:

Segment 1.1: Barcelona to English Street	0.25 miles
Segment 1.2: English Street to South Portage Road	1.50 miles
Segment 2.1: South Portage Road to Martin-Wright Road	1.06 miles
Segment 2.2: Martin-Wright Portage Road to Kent Road	0.80 miles
Segment 2.3: Kent Road to Martin-Wright Road	0.77 miles
Segment 2.4: Martin-Wright Road to Quilliam Road	2.35 miles
Segment 3.1: Quilliam Road to East Chautauqua Street.....	3.40 miles
Segment 4.1: East Chautauqua Street to NYSDOT Property	0.10 miles
Segment 4.2: NYSDOT Property to Lakeside Park/SR 394.....	1.25 miles
Segment 5.1: Lakeside Park/SR 394 to Chautauqua Institution	2.50 miles

For a total distance of approximately 14.0 miles.



Segment 1

Segment 1.1a - Barcelona to English Street
 Distance: 1.25 miles
 Trail Type: Bike Lanes
 Description: Parallel Route 394 from Barcelona to English Street in the Village of Westfield.

Segment 1.1b- North Gale to Oak Street (alternate)
 Distance: 1.5 miles
 Trail Type: Shared Road
 Description: Creates a Barcelona Loop when combined with 1.1a.

Segment 1.2a - English Street to South Portage Road
 Distance: 1.5 miles
 Trail Type: Shared Use Path - Off Road
 Description: Route 394 at English Street head west along the railroad tracks, under the railroad trestle following the former rail corridor to the ballfield in Westfield.

Segment 2

Segments 2.1a, 2.2a & 2.3a - South Portage Road to Martin-Wright Road
 Distance: 1.65 miles
 Trail Type: Shared Use Path - Off Road
 Description: From South Portage Road in Westfield follow the former rail corridor to Martin Wright Road. At Martin-Wright, head east paralleling road to the Town of Westfield owned property at the water tower adjacent to Kent Reservoir.

Segment 2.4a - Martin-Wright to Quilliam Road
 Distance: 2.35 miles
 Trail Type: Shared Use Path - Off Road
 Description: From Kent Reservoir follow former rail corridor, crossing the Big Fill over Little Chautauqua Creek, extending from Martin-Wright and Quilliam Road.

Segment 3

Segment 3.1a - Quilliam Road to East Chautauqua Street
 Distance: 3.4 miles
 Trail Type: Shared Use Path - Off Road
 Description: Follow the existing Portage Trail from Quilliam Road across Parker Road to East Chautauqua Street in the Village of Mayville.

Segment 4

Segment 4.1a - East Chautauqua Street to NYSDOT
 Distance: 0.25 miles
 Trail Type: Shared Use Path - Off Road
 Description: From East Chautauqua Street, cross Lakeview Avenue, to the existing Chautauqua Rails-to-Trails corridor. The proposed trail crosses Lakeview Avenue and extends to meet the Chautauqua Rails-to-Trail.

Segment 4.2a - NYSDOT to Lakeside Park/SR 394
 Distance: 1.25 miles
 Trail Type: Shared Use Path - Off Road
 Description: Follow the existing rail trail from NYSDOT property to intersection with Route 394 at Lakeside Park in Mayville.

Segment 5

Segment 5.1a - Lakeside Park/SR 394 to Chautauqua Institution
 Distance: 2.5 miles
 Trail Type: Shared Use Path - Adjacent to Road
 Description: Shared-use trail parallel to State Route 394 within the State right-of-way.

Legend

Preferred Route ○○○○○○

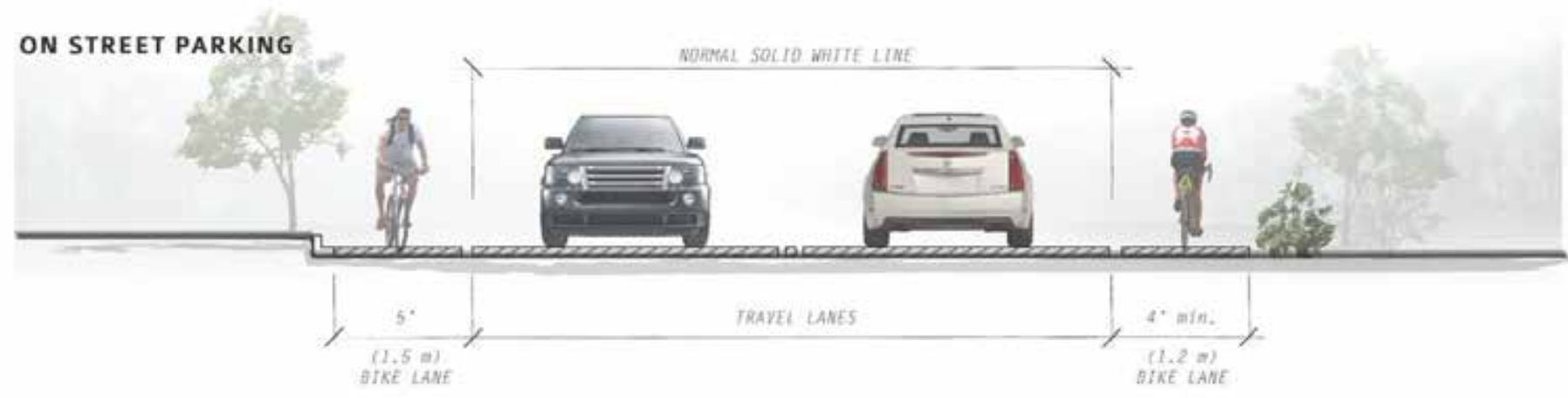
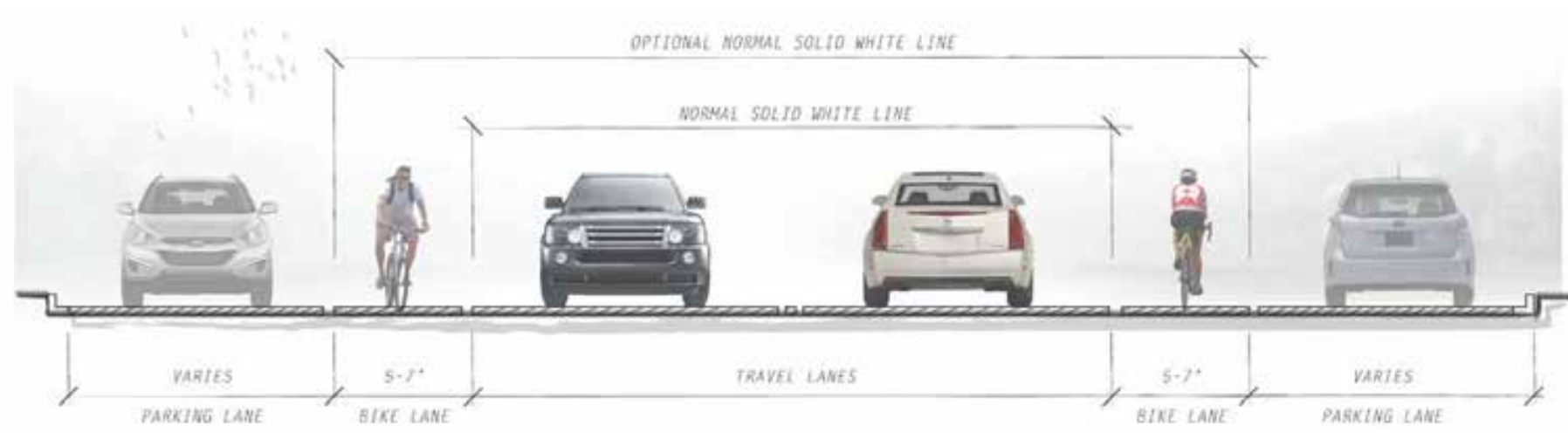
Alternate Route ●○○○○○

Connector Trail ■■■■■■

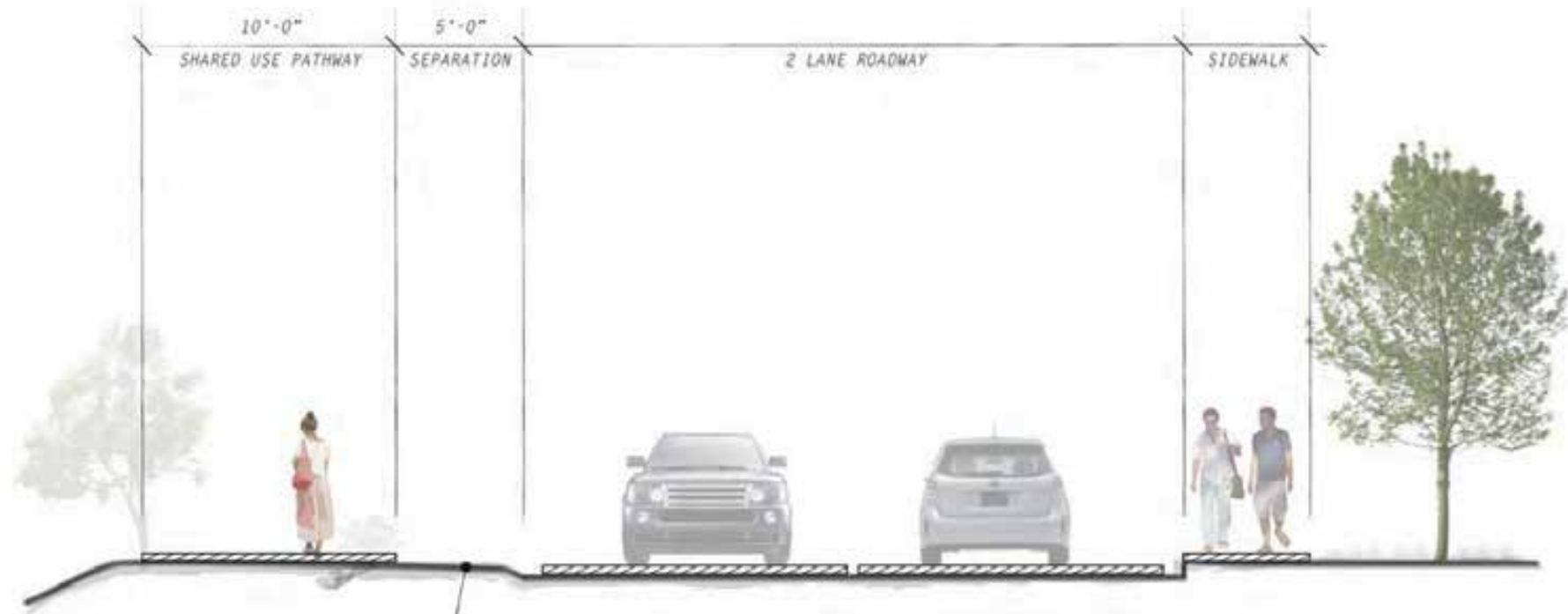
Note

The proposed trail may become a reality where the corridor is within the public right of way or upon securing agreements for public access to the trail corridor with willing landowners. No land will be acquired for the proposed trail from unwilling landowners.

Typical Trail Cross Sections



NO ON STREET PARKING Bicycle Lanes



Shared Use Path - Adjacent to Roadway



Shared Use Path - Separated from Road

Trail Feasibility

Various alignments for each segment were explored and presented to the public for review and input. The alignments were then revised as necessary to respond to the input received from the public. Much of the proposed corridor is held by private land owners.

Preferred and alternate alignments were finalized and an Opinion of Probable Construction Costs for Trail Development were projected to establish approximate budgets for each segment, in 2013 dollars.

Segments were then ranked and prioritized utilizing the following criteria:

PROPERTY FEASIBILITY Feasibility of acquiring public access for the proposed trail segment.	FINANCIAL FEASIBILITY Feasibility of securing funding for development of the proposed trail segment.	CONSTRUCT-ABILITY Level of ease/difficulty associated with constructing the proposed trail segment.	PROXIMITY OF POPULATION A larger adjacent property means potential for more trail users.	LIKELIHOOD OF USE Likelihood of proposed trail segment to serve the most amount of population.
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From the onset of this planning process, project partners and stakeholders made it very clear that development of trail segments will only occur when corresponding land owners agree to enter into an easement agreement, or convey property in another fashion, for the trail. Therefore, segments currently held by a public entity, or those with fewer private land owners, ranked higher than segments that require property easements/acquisition.

Given the results of the ranking process, the proposed trail segments were prioritized into three categories:

SHORT TERM Present to five years.	MID TERM Five years to ten years.	LONG TERM Great than ten years
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The table on the following page provides a summary of the segments and their respective priority as well as the projected trail development budget.

Trail Management, Operations and Maintenance

During the planning process, the municipalities, which the proposed trail passes through, were receptive to continuing discussions regarding the possibility of forming an intergovernmental agreement partnership that would be given the authority for the management, operations and maintenance of the trail. We recommend this agreement be established and adopted by the municipalities as soon as possible.

Barcelona to Chautauqua Institution Trail Segment Summary

Segment	Description	Scoring Criteria					Score	Rank	Priority
		Property* Feasibility	Financial Feasibility	Constructa- bility	Proximity to Population	Likelihood of Use			
4.2	NYSDOT Property to Lakeside Park/State Route 394 - Off-Road Shared Use Trail	3	3	3	3	3	15	1A	Short
1.2	English Street to South Portage - Off-Road Shared Use Trail	3	3	3	3	3	15	1B	Short
5.1	Lakeside Park/Route 394 to Chautauqua Institution - Off-Road Shared Use Trail	3	2	3	3	3	14	2A	Short
4.1	East Chautauqua Street to NYSDOT Property - Off-Road Shared Use Trail	2	3	3	3	2	13	2B	Mid
1.1a	Barcelona to English Street - Share the Road	3	3	3	2	1	12	3A	Mid
3.1	Quilliam Road to East Chautauqua Street - Off-Road Shared Use Trail	3	1	3	2	3	12	3B	Mid
2.4	Martin Wright Road to Quilliam Road - Off-Road Shared Use Trail	2	2	3	2	3	12	3C	Mid
1.1b	North Gale Street to Oak Street - Share the Road	3	3	3	1	1	11	4	Long
2.1, 2.2 & 2.3	South Portage Road to Martin Wright Road - Off-Road Shared Use Trail	1	1	2	3	3	10	5	Long

* Based on consultant's understanding, as of this writing, of property owner(s) willingness/likelihood of granting easement.

Demonstration Projects

One of the most important aspects of implementing the proposed Barcelona to Chautauqua Institution Trail is to educate county and municipal officials, as well as residents of Chautauqua County, on how the trail will impact quality of life, economic development, and tourism in the region. Once decision-makers agree that residents will look to this trail to improve physical, emotional and environmental well-being, then they may be better prepared to justify the expenditure of time and money to implement the trail.

This can be accomplished by implementing demonstration projects, which are defined as projects that:

- 1) Create momentum for future expansion of the greenways system;
- 2) Are destination-oriented;
- 3) Attract both local and regional use/attention; and
- 4) Increase awareness of the presence and benefits of local natural resources.

Potential demonstration projects are those projects which may be more readily achievable with fewer challenges to overcome for implementation. Demonstration projects are also projects that would be ideal, based on their potential to generate economic impact and to target a large user base. The following segments are demonstration project candidates that meet the criteria previously mentioned:

- *Segment 1.2: English Street to South Portage Road (northern section)*
- *Segment 4.1a: East Chautauqua Street to NYSDOT Property*
- *Segment 4.2a: NYSDOT Property to Lakeside Park/State Route 394*
- *Segment 5.1a: Lakeside Park/Route 394 to Chautauqua Institution*
- *Village of Mayville Spur*

More information regarding each of these proposed segments can be found in the complete study.





PASHEK ASSOCIATES

LANDSCAPE ARCHITECTURE ■ PLANNING ■ DESIGN

CHAPTER 1: BACKGROUND

WHERE ARE WE NOW?

Chautauqua County is the western-most county in located in New York State, and is bordered by Lake Erie to the North, Pennsylvania to the west and south, and Erie and Cattaraugus Counties to the east. The county is blessed with many small towns with rural charm; an abundance of natural assets such as water bodies, parks and trails; agricultural assets such as grapes and maple syrup; impressive cultural institutions; renowned educational institutions; an Amish community; a vibrant manufacturing base; amazing architecture and many other amenities.

Please reference the following county websites for further details:

- www.ccida.com
- www.planningchautauqua.com
- www.tourchautauqua.com
- www.chautauquagis.com
- www.co.chautauqua.ny.us

A new coalition of public and private organizations and groups are currently undertaking an initiative to improve and build trails and waterways in Chautauqua County. The Chautauqua County Department of Planning and Economic Development (PED), County of Chautauqua Industrial Development Agency (CCIDA), Chautauqua County Visitors Bureau (CCVB) and many other stakeholders desire to build on our trails/waterways assets to increase economic activity and jobs in the region. Chautauqua County has many attractive primary and secondary recreational attributes; however, one of the secondary



Photo Credit: Mark Geise

recreational attributes that could provide the greatest potential for future growth in tourism and economic development is the multitude of overland trails and waterways, i.e., green infrastructure (refer to Attachment A - Chautauqua County Recreational Map). The activity created by trail, water and nature enthusiasts serves local businesses, creates jobs, and contributes to the quality of life for all users. User groups include hikers, bird watchers, mountain bikers, over-the-road bikers, campers, cross country skiers, snowmobilers, fishermen, kayakers, rowers, canoeists, hunters, beach goers, snowshoers, downhill skiers, ATVers, dirt bikers, picnickers, horseback riders and others.

If we view the trails and waterways as an economic development tool, it is our duty to provide the infrastructure necessary to beneficially exploit them in a sustainable manner. Besides economic development, there are quality of life aspects for current residents and potential residents who would locate here because of our Greenway System which contributes to the rural charm of the area.

Tourism is a vital and growing component of New York's economy and is the second largest industry in the state.

Visitors in New York State spent \$53 BILLION in 2008 alone.	Tourism in New York State accounts for 684,000 JOBS with total income of \$27 BILLION
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The Economic Impact of Tourism in New York State, a study undertaken in April 2009 by Tourism Economics (an Oxford Economics Company).

Of the total spending in the State, only 1 % was in the Chautauqua-Allegheny Region, demonstrating the market potential that exists. In the Chautauqua-Allegheny Region, tourism is an integral part of the economy, accounting for between 6% and 17% of employment. According to the Convention and Marketing Surveys undertaken by the CCVB in 2008, 19% of all visitors to the region came here for recreation, and 27% of all visitors utilized our green infrastructure to downhill ski, cross-country ski, hike, canoe, visit parks, snowmobile, visit beaches and undertake other trail activity.

In 2011, Chautauqua County PED completed a Countywide Comprehensive Plan (refer to www.planningchautauqua.com for the Chautauqua 20/20 Comprehensive Plan) which details recommended strategies and actions for 15 key focus areas in the County including active living/recreation. High priority actions recommended specific to active living/recreation include:

- Develop a new model for oversight and maintenance of parks, trails and waterways throughout the County, recognizing the health, economic, and tourism benefits that can result when people are encouraged to be more active with access to safe, attractive facilities outdoors.
- Develop a well-designed system of way-finding signage for trails and recreation, coordinated with an expanded county recreation map and on-line resources that include all of Chautauqua's recreational opportunities.
- Complete a four-season, multi-use greenway trail system throughout the County (hiking, biking, horseback riding, cross-country skiing, snowmobiling and other users) with sections that are family-friendly, sustainable, have connectivity throughout the County and region, and link to waterways (including Chautauqua Lake and Lake Erie), population centers, and historic points of interest. Link to promotion and events for visitors and residents.



As a first step in implementing the recommendations made in the Comprehensive Plan, Chautauqua County PED commissioned a Greenway Plan which was completed in April, 2012

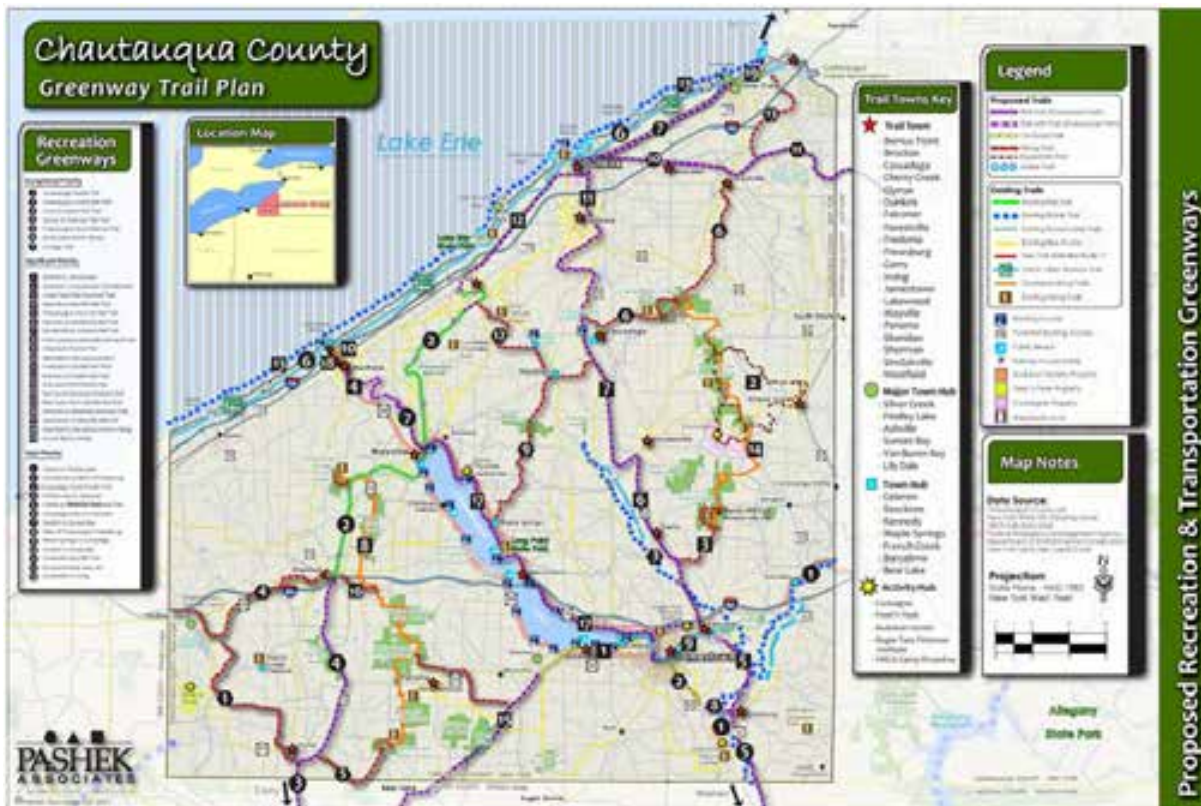
The plan defines steps to formalize and maintain our rural outdoor lifestyle, fulfill our desire to be a four season destination for active living and to capitalize on positive economic impact that can be realized through providing goods and services that visitors to our county desire. Refer to www.planningchautauqua.com for the complete Greenway Plan.

The Greenway Planning process identified:

- 39 potential recreation greenway trails;
- 20 proposed natural system corridors;
- 20 proposed trail towns;
- 13 proposed hubs; and
- 6 proposed activity hubs.

Of the recommendations proposed in the Greenway Plan, the development of a multi-use trail from Barcelona Harbor in the Town of Westfield to Chautauqua Institution in the Town of Chautauqua was a top-ranked project. This proposed trail was identified as an ideal demonstration project due to its likelihood of creating momentum for future expansion of the greenway system. The trail will be destination oriented, will attract both local and regional users, and will increase awareness of the benefits of local natural resources.

Additionally, this trail will have the potential to generate positive economic impacts while targeting a large user base due to its proximity to Interstates 90 and 86. It will attract both local and regional use, and will increase awareness of the presence and benefits of local natural resources.



Chautauqua County Greenway Plan - *High Priority Demonstration Project*

Chautauqua Institution to Barcelona Harbor Trail

Project: Implement recommendations from the Westfield Connections Plan with an additional connection to the Chautauqua Institution.

Municipalities: Village and Town of Westfield, the Village of Mayville and the Town of Chautauqua.

Description: The Westfield-Chautauqua Greenway, as proposed in the Westfield Connections Plan, is a trail that interconnects the various neighborhoods and parks of the town and village with the linear landscape of Chautauqua Creek, accessing Chautauqua Gorge. This trail would follow along the historic rail and trolley rights-of-way, as well as along rural roads that make their way through the countryside and vineyards.

The greenway in Westfield would allow residents and tourists to travel from the village to Barcelona Harbor and the Lake Erie shore, or south to the Village of Mayville and the Chautauqua Lake shore.

The additional connection would extend south from the existing Chautauqua Rails to Trails corridor along Route 394 to Chautauqua Institution. This connection would enable seasonal visitors to the Institution to access the Villages of Mayville and Westfield, as well as Barcelona Harbor, utilizing a recreational trail.

Potential Partners: Chautauqua Rails to Trails, Southern Tier West Regional Planning and Development Board, Chautauqua County, Town of Chautauqua, Chautauqua Institution, Village of Mayville, Town of Westfield, Village of Westfield, Great Lakes Seaway Trail, Chautauqua County Hiking Club, Chautauqua Lake Snowmobile Club, Lake Effect Trailbreakers, New York Bicycling Coalition, Lake Country Bike, Cycling Underground, Chautauqua Lake Partnership, Concord Grape Belt Heritage Association, and Chautauqua County Visitors Bureau.



I. Methodology

In order to implement the recommendation contained in the greenway plan to explore the feasibility of the proposed Barcelona to Chautauqua Institution Trail, the Chautauqua County Department of Planning and Development secured funding and brought together partners along the corridor to guide the planning process. A project steering committee was formed and the committee developed the following scope of work for the feasibility study.

1.1 Project Scope of Work

- A. Analyze and evaluate the project area, which is defined as being between Chautauqua Institution in the Town of Chautauqua, New York, to Barcelona Harbor, in Westfield, New York, passing through the villages of Mayville and Westfield.
- B. Use the routing recommended by the project committee and identify alternative routings and options in certain identified problem areas along the recommended route, in particular between (1) Chautauqua Institution and the eastern boundary of the Village of Mayville, and (2) Martin-Wright Road in the Town of Westfield extending to the Westfield hamlet of Barcelona and Barcelona Harbor.
- C. Identify:
 - 1) Points of Interest, and opportunities to connect the trail and/or add diverting trails that connect its users to these areas, including Chautauqua Lake, Glen Mills Falls, Chautauqua Creek, the Seaway Trail, and railroad watching areas;
 - 2) Opportunities to integrate the trail into the business districts of the villages of Mayville and Westfield; and (3) potential locations of trailhead facilities providing parking, tourist information, bathrooms, bicycle rentals, and other amenities for trail users. Particular attention should be paid to how such facilities might support and integrate with other attractions and natural resources in the project area such as Chautauqua Lake, Chautauqua Creek, and Barcelona Harbor.
- D. Identify what aspects of the routings will require engineering analysis with regard to drainage, grading, structural reinforcement, bridge construction/restoration, and will provide rough cost estimates for that work.
- E. Develop a general conceptual plan for way-finding signage that incorporates the main trail and the trail towns, hubs, services and points of interest that connect to it.
- F. Include a general qualitative analysis of the potential economic and quality of life impacts of the trail on Chautauqua County.
- G. Identify the properties and property owners affected by each routing alternative.
- H. Recommend what trail surface(s) should be used, taking into account existing conditions (soil, drainage, slope, grade etc.) and how various sections of the trail may be used for a variety of uses.
- I. Consultant will identify potential funding sources and a methodology for garnering local funding/in-kind support for matching requirements.
- J. Identify the needs for maintenance/management of the trail system, and will provide a conceptual plan for its future sustainability.
- K. Work with PED and other stakeholders to conduct two public meetings to seek consensus on key topics and elements of the Feasibility Study.
- L. Develop rough cost estimates, sufficient in scope as to allow for proper evaluation and programming/budgeting of funding so that this document can be used to seek funding to implement the recommendations. The Final Report should further break the total project into discrete phases and/or tasks with separate estimates for each phase or task that can be funded and completed over time as funds are available. Furthermore, annual maintenance requirements and cost estimates should be projected.
- M. Submit a final report that includes all relevant data developed during the study, items of interest and/or concern as regards to further implementation of the project, conclusions reached regarding various aspects of the project, appropriate graphics and drawings (including electronic GIS maps and overlay data), and recommendations as to how to proceed.

1.2 Public Input

The public input process began with a review of the input received through the Chautauqua County Greenway Planning process, which included:

1. A web-based survey completed by a total of 65 respondents;
2. Two public meetings attended by over 160 people;
3. Key person interviews with 20 greenway and trail stakeholders.

Recognizing the importance of receiving more input, and input focused on the project at hand, we conducted a web-based survey; held two public meetings; contacted and met key property owners along the corridor, received input from the project steering committee as well as from key person interviews conducted with stakeholders; and created and maintained a Facebook page for this project.

1.2a Project Steering Committee Meetings

The project steering committee met through the course of the project to guide Pashek Associates in completing this feasibility study. The committee provided valuable information and insight, served as a sounding board, and assisted in making decisions.

1.2b Public Meetings

Two public meetings were held during the planning process.

The first meeting occurred early in the process and was well attended, with over 60 area residents participating. The purpose of the meeting was to present the concept of the trail to the public, present opportunities and constraints associated with achieving the vision for the trail, identify desired connections and discuss potential trail alignments.

After Pashek Associates presented information regarding the proposed trail, attendees had an opportunity to provide their thoughts, concerns, desires and feedback associated with the proposed trail. In addition to the two pages of comments conveyed by attendees during the meeting, six pages of written comments were also collected, and 42 paper copies of the survey were completed. Input from this meeting was taken into consideration and guided the planning effort moving forward.

A second public meeting was held at the end of the planning process to present recommendations for the trail corridor. This meeting received an overwhelming response with more than 100 people participating. The recommendations were well received and attendees provided more feedback to be incorporated into the final plan.



Photo Credits: John Buerkle & Mike Kotyk

1.2c Survey Results

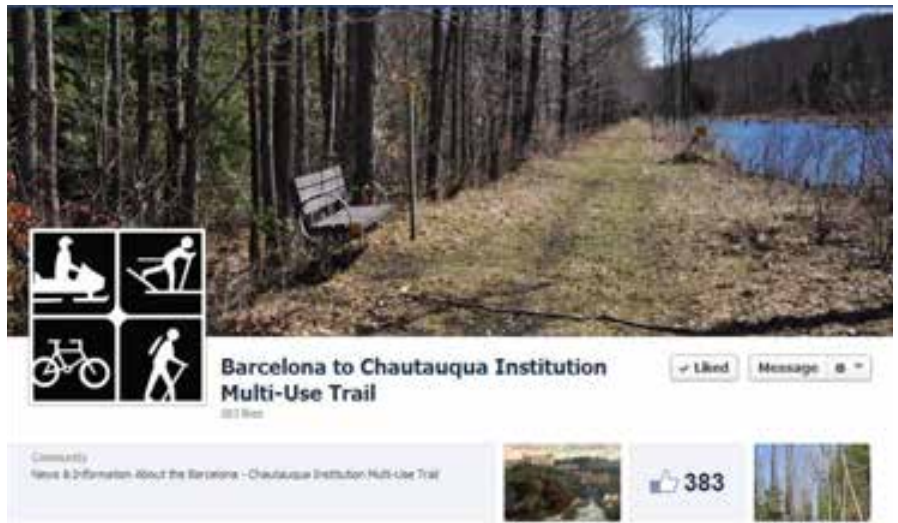
Two surveys were developed. One was distributed at the initial informational and public input meeting and the other was made available on-line. There were 61 respondents to the on-line survey and 42 respondents to the public meeting survey, for a total of 103 surveys collected.

- 62% of survey respondents currently use the existing Portage Trail and/or Chautauqua Rails to Trails. Of those that currently use the existing Portage Trail and/or Chautauqua Rails to Trails;
 - 14% use the trails at least once a week, while 38% use the trails at least once a month. The remaining 48% use the trail approximately once a year.
 - 80% use the trails for recreation (44%) and exercise/fitness (36%) reasons. No respondents stated that they use the trails for local transportation. A relatively small fraction of respondents use the trails for snowmobiling (7%) and other reasons (14%) including; geocaching, dog walking and horseback riding.
 - 66% walk (46%) and bike (20%). Methods of travel geared towards the winter months comprised 26% of the responses and include cross-country skiing (12%), snowshoeing (7%) and snowmobiling (6%).
 - 61% would be more likely to use the trails if they had an improved surface while 33% wouldn't change their usage. Only 6% would be less likely to use the trails if they had an improved surface.
 - 46% would like the trail surfaces left as is. The majority of the remaining respondents (41%) would like compacted stone surfacing. Paving (14%) is the least popular option for surfacing.
 - 30% primarily utilize the trails for exercise, with wildlife viewing (26%) as the second most popular activity. Specific to nature, photography (16%) and education (11%) combined for 27% of the responses. Dog walking (9%), local transportation (3%), environmental education (1%) and other (4.4%) activities rounded out the results, with geocaching as the most popular "other" activity.
 - 90% would like, or wouldn't be opposed to, the trails extending to connect Barcelona Harbor, Westfield, Mayville and Chautauqua Institution. Of those responses, Westfield, Barcelona Harbor and Mayville were the most popular choices (27%, 16% and 26% respectively), while 21% would like to see extension to Chautauqua Institution.
 - 86% would (68%), or might (19%), use the trails more if they extended from Barcelona Harbor to the Chautauqua Institution. Only 14% wouldn't change their usage if the trails were extended to these destinations via Westfield and Mayville.
- 75% of all respondents would prefer a natural surface hiking/biking trail. On-road bike lanes are the least preferred type of trail collecting only 1% of responses.
- With limited resources (money and time), survey respondents prioritized needs as follows:
 1. Maintain existing trail for drainage issues
 2. Maintain existing trail facilities (trailheads/signage)
 3. Keep the trail clean of litter and trash
 4. Extend the trails to Westfield
 5. Provide maps and signage
 6. Provide trash cans
 7. Provide parking
 8. Extend the trails to Mayville
 9. Extend the trails to Barcelona Harbor
 10. Provide interpretive information about history
 11. Monitor the trail for violators & safety
 12. Provide interpretive information about plants and wildlife
 13. Provide restrooms
 14. Provide benches
 15. Extend the trails to the Chautauqua Institution
 16. Improve the surface of the existing trails
 17. Investigate the use of ATVs/Motorbikes on portions of the trail

- 33% of survey respondents are property owners through which the proposed trail will run, or who own property adjacent to the proposed trail, while 58% are property owners who do not live near the proposed trail. The remaining 9% are not yet sure if their property will be adjacent to the proposed trail. Of those that are property owners through which the proposed trail will run, or who own property adjacent to the proposed trail;
 - 90% support (45%), or with additional information (45%) may support the proposed trail. The remaining 10% of adjacent property owners, or property owners through which the proposed trail will run, do not support the proposed trail.
 - All have identified the location of the trail, litter, trespassing/vandalism and privacy equally as issues they are concerned with. Other concerns (4% of the responses) include liability, insurance, property taxes and legal rights.
- With respect to the number of people in each age group per household of those who responded to the survey, 26% are 35 – 54 yrs. of age. 42% are less than 35 yrs. of age and 31% are greater than 54 years of age. This is representative of Chautauque County’s overall demographics. According to the 2010 U.S. Census 26.5% of Chautauque County’s residents are 35-54 yrs. of age, 43.6% are less than 35 yrs. of age and 29.9% are greater than 54 years of age.
- 81% of survey respondents have a primary residence in Chautauque County, while 16% have a second home in Chautauque County. The remaining 3% only visit Chautauque County.

Facebook

Early in the planning process a Facebook page was created for this project. Newspaper articles, email blasts and personal invitations were used to invite the public to “Like” the page. Within thirty days over 300 people were following the page.



1.2d Community and Governmental Support

Support was expressed for this project by many community and governmental organizations, many of whom recognized that this project is the result of many years of planning and investment. This effort has involved many public meetings, surveys and other mechanisms for garnering public input, too numerous to count. The following organizations have written letters of support for the implementation of the demonstration projects presented in Chapter 4.

- | | |
|--|--|
| <ul style="list-style-type: none"> • Westfield Development Corporation • Village of Westfield • Town of Westfield • Village of Mayville • Northern Chautauque Community Foundation/ Local Economic Development Group • Town of Chautauque • Chautauque Institution • State University of New York at Fredonia • Chautauque County Visitors Bureau | <ul style="list-style-type: none"> • Chautauque County Planning & Economic Development • Chautauque County Legislature • Chautauque County Executive • Chautauque County Department of Health and Human Services • Chautauque Rails to Trails • Northern Allegheny Mountain Bike Association • Friends of Chautauque County Greenways |
|--|--|

II. Existing Planning Efforts

In addition to understanding the desires of the community, it is also important to review and understand how this proposed trail may complement other planning work, and their subsequent recommendations, completed within the study area. Therefore, we reviewed and consulted the following planning efforts throughout this planning process:

Locally Focused Planning Efforts

- Midway State Park Final Master Plan – 2009
- Town of Westfield and Town of Ripley Waterfront Opportunity Plan – August 2008
- Westfield Connections Plan – 2003
- Chadwick Bay Region – Local Waterfront Revitalization Program and Harbor Management Plan – 1998
- Village of Mayville Master Plan - Proposed Recreational Waterfront and Downtown Redevelopment – 1999
- Mayville Lakeside Master Plan – 1971



County Focused Planning Efforts

- Chautauqua County Greenway Plan - 2012
- Chautauqua 20/20 Comprehensive Plan – 2011
- Chautauqua Lake Local Waterfront Revitalization Plan - 2011
- Chautauqua County Branding, Development & Marketing Action Plan – 2011
- Chautauqua Lake Watershed Management Plan –2010
- Chautauqua County Design Principles Guidebook - May 2009
- Chautauqua County New York – An Economic Resource Guide - 2009
- Healthy Infrastructure Plan, Chautauqua County, New York - 2007
- Figure 8 the Lake – A Driving Tour of Chautauqua County - 2004
- Natural History Atlas for the Chautauqua-Allegheny Region - 2001
- Chautauqua County Bikeway Routes - 1976
- Inventory of Abandoned Railroad Rights of Way, New York State Department of Transportation, Real Property Division, Region #5 – Comprising the Counties of: Cattaraugus, Chautauqua, Erie, & Niagara, published 1974



Regionally Focused Planning Efforts

- Erie to Pittsburgh Trail – on-going
- Lake Erie Concord Grape Belt Heritage Area Management Plan –2010
- Southern Tier West Regional Transportation Strategy – June 2009
- Lake Erie Lakewide Management Plan - 2008
- Great Lakes Seaway Trail Corridor Management Plan – 2005

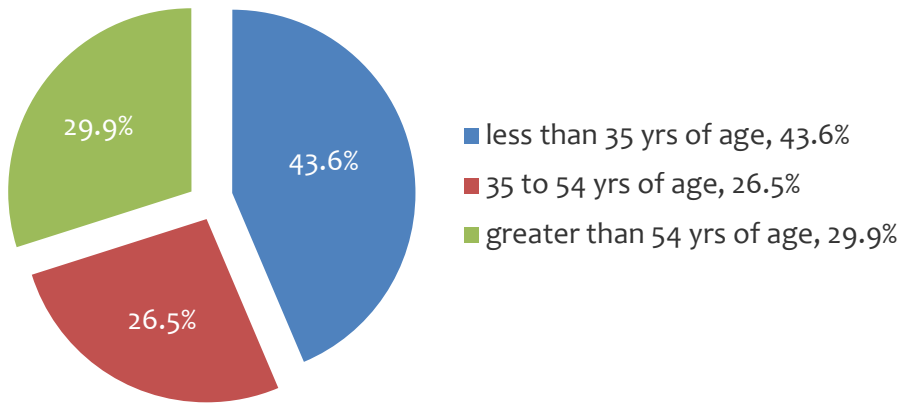
State Focused Planning Efforts

- New York State Statewide Trails Plan – 2010
- New York State Open Space Conservation Plan – 2009
- Statewide Comprehensive Outdoor Recreation Plan, New York State Office of Parks, Recreation and Historic Preservation - People • Resources • Recreation - 2009-2013
- Getting Started... A Guide to Planning Trails in New York State – 2004
- New York State Department of Environmental Conservation - Chautauqua Unit Management Plan - 2001
- Inventory of Abandoned Railroad Rights of Way (Region 5) – 1974

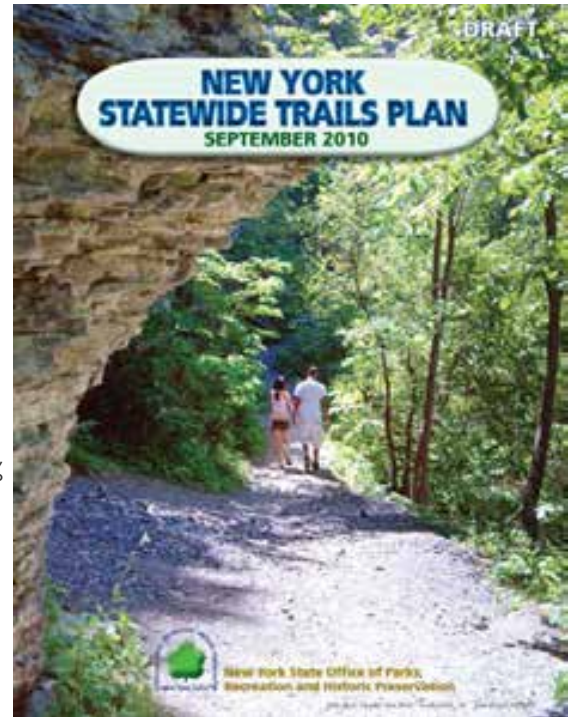
III. Chautauqua County's Demographics

According to the 2010 U.S. Census, the age of Chautauqua County's residents are as follows:

The following Chart illustrates the percentage of children and young adults, adults, and senior residents living in Chautauqua County.



Age Classification	less than 35 yrs. of age	35 to 54 yrs of age	greater than 54 years of age
New York State	46.0%	28.3%	25.4%
Chautauqua County	43.6%	26.5%	29.0%



When compared to the average demographics on a state-wide basis, Chautauqua County's residents are slightly older. The median age in New York State is 38.0 yrs compared to a median age of 40.9 in Chautauqua County.

This is evident when comparing percentage of children and young adults, adults, and senior residents of Chautauqua County with that of New York State.

To reverse Chautauqua County's loss of young people it is important to understand the needs and desires of young families and residents and to provide amenities they desire in order to retain and attract them. Greenways and trails are one of these amenities.

CHAPTER 2: INVENTORY & ANALYSIS

WHERE ARE WE NOW?

In order to gain an understanding of the natural & environmental resources, historic and cultural resources, property ownership, and the opportunities and constraints associated with developing a trail through the Barcelona to Chautauqua Institution corridor, we prepared an inventory and conducted analysis of each resource component.

General Description of the Corridors

As a result of the greenway planning process, it was concluded that the proposed trail should generally follow the Chautauqua Creek gorge from Barcelona Harbor to the former Jamestown, Chautauqua, and Lake Erie Railway corridor near English Street, and continue along that corridor to East Chautauqua Street. At East Chautauqua Street the trail will join the existing Chautauqua Rails-to-Trails corridor and extend south to Lakeside Park. At Lakeside Park opportunities will be evaluated for locating the proposed trail in either an on-road or off-road corridor to reach Chautauqua Institution.



Photo Credit: Mike Kotyk



Photo Credit: Mike Kotyk

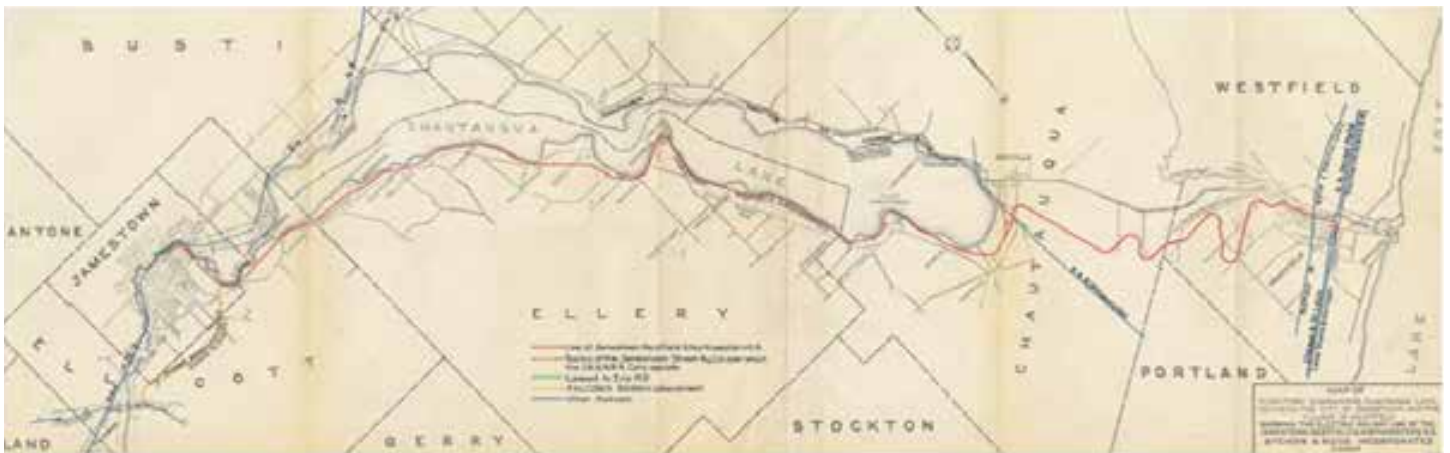
I. History and Status of the Jamestown, Chautauqua, and Lake Erie Railway

The Jamestown, Chautauqua and Lake Erie Railway was one of a succession of companies operating along the eastern side of Chautauqua Lake. The company opened a line from Mayville to Westfield on July 1, 1902 and leased the Jamestown & Chautauqua Railroad. The Buffalo & Lake Erie Traction Company, an interurban line, bought up all the stock in February 1907. The line went into receivership and was purchased by the Broadhead interests, owners of the Jamestown Street Railway and Chautauqua Traction Company.

On December 8, 1913 the Jamestown, Westfield & Northwestern Railroad took over the line and began electrifying the main line. Passenger operations ended November 30, 1947 following the death of leading members of the Broadhead family. Then the line began diesel powered freight service which continued until January 21, 1950.

Right-of-Way plans, dated September 1900, for the Jamestown, Chautauqua and Lake Erie Railway were located in the Chautauqua County Tax Map office. Copies of these maps can be found in the appendix. Based on a review of the maps it appears that the railroad acquired a right-of-way, and no real property interest in the corridor. We recommend deed research be conducted to determine this assumption, as this task is beyond the scope of this project. Based on this assumption, we believe the property located in the former railroad corridor is retained by the corresponding land owners.

Chautauqua Rails to Trail has secured the right for public access to the former Pennsylvania Railroad corridor extending from East Chautauqua Street to Lakeside Park. This is part of the existing Chautauqua Rails to Trails segment from Mayville to Sherman.



Physical Inventory & Analysis

Utilizing geographic information system (GIS) data available from Chautauqua County we prepared detailed base maps for the corridor. On the base maps we overlaid additional GIS data in order to conduct a desktop analysis of opportunities and constraints. Additional data included:

- Streams
- Lakes and Ponds
- Wetlands
- 100 Year Floodplain
- Hydric Soils
- Steep Slopes (15 to 25%)
- Very Steep Slopes (> 25%)

Once we completed our desktop analysis to identify opportunities and constraints, we conducted a field visit to further refine and evaluate opportunities and constraints as well as potential trail alignments.

We documented this analysis on the Site Analysis drawings located on the following pages. Full size maps are included on the CD.

II. Potential Destinations and Connections

Next, working with the project steering committee we documented opportunities for hubs and spokes. Hubs are destinations that the trail connects, typically including main street business districts, parks, and other regional attractions. Spokes are desired paths of travel from the main trail to hubs and points of interest located outside of the trail corridor.

Potential hubs identified during the planning process included:

- Barcelona Harbor
- Barcelona Lighthouse
- Barcelona Beach
- Barcelona - Intersection of State Route 5 and State Route 394
- Peacock Point
- DEC Fishing Trail Access on State Route 5
- Parking area on North Gale Street
- Abandoned Gale Street Bridge
- Railroad viewing and picnic area
- Chautauqua Creek Railroad Trestle
- Glen Mills Falls and Overlook
- Village of Westfield Business District
- Kent Reservoir
- Chautauqua Rails to Trails Trailhead on Martin-Wright Road
- Fitches Falls
- The Big Fill
- Quilliam Road
- Chautauqua Rails to Trails
- Village of Mayville
- Village of Mayville Lakefront
- Mayville Train Station
- Chautauqua Rails-to-Trails/Snowmobile Parking & Access
- Lakeside Park
- Chautauqua Belle
- Webb's Resort
- Chautauqua Suites
- Red Brick Farm
- Chautauqua Institution - Turner Center
- Chautauqua Institution - North Gate
- Chautauqua Institution - Main Gate
- Chautauqua Institution - South Gate
- Chautauqua Institution - Main Parking Area

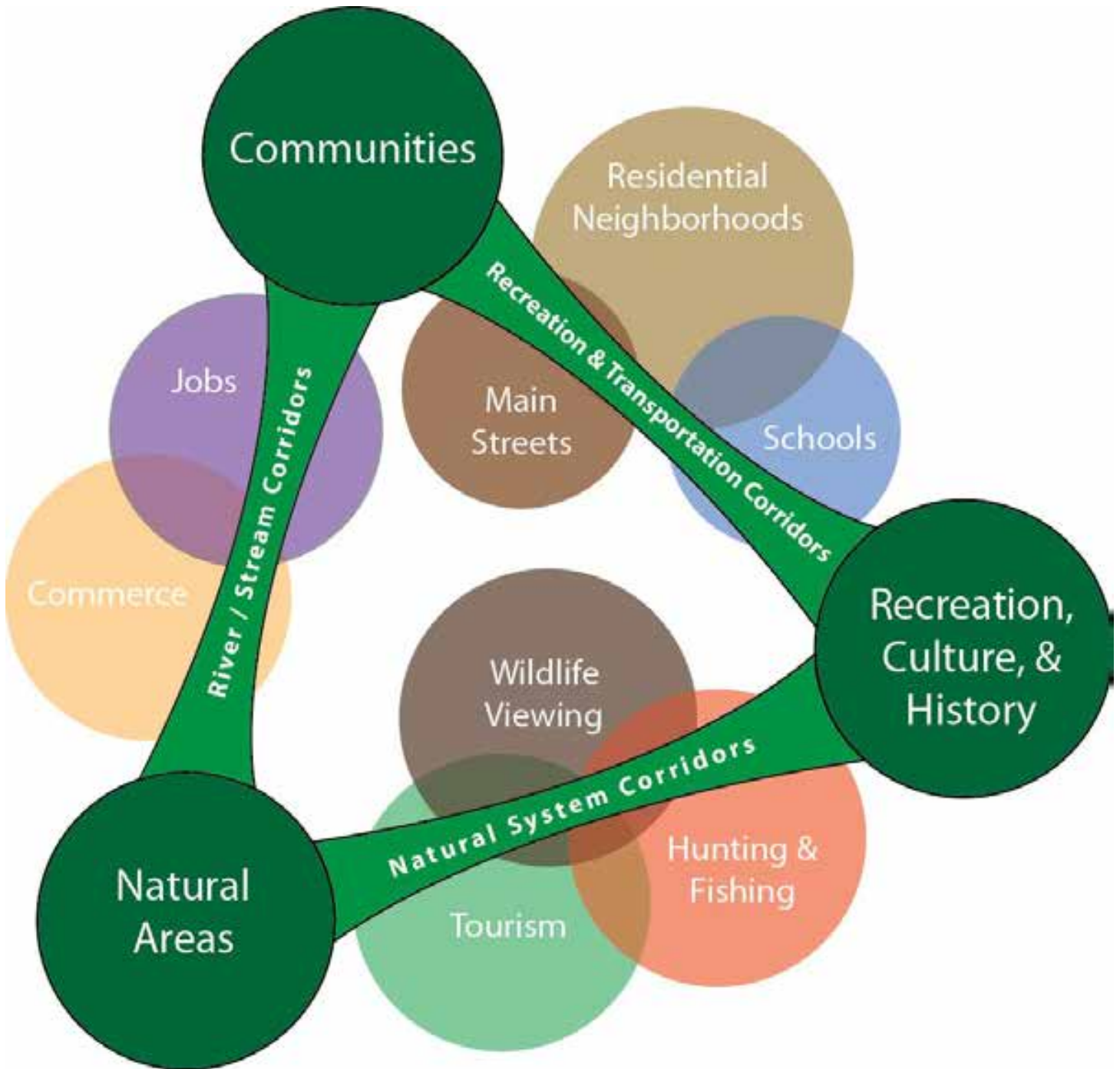
Potential spokes identified during the planning process included:

- Seaway Trail (State Route 5) - Existing
- NYS Bicycle Route 17 - Existing
- Chautauqua Lake Snowmobile Club State Designated Trails - Existing
- Chautauqua Rails-to-Trails, including Historic Portage Trail - Existing
- DEC Chautauqua Creek Fishing Access Trail - Existing
- Barcelona Beach Spur (Moose Beach) - Potential
- Barcelona Harbor Spur - Potential
- Chautauqua Creek Hiking Spur - Potential
- Village of Westfield Spur - Potential
- Glen Mills Falls Spur - Potential
- Kent Reservoir Spur - Potential
- Chautauqua Rails-to-Trails Connector - Potential
- Village of Mayville Spur - Potential
- Lakeside Park Loop Spur - Potential
- Webb's Resort Connector Trail - Potential
- Chautauqua Institution Parking Spur - Potential



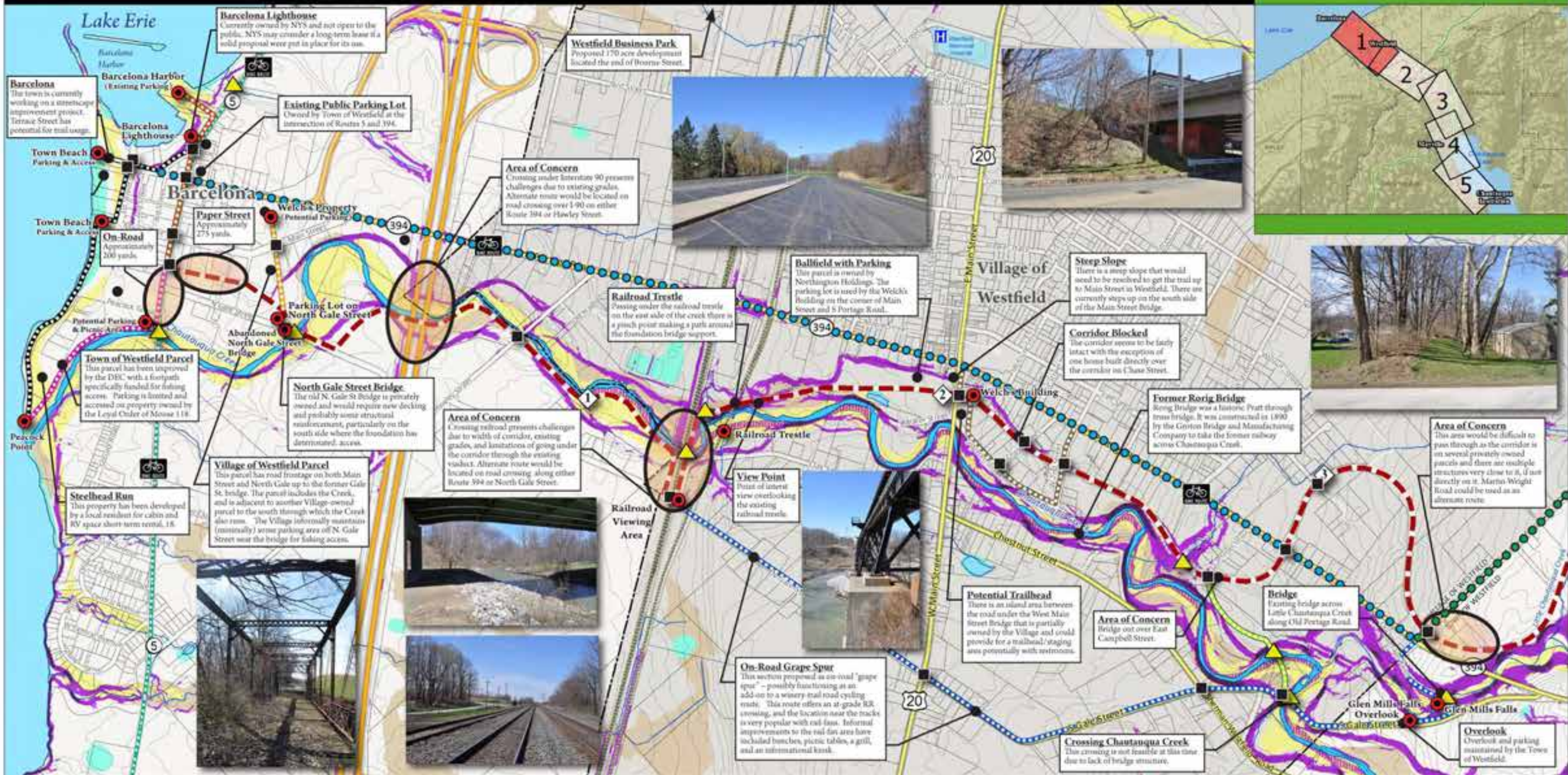
Photo Credit: Mike Kotyk

The greenways structure diagram shows the significance of the interrelationships between the hubs and spokes.



Barcelona to Chautauqua Institution Shared-Use Trail Feasibility Study & Implementation Plan

Site Analysis Segment 1 of 5



Area of Concern
This area would be difficult to pass through as the corridor is on several privately owned parcels and there are multiple structures very close to it. Martin-Wright Road could be used as an alternate route.



Railroad Trestle
Passing under the railroad trestle on the east side of the creek there is a pinch point making a path around the foundation bridge support.



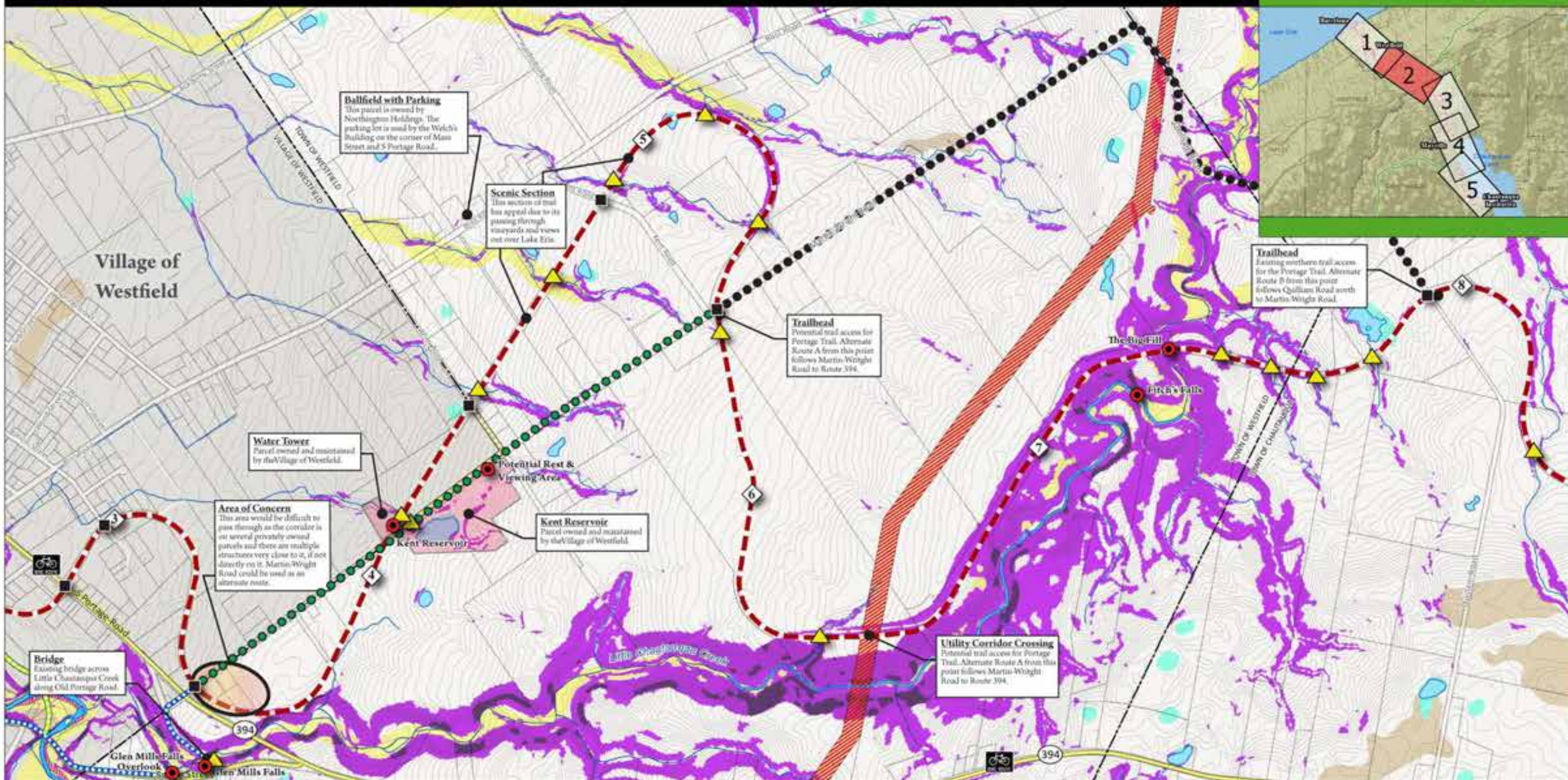
View Point
Point of interest view overlooking the existing railroad trestle.



Existing Trail & Bike Facilities		Potential Trail & Bike Facilities		Natural Infrastructure		Site Analysis Nodes		Base Map Features	
New York State Bike Route	Barcelona - CI Trail	Glen Mills Falls Spur	Chautauqua Suites Spur	Lakes & Ponds	Slopes 15-25%	Point of Interest	Municipal Boundary	0 250 500 1,000 Feet	Date: 6/11/2013
Seaway Trail	Barcelona Harbor Spur	Moose Beach Spur	Lakeside Park Loop	Streams	Slopes >25%	Road Crossing	Parcel Boundary	0 0.125 0.25 0.5 Miles	
Chautauqua Rails-to-Trails	Campbell Street Bridge	Peacock Point Spur	Webb's Connection	5 Foot Contour Interval	Hydric Soils	Stream Crossing	Active Railroad Lines	0 0.125 0.25 0.5 Miles	Notes & Sources: 1) Base data from Chautauque County GIS 2) Aerial photos from NYSGIS Clearinghouse - 2008 3) Potential Trail Routes from Westfield Development Corporation 4) Natural Heritage Area Data from NYS DEC 5) Hillshade NED data from NYSGIS Clearinghouse
Bike Lanes	Downtown Connector & Walking Loop	Welch's Spur	Reservoir Diversion	Wetlands (NWI & DEC)	Natural Communities	Main Trail Mile Marker	Interstate	0 0.125 0.25 0.5 Miles	
	Interconnection to Main Trail	Alternate (Martin-Wright to Barcelona)	Alternate (Martin-Wright Road)	100 Year Floodplain			Major Roads	0 0.125 0.25 0.5 Miles	
							Utility Right-of-Way		
							Village		

Barcelona to Chautauqua Institution Shared-Use Trail Feasibility Study & Implementation Plan

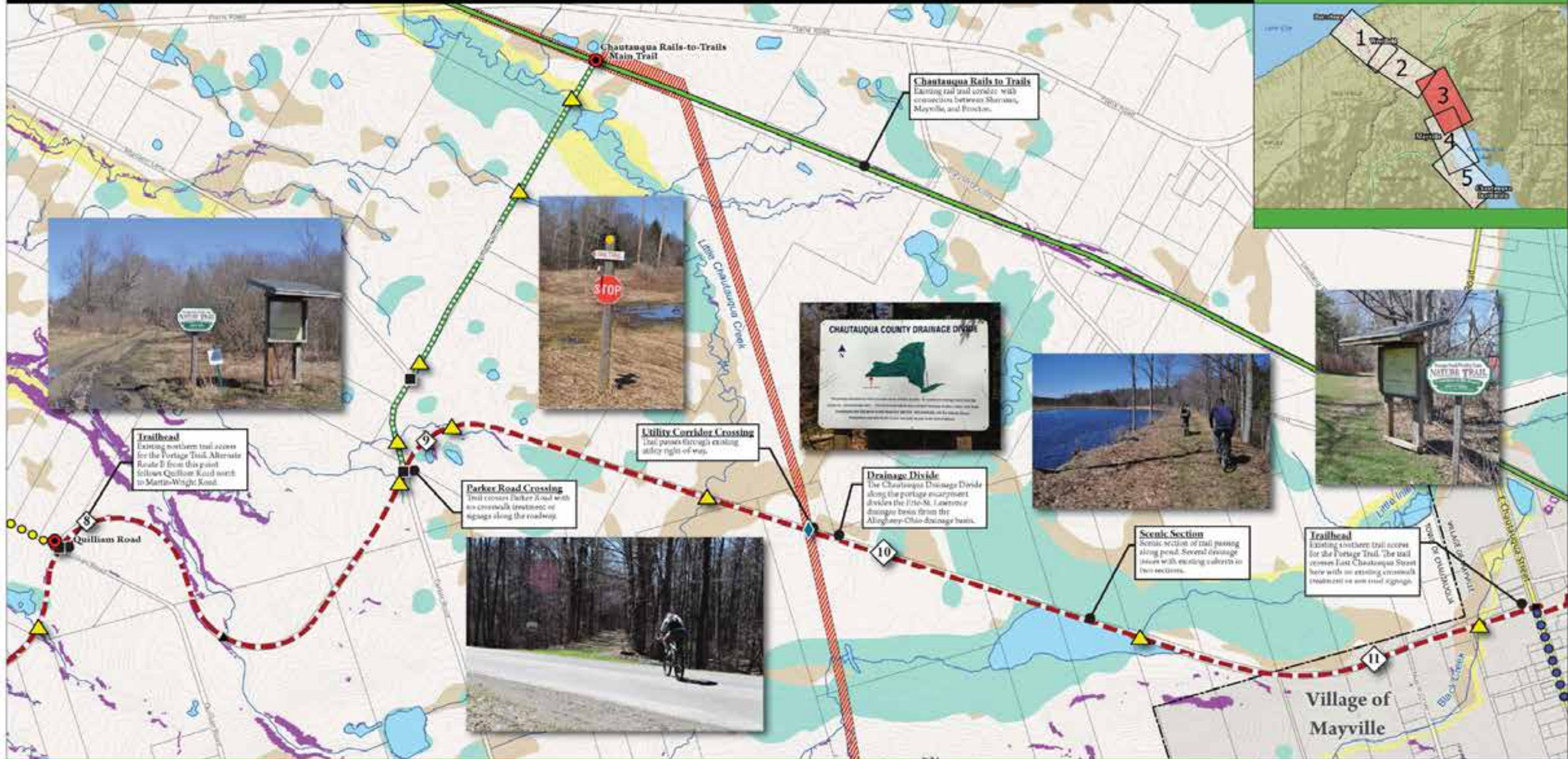
Site Analysis
Segment 2 of 5



Legend		Map Notes & Reference Data	
Existing Trail & Bike Facilities New York State Bike Route Seaway Trail Chautauqua Rails-to-Trails Bike Lanes	Potential Trail & Bike Facilities Barcelona - CI Trail Barcelona Harbor Spur Campbell Street Bridge Downtown Connector & Walking Loop Interconnection to Main Trail Glen Mills Falls Spur Moose Beach Spur Peacock Point Spur Welch's Spur Reservoir Diversion Chautauqua Suites Spur Lakeside Park Loop Webb's Connection Alternate Route A Alternate Route B	Natural Infrastructure Lakes & Ponds Streams 5 Foot Contour Interval Wetlands (NWI & DEC) 100 Year Floodplain Slopes 15-25% Slopes >25% Hydric Soils Natural Communities	Site Analysis Nodes Point of Interest Road Crossing Stream Crossing Main Trail Mile Marker Base Map Features Municipal Boundary Parcel Boundary Active Railroad Lines Interstate Major Roads Utility Right-of-Way Village
0 250 500 1,000 Feet 0 0.125 0.25 0.5 Miles		Date: 5/11/2013 Notes & Sources: 1) Base data from Chautauque County GIS 2) Aerial photo from NYSGIS Clearinghouse - 2009 3) Potential Trail Route from Westfield Development Corporation 4) Natural Heritage Area Data from NYS DEC 5) Hillshade NED data from NYSGIS Clearinghouse	

Barcelona to Chautauqua Institution Shared-Use Trail Feasibility Study & Implementation Plan

Site Analysis Segment 3 of 5



Legend

Existing Trail & Bike Facilities	Potential Trail & Bike Facilities	Natural Infrastructure	Site Analysis Nodes	Base Map Features
New York State Bike Route	Barcelona - CI Trail	Lakes & Ponds	Point of Interest	Municipal Boundary
Seaway Trail	Barcelona Harbor Spur	Streams	Road Crossing	Parcel Boundary
Chautauqua Rails-to-Trails	Campbell Street Bridge	5 Foot Contour Interval	Utility ROW Crossing	Active Railroad Lines
Bike Lanes	Downtown Connector & Walking Loop	Wetlands (NWL & DEC)	Stream Crossing	Interstate
	Interconnection to Main Trail	100 Year Floodplain	Main Trail Mile Marker	Major Roads
				Utility Right-of-Way
				Village

Map Notes & Reference Data

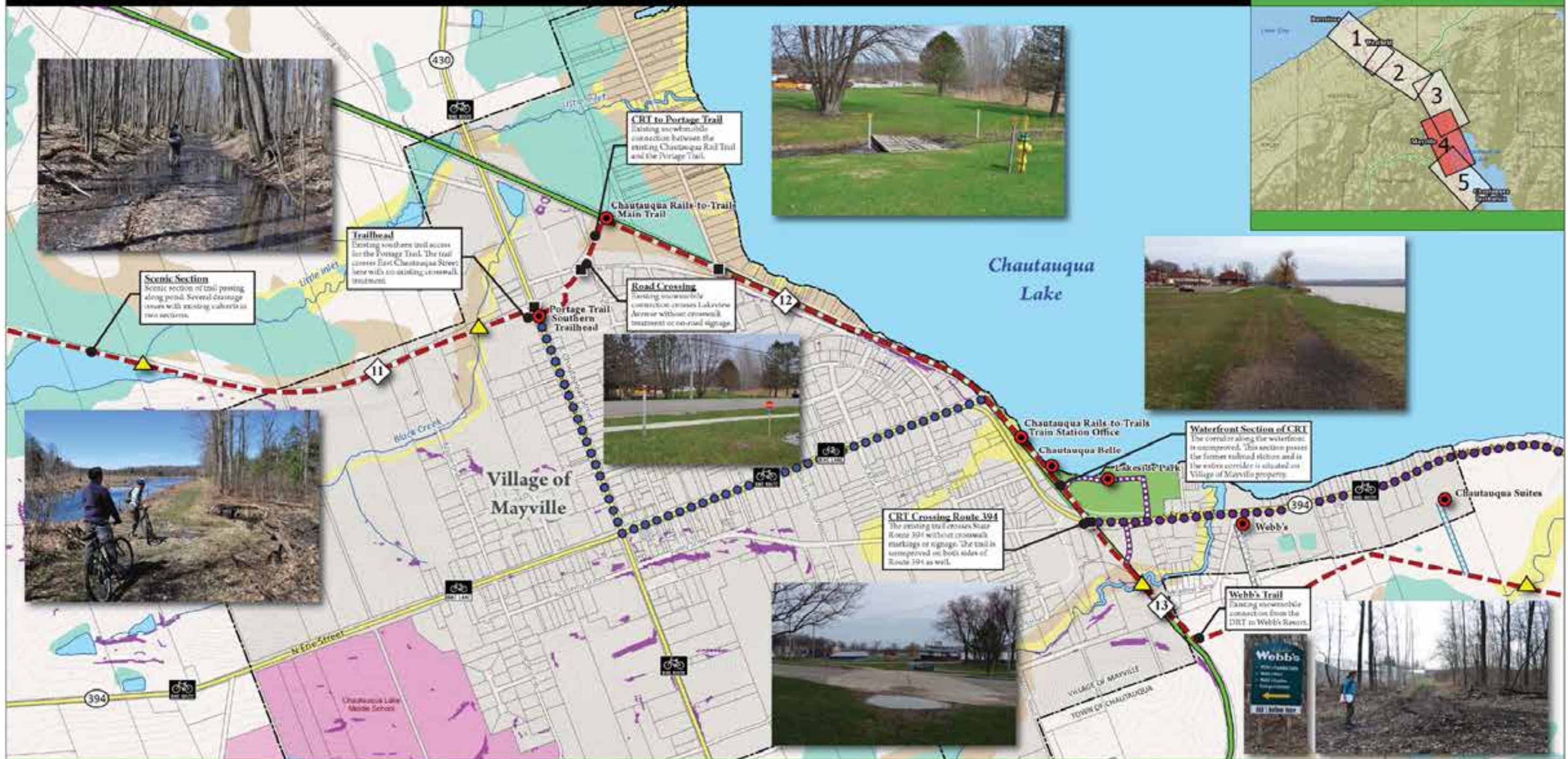
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0 0.125 0.25 0.5 Miles

Date: 3/12/2013

Notes & Sources:
 1) Base data from Chautauqua County GIS
 2) Aerial photo from NYSGIS Clearinghouse - 2008
 3) Potential Trail Route from Workfield Development Corporation
 4) National Heritage Area Data from NYS DEC
 5) 100-Year NEI data from NYSGIS Clearinghouse

Barcelona to Chautauqua Institution Shared-Use Trail Feasibility Study & Implementation Plan

Site Analysis Segment 4 of 5



Legend

Existing Trail & Bike Facilities	Potential Trail & Bike Facilities	Natural Infrastructure	Site Analysis Nodes	Base Map Features
New York State Bike Route	Barcelona - CI Trail	Lakes & Ponds	Point of Interest	Municipal Boundary
Seaway Trail	Barcelona Harbor Spur	Streams	Road Crossing	Parcel Boundary
Chautauqua Rails-to-Trails	Campbell Street Bridge	5 Foot Contour Interval	Stream Crossing	Active Railroad Lines
Bike Lanes	Downtown Connector & Walking Loop	Wetlands (NWI & DEC)	Main Trail Mile Marker	Interstate
	Interconnection to Main Trail	100 Year Floodplain		Major Roads
				Utility Right-of-Way
				Village

Map Notes & Reference Data

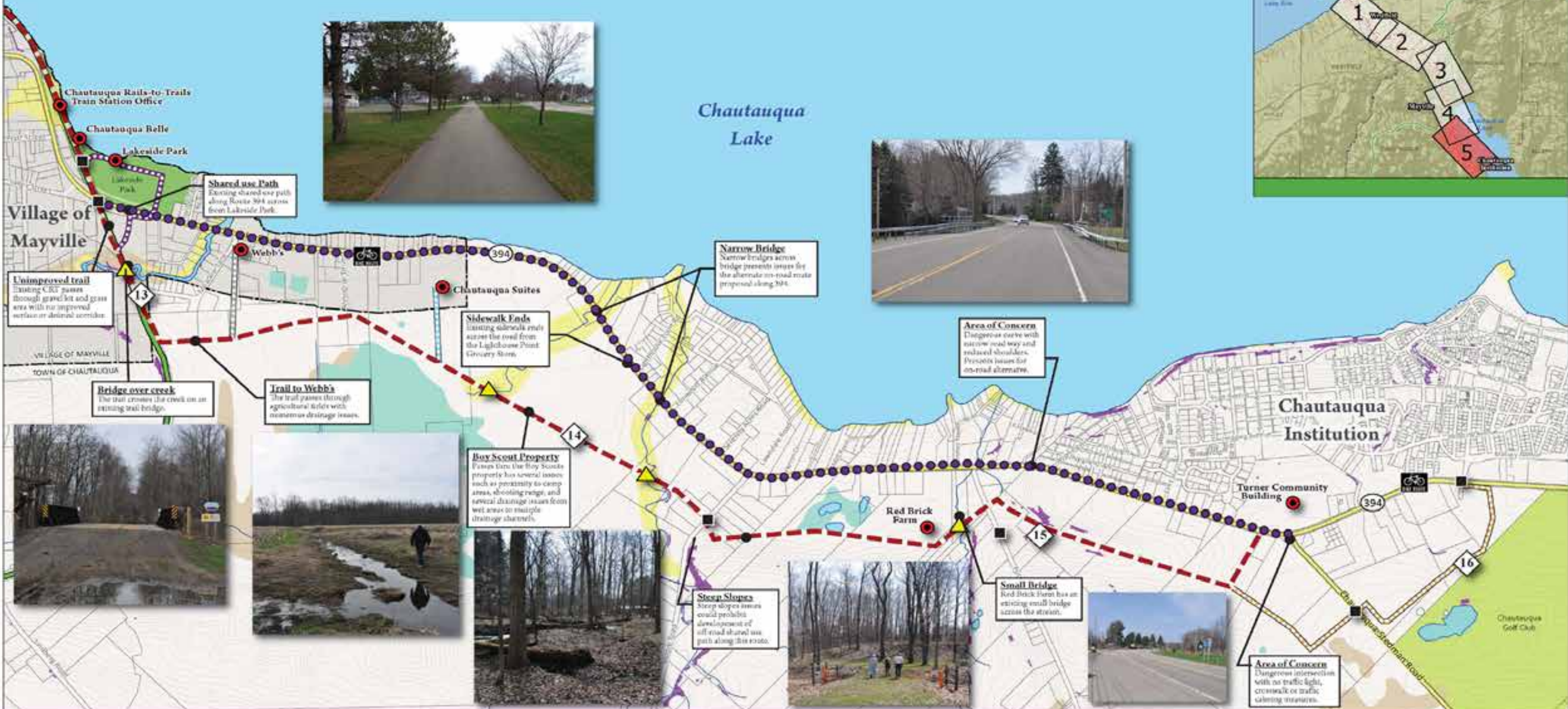
0 250 500 1,000 Feet
0 0.125 0.25 Miles

Date: 5/15/2013

Notes & Sources:
 1) Base data from Chautauqua County GIS
 2) Aerial photo from NYSGIS Clearinghouse - 2008
 3) Potential Trail Route from Westold Development Corporation
 4) Natural Heritage Area Data from NYS DEC
 5) Hillshade NTD data from NYSGIS Clearinghouse

Barcelona to Chautauqua Institution Shared-Use Trail Feasibility Study & Implementation Plan

Site Analysis Segment 5 of 5



Legend

- | Existing Trail & Bike Facilities | Potential Trail & Bike Facilities | Natural Infrastructure | Site Analysis Nodes | Base Map Features |
|---|---|---|---|---|
| <ul style="list-style-type: none"> New York State Bike Route Seaway Trail Chautauqua Rails-to-Trails Bike Lanes | <ul style="list-style-type: none"> Barcelona - CI Trail Barcelona Harbor Spur Campbell Street Bridge Downtown Connector & Walking Loop Interconnection to Main Trail Glen Mills Falls Spur Messee Beach Spur Peacock Point Spur Welch's Spur Reservoir Diversion Chautauqua Suites Spur Lakeside Park Loop Webb's Connection Institution Parking Lots Spur Mayville to Chautauqua Institution On-Road Alternate Route | <ul style="list-style-type: none"> Lakes & Ponds Streams 5 Foot Contour Interval Wetlands (NWI & DEC) 100 Year Floodplain Slopes 15-25% Slopes >25% Hydric Soils Natural Communities | <ul style="list-style-type: none"> Point of Interest Road Crossing Stream Crossing Main Trail Mile Marker | <ul style="list-style-type: none"> Municipal Boundary Parcel Boundary Active Railroad Lines Interstate Major Roads Utility Right-of-Way Village |

Map Notes & Reference Data

Scale: 0 200 500 1,000 Feet / 0 0.125 0.25 0.5 Miles

Date: 5/15/2014

Notes & Sources:
 1) Base data from Chautauque County GIS
 2) Aerial photo from NYSGIS Clearinghouse - 2008
 3) Potential Trail Route from Woodfield Development Corporation
 4) Natural Heritage Area Data from NYS DEC
 5) Hillshade NED data from NYSGIS Clearinghouse

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III. Historical and Cultural Inventory

Along with the physical inventory, we prepared the historical and cultural inventory of the proposed corridor. This process included conducting interviews with the Village and Town appointed historians:, including:

- Chautauqua Town Historian ...Mr. Devon Taylor
- Mayville Village HistorianMr. Devon Taylor
- Westfield HistorianMs. Marybelle Beigh
- Railroad Historian.....Mr. Roy Davis

In addition to sharing information, research and their thoughts on historical and cultural points of interest within the proposed corridor, each historian graciously offered to assist with research and development of interpretive signs at an appropriate time in the future. Further, during this process we learned that a the Patterson Library maintains a significant photograph archive, available at www.pattersonlibrary.info/westfield-photos-home.html.

The results of the historical and cultural inventory research is documented on the following pages. Full size maps are included on the CD.

As indicated on the inventory maps there is a significant amount of historical, cultural and environmental features that can be interpreted throughout the corridor.



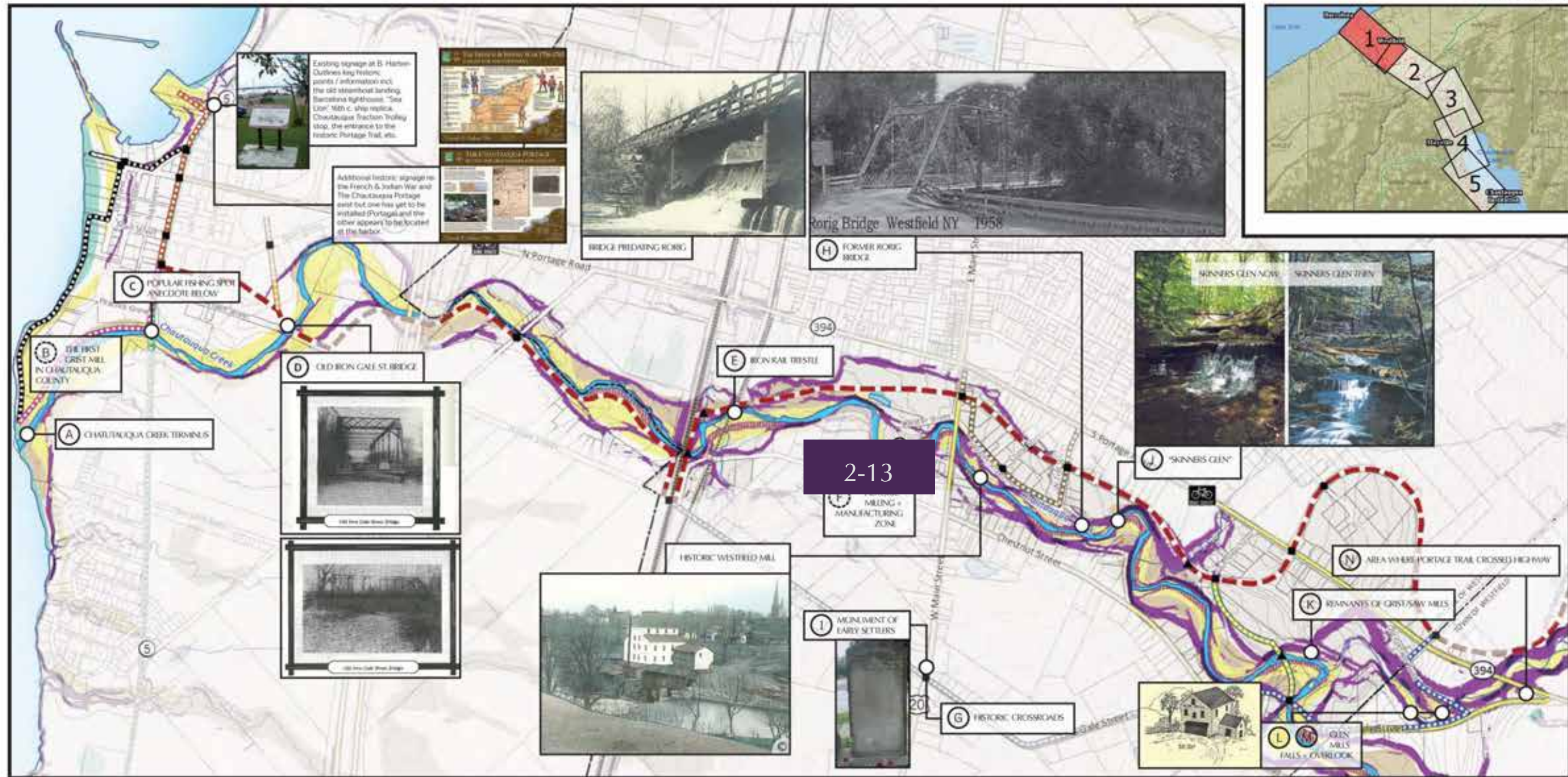
Photo Credit: Mike Kotyk



Photo Credits: John Buerkle & Mike Kotyk

BARCELONA TO CHAUTAUQUA SHARED-USE TRAIL | HISTORICAL POINTS OF INTEREST

Trail Segment 1 of 5
Barcelona - Westfield

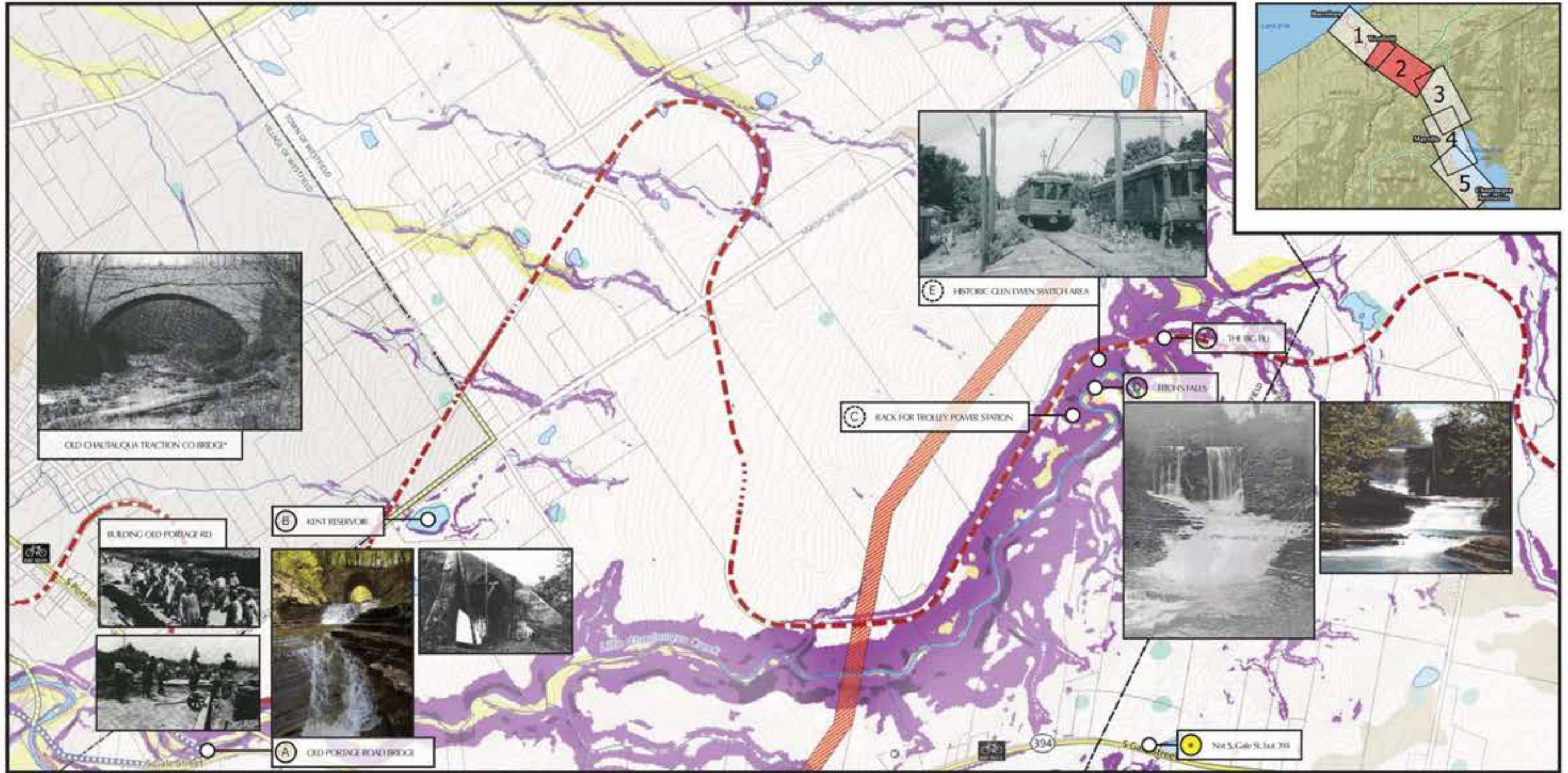


- A CHAUTAUQUA CREEK TERRACES**
Point where the French began their important Portage Rd. to Chautauque Lake journey that would take them via connecting waterways as far as the Gulf of Mexico. A wagon road christened "French Rd." (now Portage Rd.) was cleared up the west side of the creek to where S. Gale presently crosses, used first by a French force planning to build Fort Duquesne at what is now Pittsburgh.
However, the trail was well established before the French arrival and the area was initially inhabited first by Erie Indians then Senecas. They used the land as hunting grounds and the creek as a route to the interior.
Also of note is the geologic history of the Chautauque Creek. The age of the area being traversed by trail users dates back approx. 370 million years.
- B THE FIRST GRIST MILL IN CHAUTAUQUA COUNTY**
John McMahon's grist mill, built in 1804 within the first 1/4 of the mouth of Chautauque Creek, was dismantled during the War of 1812 to prevent it from falling into the hands of the British. The millstones can be seen at the entrance to the Patterson Library.
- C POPULAR FISHING SPOT**
Popular fishing spot for trout and salmon (introduced species). There was a drought in 1991 and when the water levels were low the D.O.T. diked the creek bed to remove gravel and debris. During this venture, a careless bulldozer operator scaped the creek bed clear of most of its gravel, destroying valuable fish habitat. This is what made the flowing stream into more of a shallow pond.
- D OLD IRON GALE STREET BRIDGE**
The stream still has shallow banks upstream of the popular fishing spot where this old iron bridge that is no longer in use stands. This is the old Gale Street bridge and it is worth a closer look because bridges of this type, iron with wooden planking were once common and are rapidly disappearing. This one is of a style long out of use and, in addition to the structural metal, contains some unimpaired work done merely for aesthetics. The stone work that the ends of the bridge rest on shows signs of having been used as a level from a still earlier bridge in the same location.
- E IRON RAIL TRESTLE / TRAIN SPOTTING AREA**
At the trestle area where the greenway trail will cross the northernmost line was a suggested place to address the history of railroads in Westfield, especially for those who are not seasoned train fans.
- F HISTORIC MILLING + MANUFACTURING ZONE**
The section of the creek between the railroads and the Main St bridge was home to a great number of industries including a card mill, tannery, box shop, brass foundry with Japan and Melville owners, and the Westfield Lumber Factory. Channels were dug to divert part of the water and there was a dam near the railroad trestle.
- G HISTORIC CROSSROADS**
The first settlement of Chautauque County began in the fall of 1801 when John and James McMahon, residents of PA, made large purchases from the Holland Land Co. Their combined holdings were nearly 27,000 acres. The brothers returned to PA for the winter but came back in the spring of 1802. The McMahons were, by reason of their settlement there at the Cross Roads (the point where the trail between Erie and Buffalo crossed the Portage Trail), the pioneers of Chautauque County, and "Cross Roads" (now called Westfield) was the first settlement.
- H FORMER RONG BRIDGE**
Rong Bridge is a historic Pratt through-truss bridge. It was constructed by the Gorton Bridge and Manufacturing Company in the 1800s and spanned Chautauque Creek until it was replaced in 1910 and again in 1914 by newer structures.
- I MONUMENT OF EARLY SETTLERS**
Placed in 1805, the monument / railstones commemorate the first tavern in the Westfield township and possibly Chautauque County. The tavern was the center of early civic life and the first town and militia meetings were held here. On the front is a roll of the first settlers of Westfield and Portage.
- J "SKINNERS GLEN"**
A pleasant 1000 foot, and cascading waterfall lined glen forms from a small stream flowing under S. Portage St, just south of Bliss St, and into Chautauque creek between the old Water St. and Campbell St. bridges. Mills across Chautauque Creek from Skinners Glen conducted various dams and mill races for water power.
- K REMNANTS OF GRIST/SAW MILLS**
Around 1818 Thomas B. Campbell built both a grist/saw mill near where Campbell St. used to cross Chautauque Creek. A bridge existed here until 1900. The first Row shipped to NY over the Erie canal was said to have been made at this mill.
- L GLEN MILLS FALLS / FALLS OVERLOOK**
One of the abutments of the Glen Mill bridge is still intact. When standing on it one can look down and see an attractive little horseshoe falls and the remains of the old Glen Mill that operated utilizing water from the creek via flume. Numerous Westfield businesses used the waters of the Chautauque Creek during the 1800's as a source of power and a supply for manufacturing and milling.
- M AREA WHERE PORTAGE TRAIL CROSSED HIGHWAY**
At the intersection of S. Gale and Portage streets sits a stone w. plaque and historical sign commemorating the history of the Portage Road. These were placed by the Patterson chapter of the Daughters of the American Revolution in 1924.
- N AREA WHERE PORTAGE TRAIL CROSSED HIGHWAY**
At the intersection of S. Gale and Portage streets sits a stone w. plaque and historical sign commemorating the history of the Portage Road. These were placed by the Patterson chapter of the Daughters of the American Revolution in 1924.

This is a link to the historical pictorial archive at the Patterson Library. The images can only be previewed small but if there are specific sites you would like me to collect images for I can go to the library and get full size scans - <http://www.pattersonlibraryinfo/westfield-photos-home.html>

BARCELONA TO CHAUTAUQUA SHARED-USE TRAIL | HISTORICAL POINTS OF INTEREST

Trail Segment 2 of 5
Westfield - Quilam Road



A OLD PORTAGE ROAD BRIDGE
The old Portage Road Bridge can still be seen standing today, but is no longer open to traffic because of safety concerns. Paving bricks were laid down on the surface of the Portage Road in 1914 and 1915 and can still be found under a layer of bricks in some places the bank is eroding out, causing bricks to fall down to creek level where some of them get washed downstream.

B KENT RESERVOIR
Plans for a new municipal water system began to be discussed in 1884 but it wasn't until 1887 that a special election made provision for \$50,000 to be expended on a waterworks. Chautauque Creek was designated as the source of the water supply. A survey determined to locate a 45-foot stairway on the Kent bank south of the village to divert the water from Chautauque Creek at a point 18,000 feet southward to the reservoir.

C RACK FOR TROLLEY POWER STATION
Trolley service was started between Westfield and Jermolown on September 13th, 1905. About three years later, June 18th, 1908, the Chautauque Traction Company extended its service to Barcelona. Their service did not last long and discontinued in 1911.

D FITCH'S FALLS
One is supposed to be able to stand underneath the falls without getting wet and these are the highest falls to be found anywhere along the two Chautauques. There is a large gouge out area of rock on the east side that makes it easy to walk around the falls. This is a softener from the sawmill that the Fitch family, who owned the property built and operated during the middle of the 19th century.

E HISTORIC GLEN EWEN SWITCH AREA
The JW & NW trolley stopped in this area at the Glen Ewen switch. The stop on the line between Mayville to Westfield. Glen Ewen was very near the Big Fill bridge/summit across Little Chautauque Creek, just above Fitch's Falls. Sightseers, hikers, and picnickers would often get off at this stop and hike down into the gorge to view Fitch's Falls, see lunch, and hike on down to Butternut Falls and Glen Mills Falls, coming up out of the gorge near South Gale and South Portage Streets.

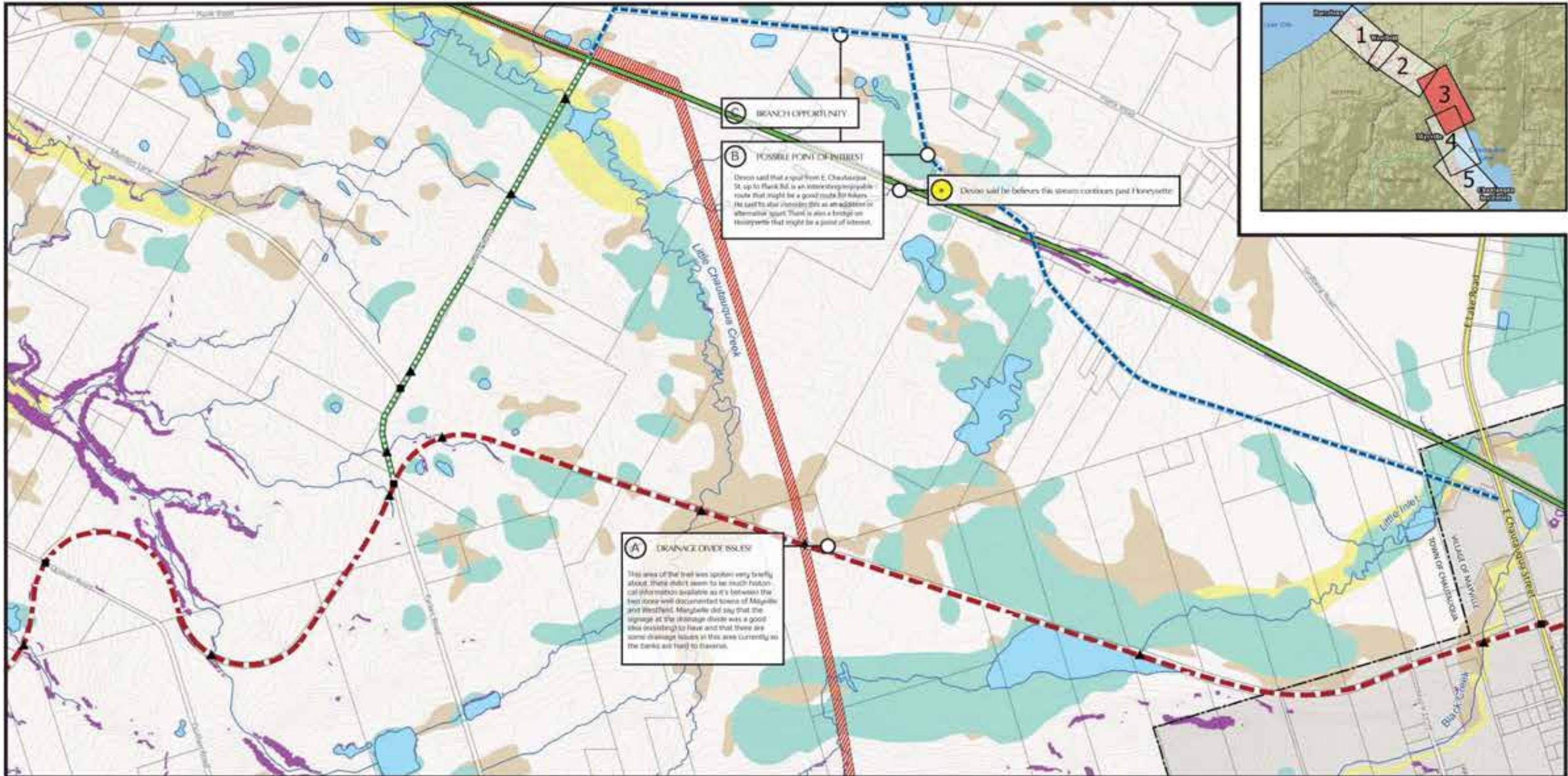
The switches allowed trolley cars to shut off onto a siding so that trolleys going in the opposite direction could safely pass each other. Materials and workers could be delivered to nearby work sites, and for pickup and delivery of passengers and freight. The names often related to well known locations they were near. Fitch "Glen" switch for "Glen Mills". Accidents on the line, due to the harsh winter conditions and steep topography, were more common than anywhere else on the line.

F THE BIG FILL
The "Big Fill" over Little Chautauque Creek between Quilam Road and Westfield is explained in a local paper from 1908:
"The gulf of gulfs is one that requires an appalling amount of filling. At the bottom flows a small stream. For a distance of about 240 feet a huge concrete arch, said to be the largest in the world, is nearly completed, through which the stream will flow under 285,000 cubic yards of earth. The 16 foot top of the embankment upon which the track will be laid will be at least 125 feet above the bed of the creek and the length of the concrete arch will correspond with the base of the fill."

*Location of the Chautauque County Traction Co. Bridge unknown at the moment.

BARCELONA TO CHAUTAUQUA SHARED-USE TRAIL | HISTORICAL POINTS OF INTEREST

Trail Segment 3 of 5
Quillam Road - E Chautauqua Street



BARCELONA TO CHAUTAUQUA SHARED-USE TRAIL | HISTORICAL POINTS OF INTEREST

Trail Segment 5 of 5
E. Chautauqua Street - Lakeside Park

A THE HISTORIC MAYVILLE HOUSE HOTEL
Fires have made large changes to Mayville several times, since it was founded. The east side business district burned April 18, 1901. Even the jail caught on fire making it necessary to evacuate the inmates. The fire was stopped by Blanchard Street, leaving the Mayville House Hotel standing. It burned down January 7th, 1914 in another fire. This area is where Tops Markets now operates.

THE HOLLAND LAND COMPANY VACUIT
The Holland Land Company was a group of thirteen Dutch investors in Amsterdam, who invested and hoped to sell land in western NY and PA rapidly at a great profit. An subsequent office of this company was located in Mayville NY.
In 1836 Mayville residents noted against the Holland Land Company and broke into its office, destroying furniture and papers. The land office was destroyed by the mob, and was thereafter opened and kept in Westfield.

B HISTORIC ICE HOUSES
The commercial ice industry, made possible by the railroad, started in 1874 when the first of six large ice houses were built in Mayville. These were the Chautauqua Lake Ice Co., Pittsburgh Ice Co., Carlton's Ice, Hagon Ice Co., Gossett Ice Co. (maker of ice cream), Cornell and Hewitt and the Mayville Ice Co. on what is now Sea Lion Drive.
In 1875 the price of ice was as high as \$25 ton. The local ice industry employed as many as 600 workers at its peak. With the invention of the electric refrigerator, the demand for ice quickly evaporated throughout the region and the heyday of ice harvesting ended on Chautauqua Lake.
In 1925, Harry Ribbel made the last ice harvest in the Town of Chautauqua at the Mayville Ice Co., also known as the Fischer Ice House (shown in picture above). It was torn down the following year.

C NATIVE AMERICAN SETTLEMENT SITE
Fire pits, disintegrating woven baskets, old tubs of Indian corn, pieces of pottery, flint and stone work, and a large amount of ash are among the aboriginal and Native American artifacts surrounding this area of water by Chautauqua Lake. This is of interest but the historians warn about being too transparent with information because inscription is a threat and there are still some sites where artifacts remain unmarked.
One version of how Chautauqua Lake got its name: Supposedly a party of Senecas returning from Oneida were making their way to Chautauqua Lake via the outlet in Chautauqua River, as it is now known. They discovered a strange fish in the area presumed to have been a muskellunge which led them to provide the lake with the name "Ga-ah-dah-gwah" which came from two Seneca words: Ga-ah, meaning fish, and Ga-dah-gwah, meaning taken out. Over time the word became contracted into: Ah-dah-gwah with the prefix Ga being dropped.

D MAYVILLE TRANSPORTATION HUB
The Pennsylvania Railroad Station is a historic train station constructed in 1925, for the Pennsylvania Railroad and is a 112,100-sq. ft. brick structure with an overhanging hipped roof. The building was abandoned by the Pennsylvania Railroad in 1965. The property was purchased by the Village of Mayville in 1968. For the Chautauqua Town Historical Society did not start being part of the station for a museum until 1972. It was listed on the National Register of Historic Places in 1993.

E STEAMBOAT LAUNCH / DOCKS
From 1828-1863 wooden steamboats navigated the waters of Chautauqua Lake. "The Chautauqua" is believed to be the earliest steamboat ever photographed. Steamboat travel on the lake reached its peak in the late 1800's and then slowly declined until there was only one remaining. First named the "W.C. Rosecrans" in 1891, it was renamed the "City of Cleveland" from 1892-1930. In 1931 it became the last large wooden steamboat on the lake and was renamed the "City of Jamestown". She made her final voyage in 1963.

F FURNITURE MANUFACTURING
KLING FACTORIES
MAYVILLE, NEW YORK
Wood has been important since the earliest days of the village. At first it was used to build log cabins. First buildings and was converted to shingles and sold for cash. Elmer Allen made furniture first, but closed three years April 21, 2003. The original part of the plant they worked from was part of the Chautauqua Bed Spring and Lounge Company, which went bankrupt early in the 1900's. The company was then purchased by John Kling in 1910 becoming a small family owned bedroom furniture business. The operation soon expanded into several plants. Kling's was purchased by the Baumwiler Corporation in 1962. The Kling name was discontinued after 1918.

G LAKESIDE PARK
The Lakeside Park property belonged to two ice houses Chautauqua Lake Ice Co. built the first large ice house here in 1871 about where the Chautauqua Belle is located. It was later sold and became the Pittsburgh Ice Co. The Chautauqua Lake Ice Co. built a 2nd large ice house on what is now the Southern end of the property in 1875.

Part of the Pittsburgh Ice house was destroyed in a windstorm in 1876. It was left abandoned because it was cheaper to manufacture ice in Pittsburgh than by shipping. The rest of the building burned down December 20, 1920. F.H. Chase of Westfield purchased the property in 1925.
There were 2 bridges over the railroad tracks on the western side of the park. The 1st one was iron. It was replaced by one with earth berms in 1927. The final freight train ran from Corry, PA to King's Furniture factory in Mayville on December 25, 1918. The rails were torn up for salvage in 1919. The 2nd overhead road (bridge) was removed in 1968/67 and the earth berms were spaced out over parts of the park making it much less rugged.
Lakeside Park got its start on August 9, 1934 when Mayor Andrew A. Carlson called a special meeting of the village board to discuss purchasing the property for the village. On Sept. 20, 1934 a special meeting was held to vote on the purchase of the property and was passed.

H NYPA RR TRANSPORTATION STATION
The first railroad started operation in 1867. It operated under several names including Penn Central and Central but was operating the longest, 1900 to 1918, as the Pennsylvania RR. The last train ran to Mayville on December 29, 1918 and the rails were torn up for salvage the following year. A second railroad came to Mayville along the east side of the lake in 1887. The Chautauqua Lake Railway had a junction with the first railroad, which featured a control tower for the signals and switches in the area.
This eventually became the Jamestown, Westfield and Northwestern and was operated as an electric trolley line starting in 1914. The J.W. & N.W. made its final run on January 21, 1916. A second electric trolley, The Chautauqua Traction Co., came to Mayville along the west side of the lake starting in 1904. The line to Mayville was abandoned March 25, 1926.

BARCELONA TO CHAUTAUQUA SHARED-USE TRAIL | HISTORICAL POINTS OF INTEREST

Trail segment 5 of 5
Lakeside park - chaqueta institution

Dedication plaque presented in 1933

1935 Merz Tent

Tent camping at Camp Merz 1933

Tape and commemorative on Frank Merz's Birthday, 73rd anniversary year of Camp Merz

Camp Merz Mess Hall (date unknown)

B Boy Scouts camp merz

Webb's Cakes - part of webb's year round resort

Steam depot in area where webb's is now located

A Webb's year round resort

Cowboys gathering for a morning Mt.aine

Cowboys gathering for an evening concert

Chautauque auditorium in Mayville, N.Y.

C Chautauque institution

First front gate to institution between 1875-1889

First wooden amphitheater in 1879

A WEBB'S YEAR ROUND RESORT
Childhood sweethearts Paul Webb and Nadine Henderson together built the business that became Webb's Year Round Resort. On May 1, 1942, Paul Webb purchased their first business, the fountainette in Mayville, a small restaurant and ice cream shop. In 1946, a barn behind the fountainette was purchased, and the Webb's ventured into the endeavor of candy making. The business became an instant, overnight success - sometimes making 5,000 lollipop a day!
In 1958, they purchased the morning till restaurant in Mayville. This property eventually became the Webb's Captain's table restaurant, constructed in 1965. A bowling alley was also added to the existing property.
The Webb's resort business continued to flourish and prosper, when in 1992, a fire destroyed the bowling alley and a section of the captain's table restaurant. At the time of rebuilding, the couple decided not to restore the bowling

alley but to transform the area into a handsome furniture and antique store called the cottage collection. The carefully preserved wood bowling lanes still remain as a tribute to Webb's history.
The captain's table restaurant is still family owned and operated four generations later and in 1994, twenty six new rooms were added to the existing lodge, which is now Webb's year round resort. The construction of a nine-hole golf course in 2003 was incorporated to Webb's world resort, with the idea of providing additional family enjoyment.

B BOYSCOUTS CAMP MERZ
The original parcel of land consists of about 360 acres and was purchased in 1933 at a tax sale. The funds required to buy the property from Chautauque County were provided by the well known Jamestown banker Frank Marx.
Located on route 294 outside Mayville, NY. The land was donated in 1933 and opened for boy scout camping as Camp Merz in 1935. In the early years scouts pitched tents and had rudimentary mess and latrine facilities. As the camp developed over the years many structures were erected to accommodate the scouts and enhance the camping experience.
Today's camp Merz consists of several sleeping cabins, showers, water front recreation center, swimming and boating pier, meeting hall and administration building as well as a rifle range and training pen. The original ranger residence is still occupied and part of the grounds.

Marx was motivated to do something for young boys by his own life experiences and personal hardships. The experience of being orphaned and his four sons dying in their infancy caused Frank Marx to truly want to make a difference in the lives of young boys.

C CHAUTAUQUE INSTITUTION
Chautauque is first and foremost an educational and cultural movement that started in western New York. It was originally intended as a summer school / tent camp for Sunday school teachers. The institution was started by Methodist bishop John Hey Vincent and inventor Lewis Miller in 1871. Within a few years the adult education movement at Chautauque Institution evolved to include a correspondence course known as the Chautauque Library and Scientific Circle. The focus at this time was to bring values of higher education to the middle class in mostly rural areas. The meetings brought thousands of people together for these educational events and also allowed them to enjoy concerts and social activities.
By the latter part of the 19th century, the Chautauque Institution became nationally known and was considered a center for rather earnest, but high-minded, activities that aimed at intellectual and moral self-improvement and civic involvement. The Chautauque movement, which was

spurred on by the Chautauque Institution in New York. Developed from the Chautauque Library and Science Circle. As this movement spread more than 150 independent "clones" Chautauques were built across the country. Many of these communities started to develop permanent building structures dedicated to the focus of the Chautauque movement (i.e. Auditoriums, art galleries, concert halls, churches, etc.).
The original Chautauque Institution here in New York still exists today as a non-profit adult education organization and has operated each summer since its inception. It averages over 100,000 visitors during the course of a 9 week season. (<http://www.Ciweb.org>)

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IV. Parcel Inventory

The final component, and a very significant one, is an inventory of property ownership. This includes not only the proposed trail corridor, but in many instances property located adjacent to the corridor as well.

For this analysis we queried the Chautauqua County Assessment Office's GIS database to identify the following information, as contained in the GIS database, related to each parcel:

- Parcel Identification Number
- Municipality
- Owner of Record
- Address
- Property Class

The analysis was completed for 143 parcels that contain, or are adjacent to, the potential Barcelona to Chautauqua Institution Trail alignments considered during this study. Further, this information was utilized to invite property owners to the public meetings held during the planning process. The information can be found on the five maps that follow. Tables that identify ownership information are located in the appendix.



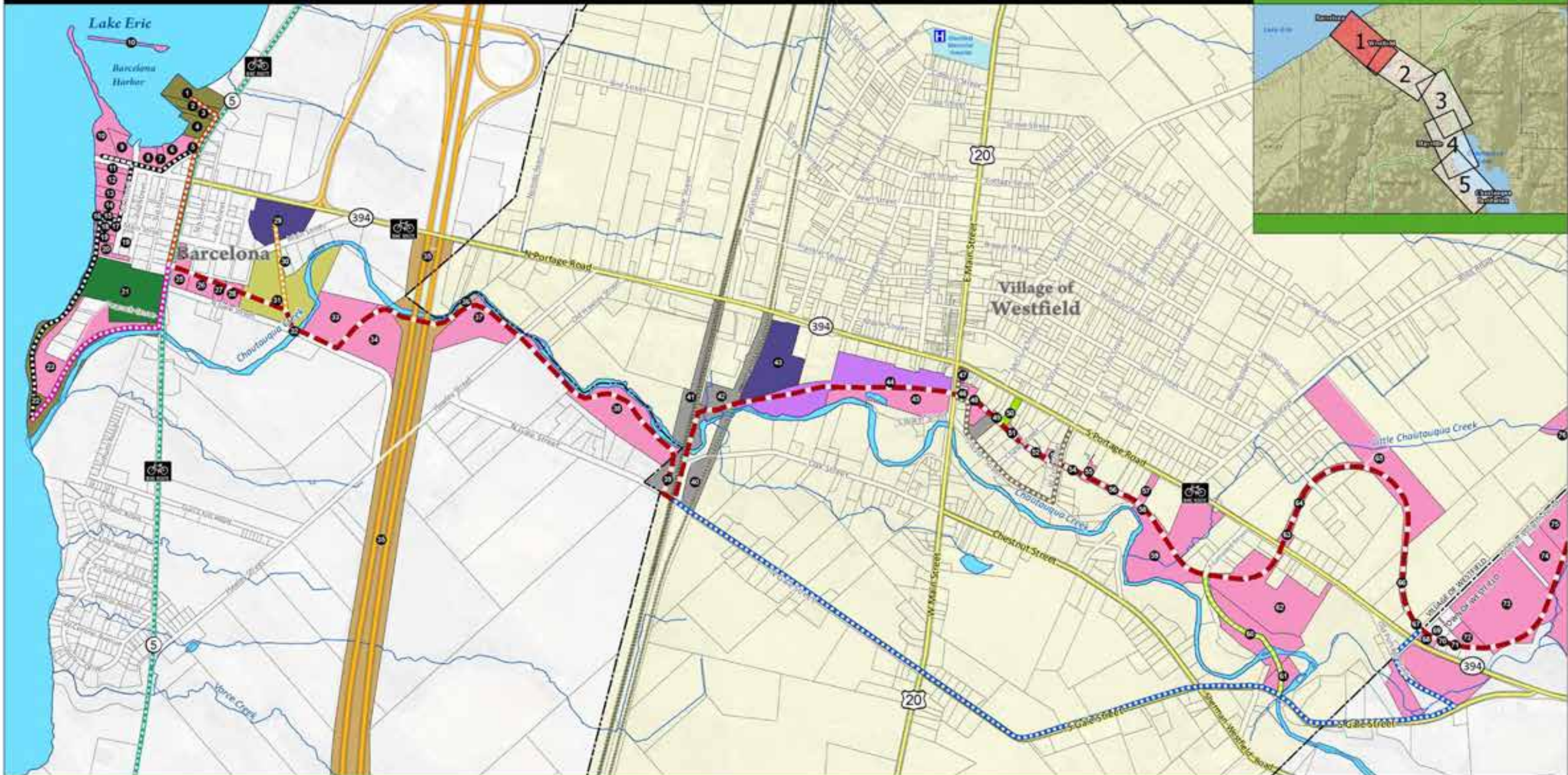
Photo Credits: Mike Kotyk



Photo Credits: Mike Kotyk

Barcelona to Chautauqua Institution Shared-use Trail Feasibility Study & Implementation Plan

Parcel Analysis Segment 1 of 5



Legend

Existing Trail & Bike Facilities

- New York State Bike Route
- Seaway Trail
- Chautauqua Rails-to-Trails
- Bike Lanes

Potential Trail & Bike Facilities

- Barcelona - CI Trail
- Barcelona Harbor Spur
- Campbell Street Bridge
- Downtown Connector & Walking Loop
- Interconnection to Main Trail

Parcel Ownership

- Glen Mills Falls Spur
- Minors Beach Spur
- Peacock Point Spur
- Welch's Spur
- Reservoir Diversion
- Chautauqua Suites Spur
- Lakeside Park Loop
- Webb's Connection

Parcel Ownership

- Northington Holdings LLC
- Loyal Order of Moose 118
- New York State Thruway
- State of New York

Parcel Ownership

- YWCA
- Welch Foods Inc.
- Town of Westfield
- Village of Westfield

Parcel Ownership

- Unknown (Railroad)
- Other (privately owned)

Base Map Features

- Municipal Boundary
- Parcel Boundary
- Active Railroad Lines
- Interstate
- Major Roads

Map Notes & Reference Data

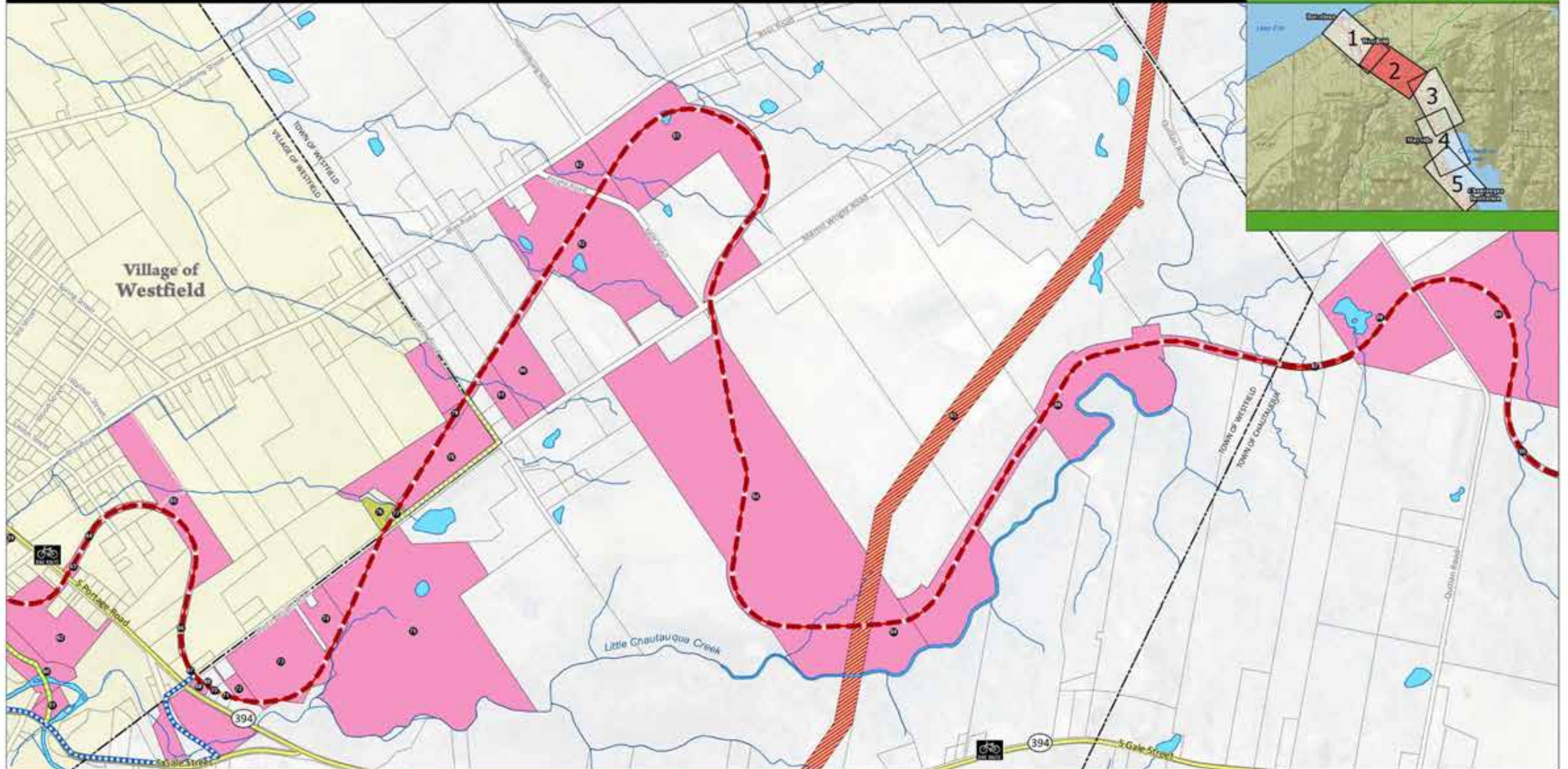
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0 0.125 0.25 0.5 Miles

Date: 1/21/2013

Notes & Sources:
 1) Base data from Chautauqui County GIS
 2) Aerial photo from NYSGIS Clearinghouse - 2008
 3) Potential Trail Route from Westfield Development Corporation
 4) Natural Heritage Area Data from NYS DEC
 5) Hillshade NED data from NYSGIS Clearinghouse

Barcelona to Chautauqua Institution Shared-use Trail Feasibility Study & Implementation Plan

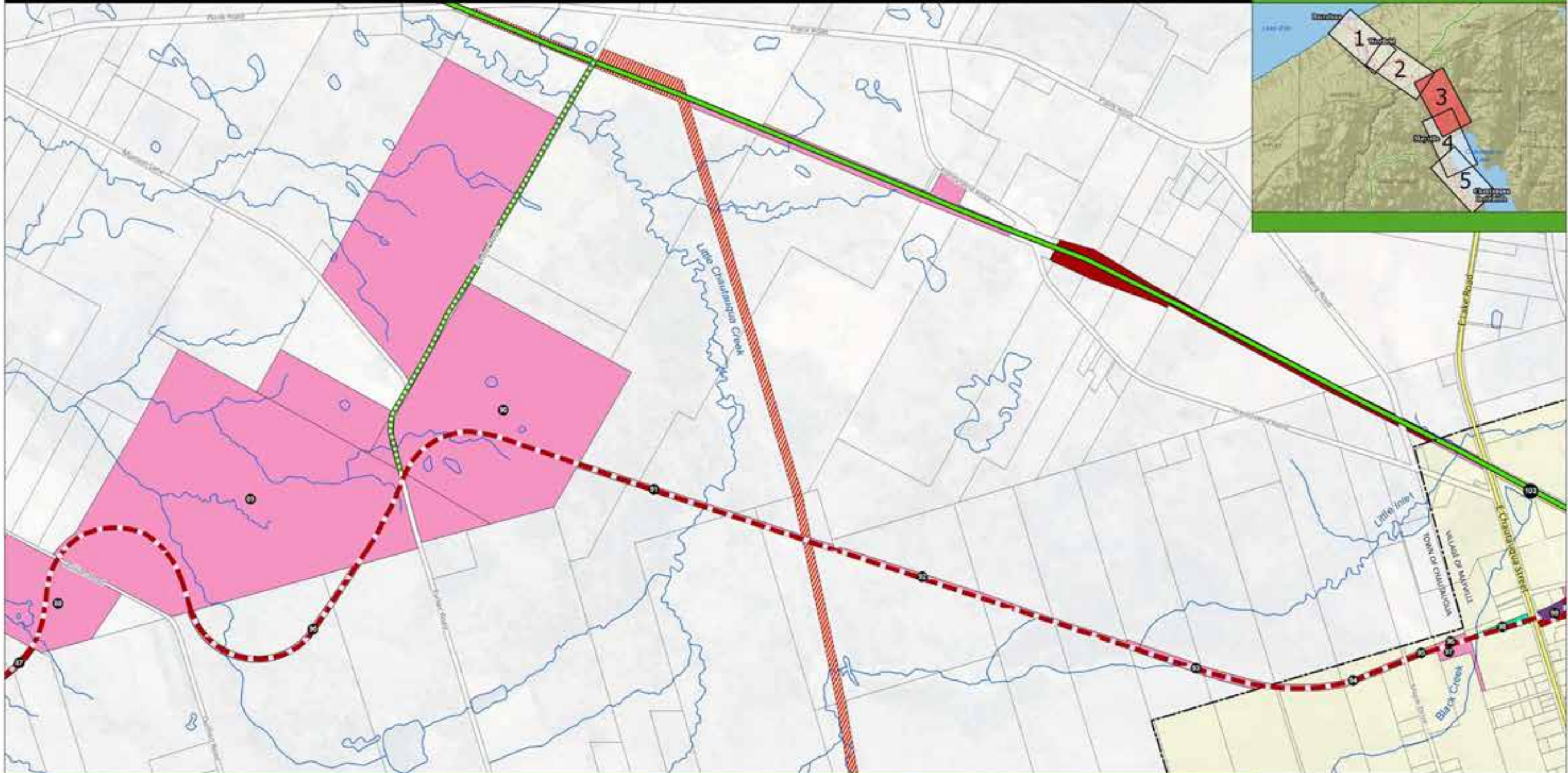
Parcel Analysis Segment 2 of 5



Legend		Parcel Ownership		Base Map Features		Map Notes & Reference Data	
Existing Trail & Bike Facilities	Potential Trail & Bike Facilities	Parcel Ownership		Base Map Features			
New York State Bike Route	Barcelona - CI Trail	Glen Mills Falls Spur	Chautauqua Rails-to-Trails	Municipal Boundary			Date: 3/11/2017
Seaway Trail	Barcelona Harbor Spur	Moose Beach Spur	Village of Westfield	Parcel Boundary			
Chautauqua Rails-to-Trails	Campbell Street Bridge	Peacock Point Spur	Other (privately owned)	Active Railroad Lines	Interstate		
Bike Lanes	Downtown Connector & Walking Loop	Welch's Spur	National Grid	Major Roads			
	Interconnection to Main Trail	Reservoir Diversion					
		Chautauqua Suites Spur					
		Lakeside Park Loop					
		Webb's Connection					

Barcelona to Chautauqua Institution Shared-use Trail Feasibility Study & Implementation Plan

Parcel Analysis Segment 3 of 5



Legend

Existing Trail & Bike Facilities		Potential Trail & Bike Facilities		Parcel Ownership		Base Map Features	
	New York State Bike Route		Barcelona-CT Trail		Chautauqua Rails-to-Trails		Municipal Boundary
	Seaway Trail		Barcelona Harbor Spur		Empire Energy E & P, LLC		Parcel Boundary
	Chautauqua Rails-to-Trails		Campbell Street Bridge		Mayville Senior Apts LTD		Active Railroad Lines
	Bike Lanes		Downtown Connector & Walking Loop		Triple R, LLC		Interstate
			Interconnection to Main Trail				Major Roads
			Glen Mills Falls Spur				
			Chautauqua Suites Spur				
			Moose Beach Spur				
			Lakeside Park Loop				
			Peacock Point Spur				
			Webb's Connection				
			Welch's Spur				
			Reservoir Diversion				
					Village of Mayville		
					Other (privately owned)		
					National Grid		

Map Notes & Reference Data

0 250 500 1,000 Feet
0 0.125 0.25 0.5 Miles

Date: 1/12/2013

Notes & Sources:
 1) Base data from Chautauque County GIS
 2) Aerial photo from NYSGIS Clearinghouse - 2008
 3) Potential Trail Routes from Westfield Development Corporation
 4) Natural Heritage Area Data from NYS DEC
 5) HILohde NED data from NYSGIS Clearinghouse

Barcelona to Chautauqua Institution Shared-use Trail Feasibility Study & Implementation Plan

Parcel Analysis Segment 4 of 5



Legend		Map Notes & Reference Data	
Existing Trail & Bike Facilities	Potential Trail & Bike Facilities	Parcel Ownership	Base Map Features
<ul style="list-style-type: none"> New York State Bike Route Seaway Trail Chautauqua Rails-to-Trails Bike Lanes 	<ul style="list-style-type: none"> Barcelona - CI Trail Barcelona Harbor Spur Campbell Street Bridge Downtown Connector & Walking Loop Interconnection to Main Trail Glen Mills Falls Spur Moose Beach Spur Peacock Point Spur Welch's Spur Reservoir Diversion Chautauqua Suites Spur Lakeside Park Loop Webb's Connection 	<ul style="list-style-type: none"> 104 W Lake Rd LLC Allegany Highlands Council Chautauqua Rails-to-Trails County of Chautauqua Empire Energy E & P, LLC Lake Chaut VFW Post 8647 Mayville Senior Apts LTD People of NY State Triple R, LLC Village Of Mayville Webbs Motel Inc Other (privately owned) 	<ul style="list-style-type: none"> Municipal Boundary Parcel Boundary Active Railroad Lines Interstate Major Roads
<p>Scale: 0 250 500 1,000 Feet</p> <p>Scale: 0 0.125 0.25 0.5 Miles</p> <p>Date: 5/11/2013</p> <p>Notes & Sources:</p> <ul style="list-style-type: none"> 1) Base data from Chautauque County GIS 2) Aerial photo from NYSGIS Clearinghouse - 2008 3) Potential Trail Route from Westfield Development Corporation 4) National Heritage Area Data from NYS DEC 5) Hillshade NED data from NYSGIS Clearinghouse 			

Barcelona to Chautauqua Institution Shared-use Trail Feasibility Study & Implementation Plan

Parcel Analysis Segment 5 of 5



Legend

Existing Trail & Bike Facilities

- New York State Bike Route
- Saway Trail
- Chautauqua Rails-to-Trails
- Bike Lanes

Potential Trail & Bike Facilities

- Barcelona - CI Trail
- Barcelona Harbor Spur
- Campbell Street Bridge
- Downtown Connector & Walking Loop
- Interconnection to Main Trail

- Glen Mills Falls Spur
- Moose Beach Spur
- Peacock Point Spur
- Welch's Spur
- Reservoir Diversion
- Chautauqua Suites Spur
- Lakeside Park Loop
- Webb's Connection

Parcel Ownership

- 104 W Lake Rd LLC
- Allegheny Highlands Council
- Chautauqua Cemetery
- Chautauqua Inns Ltd

- Chautauqua Institution
- County of Chautauqua
- Lake Chaut VFW Post 8647
- Mazza Chautauqua Cellars

- Village Of Mayville
- Webb's Motel Inc
- Other (privately owned)

Base Map Features

- Municipal Boundary
- Parcel Boundary
- Active Railroad Lines
- Interstate
- Major Roads

Map Notes & Reference Data

0 250 500 1,000 Feet
0 0.125 0.25 0.5 Miles

Date: 5/11/2013

Notes & Sources:
 1) Base Data from Chautauqua County GIS
 2) Aerial photos from NYSGIS Clearinghouse - 2009
 3) Potential Trail Route from Westfield Development Corporation
 4) Natural Heritage Area Data from NYS DEC
 5) Hillshade NED Data from NYSGIS Clearinghouse

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CHAPTER 3: RECOMMENDATIONS

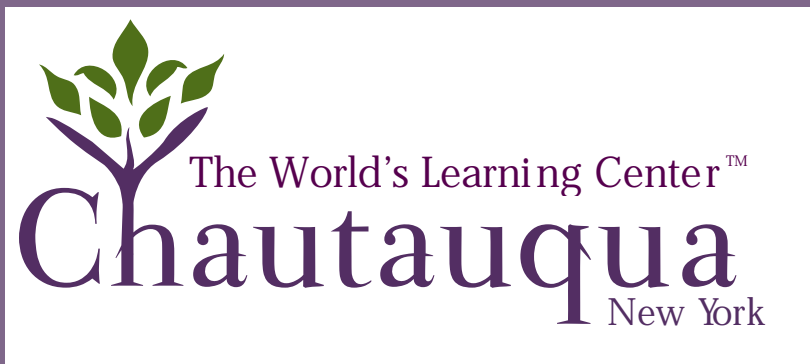
I Vision (How we see ourselves 5 to 10 years from now)

Imagine a shared used trail providing four season recreation and transportation opportunities between main streets, historic, civic, cultural and environmental destinations in Barcelona, Westfield, Mayville and Chautauqua Institution, in a safe family-oriented environment. This is our vision for the Barcelona to Chautauqua Institution Trail.

II Goals (Specific ideas about how we will achieve our mission)

The Barcelona to Chautauqua Institution Trail provides a variety of trail experiences: a shared use trail accommodating all ages and abilities of pedestrians and bicyclists; dedicated bicycle lanes; shared roadways; and hiking trails. Trailheads will provide numerous access points to amenities and points of interest along the trail to accommodate everyone.

Our trail will enhance our quality of life by providing opportunities for recreation, healthy lifestyles, pedestrian and bicycle transportation, economic development opportunities and heritage tourism activities. Increases in pedestrian and bicycle activities and reductions in vehicular trips will reduce carbon emissions and improve air quality, resulting in a healthier living environment. Our main streets, historic, civic, cultural, and natural resource assets provide opportunities educate and teach visitors and residents about our history, culture and environment - reinforcing:



III. Trail Types

Understanding our proposal for the Barcelona to Chautauqua Institution Trail requires some knowledge of various types of trails, the types of use they can accommodate and their respective design requirements. The typical cross sections on the following pages illustrate the following types of trails:

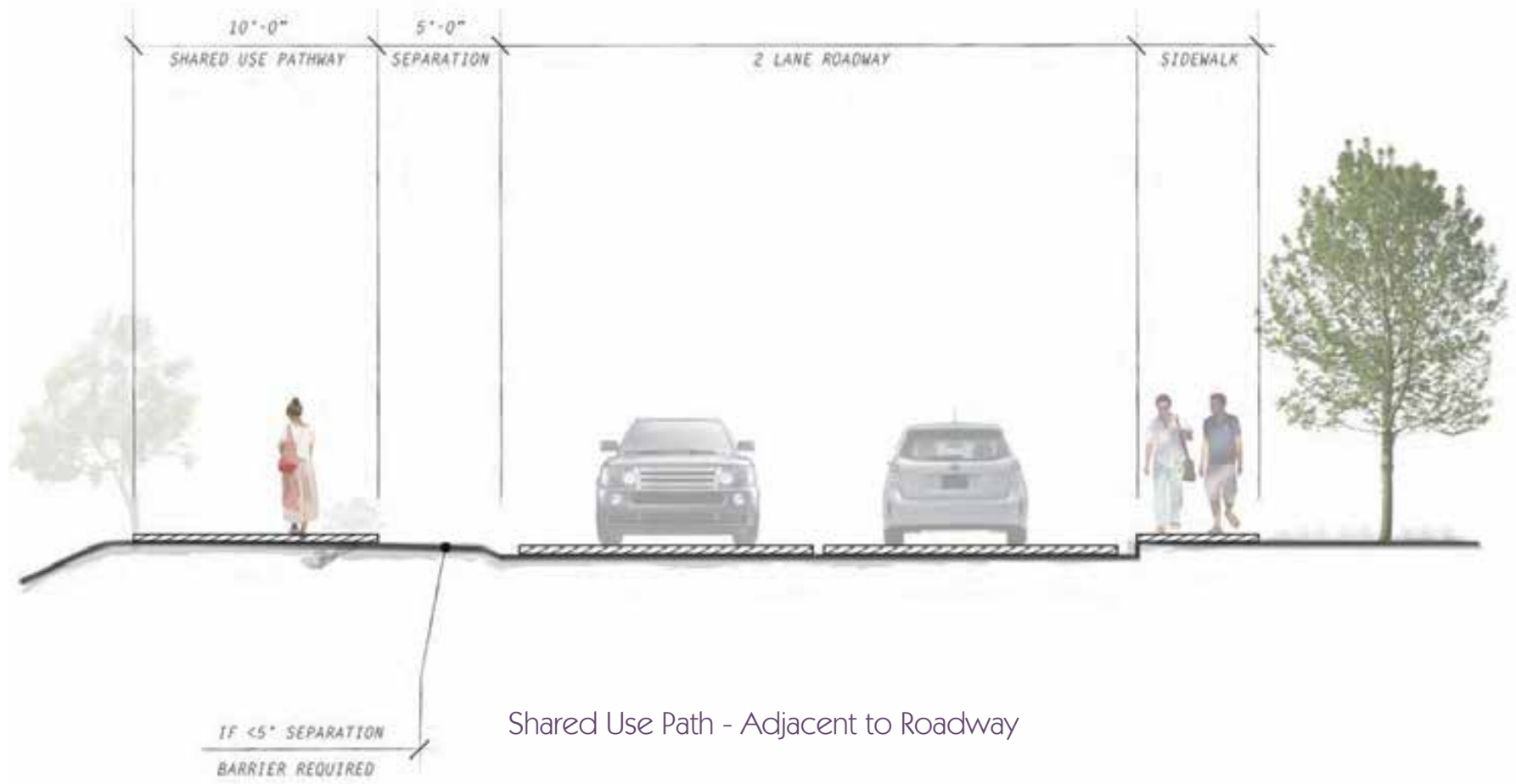
- Shared Use Paths
 - Separated from Roadways
 - Adjacent to Roadways
 - Adjacent to Steep Slopes
- Hiking Trails
- Bike Lanes
 - Without On Street Parking
 - With On Street Parking

Further, when combined with an adjacent vehicular road, additional design requirements come into play. These requirements are illustrated in the roadway cross sections.

Given the context of opportunities and constraints associated with various locations along the corridor, the type of trail, and its corresponding cross section may change. The location and type of trail are described in the Concept Plan Description to follow.



Photo Credits: Mike Kotyk



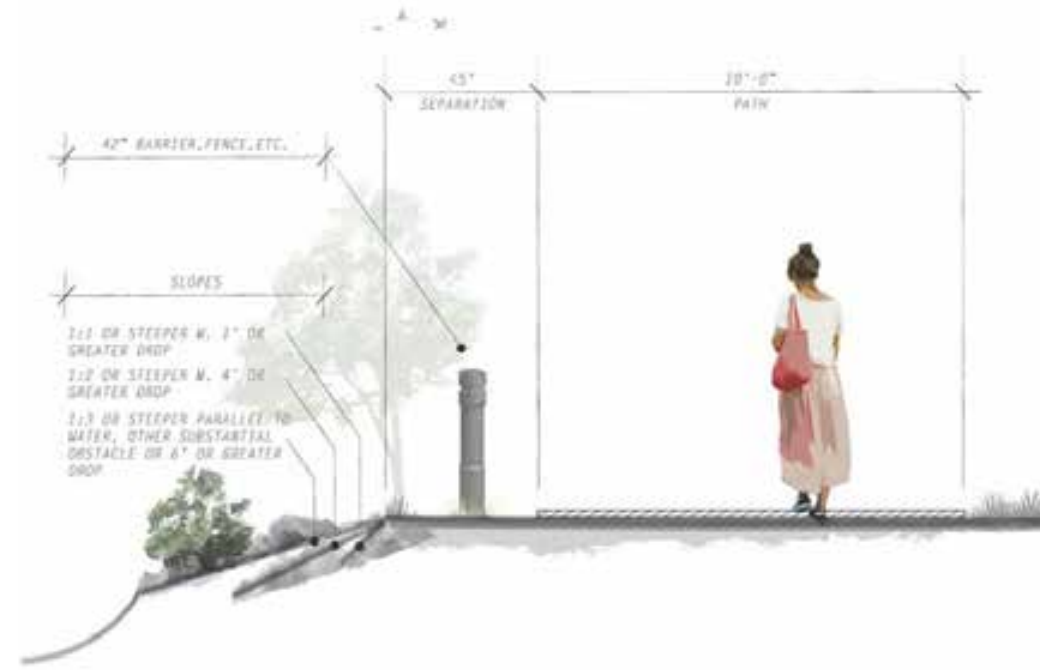
Shared Use Path - Adjacent to Roadway



Shared Use Path - Separated from Road



Preferred

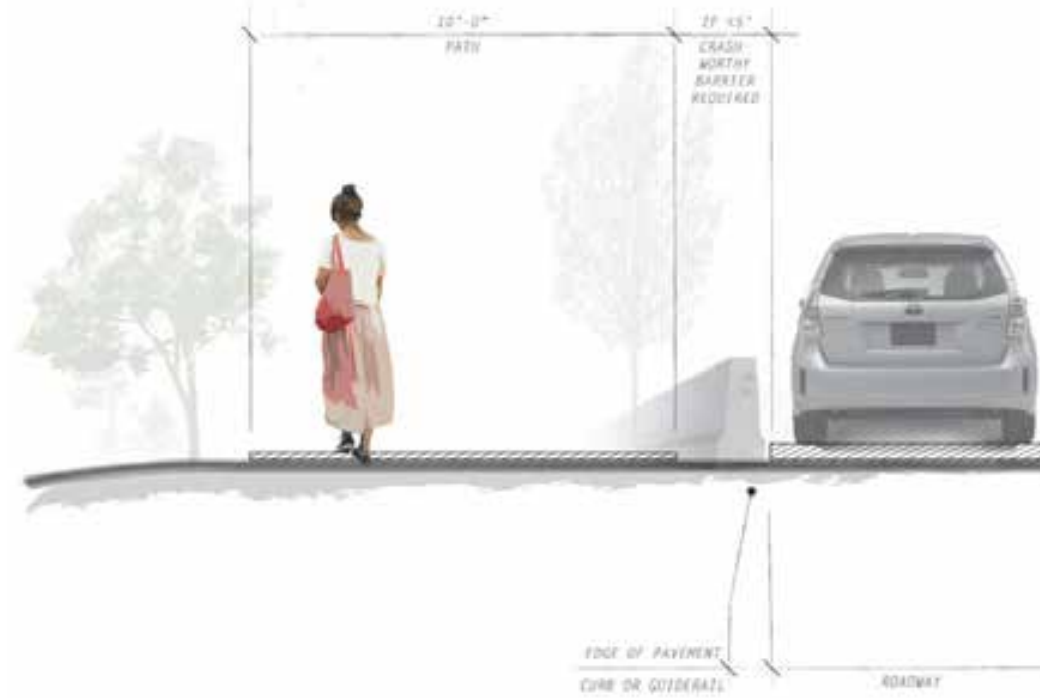


Alternate

Shared Use Path - Separated from Roadway



Preferred

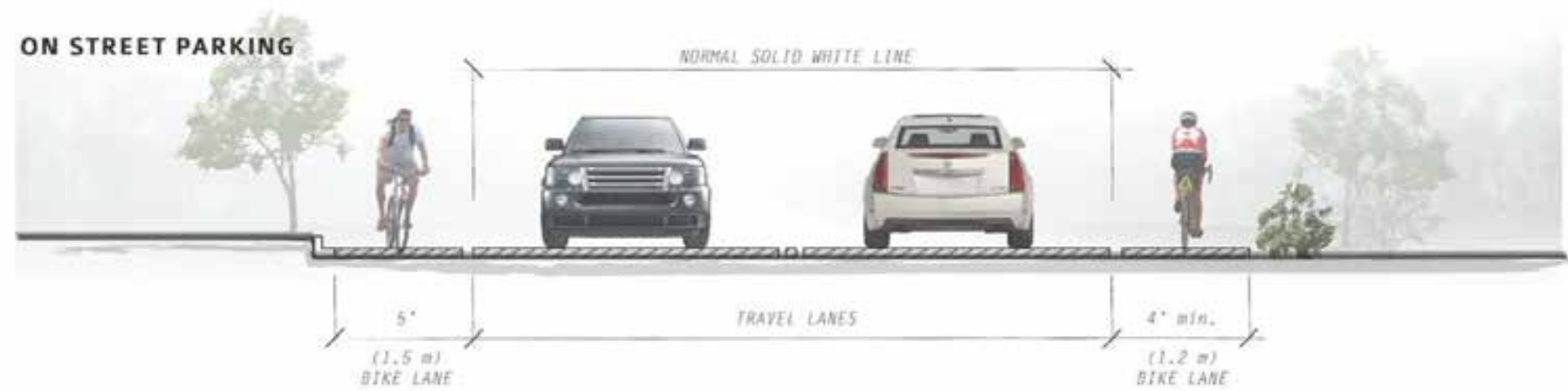
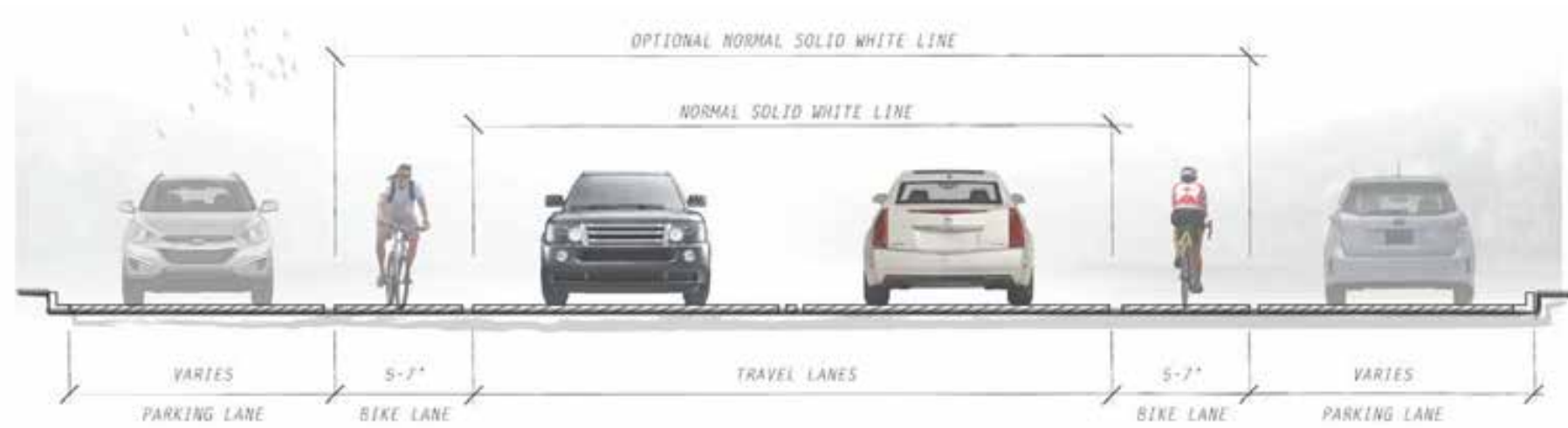


Alternate

Shared Use Path - Adjacent to Roadway



Hiking Trail



NO ON STREET PARKING

Bicycle Lanes

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IV. Concept Plan

The Barcelona to Chautauqua Institution Trail system is proposed to consist of a network of trails (spokes) that connect residents and visitors with surrounding destinations (hubs).

The vision for the Barcelona to Chautauqua Institution Trail is to create an off-road shared use (pedestrian and bicycle) route between Barcelona and Chautauqua Institution that accommodates all ages and abilities of pedestrians and bicyclists. That said, we recognize it will not be feasible for one or more reasons for this trail to be off-road for its entire course. Therefore, where necessary, sections of the trail will be proposed as on-road segments to maintain continuity of the trail.

SEGMENT 1.1a: Barcelona to English Street – Bike Lanes (Sheet 1)

This 1.25 mile segment of the trail is proposed to parallel Route 394 from Barcelona to English Street in Westfield. From Barcelona Beach to State Route 5 we propose a shared road. This segment then crosses State Route 5. The State Route 5 crossing has four-way traffic controls in place at this intersection. We recommend pedestrian crosswalks, 10 feet wide ladder style, be installed at each road crossing and green painted bike lanes. Pedestrian/Bicyclist crossing intervals should be evaluated at this intersection to determine if pedestrians and bicyclists have sufficient time to cross over State Route 5 when vehicular traffic is stopped by the traffic lights. State Route 394 is designated as New York State Bicycle Route 17 and is signed as such. That said, the route is a shared roadway without bicycle facility improvements. We recommend that upon crossing State Route 5 separated on-road bike lanes be established. These bike lanes should be a minimum of 5 feet wide.

The northbound bike lane will continue straight through the turning lane of the on/off ramp to Interstate 90. At this crossing we recommend green painted bike lanes across the intersection to establish the bicyclist's path of travel. The southbound bike lane will not be impacted by the interchange.

We recommend evaluating the feasibility of leasing and operating the Barcelona Lighthouse as a welcome center and gift shop focused on promoting the Barcelona to Chautauqua Institution Trail.

Hubs

- Barcelona Harbor/Lake Erie
- Barcelona Lighthouse
- Barcelona
- Barcelona Beach/Lake Erie – two access areas existing
- Mouth of Chautauqua Creek

Spokes

- Barcelona Harbor Trail
- Seaway Trail
- Beach Trail
- Chautauqua Creek Hiking Trail
- DEC Fishing Access Trail
- Glen Mills Falls Trail

Interpretive Points of Interest

- Barcelona Harbor – steamboat landing, Barcelona Lighthouse, Chautauqua Traction Company, Chautauqua Portage, and French & Indian War – existing interpretive signs
- Mouth of Chautauqua Creek
- John McMahan's Grist Mill, 1st on Chautauqua Creek
- Steelhead Fishing along Chautauqua Creek
- Geology of Chautauqua Creek

Road Crossings

- State Route 5
- Interstate 90 Ramps

Trailheads/Trail Access Opportunities

- Barcelona Harbor – existing
- Main Street Beach Access Parking and Comfort Station – proposed
- Trail Access Parking (intersection of State Routes 394 & 5) – proposed

Barcelona to English Street – Chautauqua Gorge Hiking Trail (Sheet 1)

For those preferring an off-road trail, we propose a hiking trail through the Chautauqua Gorge, beginning at the intersection of Third Street and State Route 5. The hiking trail is proposed to follow Third Street (a paper street on the southern side of State Route 5) to a parcel owned by the Town of Westfield and then cross the Gale Street Bridge that we propose be rehabilitated and opened to accommodate pedestrian and bicycle traffic. From this point the hiking trail is proposed to follow the the Gorge beneath Interstate 90, continuing along the Gorge to the northside of the CSX Railroad corridor. The hiking trail is then proposed to parallel the rail corridor to North Gale Street, use the North Gale Street at-grade railroad crossing to cross the railroad tracks, and then follow Oak Street to the iron railroad trestle. We propose a structure be cantilevered from the iron railroad trestle to al low a hiking trail to cross over to the east side of Chautauqua Creek where the hiking trail is proposed to continue following the former Jamestown, Westfield and Northwestern Railroad corridor.

The section of the proposed trail is very appealing due to the natural environment it passes through along Chautauqua Creek.

Much of this corridor has returned to private ownership. Therefore, easements would need to be acquired from willing property owners in order to provide public access to a hiking trail along this corridor.

Segment 1.1b: North Gale Street to Oak Street (Sheet 1)

The majority of this 1.5 mile segment is proposed to be on-road, beginning at State Route 5, extending along North Gale Street, across the North Gale Street Bridge, Hawley Street, North Gale Street, to Oak Street. Traffic volumes are low on these roads, therefore, we recommend this segment be a shared road.

At Oak Street the final two tenths of a mile of the segment is proposed to be off-road, paralleling the active rail line until it meets Segment 2, near the iron railroad trestle crossing Chautauqua Creek.

Hubs

- Barcelona Harbor/Lake Erie
- Barcelona Lighthouse
- Barcelona
- Barcelona Beach/Lake Erie
- mouth of Chautauqua Creek
- North Gale Street Fishing Access – improve with defined parking and access amenities

Spokes

- Barcelona Harbor Trail
- Seaway Trail
- Beach Trail
- DEC Fishing Access Trail
- Glen Mills Falls Trail
- Barcelona to English Street Bike Lanes

Interpretive Points of Interest

- Old Gale Street Bridge – closed, evaluate the opportunity to rehabilitate and reopen it to pedestrian and bicycle traffic
- Train Spotting/Iron Trestle

Road Crossings

None

Trailheads/Trail Access Opportunities

- North Gale Street Bridge Fishing Access – improve parking
- Railroad viewing and picnic area - existing

SEGMENT 1.2: English Street to South Portage Road Off-Road (Sheet 1)

This 1.5 mile segment is proposed to be off-road from Route 394 at English Street heading west along the railroad tracks and under the railroad trestle. It would then follow the former rail corridor to the ball field in the village of Westfield. This segment is owned by one property owner, Northington Holdings, LLC. If an easement can be obtained through their property, this segment would serve as an ideal demonstration project.

After passing the ball field the trail is proposed to go under the Main Street Bridge. We propose a trailhead and comfort station be added on the Village owned property in this location. The trail will continue along the former rail corridor crossing Chase Street, West 2nd Street, and Campbell Street before reaching South Portage Road, Route 394. This proposed off-road section of trail should be 10 feet wide with a compacted aggregate surface.

Where the proposed trail intersects with State Route 394 we recommend a mid-block trail crossing be installed. This crossing would consist of stop signs being placed on the trail on either side of the intersection as State Route 394 vehicular traffic has the right-of-way. That said, given the traffic volumes on State Route 394, we recommend a cantilevered mast arm with pedestrian activated flashing yellow lights to warn the motorists of the trail crossing. Further, advance trail crossing warning signs should be installed on either side of the trail crossing to warn motorists in advance of the trail crossing.

Most of this corridor appears to be in private ownership. Therefore, easements would need to be acquired from willing property owners in order to provide public access to a shared use path along this corridor.

Hubs

- Main Street, Village of Westfield
- McClurg Museum
- Ballfield

Spokes

- Village of Westfield Trail – existing NYS Bicycle Lane 17/State Route 394, we recommend consideration be given to establishing bike lanes, a minimum of 5 feet wide, through the Village of Westfield where they can be accommodated.
- Glen Mills Falls Trail – on-road, North Gale Street, Old Portage Road, to the existing Portage Trail. Traffic volumes are low on these roads, therefore, we recommend this segment be a shared road.

Interpretive Points of Interest

- Train Spotting/Iron Trestle
- Historic Milling & Manufacturing Zone
- Historic Westfield Mill
- Historic Cross Roads
- Former Rorig Bridge
- Skinners Glen
- Glen Mills Falls Overlook

Road Crossings

None

Trailheads/Trail Access Opportunities

- Trailhead and comfort station – proposed on Village of Westfield property beneath the Main Street Bridge.

English Street to South Portage Road On-Road (Sheet 1)

If easements cannot be obtained to secure access to the former Chautauqua Traction Company corridor described above, then we propose a 1.2 mile on-road segment following State Route 394 as an alternate. As this part of the existing NYS Bicycle Route 17, it could also serve as an interim route until such time easements are acquired to provide for the proposed off-road trail corridor. Should this be deemed the permanent alignment, then we recommend consideration be given to establishing bike lanes along the corridor. These bike lanes should be a minimum of 5 feet wide, with a 2 feet wide painted buffer between the bike lane and vehicular traffic.

The State Route 20 crossing has four-way traffic controls in place at this intersection. We recommend pedestrian crosswalks, 10 feet wide ladder style, be installed at each road crossing. Pedestrian/Bicyclist crossing intervals should be evaluated at this intersection to determine if pedestrians and bicyclists have sufficient time to cross over State Route 5 when stopped by the traffic lights. At this crossing we also recommend green painted bike lanes across the intersection to define the bicyclist's path of travel.

Road Crossings

- State Route 20 (West Main Street)
- Railroad viewing and picnic area - existing

Segments 2.1a, 2.2a and 2.3a: South Portage Road to Martin Wright Road (Sheet 2)

This 2.63 mile segment of trail is proposed to begin at South Portage Road in the Village of Westfield where it is proposed to follow the former rail corridor, off-road, to Martin Wright Road. At Martin Wright, the trail is proposed to parallel the road heading east to the Town of Westfield owned property at the water tower adjacent to Kent Reservoir. We recommend establishing a trailhead/comfort station at Kent Reservoir. From the reservoir, the trail is proposed to follow the former rail corridor heading east crossing Allen Road and Kent Road before winding around back to Martin Wright Road. We recommend pedestrian crosswalks, 10 feet wide ladder style, be installed at each road crossing and install stop signs on trail. Five stream crossings would be required to accommodate this segment of trail. The Chautauqua Lake Snowmobile Club has received permission to use Knight Road and the corridor west to Martin-Wright Road, crossing State Route 394, to the Old Portage Road and Gale Street to access the Glen Mills Falls Overlook.

This proposed segment of trail should be 10 feet wide with a compacted aggregate surface. This section of the proposed trail is very appealing due to the views of Lake Erie and the adjacent vineyards the corridor passes through.

Most of this corridor appears to be in private ownership. Therefore, easements need to be acquired from willing property owners to expand snowmobile easements to permit public access for a shared use path along this corridor.

Segment 2.1b: Alternate 1

The proposed trail paralleling Martin-Wright Road, as described above, may be avoided if easements can be obtained from private property owners along Doty Creek/Kent Reservoir outflow.

Segment 2.2b: Alternate 2

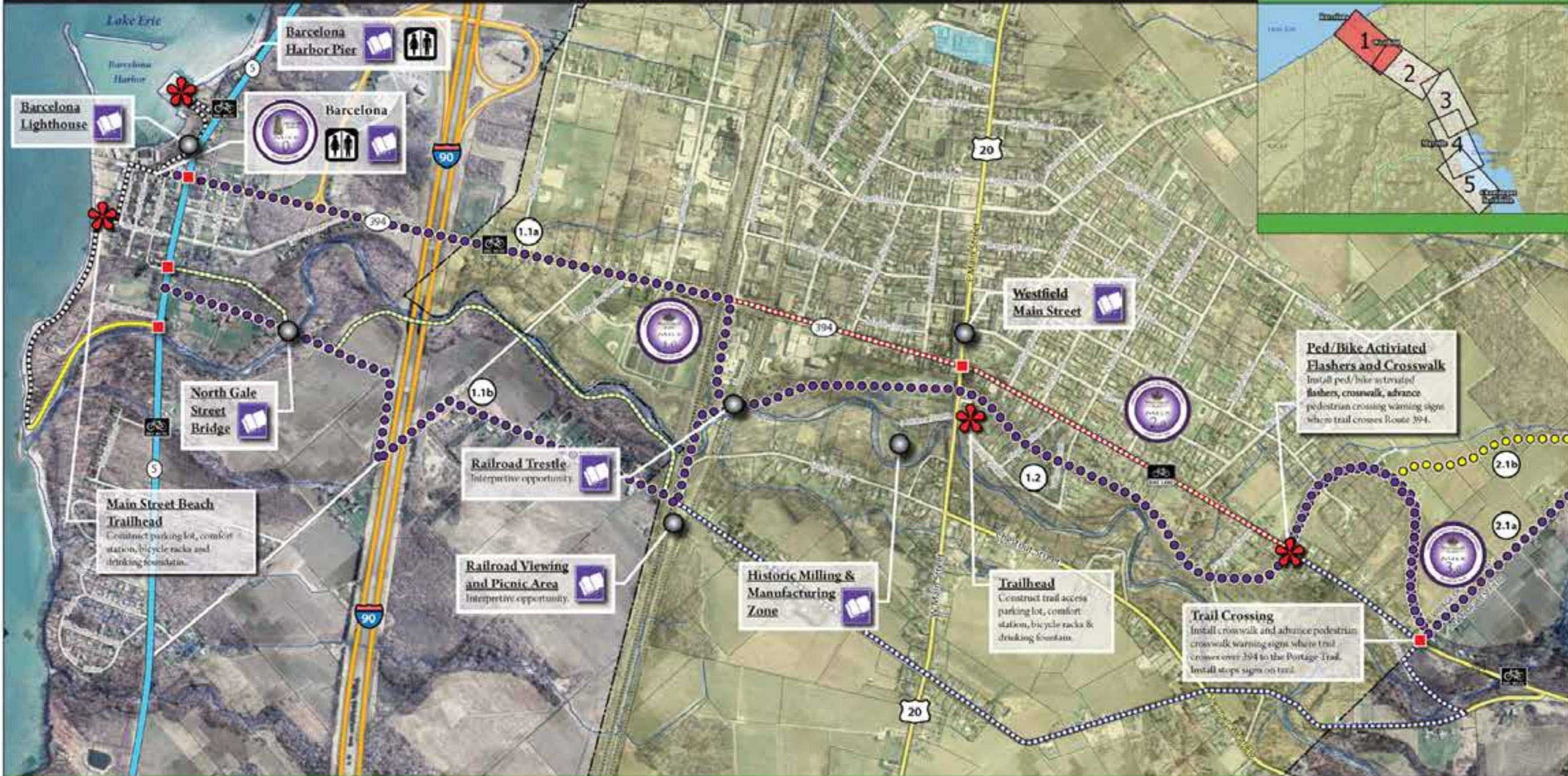
If easements cannot be acquired from private land owners to allow public access to the off-road alignment described above, then we propose the corridor continue to parallel Martin Wright Road to Knight Road.

Segment 2.3b: Alternate 3

If the desired alignment can be achieved, but environmental or financial constraints make the eastern most stream crossings difficult to achieve, we propose the trail parallel Knight Road. This is the alignment currently being used by local snowmobile clubs.

Barcelona to Chautauqua Institution Shared-Use Trail Feasibility Study & Implementation Plan

Concept Plan Segment 1 of 5



Legend

Existing Trail & Bike Facilities	Potential Trail & Bike Facilities	Nodes
New York State Bike Route	Main Trail	Trail Access
Seaway Trail	Alternate Route	Parking
Chautauqua Rails-to-Trails	Beach Trail	Restrooms
DEC Fishing Access Trail	Chautauqua Creek Hiking	Interpretive Panel/Opportunity
Bike Lanes	Village of Westfield Trail	Trail Marker
	Glen Mills Falls Trail	Proposed Bridge
	Reservoir Trail	Road Crossing
	Lakeside Park Loop Trail	Point of Interest
	CRT Connector Trail	
	Webb's Connection Trail	
	Institution Parking Lot Trail	
	Village of Mayville Trail	

Map Notes & Reference Data

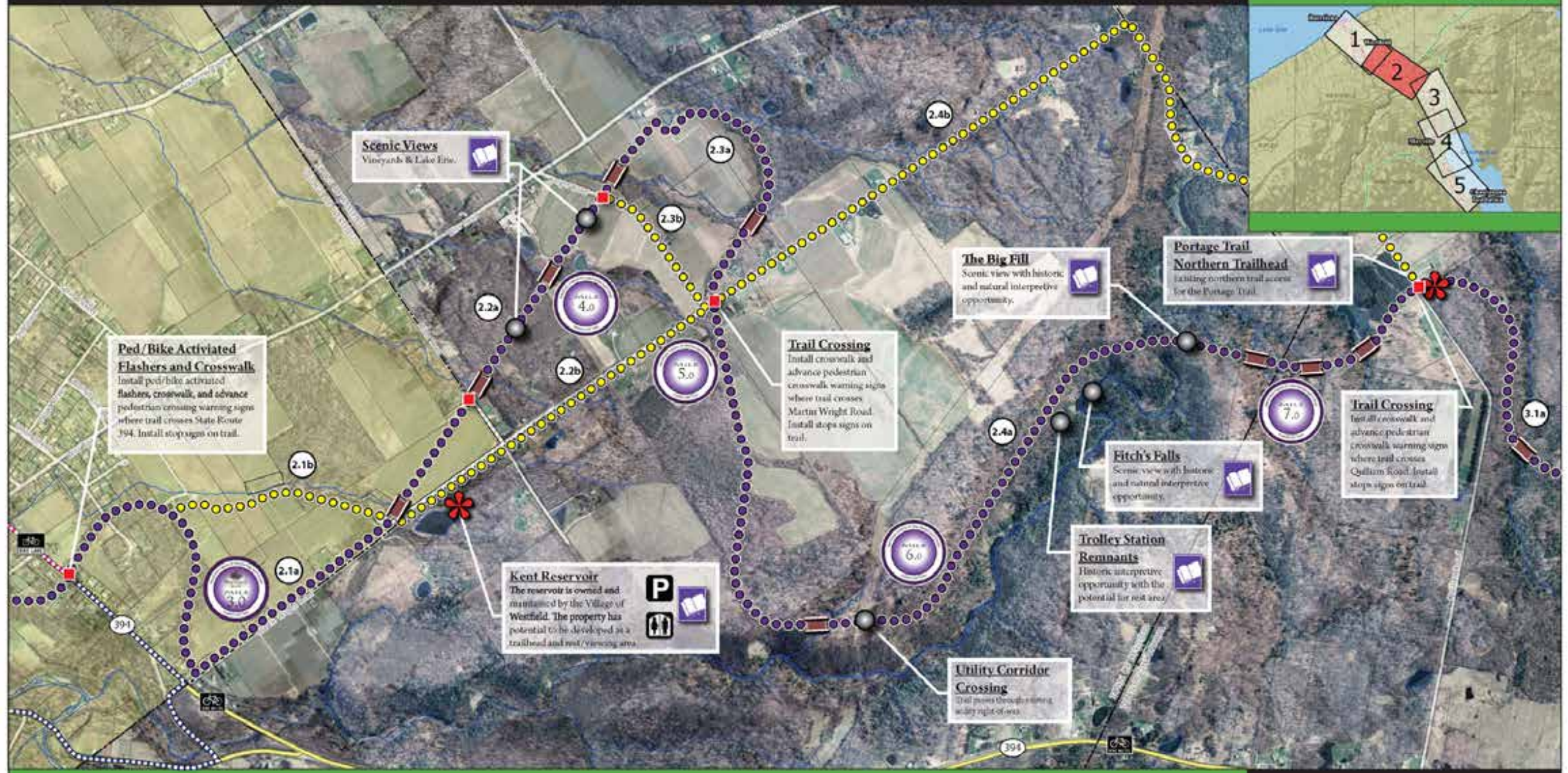
Scale: 0 250 500 1000
Date: 10/1/2013

Notes & Sources:

- 1) Base data from Chautauqua County GIS
- 2) Aerial Photo from NYSGIS Clearinghouse - 2008
- 3) Potential trail route from Westfield Development Corporation
- 4) Natural Heritage Area Data from NYS DEC
- 5) Hillshade NE2 data from NYSGIS Clearinghouse

Barcelona to Chautauqua Institution Shared-Use Trail Feasibility Study & Implementation Plan

Concept Plan Segment 2 of 5



Legend

Existing Trail & Bike Facilities	Potential Trail & Bike Facilities	Nodes	Base Map Features
New York State Bike Route	Main Trail	Trail Access	Municipal Boundary
Seaway Trail	Alternate Route	Parking	Parcel Boundary
Chautauqua Rails-to-Trails	Beach Trail	Restrooms	Active Railroad Lines
DEC Fishing Access Trail	Chautauqua Creek Hiking	Interpretive Panel/Opportunity	Interstate
Bike Lanes	Village of Westfield Trail	Trail Marker	Major Roads
	Glen Mills Falls Trail		Utility Right-of-Way
	Reservoir Trail		Village
	Village of Mayville Trail		
	Lakeside Park Loop Trail		
	Webb's Connection Trail		
	Proposed Bridge		
	Road Crossing		
	Point of Interest		

Map Notes & Reference Data

0 250 500 1,000
0 1/8 1/4 1/2

Date: 10/1/2013

Notes & Sources:
 1) Base data from Chautauque County GIS
 2) Aerial Photo from NYGIS Clearinghouse - 2008
 3) Potential trail route from Westfield Development Corporation
 4) Natural Heritage Area Data from NYS DEC
 5) 1:10,000 NED data from NYGIS Clearinghouse

Hubs

- Trailhead/comfort station at Kent Reservoir - proposed

Spokes

- Glen Mills Falls Overlook Trail

Interpretive Points of Interest

- Glen Mills Falls Overlook
- Vineyards
- Water Tower
- Kent Reservoir
- Lake Erie Escarpment

Trailheads/Trail Access Opportunities

- Kent Reservoir

Road Crossings

- Allen Road
- Knight Road

Segment 2.4a: Martin Wright Road to Quilliam Road (Sheet 2)

This proposed off-road section of trail is approximately 2.35 miles in length and follows the former rail corridor, crossing the Big Fill over Little Chautauqua Creek, extending from Martin-Wright Road and Quilliam Road. We recommend pedestrian a crosswalk, 10 feet wide ladder style, be installed at Quilliam Road and stop signs of the trail. This proposed segment of trail should be 10 feet wide with a compacted aggregate surface. Four stream crossings would be required to accommodate this segment of trail.

This section of the proposed trail is very appealing due to the natural areas the corridor passes through along Little Chautauqua Creek. There are no roadway crossings in this segment. The Chautauqua Lake Snowmobile Club has received permission to use this portion of the former Jamestown, Westfield and Northwestern Railroad corridor as a designated snowmobile route.

Most of this corridor appears to be in private ownership. Therefore, easements need to be acquired from willing property owners to expand snowmobile easement to permit public access for a shared use path along this corridor.

Hubs

- Trailhead/comfort station at Kent Reservoir - proposed

Spokes

- Glen Mills Falls Overlook Trail

Interpretive Points of Interest

- Glen Mills Falls Overlook
- Vineyards
- Water Tower
- Kent Reservoir
- Lake Erie Escarpment

Trailheads/Trail Access Opportunities

- Kent Reservoir

Road Crossings

- Allen Road
- Knight Road

Segment 2.4a: Martin Wright Road to Quilliam Road (Sheet 2)

This proposed off-road section of trail is approximately 2.35 miles in length and follows the former rail corridor, crossing the Big Fill over Little Chautauqua Creek, extending from Martin Wright Road and Quilliam Road. We recommend pedestrian a crosswalk, 10 feet wide ladder style, be installed at Quilliam Road and stop signs of the trail. This proposed segment of trail should be 10 feet wide with a compacted aggregate surface. Four stream crossings would be required to accommodate this segment of trail.

This section of the proposed trail is very appealing due to the natural areas the corridor passes through along Little Chautauqua Creek. There are no roadway crossings in this segment. The Chautauqua Lake Snowmobile Club has received permission to use this portion of the former Jamestown, Westfield and Northwestern Railroad corridor as a designated snowmobile route.

Most of this corridor appears to be in private ownership. Therefore, easements need to be acquired from willing property owners to expand snowmobile easement to permit public access for a shared use path along this corridor.

Alternate Alignment

If easements cannot be acquired from private land owners to allow public access to the off-road alignment described above, then we propose the corridor continue to parallel Martin Wright Road, then Quilliam Road to the existing Portage Trail northern trailhead.

Hubs

None

Spokes

None

Road Crossings

- Quilliam Road

Interpretive Points of Interest

- Trolley Station Remnants/Glen Ewen Switch
- Fitches Falls
- The Big Fill
- Historic Portage Trail

Trailheads/Trail Access Opportunities

- Portage Trail northern trailhead (existing)

SEGMENT 3.1a: Quilliam Road / Portage Trail Trailhead to East Chautauqua Street (Sheets 3 & 4)

This proposed off road section of trail is approximately 3.4 miles in length and follows the existing Portage Trail from Quilliam Road across Parker Road to East Chautauqua Street in the Village of Mayville. We recommend pedestrian crosswalks, 10 feet wide ladder style, be installed at Parker Road, and that a crosswalk, advance pedestrian crossing signs and an overhead mast with pedestrian activated flashers be installed at State Route 430 (East Chautauqua Street) and stop signs installed on the trail.

This segment of the Portage Trail should be upgraded to be a shared-use path, 10 feet wide with a compacted aggregate surface. Five stream crossings would be required to accommodate this segment of trail.

This section of the proposed trail is very appealing due to the natural areas the corridor passes through. The Chautauqua Lake Snowmobile Club has received permission to use this portion of the former Jamestown, Westfield and Northwestern Railroad corridor as a designated snowmobile route.

This corridor appears to be in private ownership. Therefore, easements need to be acquired from willing property owners to expand snowmobile easements to permit public access for a shared use path along this corridor.

Hubs

None

Spokes

- Chautauqua Rails to Trails Interconnect Trail

Interpretive Points of Interest

- Erie/St. Lawrence Seaway & Allegheny/Ohio Rivers Drainage Divide
- Little Inlet Pond & Wetland
- Historic Portage Trail

Trailheads/Trail Access Opportunities

- Portage Trail Trailhead (existing)

Road Crossings

- Parker Road
- State Route 430 (East Chautauqua Street)

SEGMENT 4.1a: East Chautauqua Street to NYSDOT Property (Sheet 4)

This segment of the proposed trail would be approximately one quarter mile in length from East Chautauqua Street, crossing Lakeview Avenue, to the existing Chautauqua Rails-to-Trails corridor. The proposed trail crosses Lakeview Avenue and extends to meet the Chautauqua Rails-to-Trails. We recommend a crosswalk and advance pedestrian crossing signs be installed on Lakeview Avenue and stop signs on the trail. The Chautauqua Lake Snowmobile Club has received permission to use this portion of the former Jamestown, Westfield and Northwestern Railroad as a snowmobile route. This proposed segment should be 10 feet in width with a compacted aggregate surface.

The majority of corridor appears to be in private ownership. Therefore, easements need to be acquired from willing property owners to expand snowmobile easement to permit public access for a shared use path along this corridor. One parcel, owned by the people of New York, contains a NYSDOT maintenance district office and yard.

Hubs

- Mayville Business District

Spokes

- Chautauqua Rails to Trails
- Village of Mayville Trail

Interpretive Points of Interest

- Chautauqua Rails to Trails
- Historic Portage Trail

Trailheads/Trail Access Opportunities

- Portage Trail southern trailhead (existing)

Road Crossings

- State Route 430 (East Chautauqua Street)
- Lakeview Avenue

Trailheads/Trail Access Opportunities

- Mayville Train Station & Depot – existing
- Lakeside Park – existing
- Chautauqua Snowmobile Trailhead

Road Crossings

- Sea Lion Road Street
- State Route 394 (South Erie Street)

SEGMENT 4.2a: NYSDOT Property to Lakeside Park / State Route 394 (Sheets 4 & 5)

This 1.25 mile segment of shared-use trail will follow the existing Chautauqua Rail Trail from the NYSDOT property along the lake front to the rail corridor intersection with Route 394 near Lakeside Park in Mayville. This section of trail should be ten feet wide with a paved bituminous surface.

This section of the proposed trail is very appealing as it extends along the northern Chautauqua Lake lakefront. This section of the corridor crosses over East Whallon and South Erie Streets. We recommend crosswalks and advance pedestrian crossing signs be installed at Sea Lion Drive and Erie Street crossings and stop signs on the trail. Just north of South Erie Street the corridor passes the Mayville Train Station and Depot, constructed in 1925 to replace an earlier depot that was constructed around 1870.

In addition to trail improvements, we recommend pedestrian/bicycle amenities and pedestrian and bicycle plaza improvements be designed and constructed at the train station. Further, we recommend the property across Lakeside Park be formally developed as a trailhead, to accommodate pedestrian, bicycle, and snowmobile activities. Improvements should include pervious pavement parking area, comfort station, picnic shelter with fireplace, drinking fountain, air station, bicycle racks, and landscaping emphasizing the the trail.

This portion of the corridor is owned by the Village of Mayville. The Chautauqua Rails to Trails and Chautauqua Lake Snowmobile Club uses this portion of the former Jamestown, Westfield and Northwestern Railroad corridor as a designated trail and snowmobile route respectively.

Hubs

- Mayville Business District
- Mayville Lakefront
- Lakeside Park

Spokes

- Chautauqua Rails to Trails
- Village of Mayville Trail
- Lakeside Park Loop Trail

Interpretive Points of Interest

- Chautauqua Rails-to-Trails
- Chautauqua Lake
- Chautauqua Belle
- Train Station

SEGMENT 5.1a: Lakeside Park / Route 394 to Chautauqua Institution (Sheet 5)

This proposed 2.5 mile shared-use trail would parallel State Route 394 within the State right-of-way. There should be a five foot separation between the trail and the vehicular travel lanes or a barrier. The trail should be ten feet wide with a paved asphalt surface. Three stream crossings will be required for this section. Crosswalks and advance pedestrian crossing signs should be installed at Moore and Potter Roads and install stop signs on the trail. Further, we recommend the Chautauqua/Stedman Road/State Route 394 (West Lake Road) intersection and Chautauqua Main Entrance crossings be evaluated to determine the most appropriate treatment to accommodate a pedestrian and bicycle crossing. Consideration should be given to evaluating the feasibility of constructing a traffic circle at this intersection or installing a crosswalk, advance pedestrian crossing signs and an overhead mast with pedestrian activated flashers.

Hubs

- Lakeside Park
- Chautauqua Institution

Spokes

- Chautauqua Rails to Trails
- Lakeside Park Loop
- Webb's Connector Trail
- Chautauqua Institution Parking Lot Loop Trail

Trailheads/Trail Access Opportunities

- Chautauqua Institution

Interpretive Points of Interest

- Chautauqua Rails to Trails
- Lighthouse Point
- Webb's Resort
- Chautauqua Suites
- BSA Camp Mertz
- Red Brick Farm
- Chautauqua Institution

Road Crossings

- Moore Road
- Potter Road
- Chautauqua/Stedman Road/State Route 394 (West Lake Road) intersection
- State Route 394 (West Lake Road) to Chautauqua Institution



Photo Credit: Mike Kotyk

Barcelona to Chautauqua Institution Shared-Use Trail Feasibility Study & Implementation Plan

Concept Plan Segment 3 of 5



Legend

Existing Trail & Bike Facilities	Potential Trail & Bike Facilities	Nodes	Base Map Features
New York State Bike Route	Main Trail	Trail Access	Municipal Boundary
Seaway Trail	Alternate Route	Parking	Parcel Boundary
Chautauqua Rails-to-Trails	Beach Trail	Restrooms	Active Railroad Lines
DEC Fishing Access Trail	Chautauqua Creek Hiking	Interpretive Panel/Opportunity	Interstate
Bike Lanes	Village of Westfield Trail	Trail Marker	Major Roads
	Glen Mills Falls Trail		Utility Right-of-Way
	Reservoir Trail		Village
	Lakeside Park Loop Trail		
	CRT Connector Trail		
	Webb's Connection Trail		
	Institution Parking Lot Trail		
	Village of Mayville Trail		
	Proposed Bridge		
	Road Crossing		
	Point of Interest		

Map Notes & Reference Data

Scale: 0 250 500 1000
Date: 10/1/2013

Notes & Sources:

- 1) Base data from Chautauqui County GIS
- 2) Aerial Photo from NYSGIS Clearinghouse - 2008
- 3) Potential trail route from Westfield Development Corporation
- 4) National Heritage Area Data from NYS DEC
- 5) Village of Mayville NED data from NYSGIS Clearinghouse

Barcelona to Chautauqua Institution Shared-Use Trail Feasibility Study & Implementation Plan

Concept Plan Segment 5 of 5



Legend

Existing Trail & Bike Facilities	Potential Trail & Bike Facilities	Nodes	Base Map Features
New York State Bike Route	Main Trail	Trail Access	Municipal Boundary
Seaway Trail	Alternate Route	Parking	Parcel Boundary
Chautauqua Rails-to-Trails	Beach Trail	Restrooms	Active Railroad Lines
DEC Fishing Access Trail	Chautauqua Creek Hiking	Village of Westfield Trail	Interstate
Bike Lanes	Reservoir Trail	Glen Mills Falls Trail	Major Roads
	Lakeside Park Loop Trail	Village of Mayville Trail	Utility Right-of-Way
	Webb's Connection Trail	CRT Connector Trail	Village
		Institution Parking Lot Trail	
		Village of Mayville Trail	
		Lakeside Park Loop Trail	
		Webb's Connection Trail	
		Trail Access	
		Parking	
		Restrooms	
		Interpretive Panel/Opportunity	
		Trail Marker	
		Proposed Bridge	
		Road Crossing	
		Point of Interest	

Map Notes & Reference Data

0 500 1,000
0 0.5 1.0 1.5

Date: 10/1/2013

Notes & Sources:
 1) Base data from Chautauque County GIS
 2) Aerial Photo from NYGIS Clearinghouse - 2008
 3) Potential trail route from Worldwide Development Corporation
 4) National Heritage Area Data from NYS DEC
 5) 1:100,000 NED data from NYGIS Clearinghouse

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V. Financial Feasibility

One of the most important aspects of implementing the proposed Barcelona to Chautauqua Institution Trail is to educate County and municipal officials, as well as residents of Chautauqua County, on how the trail will impact the quality of life, economic development, and tourism in the region. Once we agree that residents will look to this trail for their physical, emotional and environmental well-being then the costs to implement the trail can be justified.

We recognize the municipalities, the county or the Westfield Development Corporation cannot afford to implement the proposed trail segments on their own, but must look to other public and private agencies to assist in achieving this vision. This includes public sector agencies such as New York State Department of Transportation, New York State Department of Environmental Conservation, Empire State Development and private sector partners such as the health care community, local businesses, and regional foundations to name a few.

5.1 Opinion of Probable Costs for Land Acquisition/Purchase of Easements for Public Access

As stated throughout the course of this planning process, there is only interest in acquiring public access from private owners that are willing to provide such access. It is beyond the scope of work of this planning effort to project costs associated with acquiring public access to portions of the corridor that are privately held. The parcel analysis, presented earlier, identifies the properties which the corridor passes through. As future discussions are held with private land owners, their interest, and the type of access they wish to grant must be determined. At that time, knowing what will be conveyed, a cost can be projected for securing public access to the proposed trail corridor. Potential acquisition methods include:

- Fee Simple Purchase - property is purchased from the owner and conveyed to the buyer;
- Bargain Sale - property is purchased from the owner for below market value and the owner may be able to use the donated value of the property to reduce his/her tax liability;
- Purchase of a Trail Easement - in return for an agreed upon monetary value the purchase conveys the right for the public to access the property but conveys no real property;
- Donation of a Trail Easement - property owner conveys the right for public access through a donation.

Regardless of which mechanism is used, it must be done so in writing, by deed transfer in the case of fee simple sale of the property, or through an easement agreement that is recorded with the deed.

5.2 Opinion of Probable Construction Costs for Trail Development

Unit prices for construction activities, in each phase, were assigned based on the consultant's experience with trail construction costs in 2013. These costs are based upon publicly bid projects that pay prevailing wage rates. In addition, the cost projections take into account the following:

- The condition of the corridor at the time of construction will be similar to its condition in 2013;
- Property acquisition costs have not been incorporated into the opinion of probable construction costs;
- The costs are based on 2013 construction figures. Should projects be constructed in future years an additional 4% per year should be factored into the costs for inflation;
- Projects will be bid through a competitive bidding process utilizing state or federal prevailing wage rates;
- Opinions of probable construction costs should be confirmed / revised upon completion of preliminary design;
- For budgetary purposes 25% of the estimated construction costs has been included in the projections to provide a contingency to address design revisions, unknown, and / or unforeseen conditions that may arise during design and construction;
- The opinions of probable construction costs presented herein are liberal in nature and assume the following costs that may, or may not be required depending on the requirements of those funding the project;
- Costs also reflect the potential for completing the projects with New York State Department of Transportation Enhancement funding;
- Survey of easement and preparation of topographic survey;
- Opinions of probable construction costs for each phase are presented on the following pages.

Segment 1.1a: Barcelona to English Street (Sheet 1)

Segment Length	1.25	miles
Segment Description		Bike Lanes
Segment Phase		
Segment Cost		\$377,979

Trail Components	Quantity	Unit	Unit Price	Cost
Bike Lanes - pavement markings	13,125	Lineal Foot	\$10	\$131,250
Major Road Crossing				
Bike Boxes	2	EA	\$3,000	\$6,000
Road and trail pavement markings	4	EA	\$500	\$2,000
Pedestrian crosswalk	4	EA	\$2,000	\$8,000
Pedestrian Bicycle Bridges	0	EA	\$75,000	\$0
Wayfinding Signs	6	EA	\$1,500	\$9,000
Mile Markers	2.5	EA	\$250	\$625
Interpretive Panels	4	EA	\$2,500	\$10,000
Trailhead				
Parking Lot, aggregate pavement	1200	SY	\$25	\$30,000
Picnic Shelter, 20' x 28', including concrete pad	1	EA	\$35,000	\$35,000
Picnic Tables	4	EA	\$1,500	\$6,000
Drinking fountain	1	LS	\$6,000	\$6,000
Security light	1	LS	\$8,000	\$8,000
Bicycle rack	1	EA	\$1,000	\$1,000
Trash receptacle	1	EA	\$800	\$800
Landscaping	1	LS	\$2,500	\$2,500
Wayfinding Kiosk	1	EA	\$4,500	\$4,500
Subtotal				\$260,675
Design and Engineering (15%)				\$39,101
Contingency (20%)				\$52,135
Environmental Permitting (10%)				\$26,068
Segment 1.1a Total Cost				\$377,979

Segment 1.2a: English Street to South Portage Road (Sheet 1)

Segment Length	1.5	miles
Segment Description	Compacted Stone Shared Use Path	
Segment Phase		
Segment Cost	\$648,948	

Trail Components	Quantity	Unit	Unit Price	Cost
Compacted Stone Shared-Use Path	7,875	Lineal Foot	\$40	\$315,000
Minor Road Crossings				
Trail crossing signs	4	EA	\$250	\$1,000
Stop signs on trail	4	EA	\$250	\$1,000
Road and trail pavement markings	4	EA	\$500	\$2,000
Major Road Crossing				
Trail crossing signs	2	EA	\$250	\$500
Stop signs on trail	2	EA	\$250	\$500
Road and trail pavement markings	2	EA	\$500	\$1,000
Pedestrian crosswalk	1	EA	\$2,000	\$2,000
Mast arms with signs and flashing lights	2	EA	\$8,000	\$16,000
Pedestrian Bicycle Bridges	0	EA	\$75,000	\$0
Wayfinding Signs	6	EA	\$1,500	\$9,000
Mile Markers	3	EA	\$250	\$750
Interpretive Panels	2	EA	\$2,500	\$5,000
Trailhead				
Parking Lot, aggregate pavement	1200	SY	\$25	\$30,000
Picnic Shelter, 20' x 28', including concrete pad	1	EA	\$35,000	\$35,000
Picnic Tables	4	EA	\$1,500	\$6,000
Drinking fountain	1	LS	\$6,000	\$6,000
Security light	1	LS	\$8,000	\$8,000
Bicycle rack	1	EA	\$1,000	\$1,000
Trash receptacle	1	EA	\$800	\$800
Landscaping	1	LS	\$2,500	\$2,500
Wayfinding Kiosk	1	EA	\$4,500	\$4,500
Subtotal				\$447,550
Design and Engineering (15%)				\$67,133
Contingency (20%)				\$89,510
Environmental Permitting (10%)				\$44,755
Segment 1.2a Total Cost				\$648,948

Segments 2.1a, 2.2a and 2.3a: South Portage Road to Martin Wright Road (Sheet 2)

Segment Length	1.65	miles
Segment Description	Compacted Stone Shared Use Path	
Segment Phase		
Segment Cost	\$1,211,656	

Trail Components	Quantity	Unit	Unit Price	Cost
Compacted Stone Shared-Use Path	8,663	Lineal Foot	\$40	\$346,500
Minor Road Crossings				
Trail crossing signs	4	EA	\$250	\$1,000
Stop signs on trail	4	EA	\$250	\$1,000
Road and trail pavement markings	4	EA	\$500	\$2,000
Major Road Crossing				
Trail crossing signs	0	EA	\$250	\$0
Stop signs on trail	0	EA	\$250	\$0
Road and trail pavement markings	0	EA	\$500	\$0
Pedestrian crosswalk	0	EA	\$2,000	\$0
Mast arms with signs and flashing lights	0	EA	\$8,000	\$0
Pedestrian Bicycle Bridges	5	EA	\$75,000	\$375,000
Wayfinding Signs	2	EA	\$1,500	\$3,000
Mile Markers	3.3	EA	\$250	\$825
Interpretive Panels	5	EA	\$2,500	\$12,500
Trailhead				
Parking Lot, aggregate pavement	1200	SY	\$25	\$30,000
Picnic Shelter, 20' x 28', including concrete pad	1	EA	\$35,000	\$35,000
Picnic Tables	4	EA	\$1,500	\$6,000
Drinking fountain	1	LS	\$6,000	\$6,000
Security light	1	LS	\$8,000	\$8,000
Bicycle rack	1	EA	\$1,000	\$1,000
Trash receptacle	1	EA	\$800	\$800
Landscaping	1	LS	\$2,500	\$2,500
Wayfinding Kiosk	1	EA	\$4,500	\$4,500
Subtotal				\$835,625
Design and Engineering (15%)				\$125,344
Contingency (20%)				\$167,125
Environmental Permitting (10%)				\$83,563
Segments 2.1a, 2.2a and 2.3a Total Cost				\$1,211,656

Segment 2.4a : Martin Wright Road to Quilliam Road (Sheet 2)

Segment Length	2.35	miles
Segment Description	Compacted Stone Shared Use Path	
Segment Phase		
Segment Cost	\$1,191,864	

Trail Components	Quantity	Unit	Unit Price	Cost
Compacted Stone Shared-Use Path	12,338	Lineal Foot	\$40	\$493,500
Minor Road Crossings				
Trail crossing signs	2	EA	\$250	\$500
Stop signs on trail	2	EA	\$250	\$500
Road and trail pavement markings	2	EA	\$500	\$1,000
Major Road Crossing				
Trail crossing signs	0	EA	\$250	\$0
Stop signs on trail	0	EA	\$250	\$0
Road and trail pavement markings	0	EA	\$500	\$0
Pedestrian crosswalk	0	EA	\$2,000	\$0
Mast arms with signs and flashing lights	0	EA	\$8,000	\$0
Pedestrian Bicycle Bridges	4	EA	\$75,000	\$300,000
Wayfinding Signs	2	EA	\$1,500	\$3,000
Mile Markers	4.7	EA	\$250	\$1,175
Interpretive Panels	4	EA	\$2,500	\$10,000
Trailhead				
Parking Lot, aggregate pavement	0	SY	\$0	\$0
Picnic Shelter, 20' x 28', including concrete pad	0	EA	\$0	\$0
Picnic Tables	0	EA	\$0	\$0
Drinking fountain	1	LS	\$6,000	\$6,000
Security light	0	LS	\$0	\$0
Bicycle rack	1	EA	\$1,000	\$1,000
Trash receptacle	1	EA	\$800	\$800
Landscaping	0	LS	\$0	\$0
Wayfinding Kiosk	1	EA	\$4,500	\$4,500
Subtotal				\$821,975
Design and Engineering (15%)				\$123,296
Contingency (20%)				\$164,395
Environmental Permitting (10%)				\$82,198
Segment 2.4a Total Cost				\$1,191,864

Segment 3.1a: Quilliam Road / Portage Trail Trailhead to East Chautauqua Street (Sheets 3 & 4)				
Segment Length	3.4 miles			
Segment Description	Compacted Stone Shared Use Path			
Segment Phase				
Segment Cost	\$1,666,050			
Trail Components	Quantity	Unit	Unit Price	Cost
Compacted Stone Shared-Use Path	17,850	Lineal Foot	\$40	\$714,000
Minor Road Crossings				
Trail crossing signs	2	EA	\$250	\$500
Stop signs on trail	2	EA	\$250	\$500
Road and trail pavement markings	2	EA	\$500	\$1,000
Major Road Crossing				
Trail crossing signs	2	EA	\$250	\$500
Stop signs on trail	2	EA	\$250	\$500
Road and trail pavement markings	2	EA	\$500	\$1,000
Pedestrian crosswalk	1	EA	\$2,000	\$2,000
Mast arms with signs and flashing lights	2	EA	\$8,000	\$16,000
Pedestrian Bicycle Bridges	5	EA	\$75,000	\$375,000
Wayfinding Signs	11	EA	\$1,500	\$16,500
Mile Markers	6.8	EA	\$250	\$1,700
Interpretive Panels	3	EA	\$2,500	\$7,500
Trailhead				
Parking Lot, aggregate pavement	0	SY	\$0	\$0
Picnic Shelter, 20' x 28', including concrete pad	0	EA	\$0	\$0
Picnic Tables	0	EA	\$0	\$0
Drinking fountain	1	LS	\$6,000	\$6,000
Security light	0	LS	\$0	\$0
Bicycle rack	1	EA	\$1,000	\$1,000
Trash receptacle	1	EA	\$800	\$800
Landscaping	0	LS	\$0	\$0
Wayfinding Kiosk	1	EA	\$4,500	\$4,500
Subtotal				\$1,149,000
Design and Engineering (15%)				\$172,350
Contingency (20%)				\$229,800
Environmental Permitting (10%)				\$114,900
Segment 3.1a Total Cost				\$1,666,050

Segment 4.1a: East Chautauqua Street to NYSDOT Property (Sheet 4)

Segment Length	0.25	miles
Segment Description	Compacted Stone Shared Use Path	
Segment Phase		
Segment Cost	\$112,991	

Trail Components	Quantity	Unit	Unit Price	Cost
Compacted Stone Shared-Use Path	1,313	Lineal Foot	\$40	\$52,500
Minor Road Crossings				
Trail crossing signs	2	EA	\$250	\$500
Stop signs on trail	2	EA	\$250	\$500
Road and trail pavement markings	2	EA	\$500	\$1,000
Major Road Crossing				
Trail crossing signs	0	EA	\$250	\$0
Stop signs on trail	0	EA	\$250	\$0
Road and trail pavement markings	0	EA	\$500	\$0
Pedestrian crosswalk	0	EA	\$2,000	\$0
Mast arms with signs and flashing lights	0	EA	\$8,000	\$0
Pedestrian Bicycle Bridges	0	EA	\$75,000	\$0
Wayfinding Signs	4	EA	\$1,500	\$6,000
Mile Markers	0.5	EA	\$250	\$125
Interpretive Panels	2	EA	\$2,500	\$5,000
Trailhead				
Parking Lot, aggregate pavement	0	SY	\$0	\$0
Picnic Shelter, 20' x 28', including concrete pad	0	EA	\$0	\$0
Picnic Tables	0	EA	\$0	\$0
Drinking fountain	1	LS	\$6,000	\$6,000
Security light	0	LS	\$0	\$0
Bicycle rack	1	EA	\$1,000	\$1,000
Trash receptacle	1	EA	\$800	\$800
Landscaping	0	LS	\$0	\$0
Wayfinding Kiosk	1	EA	\$4,500	\$4,500
Subtotal				\$77,925
Design and Engineering (15%)				\$11,689
Contingency (20%)				\$15,585
Environmental Permitting (10%)				\$7,793
Segment 4.1a Total Cost				\$112,991

Segment 4.2a: NYSDOT Property to Lakeside Park / State Route 394 (Sheet 5)

Segment Length	1.25	miles
Segment Description	Asphalt Shared Use Path	
Segment Phase		
Segment Cost	\$766,108	

Trail Components	Quantity	Unit	Unit Price	Cost
Paved Shared-Use Path	6,563	Lineal Foot	\$50	\$328,125
Minor Road Crossings				
Trail crossing signs	2	EA	\$250	\$500
Stop signs on trail	2	EA	\$250	\$500
Road and trail pavement markings	2	EA	\$500	\$1,000
Major Road Crossing				
Trail crossing signs	2	EA	\$250	\$500
Stop signs on trail	2	EA	\$250	\$500
Road and trail pavement markings	2	EA	\$500	\$1,000
Pedestrian crosswalk	1	EA	\$2,000	\$2,000
Mast arms with signs and flashing lights	2	EA	\$8,000	\$16,000
Pedestrian Bicycle Bridges	1	EA	\$75,000	\$75,000
Wayfinding Signs	11	EA	\$1,500	\$16,500
Mile Markers	2.5	EA	\$250	\$625
Interpretive Panels	5	EA	\$2,500	\$12,500
Trailhead				
Parking Lot, aggregate pavement	0	SY	\$0	\$0
Picnic Shelter, 20' x 28', including concrete pad	1	EA	\$35,000	\$35,000
Picnic Tables	4	EA	\$1,500	\$6,000
Drinking fountain	1	LS	\$6,000	\$6,000
Security light	0	LS	\$0	\$0
Bicycle rack	1	EA	\$1,000	\$1,000
Trash receptacle	2	EA	\$800	\$1,600
Landscaping	1	LS	\$15,000	\$15,000
Wayfinding Kiosk	2	EA	\$4,500	\$9,000
Subtotal				\$528,350
Design and Engineering (15%)				\$79,253
Contingency (20%)				\$105,670
Environmental Permitting (10%)				\$52,835
Segment 4.2a Total Cost				\$766,108

Segment 5.1a: Lakeside Park / Route 394 to Chautauqua Institution (Sheet 5)				
Segment Length	2.5 miles			
Segment Description	Asphalt Shared Use Path			
Segment Phase				
Segment Cost	\$2,262,326			
Trail Components	Quantity	Unit	Unit Price	Cost
Paved Shared-Use Path	13,125	Lineal Foot	\$75	\$984,375
Minor Road Crossings				
Trail crossing signs	4	EA	\$250	\$1,000
Stop signs on trail	4	EA	\$250	\$1,000
Road and trail pavement markings	4	EA	\$500	\$2,000
Major Road Crossing*				
Trail crossing signs	4	EA	\$250	\$1,000
Stop signs on trail	4	EA	\$250	\$1,000
Road and trail pavement markings	4	EA	\$500	\$2,000
Pedestrian crosswalk	2	EA	\$2,000	\$4,000
Mast arms with signs and flashing lights	4	EA	\$8,000	\$32,000
Pedestrian Bicycle Bridges	3	EA	\$150,000	\$450,000
Mile Markers	5	EA	\$250	\$1,250
Wayfinding Signs	6	EA	\$1,500	\$9,000
Interpretive Panels	7	EA	\$2,500	\$17,500
Trailhead				
Parking Lot, aggregate pavement	0	SY	\$0	\$0
Picnic Shelter, 20' x 28', including concrete pad	1	EA	\$35,000	\$35,000
Picnic Tables	4	EA	\$1,500	\$6,000
Drinking fountain	1	LS	\$6,000	\$6,000
Security light	0	LS	\$0	\$0
Bicycle rack	1	EA	\$1,000	\$1,000
Trash receptacle	2	EA	\$800	\$1,600
Landscaping	0	LS	\$0	\$0
Wayfinding Kiosk	1	EA	\$4,500	\$4,500
Subtotal				\$1,560,225
Design and Engineering (15%)				\$234,034
Contingency (20%)				\$312,045
Environmental Permitting (10%)				\$156,023
Segment 5.1a Total Cost				\$2,262,326

We recommend evaluating the feasibility of constructing a traffic circle at two intersections, see narrative for locations, or installing crosswalks, advance pedestrian crossing signs and an overhead mast with pedestrian activated flashers. Depending on result, design and construction costs may increase.

VI. Overall Feasibility

To rank and prioritize each of the proposed trail segments, criteria was established. This criteria included:

- Property Feasibility - the feasibility of acquiring public access for the proposed trail segment.
- Financial Feasibility - the feasibility of securing funding (public & private) to fund development of the proposed trail segment.
- Constructability - the level of ease/difficulty associated with constructing the proposed trail segment.
- Proximity to Population - larger adjacent population means potentially more trail use.
- Likelihood of Use - Likelihood of proposed segment to serve the most amount of the population.

Using 3 to 1 as the score to each category, 3 being high likelihood and 1 being a low likelihood, we scored each criteria as follows:

Property Feasibility

- 3 Property currently held in the public interest; large majority private property owners currently provide access to the corridor for the proposed uses; and/or majority of private property owners are likely to grant easement for proposed trail.
- 2 Private property owners currently provide public access to the corridor for the proposed uses; and/or some private property owners are likely to grant easement for proposed trail.
- 1 Majority of private property owners do not currently provide public access to the corridor for any use.

Financial Feasibility

- 3 High likelihood of being funded as proposed segment meets goals and objectives of potential funders.
- 2 Higher costs to implement due to need for a few bridges to accommodate proposed trail segment.
- 1 Higher costs to implement due to need for a several bridges to accommodate proposed trail segment.

Constructability

- 3 Proposed trail segment can be constructed easily.
- 2 Proposed trail segment requires moderate effort to construct.
- 1 Proposed trail segment requires large effort to construct.

Proximity to Population

- 3 Proposed trail segment adjacent to larger population base.
- 2 Proposed trail segment further from population base/adjacent to smaller population base.
- 1 Proposed trail segment completely isolated from population base.

Likelihood of Use

- 3 Proposed trail segment likely to be used by large cross-section of the population, i.e. off-road shared use path.
- 1 Proposed trail segment likely to be used by large cross-section of the population - i.e. shared roadway/bike lanes.

6.1 Scoring, Ranking and Prioritization

After values were assigned to each category, each segments values were totaled resulting in an overall score. The total scores for each segment were then ranked from highest to lowest. Where scores were tied, we ranked the corridors based on their association with higher ranking segments. Then, each proposed trail segment was prioritized into the following priorities:

- Short Term..... to five years
- Mid Term five to ten years
- Long Term greater that ten years

This prioritization is put forward as a guide for stakeholders to utilize in their implementation efforts for establishing the proposed Barcelona to Chautauqua Institution Trail. The priorities identify where the most effort should be focused. However, if opportunities arise for the acquisition of easements or property associated with lower priority segments stakeholders should not hesitate to seize those opportunities. While this feasibility study assesses various criteria, and assigns values and priorities based on those criteria, they are solely based on our understanding of them at the time the work was completed. We cannot predict when property ownership may change, property owner sentiment may change, funding opportunities and criteria may change, etc. Therefore, one must consider all factors, not only the priority of a particular segment when deciding where to focus implementation resources.

VII. What We Learned During the Planning Process

Good trail planning and design must respond to the concerns and desires expressed during the course of the planning process. During the public meeting, property owner discussions and study committee meetings several themes emerged, they include:

Concerns

1. What is my liability if I allow the trail to go through my property?
2. Who will manage, operate, maintain, patrol the trail, and who will clean up litter and protect my property from vandalism?
4. How will the proposed trail impact my property value?
5. How will you provide for the safety of trail users during hunting seasons?

Desires

1. Interpret the rich history of the corridor as well as its environmental assets.
4. Use work release and/or the probation programs to provide people to maintain the trail.
- 2, Ensure residents and visitors can find their way to and from the trail, our community resources, and the goods and services they need while on the trail.
3. Provide opportunities for geocaching

Barcelona to Chautauqua Institution Trail Segment Summary

Segment	Description	Scoring Criteria					Score	Rank	Priority
		Property* Feasibility	Financial Feasibility	Constructa- bility	Proximity to Population	Likelihood of Use			
4.2	NYSDOT Property to Lakeside Park/State Route 394 - Off-Road Shared Use Trail	3	3	3	3	3	15	1A	Short
1.2	West Main Street to South Portage - Off-Road Shared Use Trail	3	3	3	3	3	15	1B	Short
5.1	Lakeside Park/Route 394 to Chautauqua Institution - Off-Road Shared Use Trail	3	2	3	3	3	14	2A	Short
4.1	East Chautauqua Street to NYSDOT Property - Off-Road Shared Use Trail	2	3	3	3	2	13	2B	Mid
1.1a	Barcelona to English Street - Share the Road	3	3	3	2	1	12	3A	Mid
3.1	Quilliam Road to East Chautauqua Street - Off-Road Shared Use Trail	3	1	3	2	3	12	3B	Mid
2.4	Martin Wright Road to Quilliam Road - Off-Road Shared Use Trail	2	2	3	2	3	12	3C	Mid
1.1b	North Gale Street to Oak Street - Share the Road	3	3	3	1	1	11	4	Long
2.1, 2.2 & 2.3	South Portage Road to Martin Wright Road - Off-Road Shared Use Trail	1	1	2	3	3	10	5	Long

* Based on consultant's understanding, as of this writing, of property owner(s) willingness/likelihood of granting easement.

7.1 Addressing What We've Learned During the Planning Process

Recognizing the need to address what we've learned, we've done some research and provide the following recommendations related to addressing the issues raised.

7.1a What is my liability if I allow the trail to go through my property?

Liability is a concern that all landowners face in making a decision as to whether to permit recreational use of their property by others. What if a trail user is injured on your property? Are you liable?

The New York State Legislature was among the first in the nation to realize how much people depend upon the use of private property for outdoor recreation¹. To encourage landowners to keep their lands open to recreationists, legislation was passed in 1956 that limited the liability of landowners who allowed hunting, fishing, trapping, and training of dogs on their property when no fee is charged and the landowner receives no other consideration from the recreationist. In the succeeding years, numerous other recreation activities have been added to this list in General Obligations Law (GOL) 9-103: canoeing, hiking, horseback riding, bicycle riding, motorized vehicle operation for recreational purposes, snowmobile operation, cross-country skiing, tobogganing, sledding, hang gliding, speleological activities, boating, and the cutting or gathering of wood for noncommercial purposes.

Assuming no fee is charged, the statute states that the landowner owes no duty to keep the premises safe for entry or use by recreationists pursuing the listed activities, or to give warning of any hazardous condition, use of property, structure, or activity on the property to persons entering for recreation. It also states that farm owners or lessees have no duty to keep their farms safe for use by recreationists or to give warning of hazardous conditions or uses of the property.

However, landowners are not protected if they intentionally harm a recreationist, or if they "willfully" or "maliciously" fail to guard against, or warn recreationists of, a danger on the property.

7.1b Who will manage, operate, maintain, patrol the trail, and who will clean up litter and protect my property from vandalism?

Land owners are typically concerned that a trail will bring litter, vandalism and other types of crime to their property. Research has shown that these concerns are typically unfounded, and that where there have been previous litter, vandalism and other crime problems, the opening of a trail assists with elevating those problems. This is due to the fact that those who participate in such activities typically do so in locations where they are likely not to be caught. Therefore they look for secluded areas where it is unlikely they will be caught.

In Rails-to-Trails Conservancy's survey of crime on rail-trails, results show that the real issue is one of perceived rather than actual danger. Of 372 trails surveyed, only three percent reported major crimes such as mugging, assault, rape and murder. Other studies of crime along trails have shown the same result: trails are simply not dangerous places. In fact, rail-trails often clean up formerly derelict areas that had hosted criminal activity, as Charles R. Tennant, former chief of police in Elizabeth Township, Pa., has discovered. "We have found that the trail brings in so many people," he said, "that it has actually led to a decrease in problems we formerly encountered such as underage drinking along the river banks."

Proper design and programming, trail managers can ensure their trail is safe and appealing. A trail cannot be ignored once it is built. First, you must overcome the perception that trails are unwatched areas. Part of the challenge is the location of some trails. Continuous paths suitable for trails are often found along long-ignored waterfront or rail corridors, and many trails are located in areas that have not traditionally hosted many people. But along seemingly hidden trails, you can turn residents into regular trail users by engaging communities along the corridor with meaningful programming.

¹ Recreational access and owner liability, Tommy L. Brown, Department of Natural Resources, Cornell University. Ithaca, NY 1485

Sometimes that includes volunteer patrols or programming with local police. But more often, programming serves to encourage area residents to use the trail. With more trail users, there are more eyes on the trail and fewer opportunities for criminals to attack. With proper design and programming, trails become cherished places that attract more and more users.

The management structure we propose, an umbrella organization consisting of the municipalities which the proposed trail passes through, should ultimately be responsible for the management, operations and security of the trail. However, it does not have to come at a high cost. We recommend this management coalition work with the non-profit sector and with existing trail organizations to provide programming and volunteer trail patrol functions. There are many successful examples of such partnerships throughout the State of New York.

Like programming and patrolling, litter and graffiti clean-up, should it be needed, is typically addressed through volunteer organizations. More often than not trail users, whether associated with an official organization responsible for cleaning up along the trail, will pick up litter and trash they find along the trail during their visit. However, as added reassurance the managing coalition can enter into memorandums of understanding with volunteer organizations to officially assign the clean-up responsibility to a willing volunteer organization. Another mechanism to achieve the same result would be to establish an adopt-a-trail program where individuals and/or organizations can adopt segments of trail which they will maintain.

We recommend the coalition adopt trail rules of use, and establish penalties for violating those rules. The rules should be consistent for the entire trail corridor, and not change as the trail traverses municipal boundaries.

We recommend mileage markers be placed along the trail should a trail user need to identify their location and solicit assistance, and/or to record the location of activities that violate the trail's rules of use. To aid in emergency response, emergency responders should be provided with a map of the trail that identifies access points and the locations of each mile marker along the trail.

7.1c How will the proposed trail impact my property value?

The general concern of property owners when this question is asked is whether their property value will be increased with the proposed trail, resulting in the need to pay more in taxes on the property. Property will not be reassessed do to trail improvements being constructed on property. Therefore, assessed values and the resulting taxes will not increase. Further, there may be opportunities for the property owner to reduce their current tax liability through the donation of trail and/or conservation easements, and/or property, to accommodate the proposed trail.

That said, the trail will likely make the property more valuable when it is placed on the market, and the property owner will likely receive a higher value for the property then they would have without having a trail present. Thirty-five empirical studies have investigated the proximate principle between park land and adjacent land values. Those studies have found that impact of park land is substantial up to 500 feet and in the case of community parks the measurable impact extended out to 2,000 feet. A positive impact averaging 20% increase on property values abutting or fronting a passive park area is a reasonable starting point guideline.



7.1 d How will you provide for the safety of trail users during hunting seasons?

Ensuring the safety of trail users during hunting is important. That said, it does not mean a trail must be closed during hunting season. There are many trails throughout New York State and across the United States that remain open during hunting season. In Dutchess County, the county executive issues a news release prior to each hunting season making the public aware of the hunting seasons and encouraging them to use caution when on the trails.

Rail Trail Users Urged to Use Caution During Hunting Season

Poughkeepsie... Dutchess County Executive William R. Steinhaus and Dutchess County Parks Director Steven Olsen would like to remind users of the Harlem Valley Rail Trail and the Dutchess Rail Trail that the New York State deer and bear gun hunting season opens this Saturday, November 15th and will run through Sunday, December 7th. Rail trail users are encouraged to dress in bright colors for added safety when utilizing either of the County's rail trails during hunting season.

County Executive Steinhaus said, "Although hunting is not allowed in Dutchess County Parks, our two rail trails are adjacent to property where hunting may take place. We urge both hunters and rail trail users to exercise caution and follow all safety rules and regulations."

Dan Watson, the volunteer coordinator for the North Country National Scenic Trail, recommends the following best practices in his news release to North Country Trail Chapters prior to hunting season:

Trail users should keep in mind a few simple things when out and about in the months ahead, to ensure their personal safety as well as optimize their own enjoyable trail experience:

- In many areas, the earliest hunting seasons involve bow hunting for deer, waterfowl hunting, or even certain types of small game hunting. Typically in bow season, hunters wear camouflage clothing and in firearms season hunters wear additional items of blaze orange. Be aware that hunters may not be readily visible to you as you move along the trail.
- You, however, should be readily visible to hunters. Regardless of the current hunting season, it's always a good idea for trail users to wear bright clothing such as orange.
- Trail users who bring their dogs along for company should always keep them on a leash. Trapping seasons often coincide with hunting seasons, and dogs may be attracted to baits or scents used in trapping activities. A brightly colored bandana or other "dog apparel" is another thing to consider for your pet.
- If it's important to you to minimize your possible contact with hunters along the trail, avoid the "high use" hunting times—opening day of various seasons, weekends, and morning/evening hours. Hiking during mid-week in the middle hours of the day will minimize your contact with the largest number of hunters.
- If you observe what you believe is illegal hunting activity, call your local conservation officer to report your observations. Do not confront suspected violators on your own.

Remember that the majority of hunters are folks much like yourself—people who are simply recreating outdoors in their chosen activity. The fact that hunters may be in the vicinity of the trail should not preclude you from using the trail... it's just another variable to consider in your decision-making process.

In Venango County, Pennsylvania, members of the Allegheny Valley Trails Association, an all volunteer organization, post signs at access points along the 90 miles of trail they are responsible for that simply states:

When surveying trail users we find that most will avoid high use hunting areas, or avoid using the trail at all during hunting seasons. Although all hunting seasons can present a danger to trail users, rifle seasons are the most dangerous given the distance their bullets travel. Should an organization desire to close a trail during hunting season, we recommend the closure be limited to the rifle season, which are the big game seasons for deer and bear. These seasons are generally limited in length, resulting in limited trail closures.

Interpret the rich history of the corridor as well as its environmental assets.

In Chapter 1 we inventoried and identified locations of historical significance. We recommend these locations interpreted through signage, and also give the opportunity to learn more by scanning a quick response (QR) code with a smart phone while they are on the trail. QR codes can link visitors to online interpretive media content such as narrations, images, scholarly resources, etc,



Photo Credits: Mike Kotyk

Use work release and/or the probation programs to provide people to maintain the trail.

There are many examples of trail organizations and/or municipalities who use non-violent offenders through work release or probation programs to assist in performing maintenance activities associated with trails. These programs are initiated by discussing the possibility with representatives of the local judicial system.

Ensure residents and visitors can find their way to and from the trail, our community resources, and the goods and services they need while on the trail.

See recommendations for Trail Branding and Wayfinding located in the Appendix



Photo Credits: Mike Kotyk



VIII. Implementation Strategies

8.1 Management Plan

A management plan is an important component to ensure a positive user experience and to effectively manage the potential risk. All parties involved with managing the Barcelona to Chautauqua Institution Trail should adopt a trail management plan before a trail is opened. We recommend policies and procedures be considered in such a plan. The plan should be documented in writing and also be officially adopted by all entities associated with managing the trail. Such a plan defines expectations for the operations, maintenance and security of the trail.

The goal of the management plan is to ensure the trail is safe and usable at all times. Potential hazards should be clearly identified and marked to alert users until they can be repaired. Failure to properly manage and maintain a trail may result in an unsafe condition that may become a hazard to the trail users and a liability to those responsible for managing the trail.

Refer to the Appendix for Management Plan suggested management policies.

1. Trail Management Policies
 - Trail Management Objectives
 - User Safety and Security
 - Natural and Cultural Resource Management
 - The Physical Corridor
 - Programming and Environmental Education Activities
 - Conflicting and Competing Uses
 - Use of Volunteers
 - Monitoring Trail Uses
 - Trail Closures
 - Trail Accessibility
 - Trail Wayfinding and Marking
2. Trail Maintenance Policies
 - Frequency of Maintenance
 - Trail Assessments and Inspections
 - Hazard Tree Identification, Inspection, and Corrective Action
 - Revegetation and Restoration
 - Training



Photo Credit: Mike Kotyk



Photo Credits: Mike Kotyk



8.2 Demonstration Projects

As noted earlier, one of the most important aspects of implementing the proposed Barcelona to Chautauqua Institution Trail is to educate county and municipal officials, as well as residents of Chautauqua County, on how the trail will impact the quality of life, economic development, and tourism in the region. Once decision-makers agree that residents will look to this trail for their physical, emotional and environmental well-being then they may be able to justify the expenditure of time and money to implement the trail.

This can be accomplished by implementing demonstration projects.

Demonstration projects are defined as projects that:

- 1) Create momentum for future expansion of the greenways system
- 2) Are destination-oriented
- 3) Attract both local and regional use/attention
- 4) Increase awareness of the presence and benefits of local natural resources

Potential demonstration projects are those projects which may be more readily achievable with fewer challenges to overcome for implementation. Demonstration projects are also projects that would be ideal, based on their potential to generate economic impact and target a large user base.



Photo Credit: Mike Kotyk

8.2a Proposed Demonstration Projects

SEGMENT 1.2: English Street to South Portage Road Off-Road (Northern Section)

This 0.44 mile segment is proposed to be off-road from West Main Street to the railroad trestle overlook. This segment is owned by one property owner, Northington Holdings, LLC and the Town of Westfield is currently negotiating to acquire this property. After passing the ball field the trail is proposed to go under the Main Street Bridge. We propose a trailhead and comfort station be added on the Village owned property in this location. This proposed off-road section of trail should be 10 feet wide with a compacted aggregate surface.

Segment 4.1a: East Chautauqua Street to NYSDOT Property and Segment 4.2a: NYSDOT Property to Lakeside Park / State Route 394

The Chautauqua lake front in Mayville has great bones and a lot of potential for pedestrian and bicycle improvements:

- There is an existing trail corridor that extends from the existing Portage Trail north to the existing Chautauqua Rails to Trail.
- The majority of the property that contains the corridor is owned by a public entity, whereby public access can easily be granted for trail use.
- Few private land owners are adjacent to the corridor.
- The corridor is currently being used by the Chautauqua Lake Snowmobile Club as a snowmobile trail.
- Lakeside Park, which houses the Chautauqua Belle, and the Mayville Train Station are recreation and tourism hubs along the route.

All of these characteristics make this section of the proposed Barcelona to Chautauqua Institution Trail the ideal candidate for implementation. We expect that improving the trail and its corridor, and developing formalized trailheads at the end of the Portage Trail and at the Mayville Train Station will be met with great interest from the community. We believe the implementation of this segment of the trail will build community support and momentum for future expansion of the trail.

We've identified the segments that make up this proposed demonstration project as Segment 4.1a: East Chautauqua Street to NYSDOT Property and Segment 4.2a: NYSDOT Property to Lakeside Park / State Route 394.

As of this writing, the Chautauqua County Department of Planning and Economic Development has prepared and submitted a NYSDOT Transportation Enhancement application for \$764,000 in funding to implement the proposed improvements recommended for this segment.

Segment 5.1a: Lakeside Park/Route 394 to Chautauqua Institution

Another segment of the proposed trail also ranks high as a demonstration project. The Chautauqua Institution is a major summer attraction in western New York state. Over the course of their season, covering nine weeks, more than 100,000 visitors will stay at Chautauqua and participate in programs, classes and community events for all ages. Chautauqua Institution, founded in 1874, has its roots in the pre-automobile era. Therefore, its grounds are pedestrian and bicycle oriented, with automobiles being an intrusion to its grounds. Therefore, Chautauqua Institution's policies strictly regulate the use of automobiles on the grounds, especially during the summer season when visitors are directed to park their cars in peripheral parking lots and walk and bike on the grounds throughout their stay.

The Chautauqua Institution has the greatest potential of positively impacting the county's economy if it is connected to Mayville, Westfield, and Barcelona. Many visitors already travel on foot and bike within Chautauqua Institution. The proposed trail will provide them with the opportunity to visit other destinations in Chautauqua County.

Therefore, we have identified Segment 5.1a: Lakeside Park/Route 394 to Chautauqua Institution as another priority demonstration project. This proposed segment, as described earlier, is proposed as a shared use path which will parallel State Route 394 within its right-of-way.

As of this writing, the Chautauqua County Department of Planning and Economic Development has prepared and submitted a NYSDOT Transportation Enhancement application for \$2,600,000 in funding to implement the proposed improvements recommended for this segment

Village of Mayville Spur

Project partners must also be aware of planned roadway projects and look for opportunities to combine pedestrian and bicycle improvements with them. For example, NYSDOT has a resurfacing project planned for the spring of 2014. The project is the resurfacing of State Route 430 from Mayville to Dewittville. We recommend project partners approach NYSDOT to determine if bike lane improvements, as proposed in the Concept Plan as the Village of Mayville Spur, can be incorporated with the resurfacing project.

CHAUTAUQUA INSTITUTION VEHICLE AND PARKING POLICIES

It is declared to be the policy of the Institution that travel by foot or bicycle is the normal method of travel within the Chautauqua grounds, particularly during the summer assembly season. The use of motor vehicles within the Chautauqua grounds is regarded as a privilege and a license.

During the summer assembly season, the entry of motor vehicles into, or the parking of motor vehicles within the Chautauqua grounds is prohibited except as provided in the rules; **AVAILABLE HERE.**



Photo Credit: Mike Kotyk

NYS DOT Project ID No. 581240 - Description

Mill existing pavement surface and overlay with of asphalt to prevent additional deterioration on NY Rt 430 from Mayville to Dewittville, on NY Rt. 5 in the city of Dunkirk and on NY Rt. 60 between NY Rt 5 and Doughty St. In addition, closed-drainage structures, frames, and grates and concrete curbing will be repaired/replaced where needed. Work location: Towns of Dunkirk and Chautauqua, Village of Mayville and the City of Dunkirk, all in Chautauqua County

8.3 Management Structure

To date there are a number of partners interested in establishing the trail. These partners should meet to draft and formalize a management agreement for the proposed trail. The agreement should define the responsibilities of each partnership organization. It is critical that an agreement be drafted and adopted in the near future as several property owners have expressed interest in granting an easement to provide public access for a trail corridor through their property. The management agreement should specify who will hold such easements, further, it should specify who will have maintenance and operation responsibilities for the proposed trail.

During the planning process project partners were receptive to continuing discussions around the possibility of an intergovernmental agreement partnership who would be given the authority for the management, operations and maintenance of the trail. We have included a sample intergovernmental agreement in the Appendix to assist in furthering this discussion among the project partners.

**Barcelona to Chautauqua Institution
Trail Partnership**

- Village of Westfield
- Village of Mayville
- Town of Westfield
- Town of Chautauqua
- County of Chautauqua

Regulatory Role & Responsibilities

Supporting Role & Responsibilities

Friends of Chatauqua Greenways

- Westfield Development Corporation
- Chautauqua County Rails to Trails
- Chautauqua Lake Snowmobile Club
- Chautauqua County Outdoor Club
- Allegheny Outdoor Club
- Allegheny Highlands Council, BSA

8.4 Property Acquisition

As noted earlier, much of the former rail corridor has returned to private ownership. Therefore, easements need to be acquired to provide public access to create a hiking trail along this corridor. As stated throughout the planning process there is no interest acquiring easements or property from property owners who are not willing to accommodate the proposed trail, but only from willing property owners.

Where property owners are interested in providing an easement for the trail, we recommend it be formalized through a formal easement agreement, which upon execution, is filed with the property's deed at the Chautauqua County Clerk's office.

Many land owner concerns can be addressed in an easement agreement. We strongly recommend the easement agreement contain a clause that indemnifies the property owners from potential liability claims associated directly with the trail. In some locations, a county will remove the eased portion of property from a land owners tax assessment, thereby reducing their property tax liability.

Where land owners are amenable to donating property for the corridor, every effort should be made to value the donation, so that the property owner may potentially reduce their tax liability, and so the donated value can potentially be used as a non-cash match to other funding opportunities that may be available.

8.4a Model Easement Agreement

We highly recommend that the model trail easement agreement, <http://conserveland.org/modeleasements>, developed by the Pennsylvania Land Trust Association (PALTA) be used as a basis on which easement agreements for the Barcelona to Chautauqua Institution be drafted. The PALTA model has legal standing in Pennsylvania, we believe they same standing can be held in New York with proper review and modification to respond to land use in New York State.

Therefore, we recommend the partners have a land use attorney, practicing in New York State review and modify the model easement as necessary to comply with the laws of New York State.

The corridor with the most potential for easement acquisition, at the time of this writing, appears to be the section of the former railroad corridor between Martin-Wright Road and East Chautauqua Street, **Segment 2.4a: Martin Wright Road to Quilliam Road and SEGMENT 3.1a: Quilliam Road / Portage Trail Trailhead to East Chautauqua Street**, as described in the Concept Plan. This corridor covers 5.75 miles, of which approximately 3.4 miles is currently used as the existing Portage Trail.

Currently there is a handshake agreement to permit public access to the existing Portage Trail for foot traffic and snowmobile use. The property owner should be approached and asked to formalize this access with an easement agreement for a shared use trail. Further, discussions should be initiated with the remaining property owners to the north to discuss the possibility of obtaining easements for public access through their respective properties. These property owners are also currently providing snowmobile access along the same corridor.

8.5 Long Term Projects

There are a couple of projects which we anticipate will be the last to be implemented, as the proposed trail is developed. These include:

- 1) Gale Street Bridge and Old Portage Road bridge rehabilitations for pedestrian and bicycle use. Although these are likely to be projects to be implemented in later phases, in the near term the bridges and their abutments should be evaluated by structural and geotechnical engineers to determine the scope of work, cost and to establish the budget for rehabilitation of each bridge for pedestrian and bicycle use. Consideration should also be given to permitting snowmobile use on these structures when opened to the public for trail use.
- 2) Proposed pedestrian and bicycle crossing of the railroad trestle, as proposed in Segment 1.2a. The trestle carries an active rail line over Chautauqua Creek. Although it may be possible to cantilever a pedestrian and/or pedestrian and bicycle crossing structure to the trestle, it is likely that the railroad may not be willing to consider such a proposal. The railroad will raise valid concerns regarding ensuring safety of the pedestrians and bicyclists and concerns regarding vandalism to their structure. That said, we believe it may be possible to design a solution that responds to the railroad's concerns, while providing the opportunity to accommodate pedestrian and bicycle use to cross the structure. Because these discussions will likely be lengthy and require a significant amount of time to discuss and resolve, we recommend contacting the railroad to begin the dialogue as soon as feasible.

8.6 Corresponding Implementation Projects

There are a number of corresponding implementation projects that should be coordinated with the development of the Barcelona to Chautauqua Institution Trail. These include projects recommended in the following planning efforts.

- Chautauqua Lake Local Waterfront Revitalization Program
- Westfield Connections: Community Planning and Design Initiative
- Town of Westfield and Town of Ripley Waterfront Opportunity Plan

A summary of these projects can be found in the appendix.

IX. Potential Sources of Funding

New York State Consolidated Funding Application
Western New York Regional Economic Development Council
<http://nyworks.ny.gov>

Projects associated with the development of the proposed trail may meet the requirements of several potential funding resources typically included on the application. These include:

Homes and Community Renewal

- up to \$25 million for NYS Community Development Block Grant (CDBG) Program
- up to \$2.2 million for the New York Main Street Program
- up to \$200,000 for New York Main Street Technical Assistance Program
- up to \$1.5 million for Rural Area Revitalization Projects

Office of Parks, Recreation and Historic Preservation

- up to \$2.8 million for Recreational Trails Federal Grants

Council on the Arts

- up to \$4 million for Arts, Culture and Heritage Projects

Department of State

- up to \$12 million for Local Waterfront Revitalization

New York State Department of Transportation

Transportation Alternatives Program

Reimbursable program up to 80% of the eligible project costs.

Provides funding for nontraditional projects that add value to the surrounding transportation system.

New York State Department of Environmental Conservation

Clean Water/Clean Air Environmental Bond Act

Funds and grants for municipal water supply systems, water quality improvement, open space, for parks, municipally run small business environmental compliance to enhance water quality, solid waste, municipal site restoration, and clean air projects.

New York Department of State

Environmental Protection Fund – Local Waterfront Revitalization Program

Grant. 50% match. Funding for planning, design, feasibility studies, and construction projects that advance preparation or implementation of Local Waterfront Revitalization Programs.

New York State, Department of Conservation, Office of Parks, Recreation, and Historic Preservation Environmental Protection Fund

Grant. 50% match - Provides funding for Parks (i.e., preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes); Heritage Areas (i.e., restore or rehab lands, waters or structures); Historic Preservation (i.e., improve, protect, preserve, rehabilitate or restore properties on the State or National Register); and Acquisition (i.e., permanent easement in or fee title to lands, waters or structure for park, recreation, conservation or preservation purposes).

Land and Water Conservation Fund

Grant. 50% match Park development or acquisition of parkland.

USDA Rural Development Community Facilities Grant and Loan Programs

To fund the development of essential community facilities for public use in rural areas and may include hospitals, fire protection, safety, as well as many other community-based initiatives.

Jim Walfrand, Area Director (585) 343-9167 x2200

USDA Rural Development - Western Region

Bath Service Center

415 W. Morris Street

Bath, NY 14810-1038

(607) 776-7398, ext. 4

Rural Business Opportunity Grants

Direct Grant. Nonprofit and public bodied eligible. Maximum of \$1.5 million per grant is authorized by legislation. Funding for technical assistance, training, & planning activities that improve economic conditions in rural areas.

Community Facilities Loan / Grant

Designed to facilitate the development of essential community facilities and services in rural areas (20,000).

National Endowment for the Arts Releases Funding Guidelines for Our Town

Grants ranging from \$25,000 to \$200,000 available to support creative placemaking projects in rural communities. Our Town will invest in creative and innovative projects in which communities, together with their arts and design organizations and artists, seek to:

- Improve their quality of life;
- Encourage greater creative activity;
- Foster stronger community identity and a sense of place; and
- Revitalize economic development.

Applications and guidelines for Our Town 2014 will be available at arts.gov in September 2013 with a deadline of early January 2014.

National Trust for Historic Preservation

Various programs grants and loans historic renovation projects.

Trust for Public Land

Various programs grants and loans, technical assistance open space protection.

Kellogg Foundation

Various programs grants economic development, environmental affairs, urban & community affairs, among others.

Ford Foundation

Various programs grants economic development, environmental affairs, urban & community affairs, among others.

The Waterfront Development Center

Various programs grants and technical assistance waterfront and waterfront related development.

New York State Council on the Arts Architecture and Environmental Arts

Programs and planning projects grants and technical assistance various arts related projects.

APPENDICES

Appendices

Public Outreach

1: Meeting Minutes.....	A1-1
2: Tabulation of Public Meeting & On-Line Survey Results.....	A2-1
3: Parcel Inventory & Analysis.....	A3-1

Management, Policies, and Implementation

4: Sample Management Plan Policies & Recommendations.....	A4-1
5: Trail Branding & Wayfinding.....	A5-1
6: Sample Intergovernmental Agreement.....	A6-1
7: Model Trail Easement Agreement.....	A7-1
8: Model Trail Event & Special Event Policy.....	A8-1



APPENDIX A1 MEETING MINUTES



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Meeting Minutes

Barcelona to Chautauqua Institution

Shared-Use Trail Feasibility Study & Implementation Plan

Public Input Meeting

Meeting Date and Time:

May 23, 6:30 pm

Meeting Location:

Eason Hall

23 Elm Street, Westfield, NY 14787

Attendees:

60 plus attendees, refer to the attached sign in sheets.

The agenda for this meeting was as follows:

1. **Background of the Project** - Mark Geise
2. **Acknowledgements** - Aaron Resnick
3. **Historic Significance** - Joel Seachrist
4. **What is a Feasibility Study?** - John Buerkle
5. **Where Are We Now?** - Mike Kotyk & Lisa Miller
 - a. Inventory & Analysis of Conditions
 - b. Desired Connections
 - c. Potential Trail Alignments
6. **Where Do We Want To Be?** – John Buerkle
 - a. What are your thoughts, wishes & desires?
 - b. What are your concerns?
 - c. What questions do you have?
7. **Next Steps** - John Buerkle & Mike Kotyk
 - 1.1 Mark Geise provided background on how this project was identified through the County Greenway Plan. He then introduced the 17 members of the project steering committee, along with County staff and the consultants from Pashek Associates. He then turned the meeting over to Joel Seachrist, a member of the project steering committee.
 - 1.2 Joel gave a brief overview of the history associated with the corridor, from Celeron's landing on Lake Erie, the establishment of a portage route between Lake Erie and the Ohio River system via Chautauqua Lake, and rail / trolley routes in the corridor through the 1950s. Joel indicated that Pashek Associates charge is to determine if it is feasible to connect Barcelona Harbor to Chautauqua Institution with a trail.

John then briefly described the feasibility study process as an effort that is undertaken to answer the following questions:

1. Where Are We Now?
2. Where Do We Want To Be?
3. How Do We Get There?

John indicated the process in in the first phase, and therefore, we are not able to answer questions, but rather we are here to gather information and input that will assist as in making decisions as we move further along in the process. John indicated the only question he was prepared to answer tonight is that no ATV use will be permitted within the corridor.

- 1.3 Mike Kotyk and Lisa Miller then reviewed an inventory and analysis of conditions. Mike began by indicating that a successful trail not only gets travelers from A to B, but it also provides connections to amenities, attractions, and providers of goods and services on and near the corridor.

He also indicated can exist in many forms, and the ideal trail would allow users of all ages and abilities to travel it. Trail types mentioned included: hiking trails, off-road shared use trails, bicycle lanes and shared roads. Mike indicated the final recommendation may consist of several trail types in order to make the desired connections.

Mike and Lisa then reviewed the inventory and analysis of the corridor by giving a detailed description of the corridor in the following segments:

- a. Sheet 1 - Barcelona Harbor to Westfield (Martin-Wright Road)
- b. Sheet 2 - Westfield to Portage Trail (Quilliam Road)
- c. Sheet 3 - Portage Trail to Mayville (East Chautauqua Street)
- d. Sheet 4 - Mayville
- e. Sheet 5 - Mayville to Chautauqua Institution

- 1.4 John then indicated the most important part of this evening's meeting would take place, attendees will be asked to share their thoughts, wishes & desires, questions, concerns and opportunities with us. John said their goals are:

- To understand your wants and needs
- To be good listeners and identify your desires & wants and issues & concerns
- To synthesize the information collected tonight into the planning process and to use it to guide the decision making process as the project progresses.

Attendees were then given index cards and asked to answer the following questions:

1. What are your thoughts, wishes & desires?

2. What questions do you have?
3. What are your concerns?

Attendees were given approximately 10 minutes to complete this exercise.

- 1.5 John then gave everyone the opportunity to share the thoughts they had written on their cards with everyone in attendance. The following is a summary of the input given by attendees:

- Nice quiet trail to bike on.
- Motorized vehicles a negative.
- What is the return on investment.
- Provide brochures detailing history.
- Why hasn't there been maintenance previously on the existing trails?
- What will be the long term maintenance needs?
- Make improvements in phases.
- Need off-road, family friendly trail.
- Provide guided tours.
- Trail will need good signage.
- Trail should preserve wildlife.
- Trail will need rules and they should be enforced.
- Need family friendly, short segments.
- Opportunities for tourism.
- Use snowmobile system as a model.
- Electronic wayfinding.
- What are the responsibilities of the property owners?
- Concerned with noise from snowmobiles.
- What liability will the property owners have?
- Need to provide adequate restrooms.
- Who will pay for the upkeep of the trails, I don't want higher taxes.
- What will be the traffic impacts and other impacts on existing infrastructure?
- Need to provide multiple opportunities to access the trail.
- How do you keep people on the trail, out of backyards, what about vandalism, etc.
- Protect private property.
- Need to provide adequate information about the trails.
- Publish trail maps, sell ad space to local businesses to pay for maps.
- How does this trail compare to other projects you have completed?
- Concerned that the trail will reduce my property values.
- A paved trail is a good idea.
- Can work release inmates be used to perform trail maintenance?
- Need to provide adequate parking opportunities at multiple locations along the corridor.

- Need to provide trail security.
- Utilize existing access points – Look for alternatives when property conflicts exist.
- Provide adequate amenities along the trail, restrooms, benches, interpretive signs, etc.
- Consider return transportation to parking areas.
- What are the pros and cons for landowners to consider?
- Emphasize natural & historical resources – coordinate with school curriculums.
- Concerned with intrusion of privacy as an adjacent land owner.
- Concerned with those walking dogs, barking, not picking up after dogs, etc.
- Need to police and monitor trail so it is safe.
- What are the long term maintenance concerns?
- Will a non-profit organization be responsible for the trail?
- Signs need to be durable.
- What stipulations will the easement agreements contain?
- Will there be consideration for other powered mobility devices?
- Need to ensure public is kept informed of the process and able to continue to provide input.
- Need to complete the sidewalk from the Boy Scout property to Chautauqua Institution.
- Will the characteristics of vary trail segments vary depending on their locations?
- What will the agricultural impacts be, i.e. trail location, trail users picking grapes, farmers spraying grapes, etc?
- Are there trail user counts for the current trails?
- Need to coordinate and communicate with local EMS providers.
- Properties with trails nearby will attract future land owners.
- Will there be conflicts during hunting season?
- Need to maintain existing snowmobile access.
- Need to provide off-street parking.
- Provide land owners with gates that would allow them to close off the trail during designated seasons or conditions.
- Certain areas will need to have engineering studies completed to determine if trail can be accommodated.
- Incorporate year round use in vision for the trail.
- Trail logistics – how are multiple uses accommodated without conflict?
- Provide benches and picnic tables at points of interest.

- 1.6 Comment cards were collected and all input written on the cards is documented in the attached Record of Public Input.

- 1.7 John also asked attendees to turn in their public comment questionnaires before leaving. 42 completed questionnaires were collected.
- 1.8 John thanked everyone for attending, requested that they complete the on-line survey and join the Facebook page established for the trail, share this information with interested friends, families and neighbors, and make sure they have signed the sign-in sheet so they can be notified of the next meeting.

The information contained in these minutes was recorded by Pashek Associates and represents our interpretation and understanding of the discussions that occurred during the meeting.

Prepared by:



John O. Buerkle, Jr.

Distribution: Study Committee
Mark Geise
Don McCord
Lisa Schmidtfrerick-Miller
Erica Grohol

The following is a record of input provided on the index cards distributed and collected during the May 23, 2013 Public Meeting:

- Least amount of footprint possible without highway use
- Wide trails; 6' plus
- Bike and Hike & cross-country skiing accessible
- Signage for distance, viewing areas, etc.
- Different surfaces; stone dirt, mulch, corduroy, etc.
- Safety biggest issue always. Always keep maintained (will help with)
- Enforcing rules & regulations
- Markers along whole system to aid in case of emergency. Different color for each area of coverage for fire & rescue.
- Personal property – off road property (right-of-way???)
- Noise – snowmobilers – time limits on them
- Liability on the bridge in Barcelona – purchasing the properties or getting right-of-way
- Land owner commitment?
- Upkeep – liability – privacy - trash
- Landowners commitment? How long? Lease?
- How about finishing sidewalk from Boys Scout Camp to Chautauqua Institution
- If this is needed and the County has been working on greenway for 5+ years, why are the current trails in such bad shape?
- Desire not going through my property
- Width of trail, define multi-use in your Vision
- Conflict between different type of users
- Concerned about cost, maintenance, people on my property, litter
- Width of trails
- covering material
- who has access
- insurance
- upkeep of trails
- security
- responsibility (owner)
- trail head parking off road
- signage at each road crossing
- EMS access
- Ability to close gate off if necessary
- Park benches – picnic tables
- I would like to see a history walking tour brochure that could be readily available
- Thruway signage
- Trail should not be open year round – proposed trail runs through hunting areas – snowmobile club doesn't open its season until deer hunting is over
- A gas transmission line runs through the old trolley line across the dirt trestle (Big Fill) so caution needs to be used in planning drainage and surfacing.

- Some of the land used by the old trolley was transferred by restricted deed (railroad use only)
- A nice quiet trail that is passable and multi-use
- More action – less talk
- I want no wildlife harmed in the making of the trail, like the beavers
- Why would people be against this?
- When will it be done
- Is there a volunteer group for maintenance
- What about an off trail around lake
- Property values
- Vandalism/littering
- Noise
- Like the idea but worried about little problems with maintenance, etc.
- You finish the trail what about continued maintenance and interest, look at the amount of litter now
- Engineering studies
- Who pays taxes
- Who pays for property
- Who carries liability insurance
- Who keeps it clean
- Who polices disturbances
- Who controls noise
- Who are the stakeholders
- Who reimburses Chautauqua
- How does this project compare with others with regards to its possibilities for completion
- Very positive feelings about the trail overall
- Hopeful for a surface that is easy to walk, pedal, paved very nice thought
- Possibly occasional guided walks or open house to familiarize people with trail
- Definitely hope for good drainage – CRT at times if frustrating where it is so muddy
- Limit or avoid snowmobiles/ATV's, etc.
- How promote our trail systems outside the area to increase tourism
- Geocache on the trail/tourism potential
- Try to form relationships with the Audubon & RTPI for wildlife/birding opportunities/education
- Envision, plan, get rights-of-way/access for whole trail
- Install signs and improve in phases and segments
- Chautauqua Gorge is a gem – hard for people to access it
- Off road is best – existing road connections are ok
- If this trail can allow a route from Westfield to the North Lake Rec Center
- I think it is important to conserve the wildlife. Not only is it good for the environment but it would make the trail more enjoyable
- Mackinac Island – allows snowmobiles b/c the motorized vehicle is never on the ground, it is on the snow

- Maintenance
- BOCES conservation clay
- Cassadaga Job Corps
- Scout troops
- Restroom ahead at Joe's Drive-in - sponsored pit stops by store owners
- Mileage/elevation signs: food 2 miles ahead at – Bonars – Dicks Harbor House, etc.
- I hate pavement – don't use your road bike
- Can the trail go on the edge of property rather than through it?
- How does the overland trail work?
- Can we find a spot to overnight camp like the cemetery church site off the GAP? Scouts overnight on Scout property? Sponsor a cleanup and camp event?
- Don't harm the wildlife (Beavers). It is part of the attraction
- I like the challenge of some of the "poor surface"
- I like the "hard work" of mountain biking
- Will snowmobiles ruin the surface?
- Who will maintain the trash?
- Will there be sponsored interpreted walks/tours?
- Loss of "nature"
- It will take too long to complete. Let's get started
- Motorized vehicles?
- Snowmobiles +/-
- Cross country ski w/o snowmobiles
- Signage – Signage- Signage
- Geocache on the trail – scan signs for smartphones
- What type of ROW agreements with landowners
- Could landowner change minds later? How would that impact trails?
- Who would enforce rules/use?
- Affect selling property?
- Like the concept – devil in the details
- Would side trails into gorge be considered? Fitches – Buttermilk Falls – Kent Reservoir
- Not in favor of any motorized use/noisy activities. Will refuel to allow trail on my property
- My property borders Kent Reservoir
- What is the vision for this
- Is it possible to designate most if not all parts of the trail as non-motorized travel only.
- Shorter "loops", access needs to parking (family use)
- All areas multi-use or same areas non-vehicle (snowmobiles vs. cross-country skiing)
- Maintenance strategy
- County/towns involvement (current waterway in county, largely unusable due to downed trees)
- What happens if we agree to people accessing our property, and then discover our property being damaged?
- Ability to promote tourism/visits to businesses/our history – both at sites along the way and at "gateway" site(s)

- Will information about the whole of Northern Chautauqua Co. and all of the County be readily available to travelers along the trail?
- Ability to upgrade total trails condition to maximize use
- I like the idea of the off road trail from Barcelona to C.I. If completed it should consider snowmobilers and horses and accommodate both
- Landowner resistance NIMBY
- Costs of construction/improvement
- Insurance for liability?
- Can Lakeview Corrections People be utilized for construction and maintenance?
- Desire historic & informative markers along trail and trailheads
- Maintenance concerns
- Prefer off road ROW
- Good walking surface
- Good durable interpretive signage both history & natural
- Good drainage
- Regular patrols for safety and litter
- Adequate parking
- This would be a great idea if it utilized current public access areas and did not infringe on private property
- Concerned with increase in traffic on or around my private property, litter, increased sound
- Concerned about potential to increase values and my taxes
- Increase in assessed value of property especially due to paved trail = increase in taxes
- Concern with motorized traffic whether intended or unintended – especially tearing up trail and adjoining property
- Wandering onto (trespassing) adjoining property
- Funding for drainage/paving to include future funding 5/10/20 years from the date of implementation
- Liability/insurance for covering homeowners
- Why not improve keeping current trails with more minor improvements?
- Current bike trails 394/Plank Rd.
- Agricultural concerns
- Paving would adversely affect the natural aspects of the trail
- Concerned with landowner being kept informed/involved especially those who do not have the internet.
- Great idea! I like how it links natural resources (land, water, forest) to cities of Mayville, Westfield, and Chautauqua. It's nice to give people options to use whatever sections they wish with easy access to convenience
- We need more projects like this in Chautauqua County! Keep up the great work!
- Who will maintain?
- Bike rentals?
- Shot sections, easily accessible at both ends for persons not wishing or able to do whole distance
- Transportation to and from these points (Lakeview Bar has two story busses)

- Increase local taxes for ongoing upkeep?
- Ability of local infrastructure to handle any result in increase in traffic, etc.
- Electric/clean carts for disabled/elderly?
- Coordination w/local museums? (Mayville Depot?)
- Use of solar/wind/other for restrooms etc.? (grants available?)
- Impact of economic downtown, gas prices, etc. on peoples' travel?
- Any survey of demand from persons outside the community – what do they want?
- Experiences of other such projects already operational?
- Wish to have a trail that is easy to traverse that would have rest stops, restrooms and sporadic parking areas to lure visitors to our town and to have them spend money
- Possible transport back where they started.
- As a landowner, what are the pros and cons of having the trail on my property?
- Liability?
- As a Westfield Historian and from a family who has been in the area since 1837, the access to the historic routes for all ages and abilities (both Portage trail and Rail/Trolley Routes) is #1. The nature aspect is also important (wildlife, fish, geology). The waterfalls. Educational brochures and events.
- Hour will “policing” of trails be done (trash) and preventing ATVs etc.
- Respect property owner and wildlife etc.
- Insurance
- Work with the public historians Devontay/or Michelle Henry, others... also local police, fire, rescue
- Who will maintain the trails
- Great idea for all ages – the historical aspect
- Great teaching tool for schools – survey to schools on use and application
- Great attraction to travelers who love outdoors, history and adventure and exercise
- What extent can you utilize volunteers?
- Cost? And how to attract people – online? State welcome center?
- Start trail at Lake Erie
- Preferably Barcelona to Mayville
- The complete Mayville to Chautauqua easier and less costly
- Why traffic off 5 & 20 more than 394. People and families start at Barcelona or Westfield
- Mostly natural trail with property identification signage – like access to Mayville & Westfield to restaurants
- Some areas for bike or flat lands like Barcelona to Westfield
- Top of Maple Hill to Chautauqua for bikes of course paved sections
- Uniformity, signage, maps – gps = connect existing
- Equestrian (huge industry) – facility, H₂O, rest stops, parking
- How much contact w/snowmobile clubs. They seemly have developed a system at limited cost and with landowners approval
- Wish for multi-generational use, signage of history
- Desire to have eventual mountain bike challenge and competition
- Volunteers usage
- Restroom facilities – composting toilets

- Is the present trail privately owned?
- Businesses could develop along the trail!
- It's done successfully in other cities already
- There was federal money for historic corridors
- The paper streets in Barcelona could be used.

**Barcelona to Chautauqua Institution
Multi-Use Trail Feasibility Study & Implementation Plan**

Public Input Session

Thursday, May 23, 2013 6:30 pm – 8:00 pm, Eason Center, Westfield, NY

Name	Address	Phone	Email
1. Nancy Walker	11 Cass St. 7577 N. Gale St.	716-269-8167	davnan1997@roadrunner.com
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3. Russ Boyer	118 W MAIN WESTFIELD	269-8606	BOYSBY@FREDONIAH.E
4. Andrew Casne	8805 West Main Westfield, NY	326-2003	and4833@windotrogan.net
5. Dave Brooker	Eason Hall Elm St. Wfd.		Trustec@VillageofWestfield.org
6. Judy Jones	4909 W. Lake Rd Mayville, NY	753-2178	
7. Campbell	7765 W. Gale Westfield	753-6604	
8. Marybelle Bessa	117 UNION ST WESTFIELD	326-6171	marybz@fairpoint.net
9. Jack Voetker	7120 Buylck Danville	753-2884	jvoetker@citiborg
10. Alf Plouffe	22 CHASE ST WESTFIELD	326-3917	ALCONRUE@YAHOO.COM
11. John Rowson	32 WATSON AVE WESTFIELD, NY	369-3413	vrowlinton@CHOCOLAQUAC.CHATEAUPR.ORG
12. Steve Cozzam	89 UNION ST W3D	326-3486	SKICAO@FAIRPOINT.NET
13. William A. J...	4929 West Lake Rd Mayville, NY	753-7010	helo@ill@ccomet.net
14. Judy A. McCord	116 S. Portage St Westfield, NY	326-2054	dmccord@fairpoint.net
15. Mary Ann Leonard	1553 Martin Wright Westfield	326-4776	
16. Mitch Rubini	Westfield		mrubini@roblumco.co
17.			
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**Barcelona to Chautauqua Institution
Multi-Use Trail Feasibility Study & Implementation Plan**

Public Input Session

Thursday, May 23, 2013 6:30 pm - 8:00 pm, Eason Center, Westfield, NY

Name	Address	Phone	Email
1. <i>Carol Reerin</i>	<i>Mayville</i>	<i>716 761 7914</i>	
2. ANDY JOHNSON	6059 Douglas Road Westfield, NY	716.664.1661	a.johnson@ecostrategies pllc.com
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8. <i>Boyd Davis</i>	<i>2912 E. Lake Rd. Mayville</i>	<i>366-6106</i>	<i>davrx@gmail.com</i>
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**Barcelona to Chautauqua Institution
Multi-Use Trail Feasibility Study & Implementation Plan**

Public Input Session

Thursday, May 23, 2013 6:30 pm – 8:00 pm, Eason Center, Westfield, NY

Name	Address	Phone	Email
1. David Weller	71 Coss St. 7257 North Gale Rd	326-6000	Dawson1997@roadrunner
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6. Peter H. Mott	15 W 2nd st. Wfd	326-3255	—
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**Barcelona to Chautauqua Institution
Multi-Use Trail Feasibility Study & Implementation Plan**

Public Input Session

Thursday, May 23, 2013 6:30 pm – 8:00 pm, Eason Center, Westfield, NY

Name	Address	Phone	Email
1. Cathie Wilson	W Leake Rd		cmeteen@roadrunner.com
2. Doug Marshall	P.O. 304 Deerfield 14728		
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8. Lena Young	"		
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SITE DESIGN,
RECREATION PLANNING,
LANDSCAPE ARCHITECTURE,
COMMUNITY PLANNING,
ZONING

Meeting Minutes

Barcelona to Chautauqua Institution

Shared-Use Trail Feasibility Study & Implementation Plan

Public Input Meeting

Meeting Date and Time:

September 25, 2013 - 6:30 pm

Meeting Location:

Webb's Year Round Resort
115 West Lake Road Mayville, New York 14757

Attendees:

100 plus attendees

The agenda for this meeting was as follows:

1. **Background of the Project** - Mark Geise
 2. **What is a Feasibility Study?** - John Buerkle
 3. **What We've Learned** - Mike Kotyk
 - a. Inventory & Analysis of Conditions
 - b. Desired Connections
 - c. Potential Trail Alignments
 4. **Feasibility Conclusions** – John Buerkle
 - a. What are your thoughts, wishes & desires?
 - b. What are your concerns?
 - c. What questions do you have?
 5. **Recommended Demonstration Projects** - John Buerkle & Mike Kotyk
 6. **Input & Feedback on the Plan**
 7. **Next Steps**
- 1.1 Mark Geise provided background on how this project was identified through the County Greenway Plan. He then introduced the 17 members of the project steering committee, along with County staff and the consultants from Pashek Associates.
 - 1.2 John then briefly described the feasibility study process as an effort that is undertaken to answer the following questions:
 1. Where Are We Now?
 2. Where Do We Want To Be?
 3. How Do We Get There?

- 1.3 John reviewed what we learned through the planning process, discussing public and property owner feedback, as well as steering committee and stakeholder input.
- 1.4 John reviewed the Concerns and Desires brought to our attention during the planning process.
- 1.5 Mike discussed the feasibility study conclusions and reviewed the concept plan maps, describing each map section and segment of the trail individually.
- 1.6 Mike reviewed the trail corridor feasibility scoring and prioritization chart.
- 1.7 John addressed what we learned throughout the planning process with specific focus on:
 - Property owner liability concerns;
 - Management and maintenance of the trail;
 - How the trail will impact property value;
 - Safety during hunting season;
 - Interpreting the history of the corridor
 - Interpreting environmental assets
 - Signage and promoting the trail
- 1.8 John reviewed the recommended potential demonstration projects.
- 1.9 John then indicated the most important part of this evening's meeting would take place, attendees will be asked to share their thoughts, wishes & desires, questions, concerns and opportunities with us. John said their goals are:
 - To understand your wants and needs
 - To be good listeners and identify your desires & wants and issues & concerns
 - To synthesize the information collected tonight into the planning process and to use it to guide the decision making process as the project progresses.

Attendees were then given index cards and asked to answer the following questions:

1. What are your thoughts, wishes & desires?
2. What questions do you have?
3. What are your concerns?

Attendees were given approximately 10 minutes to complete this exercise.

- 1.10 John then gave everyone the opportunity to share the thoughts they had written on their cards with everyone in attendance. The following is a summary of the input given by attendees:

- Hikers and bikers would be great, but snowmobiles within 50' of homes are undesirable.
- Why spend money on trails instead of bringing in business, industry, and universities?
- Please try to make the trail like the one at Presque Isle in Erie.
- What is the actually NYS right-of-way on Route 394?
- Where will the snowmobile sections be?
- Outdoor clubs spending thousands of dollars to go elsewhere for recreation. Bring them here instead!
- Protect the ecosystem.
- Can there be a loop on the Overland trail?
- Patrol trails for motorized use.
- Need more equestrian trails.
- Don't take away any property on Route 394.

1.11 John thanked everyone for attending, requested that they join the Facebook page established for the trail, share this information with interested friends, families and neighbors.

The information contained in these minutes was recorded by Pashek Associates and represents our interpretation and understanding of the discussions that occurred during the meeting.

Prepared by:



John O. Buerkle, Jr.

Distribution: Study Committee
Mark Geise
Don McCord
Lisa Schmidtfrerick-Miller
Erica Grohol

**Barcelona to Chautauqua Institution
Multi-Use Trail Feasibility Study & Implementation Plan**

Public Input Session

Wednesday, September 25, 2013 6:30 pm - 8:00 pm, Webb's Year-Round Resort, Mayville, NY

Name	Address	Phone	Email
1. JACK GULVIN	6931 Allen Westfield	326 3223	jackgulvin@hotmail.com
2. M. Robert Miller	2373 ERICKSON ROAD Ashville, NY 14710	782 4592	
3. G LaPorta	9125 W. LAIRD WFD.	630-886 6867	
4. Lynn + Jason Mathews	4965 Potter Rd. Mayville, N.Y. 14757	716/490-0041	lynnmathews0916@yahoo.com
5. PAUL & SONIA MATHEWS	4953 POTTER RD MAYVILLE NY 14757	716-753-2657	
6. Ann Rogers	PO Box 142 Mayville		
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8. LINDA + RON McCLURE	6542 NORTH AVE MAYVILLE, NY	412 398-6454	LMH3645@WINDSTREAM.NET
9. Peter H. Mott	15 W. 2ND ST WFD	326-3255	
10. Michèle Jane	4929 W. LAKE RD Mayville	753-7010	
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15. B. Plwein	13901 SHAKU #1A 214	991-6872	
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Barcelona to Chautauqua Institution

Multi-Use Trail Feasibility Study & Implementation Plan

Public Input Session

Wednesday, September 25, 2013 6:30 pm – 8:00 pm, Webb's Year-Round Resort, Mayville, NY

Name	Address	Phone	Email
1. Mark Smith	16 Parkside St Mayville	753 2436	smith14757@ fairpoint.net
2. David Brown	148 So. Portage	326 3726	
3. Sandy Brown	148 So. Portage	326 3726	
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Barcelona to Chautauqua Institution

Multi-Use Trail Feasibility Study & Implementation Plan

Public Input Session

Wednesday, September 25, 2013 6:30 pm – 8:00 pm, Webb's Year-Round Resort, Mayville, NY

Name	Address	Phone	Email
1. Dave McCoy	Jonestown, NY	716-527-2713	dmccoy@earthlink.net
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3. Bill Flenden	Mayville NY	753 3844	flenden@netnet.net
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8. Judith Kelleher	MAYVILLE	714 655 7265	DNA
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11. Ruth CORRE	West Field	326 3917	d-corre@
12. Ruth CORRE	West Field	326 3917	yahoo.com
13. Paul Gavin	Dunkirk	363 0366	pgavin@dot.state.ny.us
14. Dave & Ann Pruitt	FINDEGLAN		
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**Barcelona to Chautauqua Institution
Multi-Use Trail Feasibility Study & Implementation Plan**

Public Input Session

Wednesday, September 25, 2013 6:30 pm - 8:00 pm, Webb's Year-Round Resort, Mayville, NY

Name	Address	Phone	Email
1. Matt Terrill	275 E. main ST Westfield	716 326 6919	matt@chautauquech.com
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**Barcelona to Chautauqua Institution
Multi-Use Trail Feasibility Study & Implementation Plan**

Public Input Session

Wednesday, September 25, 2013 6:30 pm – 8:00 pm, Webb's Year-Round Resort, Mayville, NY

Name	Address	Phone	Email
1. Ed CHAUSEBROOK	29 FIRST ST WESTFIELD NY 12797	716 365 5008	
2. Julie TRAVIS	8208 SYCAMORE Westfield		
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7. John Findlay	Cummings	716 456 2528	
8. John Paul Wolfe	147 W. Main Westfield	326-3714	
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**Barcelona to Chautauqua Institution
Multi-Use Trail Feasibility Study & Implementation Plan**

Public Input Session

Wednesday, September 25, 2013 6:30 pm - 8:00 pm, Webb's Year-Round Resort, Mayville, NY

Name	Address	Phone	Email
1. R.J.	WESTFIELD	326-2973	
2. Thom Wright	Judson		
3. Tim Jacobs	Mayville		
4. Martha Anderson	Bemus Pt	386 4122	
5. Jim Emile	JTN		
6. Mark Dowhy	Mayville	753-7989	
7. Harold Reynolds	Sherman		
8. Bob Reynolds	Mayville	753-6888	rreynolds@clake.org
9. Scott Wingerter	Westfield	326-4744	
10. Pat Spicer	Russell Pa.	814-757-8331	
11. Dennis Anderson	JANES TOWN	714 969-9772	
12. MARTY BOVA	MAYVILLE	716 753-2125	
13. Frank Haysle	Mayville	753-3539	
14. Bert Long	Mayville		
15. Judy Jones	Mayville		
16. William Jones	Mayville	753-6005	mayville to Chautauqua
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18. D. Westerman	32 Weeks Pt	716 665-4522	dogwalder

Mayville Fork

Barcelona to Chautauqua Institution Multi-Use Trail Feasibility Study & Implementation Plan

Public Input Session

Wednesday, September 25, 2013 6:30 pm – 8:00 pm, Webb's Year-Round Resort, Mayville, NY

Name	Address	Phone	Email
1. Janie Raynor	58 West Chautauqua, Mayville	753-7262	janiendogs@roadrunner.com
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**Barcelona to Chautauqua Institution
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Public Input Session

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2. Justin Parker	6941 PARKER RD MAYVILLE		
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APPENDIX A2
TABULATION OF PUBLIC MEETING & ON-LINE SURVEY RESULTS

Barcelona Harbor to Chautauqua Institution Multi-Use Trail Survey

1. Do you currently use the Portage Trail and/or Chautauqua Rails to Trail?

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Yes	60.7%	37	64.3%	27	62.1%	64
No	39.3%	24	35.7%	15	37.9%	39
<i>answered question</i>						
<i>skipped question</i>						
	100%	61	100%	42	100%	103
	0%	0	0%	0	0%	0

2. How often do you use the Portage Trail and/or Chautauqua Rails to Trail?

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Once a day	3.1%	1	7.7%	2	5.2%	3
Once a week	9.4%	3	7.7%	2	8.6%	5
Once a month	34.4%	11	42.3%	11	37.9%	22
Once a year	53.1%	17	42.3%	11	48.3%	28
<i>answered question</i>						
<i>skipped question</i>						
	52%	32	62%	26	56%	58
	48%	29	38%	16	44%	45

3. What is your primary reason for using the Portage Trail and/or Chautauqua Rails to Trail?

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Recreation	40.6%	13	48.1%	13	44.1%	26
Exercise and Fitness	34.4%	11	37.0%	10	35.6%	21
Local Transportation	0.0%	0	0.0%	0	0.0%	0
Snowmobiling	3.1%	1	11.1%	3	6.8%	4
Other (please specify)	21.9%	7	3.7%	1	13.6%	8
<i>answered question</i>						
<i>skipped question</i>						
	52%	32	64%	27	57%	59
	48%	29	36%	15	43%	44

Number	Response Date	Other (please specify)
1	Jul 9, 2013 7:57 PM	Bike
2	Jul 9, 2013 3:12 PM	history
3	May 23, 2013 1:22 PM	Snowmobiling and dog walking
4	May 20, 2013 3:28 PM	geocaching
5	May 20, 2013 2:16 PM	horseback riding
6	May 12, 2013 7:04 PM	geocaching
7	May 11, 2013 11:45 AM	to get back to nature
8		Public Meeting Own / Check

4. What are your primary methods of travel on the Portage Trail and/or Chautauqua Rails to Trail? (select all that apply)

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Jogging	4.1%	2	4.2%	2	4%	4
Biking	16.3%	8	22.9%	11	20%	19
Walking	51.0%	25	41.7%	20	46%	45
Cross-country skiing	10.2%	5	14.6%	7	12%	12
Snowshoeing	6.1%	3	8.3%	4	7%	7
Snowmobiling	6.1%	3	6.3%	3	6%	6
Other (please specify)	6.1%	3	2.1%	1	4%	4
	<i>answered question</i>	32	64%	27	57%	59
	<i>skipped question</i>	29	36%	15	43%	44

Number	Response Date	Other (please specify)
1	Jul 9, 2013 4:59 PM	Walking
2	May 20, 2013 2:16 PM	horse
3	May 13, 2013 2:08 AM	d
4		Public Meeting ATV / Tractor

5. If the trail had an improved surface, I would:

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Be more likely to use the trail	40.6%	13	90.9%	20	61.1%	33
Be less likely to use the trail	6.3%	2	4.5%	1	5.6%	3
Not change my use of the trail	53.1%	17	4.5%	1	33.3%	18
<i>answered question</i>	52%	32	52%	22	52%	54
<i>skipped question</i>	48%	29	48%	20	48%	49

6. What type of trail surface do you prefer?

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Compacted Stone	28.1%	9	55.6%	15	40.7%	24
Paved	18.8%	6	7.4%	2	13.6%	8
Leave As Is	53.1%	17	37.0%	10	45.8%	27
<i>answered question</i>	52%	32	64%	27	57%	59
<i>skipped question</i>	48%	29	36%	15	43%	44

7. What activities do you do when you visit the Portage Trail and/or Chautauqua Rails to Trail? (select all that apply)

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Exercise	29.4%	25	30.7%	23	30.0%	48
Nature Education (Interpretation)	10.6%	9	10.7%	8	10.6%	17
Nature Photography	17.6%	15	14.7%	11	16.3%	26
Dog Walking	8.2%	7	10.7%	8	9.4%	15
Local Transportation	0.0%	0	5.3%	4	2.5%	4
Environmental Education Programs	1.2%	1	1.3%	1	1.3%	2
Wildlife Viewing	24.7%	21	26.7%	20	25.6%	41
Other (please specify)	8.2%	7	0.0%	0	4.4%	7
<i>answered question</i>	52%	32	64%	27	57%	59
<i>skipped question</i>	48%	29	36%	15	43%	44

Number	Response Date	Other (please specify)
1	Jul 9, 2013 3:12 PM	history
2	Jun 22, 2013 10:07 PM	Geocaching
3	May 23, 2013 1:22 PM	Snowmobiling
4	May 21, 2013 3:42 PM	Economic history review
5	May 20, 2013 3:28 PM	geocaching
6	May 12, 2013 7:04 PM	geocaching
7	May 11, 2013 11:45 AM	camping

8. Would you like to see the Portage Trail and/or Chautauqua Rails to Trail extended to connect:

Answer Options	On-line Response Yes	On-line Response No	On-line Response Maybe	On-line Response Count	Meeting Response Yes	Meeting Response No	Meeting Response Maybe	Meeting Response Count	Total Response Yes	Total Response No	Total Response Maybe	Total Response Count
Barcelona Harbor	27	3	2	32	20	2	5	27	47	5	7	59
Westfield	26	4	2	32	23	0	4	27	49	4	6	59
Mayville	24	5	3	32	22	1	4	27	46	6	7	59
Chautauqua Institution	22	5	5	32	16	4	7	27	38	9	12	59
<i>answered question</i>				32				27				59
<i>skipped question</i>				29				15				44

9. Would you use the Portage Trail and/or Chautauqua Rails to Trail more if it extended from Barcelona Harbor to Chautauqua Institution?

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Yes	68.8%	22	66.7%	18	67.8%	40
No	9.4%	3	18.5%	5	13.6%	8
Maybe	21.9%	7	14.8%	4	18.6%	11
<i>answered question</i>	52%	32	64%	27	57%	59
<i>skipped question</i>	48%	29	36%	15	43%	44

10. What type of trail do you prefer?

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
on-road bike lanes	2.0%	1	0.0%	0	1.1%	1
natural surface hiking/biking trail	68.0%	34	83.8%	31	74.7%	65
Paved multi-use trail	30.0%	15	16.2%	6	24.1%	21
<i>answered question</i>	82%	50	88%	37	84%	87
<i>skipped question</i>	18%	11	12%	5	16%	16

11. Limited resources are available to develop and maintain trails, so money and time should be focused on the most immediate needs first. Please rank trail needs using a scale from 1 to 10 where 1 is least important and 10 is most important. In your opinion, how important is it that we:

Answer Options	On-line 1 Least Important	On-line 2	On-line 3	On-line 4	On-line 5	On-line 6	On-line 7	On-line 8	On-line 9	On-line 10 Very Important	On-line Rating Average	On-line Response Count
Maintain existing trail for drainage issues	3	1	1	2	6	2	9	7	9	10	7.16	50
Maintain existing trail facilities (trailheads/signage)	3	0	2	4	5	3	2	11	7	13	7.26	50
Keep the trail clean of litter and trash	2	3	0	3	2	6	7	7	6	14	7.30	50
Extend the trails to Westfield	7	0	4	1	2	5	2	4	6	19	7.06	50
Provide maps and signage	5	1	2	5	4	1	4	7	6	15	6.94	50
Provide trash cans	5	1	0	5	3	4	7	10	7	8	6.76	50
Provide parking	5	2	1	1	8	5	7	8	5	8	6.48	50
Extend the trails to Mayville	7	0	2	4	2	4	4	4	7	16	6.92	50
Extend the trails to Barcelona Harbor	6	1	3	3	1	8	1	5	3	19	6.92	50
Provide interpretive information about history	4	2	1	3	10	2	6	9	7	6	6.44	50
Monitor the trail for violators & safety	5	4	3	3	7	4	4	8	3	9	6.04	50
Provide interpretive information about plants and wildlife	5	4	1	4	7	5	6	5	7	6	6.04	50
Provide restrooms	7	1	1	4	6	4	6	8	4	9	6.28	50
Provide benches	6	2	2	7	5	1	10	8	5	4	5.88	50
Extend the trails to the Chautauqua Institution	6	4	3	3	4	5	5	5	3	12	6.14	50
Improve the surface of the existing trails	13	4	2	2	8	4	3	7	5	2	4.82	50
Investigate the use of ATVs/Motorbikes on portions of the	24	6	2	0	2	3	1	3	1	8	3.80	50
<i>answered question</i>												50
<i>skipped question</i>												11

Answer Options	Meeting 1 Least Important	Meeting 2	Meeting 3	Meeting 4	Meeting 5	Meeting 6	Meeting 7	Meeting 8	Meeting 9	Meeting 10 Very Important	Meeting Rating Average	Meeting Response Count
Maintain existing trail for drainage issues	0	0	1	1	0	0	5	6	5	22	#REF!	40
Maintain existing trail facilities (trailheads/signage)	0	0	0	0	0	4	3	5	9	16	#REF!	37
Keep the trail clean of litter and trash	0	0	1	1	1	3	3	2	8	20	#REF!	39
Extend the trails to Westfield	4	1	2	0	1	3	0	8	10	10	#REF!	39
Provide maps and signage	1	0	1	0	2	2	5	9	5	13	#REF!	38
Provide trash cans	1	1	2	1	2	6	3	4	5	14	#REF!	39
Provide parking	1	0	3	1	3	3	3	6	5	13	#REF!	38
Extend the trails to Mayville	4	1	3	0	1	3	3	5	11	7	#REF!	38
Extend the trails to Barcelona Harbor	5	2	2	0	4	0	4	5	7	10	#REF!	39
Provide interpretive information about history	1	1	2	2	4	3	4	5	6	10	#REF!	38
Monitor the trail for violators & safety	0	3	1	2	3	3	3	6	9	10	#REF!	40
Provide interpretive information about plants and wildlife	1	2	0	2	1	2	8	6	7	9	#REF!	38
Provide restrooms	2	2	4	0	3	5	2	5	5	12	#REF!	40
Provide benches	3	1	4	0	4	4	7	5	1	10	#REF!	39
Extend the trails to the Chautauqua Institution	6	2	4	0	3	6	1	7	7	3	#REF!	39
Improve the surface of the existing trails	2	0	2	1	5	4	1	5	3	15	#REF!	38
Investigate the use of ATVs/Motorbikes on portions of the	1	2	0	4	1	4	8	5	5	8	#REF!	38
<i>answered question</i>												42
<i>skipped question</i>												0

Answer Options	Total 1 Least Important	Total 2	Total 3	Total 4	Total 5	Total 6	Total 7	Total 8	Total 9	Total 10 Very Important	Total Rating Average	Total Response Count
Maintain existing trail for drainage issues	3	1	2	3	6	2	14	13	14	32	#REF!	90
Maintain existing trail facilities (trailheads/signage)	3	0	2	4	5	7	5	16	16	29	#REF!	87
Keep the trail clean of litter and trash	2	3	1	4	3	9	10	9	14	34	#REF!	89
Extend the trails to Westfield	11	1	6	1	3	8	2	12	16	29	#REF!	89
Provide maps and signage	6	1	3	5	6	3	9	16	11	28	#REF!	88
Provide trash cans	6	2	2	6	5	10	10	14	12	22	#REF!	89
Provide parking	6	2	4	2	11	8	10	14	10	21	#REF!	88
Extend the trails to Mayville	11	1	5	4	3	7	7	9	18	23	#REF!	88
Extend the trails to Barcelona Harbor	11	3	5	3	5	8	5	10	10	29	#REF!	89
Provide interpretive information about history	5	3	3	5	14	5	10	14	13	16	#REF!	88
Monitor the trail for violators & safety	5	7	4	5	10	7	7	14	12	19	#REF!	90
Provide interpretive information about plants and wildlife	6	6	1	6	8	7	14	11	14	15	#REF!	88
Provide restrooms	9	3	5	4	9	9	8	13	9	21	#REF!	90
Provide benches	9	3	6	7	9	5	17	13	6	14	#REF!	89
Extend the trails to the Chautauqua Institution	12	6	7	3	7	11	6	12	10	15	#REF!	89
Improve the surface of the existing trails	15	4	4	3	13	8	4	12	8	17	#REF!	88
Investigate the use of ATVs/Motorbikes on portions of the	25	8	2	4	3	7	9	8	6	16	#REF!	88
<i>answered question</i>												92
<i>skipped question</i>												11

12. Are you:						
Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
A property owner through which the proposed trail will run?	12.0%	6	0.0%	0	6.7%	6
A property owner adjacent to or near where the proposed	10.0%	5	47.5%	19	26.7%	24
Not sure if my property will be effected.	14.0%	7	2.5%	1	8.9%	8
A property owner who does not live near the proposed trail?	64.0%	32	50.0%	20	57.8%	52
Comments	-	4	-	0	-	4
<i>answered question</i>	82%	50	95%	40	87%	90
<i>skipped question</i>	18%	11	5%	2	13%	13

Number	Response Date	Comments
1	Jul 23, 2013 5:37 PM	As a tax payer, I am not happy about the proposed idea
2	Jun 8, 2013 12:58 PM	I live by stateland don't like motorized travel
3	May 20, 2013 3:44 PM	I do not feel trails have a significant affect on adjacent landowners. Trail frontage has much less of an impact than road frontage. Landowners who are concerned can post their land.
4	May 20, 2013 3:32 PM	No one knows where the trails will be!!!!

13. As an adjacent property owner, or property owner through which the proposed trail will run, do you support such a trail?

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Yes	70.0%	7	31.6%	6	44.8%	13
No	10.0%	1	10.5%	2	10.3%	3
Maybe, need more information	20.0%	2	57.9%	11	44.8%	13
Comments	-	2	-	0	-	2
	answered question	16%	10	45%	19	28%
	skipped question	84%	51	55%	23	74

Number	Response Date	Comments
1	Jul 23, 2013 5:47 PM	and never will
2	Jun 25, 2013 11:14 AM	Tourism is an important industry for the area

14. As an adjacent property owner, or property owner through which the proposed trail will run, which issues are you concerned with? (select all that apply)

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Location of trail	20.8%	5	19.2%	10	19.7%	15
Litter	20.8%	5	28.8%	15	26.3%	20
Trespassing / vandalism	25.0%	6	26.9%	14	26.3%	20
Privacy	20.8%	5	25.0%	13	23.7%	18
Other (please specify)	12.5%	3	0.0%	0	3.9%	3
	answered question	16%	10	45%	19	58%
	skipped question	84%	51	55%	23	74

Number	Response Date	Other (please specify)
1	Jul 23, 2013 5:47 PM	We have this property to escape and enjoy our privacy. As taxpayers, it's upsetting that the county and Chautauque Institution want to aggravate us like this, especially since we are also long-time season pass holders of Chautauque Institution. As someone who supports the Institution, I wish they would keep their greed to within the gates.
2	Jul 6, 2013 5:08 AM	liability, insurance, property taxes, legal rights
3	May 10, 2013 8:52 PM	increase in traffic

15. Please select the number of people in your household in each age group:

Answer Options	On-line 1	On-line 2	On-line 3	On-line 4	On-line 5	On-line Response Percent	On-line Response Count
0 to 9	4	1	2	2	0	11%	20
10 to 18	6	6	2	1	0	16%	28
19 to 34	8	6	1	1	1	18%	32
35 to 54	13	16	0	1	0	28%	49
55 to 65	17	3	0	0	0	13%	23
65+	8	7	1	0	0	14%	25
	answered question					80%	49
	skipped question					20%	12
Answer Options	Meeting 1	Meeting 2	Meeting 3	Meeting 4	Meeting 5	Meeting Response Percent	Meeting Response Count
0 to 9	2	1	2	0	0	10%	10
10 to 18	5	1	2	0	0	13%	13
19 to 34	6	3	0	1	0	15%	16
35 to 54	3	11	0	0	0	24%	25
55 to 65	6	8	0	0	0	21%	22
65+	4	7	0	0	0	17%	18
	answered question					80%	36
	skipped question					14%	8
Answer Options	Total 1	Total 2	Total 3	Total 4	Total 5	Meeting Response Percent	Total Response Count
0 to 9	6	2	4	2	0	11%	30
10 to 18	11	7	4	1	0	15%	41
19 to 34	14	9	1	2	1	17%	48
35 to 54	16	27	0	1	0	25%	74
55 to 65	23	11	0	0	0	16%	45
65+	12	14	1	0	0	15%	43
	answered question					83%	85
	skipped question					17%	18

18. Chautauque County is the location of:

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
My primary home	67.3%	33	97.4%	37	80.5%	70
My second home	26.5%	13	2.6%	1	16.1%	14
None of the above. I'm only visiting	6.1%	3	0.0%	0	3.4%	3
	answered question	80%	49	90%	38	84%
	skipped question	20%	12	10%	4	16

17. Comments / suggestions Please share any other questions, comments or thoughts you may have that haven't been captured in this survey.

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
answered question	100.0%	19	100.0%	14	100.0%	33
stopped question	31%	19	33%	14	32%	33
	69%	42	67%	28	68%	70

Number	Response Date	Response Text
1	Jul 23, 2013 5:47 PM	As long-time property owners and tax payers in Mayville and long-time season gate pass holders of Chautauqua Institution, it's extremely frustrating that the county and CI want to move forward with this measure. For starters, one of the draws that brings people to this area is the rural landscape and simplicity. Having a manicured path for walkers, runners, and bikers takes away from the feeling of escaping urban life. As an avid biker, I prefer riding on the back roads of Chautauqua County and would not want to ride a groomed/manicured path. It takes away from the beauty and natural feel of riding on the country roads. Imagine if the Tour de France were simply run on the groomed streets of Paris and not on the beautiful country roads of France. Most bikers who come to Chautauqua County enjoy riding the back roads. My family enjoys our property and pays our taxes to the county and wish they'd respect our privacy. As a family who has long-lived just outside the Institution, yet supports the Institution, it's incredibly frustrating to see the greed the place has in terms of branching outside the gates. The fact that county is behind it proves that the officials have no respect for tax paying property owners. If they feel the need to have a path connecting Mayville and CI, then use/expand the current bike path on Rt. 394. It's perfectly fine.
2	Jul 9, 2013 3:17 PM	this is very exciting and should happen!
3	Jul 9, 2013 2:02 PM	Great idea. HURRY to complete the full trail length!
4	Jul 6, 2013 5:08 AM	reward property owners by reducing or eliminating tax on trail property. develop a trail that is actually in the gorge, not in residential backyards. incorporate zip lines and cable bridge(s) with fees for usage, but free for property owners along trail.
5	Jun 25, 2013 11:14 AM	Every day I see bikers on East Lake Road near Barcelona which I would never try because of the semi truck traffic. Please put a lower speed limit or enforce weight limits or somehow get those truck back on the Turnpike where they belong and make the road safer for everyone else.
6	Jun 22, 2013 9:46 PM	Perhaps local volunteer organizations could be formed or associated with the cleanup of litter along the trail.
7	Jun 8, 2013 1:04 PM	more single track mt biking xc ski less 2 stoke sleds maintain the paddling marion cobb parking lot looks great but can't go 10' downed trees etc....
8	May 21, 2013 7:22 PM	regarding trash, litter: "carry-in and carry-out" should apply
9	May 21, 2013 3:50 PM	I hiked Chautauqua Gorge from Mayville to Westfield on a sunny day in August 1957 with a Boy Scout camp group. This was one of the most memorable events of my childhood. On a rainy day, this route can be extremely life-threatening. However, I do not think that the route can be improved without detracting from its historic significance.
10	May 20, 2013 3:45 PM	Expanding public access to parks, waterways, and greenways should be a high priority for the County. Motorized vehicles should not be permitted on County hiking/biking trails, unless they are for handicapped access.
11	May 20, 2013 3:33 PM	I just stumbled across the info about extending the trails on the County Exec's Morning Memo. Other I have hike the historic Portage Trail with my sons on a Boy Scout event. We enjoyed it but almost got lost as markers were not present to mark the trail. Improvements to have a clear marked trail would be great.
12	May 20, 2013 3:31 PM	Having a bike path would help reduce the risk of car/bike accidents. Overall developing this would be good thing for residents and visitors.
13	May 20, 2013 2:48 PM	Volunteers? Realizing it is in it's infancy and it may be too early for volunteer participation on a hands on level, it would be interesting as to how much interest there is in this avenue.
14	May 17, 2013 2:47 PM	I'm delighted that we are exploring a bike/hike trail. I would like it to be a level as possible and to NOT have motorized vehicles on it.
15	May 11, 2013 12:51 PM	PLEASE do NOT open these trails to ATV traffic! They will be ruined in short order
16	May 11, 2013 11:49 AM	would like to see a "natural" trail plus one uses for motorized vehicles
17	May 10, 2013 11:57 PM	If this trail could be a pathway to NorthLake Rec center, it would provide safe access that kids on bikes do NOT have while on Portage St. No sidewalks north of Holly St, and a section of poor shoulder. For young cyclists, this is a recipe for getting hit while on the way to practice
18	May 10, 2013 8:52 PM	What is the proposed route?
19	May 10, 2013 8:41 PM	I primarily use the Portage Trail and the Rails-to-Trails for mountain biking. The Portage Trail traditionally drains very poorly and needs substantial work. The Rails-to-Trails typically drains better, but the section between Bliss Road and Rt. 430 tends to get quite wet. Also, the section near the pond on Titus Road could use some additional work.
20	Public Meeting	Interested and experienced in trail maintenance
21	Public Meeting	No snowmobiles or ATVs
22	Public Meeting	The bridge in Barcelona (N. Gale St.) is my concern
23	Public Meeting	Please directly involve EMS and public officials including public historians (County Michelle Henry and she has a list of municipal and town historians)
24	Public Meeting	Finish sidewalk from Town of Mayville to Chautauqua Institution along Rt 394 for immediate walking, pushing buggy etc. Meeting of landowners and their needs / issues.
25	Public Meeting	Willing to assist in historical information gathering and placement
26	Public Meeting	This is a fabulous project. Please pave it. The Nantucket Island Bike Trail System in Mass is a good model!
27	Public Meeting	Better availability of trail maps. Parking well signed.
28	Public Meeting	What is my liability if the trail is on my land? (I own Buttermilk Falls, in trust)

29	Public Meeting	I am in favor of this project, but feel the property owners privacy and rights should be respected and a high priority.
30	Public Meeting	Map Section 5 - linked to an attraction. Linked to lots of potential public. Map Section 1 - Good for Westfield residents.
31	Public Meeting	Please don't threaten eminent domain like was done when I was forced to allow fish ladder project if our taxes go up to make this happen. I'm not so much for it. But if its feasible to do it through fund raisers and donations then it seems more acceptable, only because things are fine the way they are in my opinion, if there will be change I don't want it to effect me because I rarely use the trails except for snowmobiling, which I donate to the club to maintain the trails.
32	Public Meeting	
33	Public Meeting	Allow others in community to help with the project - non-profit (help with \$)

18. Please complete the following so we can put you on our mailing list and keep you informed about this project:

Answer Options	On-line Response Percent	On-line Response Count	Meeting Response Percent	Meeting Response Count	Total Response Percent	Total Response Count
Name:	94.3%	33	100.0%	30	96.9%	63
Address:	85.7%	30	96.7%	29	90.8%	59
Address 2:	11.4%	4	6.7%	2	9.2%	6
City/Town:	88.6%	31	96.7%	29	92.3%	60
State:	88.6%	31	96.7%	29	92.3%	60
ZIP:	88.6%	31	96.7%	29	92.3%	60
Email Address:	100.0%	35	76.7%	23	89.2%	58
Phone Number:	62.9%	22	86.7%	26	73.8%	48
<i>answered question</i>	57%	35	71%	30	63%	65
<i>skipped question</i>	43%	26	29%	12	37%	38

Number	Response Date	Name:	Address:	Address 2:	City/Town:	State:	ZIP:	Email Address:	Phone Number:
1	Jul 30, 2013 12:53 AM	Rich and Sonia Koerner	273 S. Portage Street		Westfield	NY	14787	koerner@trueleaders.net	71632686263
2	Jul 23, 2013 5:47 PM	Howard Akin	Box 1004		Chautauque	NY	14722	matthewpwrogers@gmail.com	7167899044
3	Jul 12, 2013 1:35 PM	Rebecca Denton	po box 733		Chautauque	NY	14722	bennett126@gmail.com	3524081205
4	Jul 9, 2013 10:37 PM	Diane R Hess	4502 Canterbury Dr		Mayville	NY	14722	dmrhess@aol.com	357 4539
5	Jul 9, 2013 5:04 PM	Clemens Reiss	box 309		Mayville	NY	14722	rainy2003@yahoo.com	517-337-9723
6	Jul 9, 2013 4:31 PM	Jan Smith	131 Lexington		Chautauque in NY	NY	48823	Firstreed@aol.com	
7	Jul 9, 2013 3:18 PM	Jan Kanui	90 South Portage St.		East Lansing MI	MI	14787	theademrman@hotmail.com	
8	Jul 9, 2013 2:03 PM	Al Newman	5423 Meadows Rd.	P.O. Box 53	Westfield	NY	14728	wdhritz@juno.com	
9	Jul 6, 2013 5:09 AM	Drew Heitzenrater	6906 Windsor Road		Dewittville	NY	14728	wdhritz@juno.com	
10	Jul 1, 2013 6:02 PM	Barbara Bos	8385 Hardscrabble Rd		Hudson	OH	44236	BarbaraBos@gmail.com	
11	Jun 25, 2013 11:15 AM	Dan Belcher	2628 Meadows Rd		Hudson	OH	44236	BarbaraBos@gmail.com	
12	Jun 22, 2013 9:47 PM	Josh Lynch	davison		Westfield	NY	14787	Hendrickracing_2448@yahoo.com	
13	Jun 22, 2013 9:47 PM	Rick Valone	8385 Hardscrabble Rd		Westfield	OH	14787	lyndjd@roadrunner.com	
14	Jun 8, 2013 1:06 PM	dave	10095 patterson lane		Cassadaga	NY	14718	nickalone@yahoo.com	716 326 2434
15	May 23, 2013 1:57 PM	Michael C. Barris	154 Center St		Fredonia	NY	14063	davison@wacs2.wnyric.org	716-785-0566
16	May 21, 2013 3:52 PM	Robert E. Dando Jr.	8631 Fredonia-Stockton Road		Fredonia	NY	14063	dbarris@netsync.net	7163262151
17	May 20, 2013 3:38 PM	Parvis	160 W Main Street		Fredonia	NY	14063	robed127@yahoo.com	716-673-9094
18	May 20, 2013 3:35 PM	Bonnie Rae Strickland	PO Box 11		Westfield	NY	14787	adomwebmaster@gmail.com	716 680-3988
19	May 20, 2013 2:49 PM	Cindy Weise	2670 Rt 76		Westfield	NY	14787	lambonierae@yahoo.com	716-474-7066
20	May 20, 2013 2:23 PM	Brandee Mortimer	80 West Main St		Panama	NY	14767	cindy.weise@yahoo.com	
21	May 20, 2013 2:17 PM	Rod & Missy Whittington	1467 Blakeley Road		Westfield	NY	14787	brandeemortimer@yahoo.com	910 382 7393
22	May 18, 2013 2:45 PM	Ann Winkelnstein	PO Box 1072 Chautauque, NY 14722		Westfield	NY	14787	brandeemortimer@yahoo.com	716-655-2045
23	May 17, 2013 2:49 PM	Tom Troccoli	30 McClurg St		East Aurora	NY	14052	ourwhitensend@veizon.net	412 - 491-9599
24	May 12, 2013 11:13 PM	L Koening	8105 Hardscrabble		Westfield	NY	14787	trocc7007@earthlink.net	
25	May 12, 2013 7:56 PM	Beanie Baker	8351 Route 5		Westfield	NY	14787	Lkoes2@gmail.com	716-326-2740
26	May 12, 2013 7:10 PM				Westfield	NY	14787	beamieb@roadrunner.com	
27	May 11, 2013 3:00 PM				Westfield	NY	14787	beamieb@roadrunner.com	
28	May 11, 2013 12:52 PM	D hamann	7459 East Route 20		Westfield	NY	14787	Dhamann14@yahoo.com	326-6254
29	May 11, 2013 11:49 AM	suzette Reed-licht	46 grove street		Westfield	NY	14787	highlander55@roadrunner.com	7163266590
30	May 10, 2013 11:58 PM	Steve Cockram	89 Union St		Westfield	NY	14787	skica@fairpoint.net	716-326-3436
31	May 10, 2013 11:27 PM	Thomas Wright	205 Hotchkiss Street		Jamestown	NY	14701	twighthere@gmail.com	716-665-3124
32	May 10, 2013 10:35 PM	Stacy Holland	4755 melbourne rd		balimore	MD	21229	stholand1@gmail.com	4437102642
33	May 10, 2013 10:35 PM	Andrew			Erie	PA	16510	andrewseth@gmail.com	
34	May 10, 2013 9:00 PM	Maria Emerit	184 S. Franklin St.	Unit 3, Apt. 5	Cochrannton	PA	16314	m.ernert@hotmail.com	8144258020
35	May 10, 2013 8:41 PM	Jacob Bodway	233 East Main Street	PO Box 71	Fredonia	NY	14063	jacob.bodway@gmail.com	716-430-1980
36	Public Meeting	Bob Reynolds	128 Lakeview Ave.		Mayville	NY	14757	reynolds@clake.org	716-753-6888
37	Public Meeting	Mary Bova	38 Maple Dr. E.		Mayville	NY	14757		716-753-3977
38	Public Meeting	Mike Cluchey	79 Jefferson St.		Westfield	NY	14787	mgc8839@gmail.com	716-326-4315
39	Public Meeting	Cathy Melean	8323 W. Lake Rd.		Westfield	NY	14787	emelean@roadrunner.com	
40	Public Meeting	Marybelle Beigh	117 Union St.		Westfield	NY	14787	maryb2@fairpoint.net	716-326-6171
41	Public Meeting	Kurt A. Moore	7718 N. Gale St.		Westfield	NY	14787	hamo4@yahoo.com	
42	Public Meeting	Michele Jones	4929 W. Lake Rd.		Mayville	NY	14757	helobill@cecomet.net	716-753-7010
43	Public Meeting	William Jones	4929 W. Lake Rd.		Mayville	NY	14757	helobill@cecomet.net	716-753-7010
44	Public Meeting	Dann Gulvin	7721 Martin Wright Rd.		Westfield	NY	14787	tdoodle@hotmail.com	716-338-3910
45	Public Meeting	Roy Davis	2912 E. Lake Rd.		Dunkirk	NY	14048	davrjr@gmail.com	716-366-6106
46	Public Meeting	David Conrae	22 Chase St.		Westfield	NY	14787	dconrae@yahoo.com	716-326-3917
47	Public Meeting	John Rawlinson	32 Watson Ave.		Westfield	NY	14787		716-969-3413
48	Public Meeting	Russ Boisjoly	118 W. Main St.		Westfield	NY	14787		
49	Public Meeting	Andrew Dufresne	8305 W. Main St.	PO Box 194	Westfield	NY	14787	and4833@windstream.net	716-326-3917
50	Public Meeting	Ruth Conrae	22 Chase St.		Westfield	NY	14787		
51	Public Meeting	Mark & Nancy Smith	16 Parkside St.		Westfield	NY	14787		
52	Public Meeting	Tracy Kirchoff	5184 Spooner Rd.		Mayville	NY	14757	smith14757@fairpoint.net	716-753-2436
53	Public Meeting	David Brown	148 S. Portage St.		Ashville	NY	14710	tracyzo@yahoo.com	716-485-1802
54	Public Meeting	Gary Brown	2416 Summit View Rd.		Westfield	NY	14787	dsbrown@aol.com	716-326-3726
55	Public Meeting	Mitch Rubin			Powell	OH	43065	tpgdrop@aol.com	614-487-2606
56	Public Meeting	Douglas Marshall	PO Box 300		Dewittville	NY	14728	mrubin@roblumco.com	716-753-0495
57	Public Meeting	Juliam Travis	8208 Scamore Rd.		Westfield	NY	14787	travis5@roadrunner.com	716-326-2277
58	Public Meeting	Jerry E. Ruch	7765 N. Gale St.		Westfield	NY	14787		716-753-6064
59	Public Meeting	Cheryl Gulvin	7721 Martin Wright Rd.		Westfield	NY	14787	cdgulvin@gmail.com	716-326-3409
60	Public Meeting	Delta Westerdake	321 Weeds St.		Jamestown	NY	14701	dogusaker@windstream.net	716-665-4522
61	Public Meeting	Audrey Dowling	6439 S. Portage		Westfield	NY	14787	audrey.dowling@gmail.com	716-326-4478

62 Public Meeting
63 Public Meeting
64 Public Meeting
65 Public Meeting

Mary Ann Leonard
Steve Barresi
Jim Borsous
Sydnie Alexander

7553 Martin Wright Rd.
111 Union St.
20 N. Water St.
20 N. Water St.

Westfield
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Westfield
Westfield

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NY

14787
14787 kayaker@kayakforfun.com
14787
14787 sydalexander@ymail.com

716-328-4776
716-581-0024
985-413-2253
716-581-0436

APPENDIX A3
PARCEL INVENTORY & ANALYSIS

Proj- ect ID No.	Parcel ID	Municipality	Owner of Record	Address	Comments	Property Class
1	192-007-0001-012	Town of Westfield	Town Of Westfield	23 Elm St Westfield NY 14787	Pier & Beach	Pier / wharf
2	192-007-0001-011	Town of Westfield	Town Of Westfield	23 Elm St Westfield NY 14787	Pier	Vacant comm
3	192-007-0001-010	Town of Westfield	Town Of Westfield	23 Elm St Westfield NY 14787	Pier	Vacant comm
4	192-007-0001-009	Town of Westfield	Town Of Westfield	23 Elm St Westfield NY 14787	Beach & Pier	Vacant comm
5	192-007-0001-008	Town of Westfield	State of New York	Empire State Plaza Albany NY 12238	Lighthouse	1 Family Res
6	192-007-0001-003	Town of Westfield	Rammelt, Ernest J.	Westfield NY 14787	Beach	Seasonal res
7	192-007-0001-003	Town of Westfield	Monroe, Cameron F	Westfield NY 14787	Beach	2 Family Res
8	192-007-0001-001	Town of Westfield	Monroe, Cameron	Westfield NY 14787	Beach/ROW retail	Marina
9	192-000-0002-002	Town of Westfield	Monroe, Cameron	Westfield NY 14787	Monroe Marina	Marina
10	192-000-0002-002	Town of Westfield	Monroe, Cameron	Westfield NY 14787	Beach	Vacant comm
11	192-006-0001-020	Town of Westfield	Irwin, Robert J.	8209 E Lake Rd Westfield NY 14787	Beach/small retail	Det row bldg
12	192-006-0001-019	Town of Westfield	Zimmerman, David M.	8254 First St Westfield NY 14787	Beach/restaurant	Restaurant
13	192-006-0001-018	Town of Westfield	Delaplaine, Stuart	Westfield NY 14787	Beach	1 Family Res
14	192-006-0001-017	Town of Westfield	Monroe, Barbara R.	Westfield NY 14787	Beach	Res vac land
15	192-006-0001-016	Town of Westfield	Monroe, Barbara R.	Westfield NY 14787	Beach	Res vac land
16	192-006-0001-015	Town of Westfield	Monroe, Barbara R.	Westfield NY 14787	Beach	Res vac land
17	192-006-0001-014	Town of Westfield	Letham, James H.	536 Oberdick Dr McKeesport PA 15135	Beach	Res vac land
18	192-006-0001-014	Town of Westfield	Letham, James H.	536 Oberdick Dr McKeesport PA 15135	Beach	Res vac land
19	192-006-0001-030	Town of Westfield	Fischer, Rosemary A.	8281 First St Westfield NY 14787		1 Family Res
20	192-006-0001-011	Town of Westfield	Smith, Charles F.	10 Spring St Westfield NY 14787	Beach	Res vac land
21	192-006-0001-010	Town of Westfield	Loyal Order Of Moose 118	Westfield NY 14787	Moose Beach	Imprvd beach
22	192-006-0001-009.2	Town of Westfield	Town of Westfield	23 Elm St Westfield NY 14787	Beach	Res vac land
23	192-006-0001-009.1	Town of Westfield	Spann, David A.	8322 W Lake Rd Westfield NY 14787	Beach	Res vac land
24	192-006-0001-051	Town of Westfield	Hocieniec, Stephen	8287 W Lake Rd Westfield NY 14787		1 Family Res
25	192-006-0001-060	Town of Westfield	Anderson, Donna L.	7798 N Gale St Westfield NY 14787		1 Family Res

Proj- ect ID No.	Parcel ID	Municipality	Owner of Record	Address	Comments	Property Class
26	192-006-0001-058	Town of Westfield	Breads, Joyce J.	176 W Main St Westfield NY 14787		Res vac land
27	192-006-0001-057	Town of Westfield	Jones, John L.	176 W Main St Westfield NY 14787		Res vac land
28	192-006-0001-56	Town of Westfield	Jones, John L.	176 W Main St Westfield NY 14787		Res vac land
29	192-007-0001-041	Town of Westfield	Welch Foods Inc	575 Virginia Rd Concord MA 1742		Vacant comm
30	192-000-0001-016	Town of Westfield	Mueller, John H.	7775 Main St Westfield NY 14787		1 Family Res
31	192-000-0001-016	Town of Westfield	Village of Westfield	23 Elm St Westfield NY 14787	321 Exempt	Rural vac>10
32	192-010-0002-028	Town of Westfield	UNKNOWN		Bridge over Chau- tauqua Creek on North Gale Street	
33	192-000-0001-025	Town of Westfield	Moore, Kurt A.	7718 N Gale St Westfield NY 14787		1 Family Res
34	192-000-0001-026	Town of Westfield	Ruch, Ellen M.	7765 North Gale St Westfield NY 14787		Vineyard
35	192-000-0001-031	Town of Westfield	New York State Thruway		NYS DOT	Road/str/hwy
36	192-015-0001-001	Town of Westfield	Village Of Westfield		Triangular Lot (Rear)	Abandoned ag
37	192-015-0001-002	Town of Westfield	LaPorte, George P.	9125 West Lake Rd Westfield NY 14787		Rural vac>10
38	192-015-0001-007	Town of Westfield	LaPorte, George P.	9125 West Lake Rd Westfield NY 14787		Rural vac>10
39	192-019-0001-002	Village of Westfield	UNKNOWN		Railroad ROW	
40	192-019-0001-004	Village of Westfield	UNKNOWN		Railroad ROW	
41	192-016-0001-049	Village of Westfield	UNKNOWN		Railroad ROW	
42	192-020-0001-001	Village of Westfield	UNKNOWN		Railroad ROW	
43	192-020-0001-002	Village of Westfield	Welch Foods Inc	575 Virginia Rd Concord MA 01742	Light Manufactur- ing	Manufacture
44	192-020-0001-008	Village of Westfield	Northington Holdings LLC	Six Fountain Plaza Buffalo NY 14202		Parking lot

Proj- ect ID No.	Parcel ID	Municipality	Owner of Record	DO NOT SEND LETTER - Trail can stay on Northington Holdings Property	Comments	Property Class
45	192-020-0001-021	Village of Westfield	Kutz, John E.	DO NOT SEND LETTER - Trail can stay on Northington Holdings Property		Vac w/imprv
46	192-020-0004-003	Village of Westfield	Puckhaber, Mark J.	24 W Main St Westfield NY 14787		Vacant comm
47	192-020-0004-005	Village of Westfield	Northington Holdings LLC	Six Fountain Plaza Buffalo NY 14202	Professional Office	Office bldg.
48	192-020-0004-086	Village of Westfield	Puckhaber, Mark J.	24 W Main St Westfield NY 14787		Vacant comm
49	192-020-0004-082	Village of Westfield	Puckhaber, Mark J.	24 W Main St Westfield NY 14787	Rear Land	Res vac land
50	192-020-0004-081	Village of Westfield	YWCA	58 S Portage St Westfield NY 14787	YMCA/YWCA	Ymca or ywca
51	209-008-0002-005	Village of Westfield	Hartley, Bonnie L.	21 Chase St Westfield NY 14787		1 Family Res
52	209-008-0002-050	Village of Westfield	Conroe, David F.	22 Chase St Westfield NY 14787		Res vac land
53	209-008-0002-046	Village of Westfield	Mott, Mary Rose	15 W Second St Westfield NY 14787		1 Family Res
54	209-008-0003-006	Village of Westfield	Newman, Alfred	90 S Portage St Westfield NY 14787		Res vac land
55	209-008-0003-005	Village of Westfield	Holt, Amy H.	Mayville NY 14757		Res vac land
56	209-008-0003-049	Village of Westfield	Beckman, John W.	98 S Portage St Westfield NY 14787	Rear - Right of Way	Res vac land
57	209-008-0003-053	Village of Westfield	McCord, Donald W.	116 S Portage St Westfield NY 14787		1 Family Res
58	209-008-0003-055	Village of Westfield	Brown, Sandra K. Rev Trst	148 S Portage St Westfield NY 14787		Res vac land
59	209-012-0001-024	Village of Westfield	Brown, Sandra K. Rev Trst	148 S Portage St Westfield NY 14787		Multiple res
60	209-012-0001-035	Village of Westfield	Smith, Mark E.	10 Spring St Westfield NY 14787		1 Family Res
61	209-012-0001-036	Village of Westfield	Jones, Greta K.	157 S Gale St Westfield NY 14787		1 Family Res
62	210-009-0001-063	Village of Westfield	Smith, Charles F.	10 Spring St Westfield NY 14787		Res vac land
63	210-009-0001-056	Village of Westfield	Retzer, Celine C.	179 South Portage St Westfield NY 14787		1 Family Res
64	210-009-0001-071	Village of Westfield	Stephenson, Grant W.	171 S Portage St Westfield NY 14787		Res vac land
65	210-009-0001-033	Village of Westfield	Ross, David N. Inc	Westfield NY 14787		Vineyard
66	210-013-0001-006	Village of Westfield	Laurie, Glenn T.	9009 Old Rt 20 Westfield NY 14787		Res vac land

Project ID No.	Parcel ID	Municipality	Owner of Record	7862 Martin Wright Rd Westfield NY 14787	Comments	Property Class
67	210-013-0001-012	Village of Westfield	Dalrymple, Carl R. Life Use	7862 Martin Wright Rd Westfield NY 14787		Vac w/imprv
68	210-013-0002-008	Town of Westfield	Near, Newell	6992 S Portage Rd Westfield NY 14787		1 Family Res
69	210-013-0002-009	Town of Westfield	Near, Newell C.	6992 S Portage Rd Westfield NY 14787		Res vac land
70	210-013-0002-010	Town of Westfield	Scharf, Margaret M.	6984 S Portage Rd Westfield NY 14787		Res vac land
71	210-013-0002-011	Town of Westfield	Near, Malcolm E.	6976 S Portage Rd Westfield NY 14787		Res vac land
72	210-013-0002-015	Town of Westfield	Brown, Ford J. Life Use	7849 Martin Wright Rd Westfield NY 14787		Res vac land
73	210-013-0002-019	Town of Westfield	Rammelt, Ernest J.	Westfield NY 14787		Vineyard
74	210-013-0002-017	Town of Westfield	Rammelt, Ernest J.	Westfield NY 14787		Vineyard
75	210-000-0002-008	Town of Westfield	Gulvin, Dann C.	7721 Martin Wright Rd Westfield NY 14787		Rural res
76	210-014-0001-003	Village of Westfield	Village of Westfield	23 Elm St Westfield NY 14787		Water supply
77	210-014-0001-007	Village of Westfield	Village of Westfield	23 Elm St Westfield NY 14787		Water supply
78	210-014-0001-006	Village of Westfield	Ross, David N. Inc	Westfield NY 14787		Vineyard
79	210-010-0001-014	Village of Westfield	Ross, David N. Inc	Westfield NY 14787		Res vac land
80	210-000-0001-064	Town of Westfield	Gambino, Matthew J.	7594 Martin Wright Rd Westfield NY 14787		1 Family Res
81	210-000-0001-065	Town of Westfield	Smith, Joanne R.	7016 Allen Rd Westfield NY 14787		Mfg housing
82	210-000-0001-048	Town of Westfield	Ross, David N. Inc	Westfield NY 14787		Vineyard
83	210-000-0001-042	Town of Westfield	Schultz, August Jr	7447 Bliss Rd Westfield NY 14787		Rural res
84	210-000-0002-020	Town of Westfield	Leonard, Mary Ann	7553 Martin Wright Rd Westfield NY 14787		Rural res

Project ID No.	Parcel ID	Municipality	Owner of Record	Address	Comments	Property Class
85	210-000-0002-021	Town of Westfield	National Grid	300 Erie Blvd West Syracuse NY 13202	Electric Transmission	Pub Util Vac
86	210-000-0002-033	Town of Westfield	Leonard, Mary Ann	7553 Martin Wright Rd Westfield NY 14787		Abandoned
87	227-000-0001-007	Town of Chautauqua	Chautauqua Rails to Trails	Way Mayville NY 14757		Rural vac<10
88	227-000-0001-011	Town of Chautauqua	Larson, Ora Trust	Ashville NY 14710		Rural res
89	228-000-0001-001	Town of Chautauqua	Parker, Thomas A. TRUST	6980 Parker Rd Mayville NY 14757	Existing Portage Trail	1 Family Res
90	228-000-0001-007	Town of Chautauqua	Parker, Justin	6941 Parker Rd Mayville NY 14757	Existing Portage Trail	Field crops
90	228-000-0001-021	Town of Chautauqua	Parker, Thomas A. TRUST	6980 Parker Rd Mayville NY 14757	Existing Portage Trail	Rural vac<10
91	228-000-0001-004	Town of Chautauqua	Parker, Thomas A.	6980 Parker Rd Mayville NY 14757	Existing Portage Trail	Rural vac>10
92	245-000-0001-014	Town of Chautauqua	Parker, Thomas A. TRUST	6980 Parker Rd Mayville NY 14757	Existing Portage Trail	Rural vac<10
93	245-000-0001-020	Town of Chautauqua	Parker, Thomas A. TRUST	6980 Parker Rd Mayville NY 14757	Existing Portage Trail	Rural vac<10
94	245-003-0002-003	Village of Mayville	Powers, Jane Pomroy	40 Clinton St Westfield NY 14787	Existing Portage Trail	Res vac land
95	245-019-0002-003	Village of Mayville	Johnson, Steven	41 Maple Dr E Mayville NY 14757	Existing Portage Trail	Res vac land
96	245-019-0002-005	Village of Mayville	Johnson, Steven	41 Maple Dr E Mayville NY 14757	Existing Portage Trail	Res vac land
97	245-019-0002-004	Village of Mayville	Johnson, Steven	41 Maple Dr E Mayville NY 14757	Existing Portage Trail	Res vac land

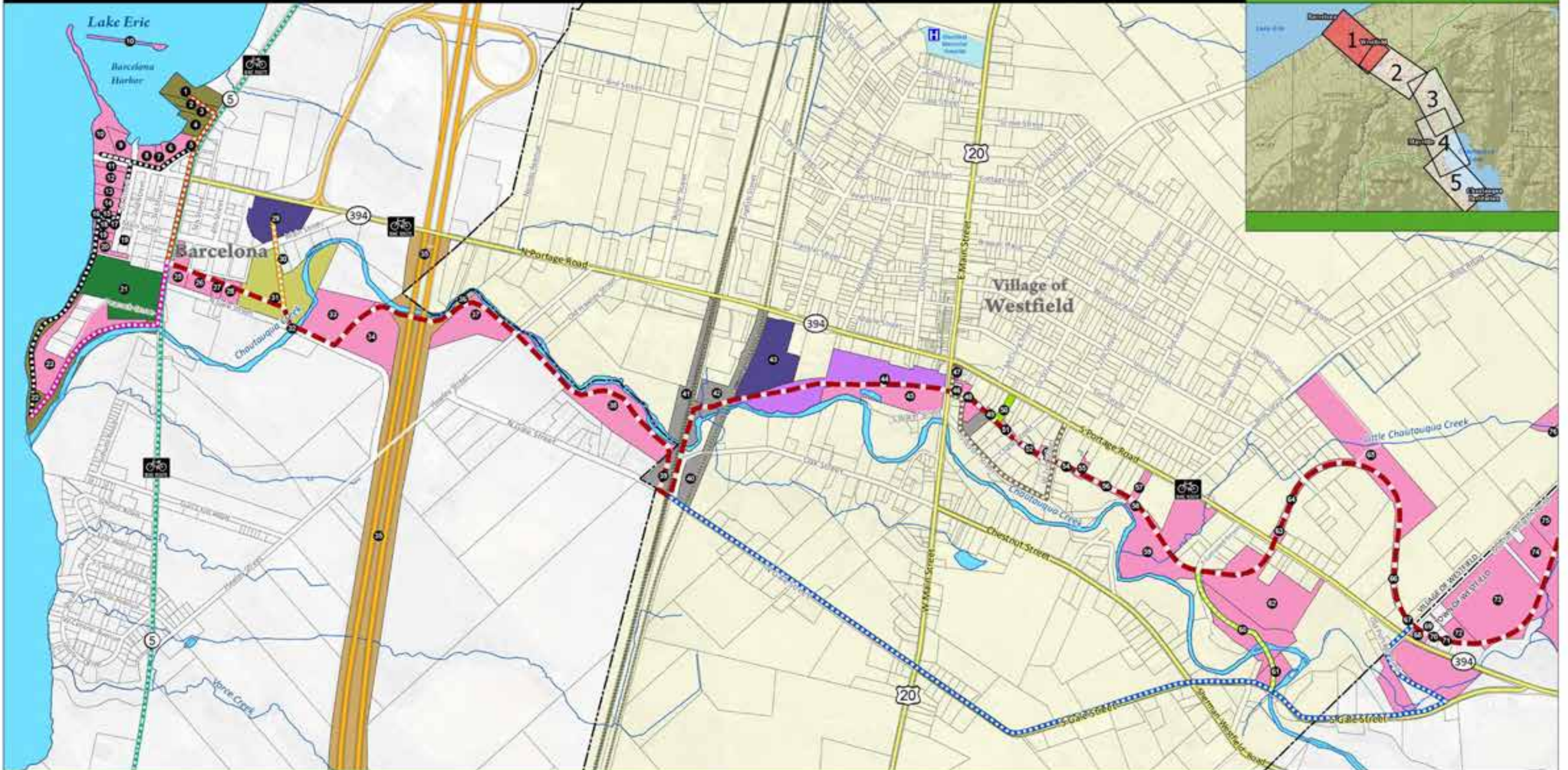
Project ID No.	Parcel ID	Municipality	Owner of Record	Address	Comments	Property Class
98	245-019-0002-013	Village of Mayville	Empire Energy E & P, LLC	Vista One Charlerio PA 15022	Existing Portage Trail	Vacant indus
99	245-019-0003-017	Village of Mayville	Triple R, LLC	95 E Chautauqua St Mayville NY 14757	Professional Office - Existing Snowmobile	Prof. bldg.
100	245-019-0003-021	Village of Mayville	Mayville Senior Apts LTD	25 Jefferson St Salamanca NY 14779	Garden Apartment - Existing Snowmobile	Aged - home
101	245-020-0001-057	Village of Mayville	People of NY State	Mayville NY 14757	Dot/Highway Garage - Existing Snowmobile	Govt pk lot
102	245-020-0001-054	Village of Mayville	Hull, Jordan W.	11 Lincoln St Mayville NY 14757	Rear Land - Existing Snowmobile	Vacant indus
103	245-020-0001-003	Village of Mayville	Village Of Mayville	Mayville NY 14757	Existing Chautauqua Rail Trail	Rec facility
104	245-020-0001-042	Village of Mayville	Village Of Mayville	Mayville NY 14757	Existing Chautauqua Rail Trail	Rec facility
105	262-012-0003-009	Village of Mayville	Village Of Mayville	Mayville NY 14757	Existing Chautauqua Rail Trail	Rec facility
106	262-012-0003-013	Village of Mayville	Village Of Mayville	Mayville NY 14757	Existing Chautauqua Rail Trail	Park
107	262-016-0003-012	Village of Mayville	Village Of Mayville	Mayville NY 14757	Existing Chautauqua Rail Trail	Rec facility
108	262-016-0002-010	Village of Mayville	Village Of Mayville	Mayville NY 14757	Existing Chautauqua Rail Trail	Municipal park
109	262-015-0002-013	Village of Mayville	Village Of Mayville	Mayville NY 14757	Existing Chautauqua Rail Trail	Vacant comm

Proj- ect ID No.	Parcel ID	Municipality	Owner of Record	Address	Comments	Property Class
110	262-015-0002-014	Village of Mayville	Village Of Mayville	Mayville NY 14757	Existing Chautau- qua Rail Trail	Rec facility
111	262-000-0003-018	Town of Chautauqua	Webbs Motel Inc	W Lake Rd Mayville NY 14757	Webbs	Vacant comm
112	262-000-0003-017	Town of Chautauqua	Webbs Motel Inc	115 W Lake Rd Mayville NY 14757	Webbs	Multiple res
113	262-020-0002-015	Town of Chautauqua	Webb, Paul V. Jr.	120 West Lake Rd Mayville NY 14757	Webbs	Rural vac<10
114	262-000-0003-012	Town of Chautauqua	Lake Chaut VFW Post 8647	10 Memorial Dr Mayville NY 14757	Chaut Vets/Picnic Site	Picnic site
115	262-000-0003-013	Town of Chautauqua	Lake Chaut VFW Post 8647	10 Memorial Dr Mayville NY 14757	Chaut Vets/Picnic Site	Vacant comm
116	279-000-0002-002	Town of Chautauqua	County of Chautauqua	200 Harrison St Jamestown NY 14701	Hotel - Chautauqua Suites	Vacant comm
117	262-020-0001-024	Village of Mayville	County of Chautauqua	200 Harrison St Jamestown NY 14701		Hotel
118	279-000-0002-007	Town of Chautauqua	Allegheny Highlands Council	PO Box 261 50 Hough Hill Road Falcon- er NY 14733	Boy Scouts	Chd/adt camp
119	279-000-0002-010	Town of Chautauqua	Vanim, Gerald A.	5189 W Lake Rd Mayville NY 14757		3 Family Res
120	279-000-0002-012	Town of Chautauqua	Lipsky, Arie Z.	176 Westfield Rd Amherst NY 14226		Rural vac<10
121	279-000-0002-014	Town of Chautauqua	Flanzer, Robert S.	75 Henry St Atp 15-E Brooklyn NY 11201		Rural vac<10
122	279-000-0002-022	Town of Chautauqua	Fletcher, Michele	3864 Koval Lane Woodbridge VA 22192		Seasonal res
123	279-000-0002-023	Town of Chautauqua	Chapman, Robert D.	6655 Moore Rd Mayville NY 14757		1 Family Res
124	279-000-0002-024	Town of Chautauqua	Tarr, Lee	6649 Moore Rd Mayville NY 14757		1 Family Res
125	279-000-0002-058	Town of Chautauqua	Anzalone, Thomas M.	74 Water St Mayville NY 14757		Rural res
126	279-000-0002-057	Town of Chautauqua	Plevin, Gloria J. TRUSTEE	13901 Shaker Blvd Ste 1A Cleveland OH 44120		Rural vac>10
127	279-000-0002-040	Town of Chautauqua	Chautauqua Inns Ltd	188 S Erie Street Mayville NY 14757	Greenhouse	Multi-use bld
128	279-000-0002-041	Town of Chautauqua	Plevin, Gloria J.	13901 Shaker Blvd Ste 1A Cleveland OH 44120		Rural vac<10

Proj- ect ID No.	Parcel ID	Municipality	Owner of Record	Address	Comments	Property Class
129	279-000-0002-056	Town of Chautauqua	Plevin, Gloria J.	13901 Shaker Blvd Ste 1A Cleveland OH 44120		Rural vac>10
130	279-000-0002-054	Town of Chautauqua	Chamberlin, Ellen	8106 Eagle Rd Kirkland OH 44094		Rural vac>10
131	279-000-0002-047.2	Town of Chautauqua	Mathews, Jason D.	Mayville NY 14757		1 Family Res
132	279-000-0002-047.1	Town of Chautauqua	Mathews, Paul H.	4953 Potter Rd Mayville NY 14757		1 Family Res
133	279-020-0001-028	Town of Chautauqua	Milledge, Judith ETAL	4976 Potter Rd Mayville NY 14757		1 Family Res
134	279-020-0001-002	Town of Chautauqua	Chautauqua Cemetery	Mayville NY 14757	Cemetery	Cemetery
135	279-020-0001-003	Town of Chautauqua	Jones, Wm A.	4929 W Lake Rd Mayville NY 14757		1 Family Res
136	279-020-0001-007	Town of Chautauqua	Jones, Alfred F.	4909 W Lake Rd Mayville NY 14757		1 Family Res
137	297-000-0001-001	Town of Chautauqua	Hovey Dianne G Etal	2661 Lighthouse Pt Mayville NY 14757	Lawn/Garden	Nursery
138	297-000-0001-049.1	Town of Chautauqua	Vahl, Muchell G. ETAL	9414 Bailey Hill Rd Clymer NY 147249743	Not needed if trail goes to Turner Center	Rural vac>10
139	297-000-0001-049.2	Town of Chautauqua	Mazza Chautauqua Cellars LLC	11815 E Lake Rd North East PA 16428	Not needed if trail goes to Turner Center	Dining est.
140	297-000-0001-048	Town of Chautauqua	Gibbs, Thomas E.	4695 Chautauqua Stedman Mayville NY 14757	Not needed if trail goes to Turner Center	1 Family Res
141	297-000-0001-019	Town of Chautauqua	Chautauqua Institution	Chautauqua NY 14722	Not needed if trail goes to Turner Center	Parking lot
142	297-000-0001-022	Town of Chautauqua	Chautauqua Institution	Chautauqua NY 14722	Not needed if trail goes to Turner Center	Vacant comm
143	297-000-0001-027	Town of Chautauqua	Chautauqua Institution	Chautauqua NY 14722	Not needed if trail goes to Turner Center	Auto body

Barcelona to Chautauqua Institution Shared-use Trail Feasibility Study & Implementation Plan

Parcel Analysis Segment 1 of 5



Legend

Existing Trail & Bike Facilities

- New York State Bike Route
- Seaway Trail
- Chautauqua Rails-to-Trails
- Bike Lanes

Potential Trail & Bike Facilities

- Barcelona - CI Trail
- Barcelona Harbor Spur
- Campbell Street Bridge
- Downtown Connector & Walking Loop
- Interconnection to Main Trail
- Glen Mills Falls Spur
- Moose Beach Spur
- Peacock Point Spur
- Welch's Spur
- Reservoir Diversion
- Chautauqua Suites Spur
- Lakeside Park Loop
- Webb's Connection

Parcel Ownership

- Northington Holdings LLC
- Loyal Order of Moose 118
- New York State Thruway
- State of New York
- YWCA
- Welch Foods Inc.
- Town of Westfield
- Village of Westfield

- Unknown (Railroad)
- Other (privately owned)

Base Map Features

- Municipal Boundary
- Parcel Boundary
- Active Railroad Lines
- Interstate
- Major Roads

Map Notes & Reference Data

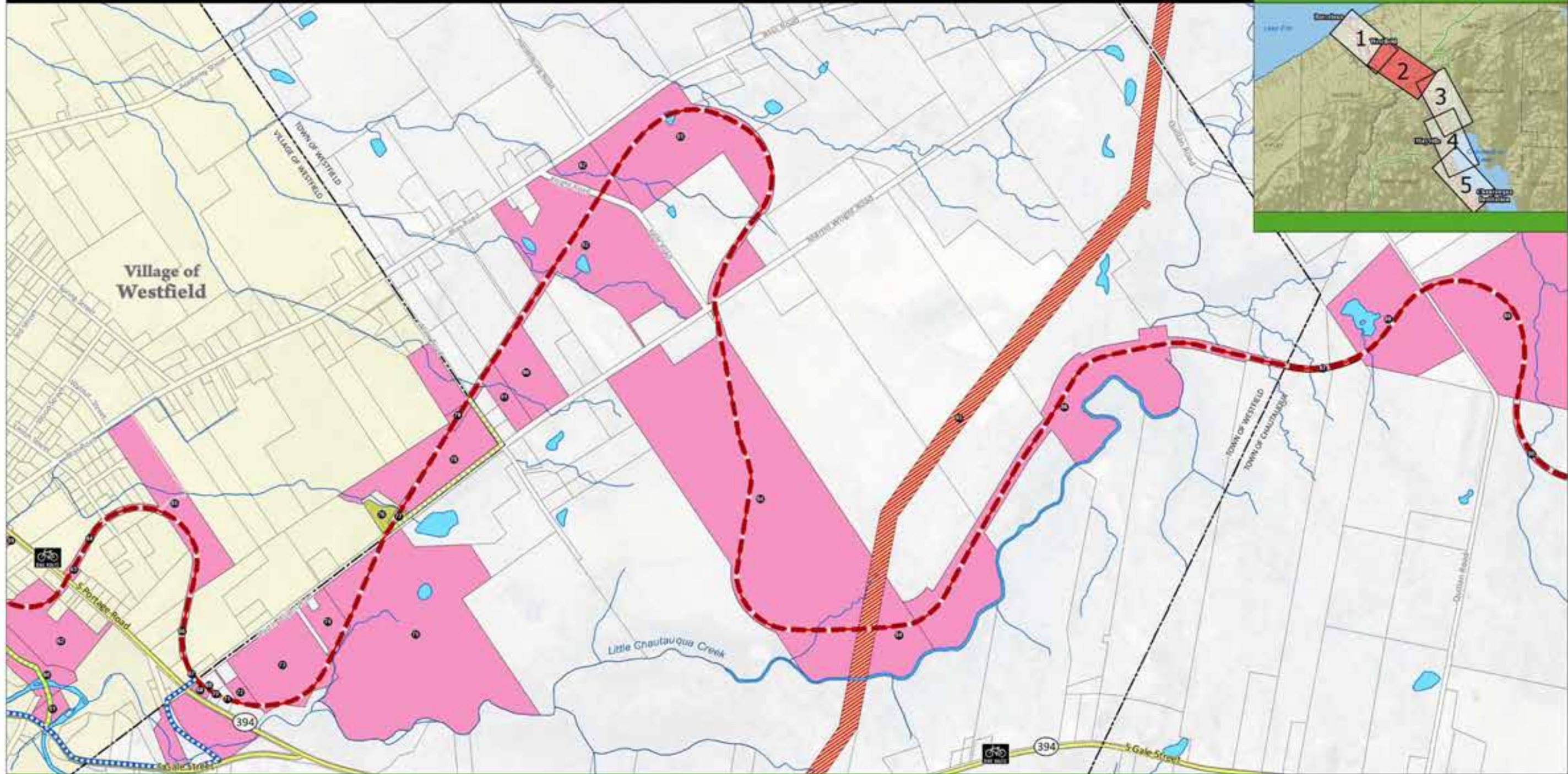
0 250 500 1,000 Feet
0 0.125 0.25 0.5 Miles

Date: 3/21/2015

Notes & Sources:
 1) Base data from Chautauque County GIS
 2) Aerial photo from NYSGIS Clearinghouse - 2006
 3) Potential Trail Route from Westfield Development Corporation
 4) Natural Heritage Area Data from NYS DEC
 5) HILobody NED data from NYSGIS Clearinghouse

Barcelona to Chautauqua Institution Shared-use Trail Feasibility Study & Implementation Plan

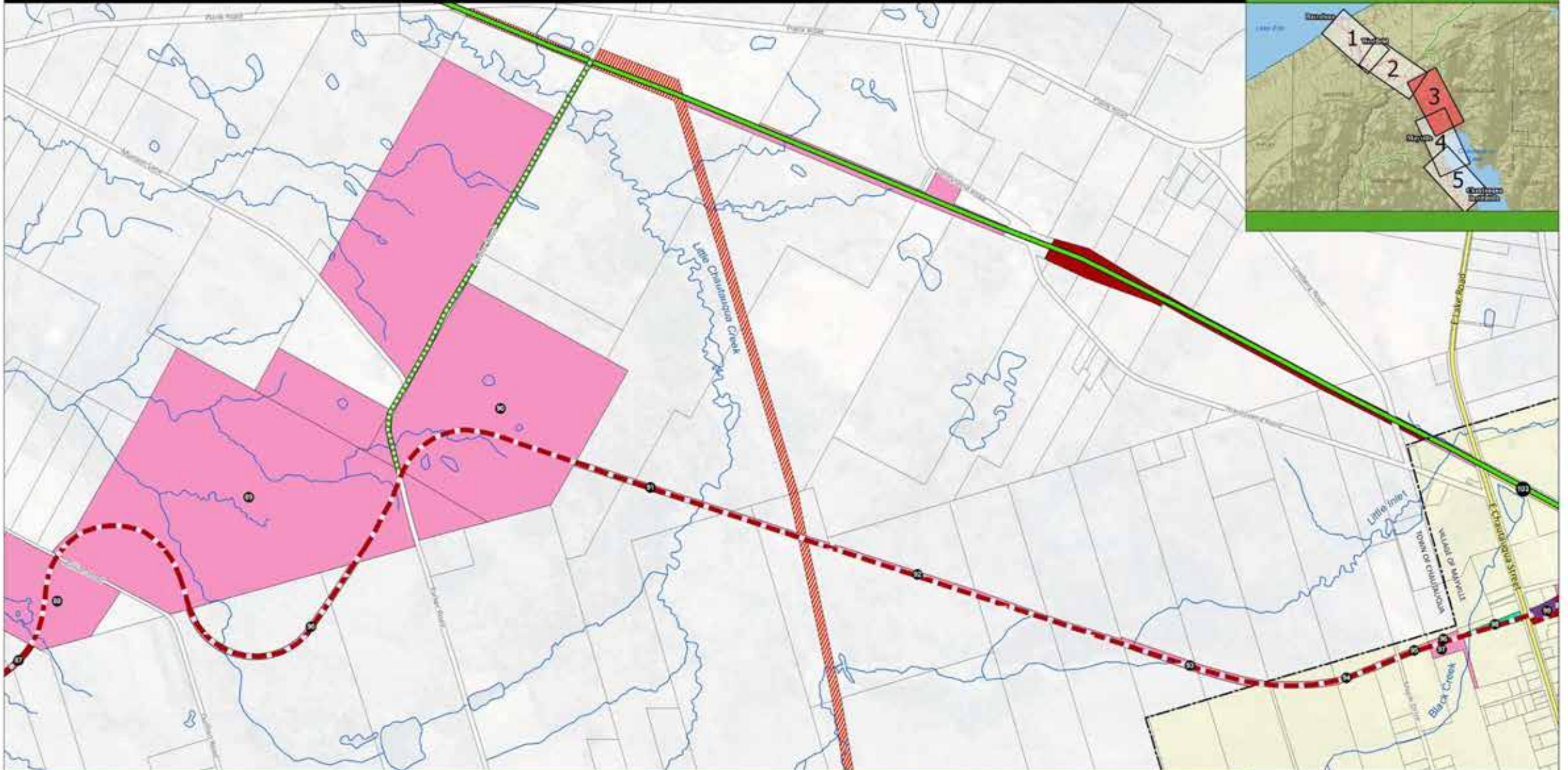
Parcel Analysis Segment 2 of 5



Legend		Parcel Ownership		Base Map Features		Map Notes & Reference Data	
New York State Bike Route	Barcelona - CI Trail	Glen Mills Falls Spur	Chautauqua Rails-to-Trails	Municipal Boundary		Date: 3/11/2013	
Seaway Trail	Barcelona Harbor Spur	Moose Beach Spur	Village of Westfield	Parcel Boundary		Notes & Sources:	
Chautauqua Rails-to-Trails	Campbell Street Bridge	Peacock Point Spur	Other (privately owned)	Active Railroad Lines	1) Base data from Chautauqua County GIS		
Bike Lanes	Downtown Connector & Walking Loop	Welch's Spur	National Grid	Interstate	2) Aerial photo from NYSGIS Clearinghouse - 2009		
	Interconnection to Main Trail	Reservoir Diversion		Major Roads	3) Potential Trail Route from Westfield Development Corporation		
		Webb's Connection			4) Natural Heritage Area Data from NYS DEC		
		Chautauqua Suites Spur			5) Hillshade NED data from NYSGIS Clearinghouse		
		Lakeside Park Loop					

Barcelona to Chautauqua Institution Shared-use Trail Feasibility Study & Implementation Plan

Parcel Analysis Segment 3 of 5



Legend		Parcel Ownership		Base Map Features	
Existing Trail & Bike Facilities	Potential Trail & Bike Facilities	Parcel Ownership	Parcel Ownership	Base Map Features	Base Map Features
New York State Bike Route	Barcelona-CT Trail	Chautauqua Rails-to-Trails	Village Of Mayville	Municipal Boundary	Parcel Boundary
Seaway Trail	Barcelona Harbor Spur	Empire Energy E & P, LLC	Other (privately owned)	Active Railroad Lines	Interstate
Chautauqua Rails-to-Trails	Campbell Street Bridge	Mayville Senior Apts LTD	National Grid	Major Road	
Bike Lanes	Downtown Connector & Walking Loop	Triple R, LLC			
	Intercconnection to Main Trail				
	Glen Mills Falls Spur				
	Chautauqua Suites Spur				
	Moose Bosch Spur				
	Lakeside Park Loop				
	Peacock Point Spur				
	Webb's Connection				
	Welch's Spur				
	Reservoir Diversions				

Map Notes & Reference Data

0 200 400 1,000 Feet
0 0.125 0.25 0.5 Miles

Date: 3/12/2013

Notes & Sources:
 1) Base data from Chautauque County GIS
 2) Aerial photo from NYSGIS Clearinghouse - 2008
 3) Potential Trail Route from Westfield Development Corporation
 4) National Heritage Area Data from NYS DEC
 5) SHBdata NED data from NYSGIS Clearinghouse

Barcelona to Chautauqua Institution Shared-use Trail Feasibility Study & Implementation Plan

Parcel Analysis Segment 4 of 5



Legend

Existing Trail & Bike Facilities	Potential Trail & Bike Facilities	Parcel Ownership	Base Map Features
New York State Bike Route	Barcelona - CI Trail	104 W Lake Rd LLC	Municipal Boundary
Seaway Trail	Barcelona Harbor Spur	Allegheny Highlands Council	Parcel Boundary
Chautauqua Rails-to-Trails Bike Lanes	Campbell Street Bridge	Chautauqua Rails-to-Trails	Active Railroad Lines
	Downtown Connector & Walking Loop	Lake Chaut VFW Post 8647	Interstate
	Intercconnection to Main Trail	County of Chautauqua	Major Roads
	Glen Mills Falls Spur	Empire Energy E & P, LLC	
	Moore Beach Spur	Triple R, LLC	
	Lakeside Park Loop	Village Of Mayville	
	Peacock Point Spur	Webbs Motel Inc	
	Welch's Spur	Other (privately owned)	
	Webb's Connection	People of NY State	
	Reservoir Diversion		

Map Notes & Reference Data

0 250 500 1,000 Feet
0 0.125 0.25 0.5 Miles

Date: 3/12/2013

Notes & Sources:
 1) Base data from Chautauque County GIS
 2) Aerial photo from NYSGIS Clearinghouse - 2008
 3) Potential Trail Routes from Westfield Development Corporation
 4) National Heritage Area Data from NYS DEC
 5) Hillshade NED data from NYSGIS Clearinghouse

Barcelona to Chautauqua Institution Shared-use Trail Feasibility Study & Implementation Plan

Parcel Analysis Segment 5 of 5



Legend

Existing Trail & Bike Facilities		Potential Trail & Bike Facilities		Parcel Ownership		Base Map Features	
New York State Bike Route	Barcelona - CI Trail	Glen Mills Falls Spur	Chautauqua Suites Spur	104 W Lake Rd LLC	Chautauqua Institution	Municipal Boundary	Parcel Boundary
Seaway Trail	Barcelona Harbor Spur	Moose Beach Spur	Lakeside Park Loop	Allegheny Highlands Council	County of Chautauqua	Active Railroad Lines	Interstate
Chautauqua Rail-to-Trails	Campbell Street Bridge	Peacock Point Spur	Webb's Connection	Chautauqua Cemetery	Lake Chaut VFW Post 8647	Major Roads	
Bike Lanes	Downtown Connector & Walking Loop	Welch's Spur		Other (privately owned)	Maxxa Chautauqua Cellars		
	Interconnection to Main Trail	Reservoir Diversion					

Map Notes & Reference Data

0 250 500 1,000 Feet
0 0.125 0.25 0.5 Miles

Date: 5/13/2013

Notes & Sources:
 1) Base Data from Chautauqua County GIS
 2) Aerial photo from NYSGIS Clearinghouse - 2009
 3) Potential Trail Route from Westfield Development Corporation
 4) Natural Heritage Area Data from NYS DEC
 5) 100ft-scale NED Data from NYSGIS Clearinghouse

Property Owner Outreach

Each property owner identified during the parcel analysis was sent a letter that introduced the project and invited them to attend the public meeting. Further, steering committee members attempted to visit/call key property owners who hold key portions of the former rail corridor. The following table summarizes the property owner contact and input received from this effort.

Rank	Project ID No.	Mailing Address	Visit Notes	Call/Visit Notes
1a	89	6980 Parker Rd Mayville NY 14757	Existing Portage Trail, owns the bulk of the corridor . Property owners currently allows passage on their land for Portage Trail.	Not able to attend meeting, currently allow full access and have no concerns.
1b	90	6941 Parker Rd Mayville NY 14757	Existing Portage Trail, owns the bulk of the corridor. Property owners currently allows passage on their land for Portage Trail.	Plans to attend meeting, currently allows access. Concerned that liability is covered, has had issues with people coming off trail. Does not want paved, does not want ATV.
1c	94	40 Clinton St Westfield NY 14787	Existing Portage Trail. Property owners currently allows passage on their land for Portage Trail.	Only concern is that we provide/ maintaining liability insurance like he currently has. Will not be able to attend meeting.
1d	95	41 Maple Dr E Mayville NY 14757	Existing Portage Trail. Property owners currently allows passage on their land for Portage Trail.	

Rank	Project ID No.	Mailing Address	Visit Notes	Call/Visit Notes
2	88	Ashville NY 14710	Owns property just north of Quilliam Road across from the northern trailhead of the Portage Trail. This property is critical to extend the Portage Trail from Quilliam Road to Martin-Wright Road.	Met owner in-person. Owner does not want anyone on the property. Lists variety of reasons: privacy, litter/dumping, illegal camping, fished out pond, people go off trail, etc.
3	84	7553 Martin Wright Rd Westfield NY 14787	Owns all of the corridor between Quilliam Road and Martin-Wright Road, excluding what is owned by CRT and Mr. Larson. This property owner is of great importance in extending the Portage Trail to Westfield. Great historic value in the points of interest/natural features on their land ie - Big Fill & Fitch's Falls.	Owner may consider granting easement. Owner indicated their primary concerns are: assessment on property does not increase, she is provided with insurance certificate indicating liability is covered (like snowmobile club), NO ATV or horses. Also concerned about hunters that she has granted rights to and potential conflict with trail users, and with keeping property clean and free of litter.
4	98	Vista One Charlerio PA 15022	Existing Portage Trail. Focus on private property owners first. However, Empire Energy currently allows the Portage Trail to pass through it's property and this parcel provides access from East Chautauqua Street in Mayville.	
5	102	11 Lincoln St Mayville NY 14757	Existing Snowmobile This property is part of an important connection between the CRT and Portage Trail. Property owners currently allows snowmobiles to cross their land leaving the existing CRT behind the NYS DOT property on the south side of East Chautauqua Street in Mayville.	left message.

Rank	Project ID No.	Mailing Address	Visit Notes	Call/Visit Notes
6	100	25 Jefferson St Salamanca NY 14779	Garden Apartment - Existing Snowmobile This property is part of an important connection between the CRT and Portage Trail. Focus on private property owners and not worry about this one now. However, this property provides the opportunity to have a year round connection to link the Portage Trail and CRT.	
7	99	95 E Chautauqua St Mayville NY 14757	Professional Office - Existing Snowmobile This property is part of an important connection between the CRT and Portage Trail. Focus on private property owners and not worry about this one now. However, this property provides the opportunity to have a year round connection to link the Portage Trail and CRT.	Supportive.
8a	63	179 South Portage St Westfield NY 14787	1st parcel east of Route 394 in Westfield. This parcel is important if extending the trail from Martin-Wright Road to Route 394 in Westfield.	If adjacent property owners are favorable, ask property owners if they would consider granting a ROW.
8b	64	171 S Portage St Westfield NY 14787	2nd parcel east of Route 394 in Westfield. This parcel is important if extending the trail from Martin-Wright Road to Route 394 in Westfield.	Strong supporters of the proposed trail project. They and are willing to help with other property owners and trail development initiatives.
8c	65	Westfield NY 14787	Owns several parcels, most of which are vineyards, between Martin-Wright Road (north) and Route 394. This parcel is important if extending the trail from Martin-Wright Road to Route 394 in Westfield.	Called, left message.

Rank	Project ID No.	Mailing Address	Visit Notes	Call/Visit Notes
8d	80	7594 Martin Wright Rd Westfield NY 14787	Owns a portion of the corridor between Martin-Wright Road and Route 394 (north of Martin-Wright). This parcel is important if extending the trail from Martin-Wright Road to Route 394 in Westfield.	Called, no answer.
8e	81	7016 Allen Rd Westfield NY 14787	Owns a portion of the corridor between Martin-Wright Road and Route 394 (north of Martin-Wright). This parcel is important if extending the trail from Martin-Wright Road to Route 394 in Westfield.	No number.
8f	83	7447 Bliss Rd Westfield NY 14787	Owns the first section of the corridor on the north side of Martin-Wright where it crosses the road. This parcel is important if extending the trail from Martin-Wright Road to Route 394 in Westfield.	Called, left message.
9	37	9125 West Lake Rd Westfield NY 14787	Owns land on west bank of Chautauqua Creek between I-90 and the Railroad Corridor. Could be of secondary importance if the corridor being pursued first is the section between Mayville and Westfield.	Spoke with wife on phone. Does not want anything to do with trail on her property: has been approached before for fishing access and is not interested.
10	118	PO Box 261 50 Hough Hill Road Falconer NY 14733	Boy Scouts. Already spoke with, so a letter should be adequate	
11	113	120 West Lake Rd Mayville NY 14757	Webbs Four Seasons Resort.	Contacted the owner, he thinks it sounds like a good project and is interested in viewing the proposed alignment. Appreciated the letter and the call.
12	111	W Lake Rd Mayville NY 14757		Lisa has been in contact with owner - they are supportive of the trail.

APPENDIX A4

SAMPLE MANAGEMENT PLAN POLICIES & RECOMMENDATIONS

Sample Management Plan Policies & Recommendations

A management plan is an important component to ensure a positive user experience and to effectively manage the potential risk. All parties involved with managing the Barcelona to Chautauqua Institution Trail should adopt a trail management plan before a trail is opened. We recommend the following policies and procedures be considered in such a plan. The plan should be documented in writing and also be officially adopted by all entities associated with managing the trail. Such a plan defines expectations for the operations, maintenance and security of the trail.

The goal of the management plan is to ensure the trail is safe and usable at all times. Potential hazards should be clearly identified and marked to alert users until they can be repaired. Failure to properly manage and maintain a trail may result in an unsafe condition that may become a hazard to the trail users and a liability to those responsible for managing the trail.

1. Trail Management Considerations

- Management Structures
- Trail Management Objectives
- User Safety and Security
- Natural and Cultural Resource Management
- The Physical Corridor
- Programming and Environmental Education Activities
- Conflicting and Competing Uses
- Use of Volunteers
- Monitoring Trail Uses
- Trail Closures
- Trail Accessibility Policy

2. Trail Maintenance Considerations

- Frequency of Maintenance
- Trail Assessments and Inspections
- Hazard Tree Identification, Inspection, and Corrective Action
- Revegetation and Restoration
- Training

Management Structure

Before assuming that a new organization or agency needs to be created to manage the Barcelona to Chautauqua Institution Trail, the first step is to determine whether an existing organization or agency is capable and willing to manage the trail. Potential organizations and agencies include:

- Westfield Development Corporation
- Chautauqua Rails to Trails
- Friends of Chautauqua Greenways
- Village of Westfield
- Village of Mayville
- Town of Westfield
- Town of Chautauqua
- Chautauqua County
- Allegheny Highlands Council, Boy Scouts of America
- Chautauqua Lake Snowmobile Club
- Allegheny Outdoor Club
- Chautauqua County Hiking Club

To determine whether one, or a partnership of these entities, has the capacity to manage the Barcelona to Chautauqua Institution Trail, the following management needs and expectations need to be discussed and considered.

Potential Management Needs

1. Organizational and financial administration
2. Organizational sustainability
3. Financial sustainability
4. Administration of volunteers and ability to build and retain pools of volunteers
5. Ability to secure federal, state, and or municipal funding
6. Ability to secure foundation funding
7. Geographic jurisdiction or potential area of jurisdiction
8. Project planning and design
9. Partnership and relationship building
10. Land acquisition, access easement, and rights-of-way
11. Negotiation/equitable ownership
12. Construction funding
13. Project mobilization and implementation
14. Other resources receipt and management (e.g. donated materials or equipment with operator)
15. Maintenance capabilities/needs or arrangements for maintenance
16. Insurance or insurability/risk management
17. Operations/maintenance funding
18. Accountability to public interest/fiduciary responsibility to public trust, and
19. Public relations and marketing ability

There may also be additional management needs. It is important to identify them early in the process and that you discuss all needs with potential partners who may assist in managing the trail.

The capabilities of agencies and organizations can vary greatly depending on the regulatory, agency, and organizational requirements governing a particular management structure. Therefore, it is important to compare the management needs with the capabilities of existing agencies and organizations to determine if they have the ability and capacity to meet your needs.

If an agency or organization cannot be identified that can manage your trail, then you should determine if there is potential to establish an organization to provide your management needs. There are many types of management structures, each type providing opportunities and limitations regarding their ability to manage trails. Management structures typically fall into one of the following categories:

- Municipality Owned/Operated
- Non-Profit Owned/Operated
- A hybrid of the above

Based on discussions at the study committee level, we recommend an intergovernmental agreement be established between the municipal partners having jurisdiction over their respective portions of the proposed trail. This intergovernmental organization should be responsible for the following tasks:

Proposed Intergovernmental Agency (Regulatory) Responsibilities

- | | |
|---|---|
| 1. Organizational, policy, and financial administration | 7. Construction funding |
| 2. Ability to secure federal, state, and or municipal funding | 8. Project mobilization and implementation |
| 3. Safety & Security | 9. Other resources receipt and management (e.g. donated materials or equipment with operator) |
| 4. Project planning and design | 10. Insurance or insurability/risk management |
| 5. Hold land acquisitions, access easements, and rights-of-ways | 11. Operations/maintenance funding |
| 6. Negotiation/equitable ownership | 12. Accountability to public interest/fiduciary responsibility to public trust |

Barcelona to Chautauqua Institution Trail Partnership

Village of
Westfield

Village of
Mayville

Town of
Westfield

Town of
Chautauqua

County of
Chautauqua

Regulatory Role & Responsibilities

Supporting Role & Responsibilities

Friends of Chatauqua Greenways

Westfield
Development
Corporation

Chautauqua
County Rails to
Trails

Chautauqua Lake
Snowmobile
Club

Chautauqua
County Outdoor
Club

Allegheny
Outdoor Club

Allegheny
Highlands
Council, BSA

Proposed Non-Profit and Volunteer Organization (Supporting) Responsibilities

1. Administration of volunteers and ability to build and retain pools of volunteers
2. Fundraising
3. Programming activities
4. Partnership and relationship building
5. Negotiate land acquisition, access easement, and rights-of-way
6. Maintenance capabilities/needs or arrangements for maintenance
7. Operations/maintenance funding/ endowment
8. Accountability to public interest/fiduciary responsibility to public trust, and
9. Public relations and marketing

Trail Management Objectives

Effective trail management includes establishing trail management objectives during the trail planning process. The Trail Management Objective (TMO) form developed by the U.S. Forest Service synthesizes the management intention of a proposed or existing trail. The TMO provides a means of recording basic information for future trail planning, management, and reporting. TMOs are a prerequisite for completing an effective trail condition assessment, as well as planning future work required to comply with current standards. We have simplified and adapted the U.S. Forest Service TMO Form, found [HERE](#), for this project. It is located on the following pages.

TMOs are proposed for the various segments proposed for the Barcelona to Chautauqua Institution Trail. It includes trail specifications, level of difficulty, and project number and types of users the trail will serve. By establishing TMOs for each segment of the trail, the trail's design and management can better correspond with its intended type and level of use.

TMOs should be reviewed and approved before and after the trail design is completed. This ensures that objectives for the trail are consistent with the location's current and future land management practices. Furthermore it ensures consistent use between trails. TMOs should be updated if the management intent for the trail, special considerations, or other factors change.

It is essential to establish and document TMOs before you construct a trail to ensure proper management of the trail in the future. The following instructions explain the importance of the information to be documented on the TMO worksheet:

Overall Trail Information

- Trail Name: Specify the official trail name.
- Trail Location: Specify the trail location based on the naming protocol of the trail sponsor.
- Trail Length: Specify the length of the trail in miles. Mileage accuracy recorded on the TMO should correspond to the method of collection: wheel, GPS, map, or unknown.
- Trail Beginning and Ending Segment: Specify the location of the trail's beginning and ending segment using coordinates or mileposts.

Designed Use Objectives

- Designed Use: Specify the prescribed use for the proposed trail. The designed use is necessary to establish the standards for which the trail is designed, constructed, operated, and maintained.

- **Season of Use:** Specify the season(s) the trail will be open for use. Indicate the specific date(s) or frequency of seasonal closure.
- **Level of Difficulty:** Specify the prescribed level of difficulty for a specific trail based on its corresponding level of difficulty standards.
- **System Layout:** Specify the type of layout the trail will conform to.

Trail Specifications

- **Maximum Grade:** Specify the maximum grade of the trail. Indicate the maximum percent grade for a sustained length of tread, as well as a short length of tread along the proposed trail route.
- **Minimum Clearances:** Specify the minimum clearance of a trail. Indicate the width and height in feet based on a trail's design guidelines.
- **Design Requirements:** Specify the trail's proposed tread width, curve radius, and surface material. This information should be based on the trail's suggested design guidelines.
- **Managed Use:** Specify the mode of travel that is appropriate for a trail, based on its design and management.
- **Prohibited Use:** Specify any use or mode of travel prohibited by an official legal order or the trail sponsor.

Trail Characteristics

- **Sensitive Areas:** Specify all ecologically or hydrologically sensitive areas within the proposed trail corridor.
- **Destinations:** Specify all destinations accessible to or visible from the proposed trail route.
- **Structures:** Specify all structures currently located along the trail route or that will need to be constructed.

Trailheads and Amenities

- **Trailheads and Access Points:** Specify the name and location of all trailheads providing access to the proposed trail route.
- **Amenities:** Specify all current or proposed amenities located within a trailhead or along the proposed trail route.

Maintenance Requirements

- **Routine Maintenance Schedule:** Describe the anticipated frequency for completing routine maintenance tasks and define frequency for performing maintenance tasks.

Trail Management Objectives

Trail Name _____ *Begin Segment* _____ identified by mileposts
Location _____ *End Segment* _____ or coordinates
Total Trail Length _____ Segment Length _____

page 1 of 2

Designed Use Hike / Pedestrian Bike Mountain Bike Equestrian
 Cross Country Ski Snowshoe

Season of Use Year Round Winter Spring Summer Fall

Level of Difficulty Easiest _____% More Difficult _____% Most Difficult _____%

System Layout Linear Single Loop Stacked Loop Multiple Loop
 Spoked Wheel Primary & Secondary Loop Maze

Trail Specifications

Maximum Grade Sustained _____%
Short _____%
Minimum Clearances Width _____feet
Height _____feet

Tread Specifications

Tread Surface Stable Firm
Tread Material Native In-Place Native Borrow
 Manufactured, _____ Stabilized Soil
 Stone Pavement

Design Requirements Tread Width _____feet
Target Cross Slope _____%
Minimum Curve Radius _____feet

Accessibility

Complies with ADA – Draft final Accessibility Guidelines for Outdoor Developed Areas

Managed Use Shared Use Path / Rail Trail Multi-Use / Shared Use Trail
 Hike / Pedestrian Bicycle Equestrian
 Cross Country Ski Snowshoe

Prohibited Use All Motorized Use ATV Snowmobile
 Hike / Pedestrian Bike Mountain Bike Equestrian
 Cross Country Ski Snowshoe

Sensitive Areas Wetlands Seeps Habitat Species
 Cultural / Historical EV / HQ Streams Adjacent Land Use
 Other, describe: _____

Destinations Parks Connecting Trails Wildlife Areas Control Points
 Stream Crossings Trailheads Vistas Scenic Areas
 Others, describe: _____

Structures Culverts Bridges Rock Walls
 Crib / Gabion Walls Other Walls
 Other Structures, describe: _____

Notes

Prepared by _____

Date _____

Trail Management Objectives

Trail Name _____ **Begin Segment** _____ identified by mileposts
Location _____ **End Segment** _____ or coordinates
Total Trail Length _____ **Segment Length** _____

page 2 of 2

Trailheads & Access Points **Name** _____ **Location** _____ identified by milepost
 or coordinates

- Amenities**
- | | | |
|---|--|--|
| <input type="checkbox"/> Parking, no. of spaces _____ | <input type="checkbox"/> Restroom | <input type="checkbox"/> Potable Water |
| <input type="checkbox"/> Trash / Recycling Containers | <input type="checkbox"/> Picnic Shelter | <input type="checkbox"/> Kiosk |
| <input type="checkbox"/> Message Board | <input type="checkbox"/> Primitive Camping | <input type="checkbox"/> Warming Hut |
| <input type="checkbox"/> Bike Rack | <input type="checkbox"/> Air Station | <input type="checkbox"/> High Line |
| <input type="checkbox"/> Hitch Rail | <input type="checkbox"/> Corral | <input type="checkbox"/> Horse Stall |
| <input type="checkbox"/> Watering Trough | <input type="checkbox"/> Fire Ring | <input type="checkbox"/> Picnic Table |
| <input type="checkbox"/> Others, describe: _____ | | |

Maintenance Requirements: Identify the anticipated frequency for completing routine maintenance tasks

Routine Maintenance Schedule												
Maintenance Activity	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec
EXAMPLE- Mowing	/	/	•	••••	••••	••••	••••	••••	••••	••••	/	/
Mowing												
Trimming												
Trash												
Pruning												
Weeding												
Invasive Removal												
Brush Hog												
Signs - inspect/repair/replace												
Blazes - inspect/re-paint												
Fence - inspect/repair/replace												
Culverts - inspect/repair/replace												
Storm Drains - inspect/repair/replace												
Gates - inspect/repair/replace												
Bridge - inspect/repair/replace												
Maintain Dips												
Grade Ditches												
Trail Grooming												
Trail Surfacing												
Landscaping												
Storm Damage												
Vandalism												
Repair Washouts												

Special Considerations	Notes

Prepared by _____ Date _____

User Safety and Security

The most important consideration along your trail is the safety of the trail users. Therefore, proactive planning, coordination, and response policies are necessary.

Trail Rules

Generally trail rules begin with identifying the permitted uses for the trail. Often the rules also identify uses that are prohibited along the trail. The following rules are recommended for the Barcelona Harbor to Chautauqua Institution Trail:

Barcelona to Chautauqua Institution Trail Rules

- Respect private property and stay on the trail.
- Snowmobiles are permitted, No other motorized vehicles are permitted on the trail.
- By law, all bicyclists under the age of 14 are required to wear approved bicycle helmets when bicycling or riding as passengers on bicycles in New York State.
- Keep right, except to pass.
- Warn before passing. Sound your bell or horn and announce audibly "Passing on your left."
- Bicyclists yield to walkers/hikers.
- Trail open daily, dawn to dusk. No overnight use, except in authorized areas. Reservations are required for groups of 10 or more.
- Stay on trail.
- No fires.
- Keep pets on a leash six feet or less in length, under control, and collect and dispose of pet waste in a proper receptacle.
- No horses are permitted on the trail.
- Do not discharge or carry loaded firearms on or near the trail.
- Dumping and littering are prohibited. If you see litter, please pick it up.
- Permits are required for any special group event of twenty-five or more.

These rules should be reviewed, amended as appropriate, and formally adopted by all trail partners and municipalities which the trail passes through.

Cellular Phones and Cellular Service

On websites, at trailheads, and on all printed trail maps, identify that cellular phone service is available along the Barcelona Harbor to Chautauqua Institution Trail, and indicate emergency response can be initiated by dialing 911. Also post that given the remote locations of along the trail, one cannot always assume cellular service will be available when needed.

To promote awareness and eliminate reliance on service that may not be available; place cell service notices at trailheads and access points. Notices should indicate whether cell service is available, and if so what carriers can access it along a particular corridor, further, this notice should indicate where service is 'spotty' or where access service is unreliable.

Police, Fire, and Ambulance Coordination

Often a trail will pass through a number of municipalities each having jurisdiction. As a result, this provides potential conflicts for emergency service response. The New York State Office of Emergency Management facilitates emergency services in a coordinated fashion. Their policies and procedures govern emergency response procedures and responsibilities along the trail corridor. Therefore, it is important to have all public safety agencies involved in the trail planning and design process to ensure their needs are being met.

If a particular emergency response is initiated by calling a phone number other than 911, post the phone number(s) for the appropriate first responders at trailheads and trail access locations.

Law Enforcement

Emergency law enforcement response can typically be activated by dialing 911. All responses to criminal actions are handled by either the State Police or by a local law enforcement agency. Where a full-time local law enforcement agency is available, that agency will serve as the primary law enforcement agency and the State Police will function as backup. Where a part-time law enforcement agency exists, that agency will serve as the primary law enforcement agency during its business hours; State Police will fill in during off-hours. Where no local agency is available, the State Police will provide necessary police service on a full-time basis.

Emergency Medical Services (EMS)

Emergency medical service response can typically be activated by dialing 911. Post EMS response contact information at trailheads and trail access points.

Emergency Response Procedures

The trail manager should work with local law enforcement and emergency responders to

develop appropriate policies and procedures; often these will vary from place to place. This includes providing the responders with keys to gates so they can access the trail corridor.

Milepost Signs for Emergency Response

Mile posts should be maintained to allow users to identify their location along the trail. Mile posts should be installed at one-half mile intervals. If a person calling in an emergency, states that the victim is near milepost 8.5, response personnel can easily identify an appropriate vehicular staging area to allow for the quickest access to the victim. This enables response personnel to more easily locate the victim.

The trail manager should develop an emergency response map, indicating all public and private access points that can be used in an emergency. The maps should show the mileage that corresponds to the mile markers installed on the trail. The maps should be distributed to EMS, fire, and police agencies having jurisdiction over the trail corridor.

River, Stream, and Pond Related Emergencies

Should a report of a possible drowning be received, a mountain bike emergency response team should be dispatched. If the location of the victim is unknown, the response team will be able to scan the stream's banks faster and more efficiently than can be done on foot or by vehicle. When the victim is located, resuscitation can be initiated, and necessary equipment can be summoned, speeding assistance to the victim while minimizing impact on the environment.

Winter Emergencies

In the event a skier or hiker should require medical aid, it may be necessary to gain access to the victim by use of snowmobile. Trail conditions may prohibit mountain bikes, ambulances, or other emergency response vehicles on the trail. Local emergency response personnel should identify partners who can provide snowmobiles should the need arise. Snowmobiles should be staffed by EMS personnel and a sled should be available for patient transport. Snowmobile operators must be aware that skiers and hikers may be present on the trail and extreme caution should be used when operating a snowmobile on the trail during the emergency response effort.

Fire and Wildfire Control

In the event of a fire, or possible fire, on the trail, fire chiefs should verify the nature and extent of the fire before moving equipment onto the trail. Efforts should be taken to limit fire equipment on the trail to the extent possible to limit damage to the trail surface.

Campfires and open burning should not be permitted, and be discouraged, along the trail through local ordinances. This restriction should be posted on trail maps and brochures, and on signs at trailheads and trail access points.

Natural and Cultural Resources

The resource is not only the trail itself but also the surrounding environment. Therefore resource protection measures should also be implemented.

Adjacent Land Use – Zoning

The issue of adjacent land use is central to protection of the trail as a resource. Since the trail is a relatively narrow strip of land, the quality of the trail users' experience is largely a function of how the land adjacent to the trail corridor is developed.

Overall direction and policy should be developed through a broad-based planning process. The resulting development guidelines should be formalized in a model ordinance, which can in turn be used by local municipalities to modify their land use plans and zoning ordinances.

Visual Management and Open Areas

Open areas and scenic vistas are desirable to maintain at certain points along the trail to ensure variety and an interesting trail experience. Visual management and open area maintenance should be directed primarily by the local municipalities having jurisdiction, and coordinated by the Chautauqua County Department of Planning and Economic Development. The ecological health of the trail corridor should take precedence over aesthetics or providing vistas.

Timber and Vegetation Management

Timber management is carried out for safety and economic reasons. Since the trail is intended as a scenic recreational corridor, it is unlikely that timber harvesting within the trail proper will be permitted. More likely is the fact adjacent lands could be used for timber harvesting.

Weed control is another issue. All possible steps should be taken to ensure that resulting environmental and aesthetic impacts on the corridor are adequately considered and mitigated. Environmentally friendly alternatives to herbicides and pesticides should be explored and exhausted before resorting to chemical measures to control weeds and pests.

Rare, Threatened and Endangered Species and Other Wildlife

Threatened and endangered species are protected under state and federal laws. Trail development, use, and interpretation should take into consideration these protections, and work within the state and federal regulations to protect these resources. The protection of rare, threatened and endangered species begins during the trail planning process.

The trail corridor provides narrow but continuous habitat for a wide variety of wildlife. This may benefit both wildlife and trail users alike, since viewing wildlife is one of the many reasons people use trails. Protection of wildlife is the responsibility of the NYS Department of Environmental Conservation, including game, non-game, endangered and non-endangered wildlife species. Should wildlife disturbance be a concern along your corridor, contact one of the Chautauqua County Environmental Conservation Officers.

Historical and Cultural Resources

Typically, historical and cultural features are located along trail corridors. These features add to and enrich the trail experience. Strive to protect and enhance historic and archeological resources to the maximum extent possible. When trail development and/or activities might negatively affect or disturb cultural or archeological resources, contact the New York's State Historic Preservation Office to review determine requirements for historic review, and to identify precautions to take to avoid impacts to these resources.

Physical Corridor

Trailheads Access and Parking

Policies and procedures should be developed to address issues such as:

- How to deal with not having enough parking
- Illegal parking
- Inappropriate parking lots

Signs

Adopt a standardized sign system consistent throughout the length of the trail during the trail's initial development. An effective sign plan includes:

- Directional signs to nearby trail services
- Mileage markers
- Regulatory signs
- Interpretive signs for historic, cultural, and environmental features

Policy should state who is responsible for maintaining signs. Policies should be in place to avoid sign clutter by balancing information with aesthetics. Consider multilingual text where appropriate. Trail kiosks, maps and brochures should indicate that unless marked, do not drink the water from natural sources along the trail.

Bridges, Stream Crossings, and Drainage Structures

Routine maintenance of existing structures should be performed by the trail sponsor. If the structure is associated with other uses, i.e. vehicular, rail, etc., then inspection and maintenance of the structures will likely be the responsibility of the entity responsible for those uses. In these cases a written agreement should be in place to establish the responsibilities of each organization utilizing the structures.

Landscape Screening

Often, during the design and development phase of the project landscape screening is considered along portions of a trails to enhance the trail experience and ensure privacy for adjacent landowners. Consider material and maintenance requirements of screening options so they are in harmony with their surroundings and achieve the desired effect. Further, plant any landscaping along a trail with native plant materials. Maintenance and replacement of evergreen plantings will be the task of the maintenance groups. Before installing landscape screening assess the capacity to maintain the plantings upon installation and into the future.

Connector Trails

It is important to maintain the continuity of the trail experience throughout a trail's entire length. Therefore, where appropriate, plan and develop a trail with its regional significance in mind. The addition of connector trails may occur in the future to provide access to nearby parks, historic, cultural, and environmental features. Trail sponsors typically maintain side and connecting trails with the formalized written consent of the agency owning the land.

Overnight Use/Camping Areas

The development and management of overnight facilities requires more detailed policies and regulations. Such areas should be considered, when appropriate, during the planning process. Policies and procedures should be in place before opening overnight use/camping areas.

Typical facilities at overnight use areas include access to potable water, picnic tables, and toilets. Youth hostels, bed and breakfast facilities, and groups of commercial campgrounds with a high level of facilities usually are available in or near towns with public sewer and water utilities. Provide wayfinding signs to direct trail users to these facilities.

Special Event and Large Group Use

Trails may be used for special events, such as walk-a-thons, group bicycle rides and environmental education programs. Policies on large group activities need to be established, such as when a trail can be reserved and for what length of time. Also, permit applications and participant releases/waivers should be used. Waivers decrease impacts on other trail users as well as adjacent communities and land uses while maximizing the educational, economic, and community-building benefits of the event. Local municipalities should be involved in developing regulations and providing subsequent enforcement of them for special events and large group use. Special events and large group uses should be permitted through the agency responsible for the day-to-day management of the trail.

Trail managers may require sponsors to obtain a special use permit when the number of participants will exceed a certain number of registrants, typically in the range of 20 to 25 participants.

Typically the trail's managing agency reviews the application and, barring any conflicts, issues the permit along with the regulations and guidelines letter. Special uses by definition should not occur without appropriate review and control. Sponsors should be required to provide additional facilities, at their cost, as required to meet event needs. This may include: garbage and recyclable collection; providing temporary sanitary facilities; establishing emergency and delivery routes; providing traffic and parking control, etc. All major activities should be centered at a trail access point capable of hosting the special event.

A sample Event and Special Activities Policy is included in the Appendix.

Public Information and Education Program Policies

The success of a trail depends on the awareness of its existence by potential users and supporters. Therefore, it is important to ensure that appropriate means are used to inform the public about the trail. This can be accomplished through direct efforts of state, county, and local agencies and through marketing efforts by local municipalities and commercial interest groups.

Public education programs can be developed to illuminate various aspects of the trail and adjacent areas such as history, plant and wildlife biology, ecology, and recreational workshops. The trail could become a valuable educational resource for local elementary and

secondary schools, as well as local colleges and universities within the region of the trail. Cell phone tours and smart phone links can be developed and provide a cost effective way to provide a great source of trail information.

Trails and corresponding events should be promoted throughout the Chautauqua County region. A coordinated effort for promoting the trail should begin Chautauqua County Visitors Bureau, www.tourchautauqua.com. All scheduled public trail outings and events should be included in the CCVBs event calendar, and, the trail should be highlighted in their publications.

ATV Use

Many trails have adopted policies that prohibit ATV use. In these instances, the design of the trail should be completed in a manner to discourage ATV use of the trail. Cooperative enforcement efforts by municipalities, counties, and the State Police are necessary to preserve motorized use restrictions. Adopt local ordinances to prohibit ATV use of the trail corridor and establish an escalating scale of penalties for offenders.

Litter and Graffiti

Enforcement of litter and graffiti ordinances will be the responsibility of the relevant municipality or the State Police. Routine monitoring and patrolling by trail users and local support groups will help to decrease these problems. Littering and vandalism is less likely to occur repeatedly in areas where trail monitoring occurs and problems are dealt with in a timely manner.

Hunting

The trail's managing agency is responsible for establishing a policy regarding hunting along the trail corridor. Hunting policies should be developed in consultation with the respective regional office of the New York State Department of Environmental Conservation.

Utilities and Communications Facilities

Use of trail corridors by utilities and communications providers is not unusual, since the nature of railroad alignments lend themselves to such uses. An example of this is a trail in which a portion of the railway right-of-way was purchased upon abandonment by a local municipal authority. Today, the right-of-way contains a sanitary sewer line and the authority has an agreement with the local municipalities to use the right-of-way for a public trail. The trail manager should seek the advice of legal counsel before entering into an agreement with a utility company.

Where the municipalities obtain ownership of the trail corridor, licensing of utility companies for such uses is often a viable means of helping to recoup trail development costs and operational expenses. To the extent that pipelines and cables are buried, the uses generally do not conflict.

Each application for such use should be reviewed carefully, however, with particular attention being paid to expected frequency of maintenance, required access by motorized maintenance vehicles, and the mitigation of any resulting impacts. The local municipality having jurisdiction should take the lead in regulating this policy.

Volunteers

In addition to implementing policies to comply with the New York State's Background Clearances – Statewide Criminal Registry Database Check, a liability waiver should be adopted.

Liability Waivers

Liability waivers should be signed by individuals and groups who desire to perform any form of work associated with a trail. The following is a sample waiver of liability. Before adopting such a waiver, you should review your proposed waiver with legal counsel to ensure its applicability and durability in a court of law.

Trail Monitoring and Patrolling

Monitoring and patrolling are critical for a many reasons including:

- Security
- Protection from vandalism
- Promoting safe riding
- Handling conflict
- Trail safety inspection
- Emergency aid
- Providing a presence on the trail

Monitoring and patrolling requires a cooperative effort between the trail sponsor, local municipalities, participating partner organizations and local trail support groups.

Trail monitoring roles may be assigned to an appropriate group or organization, either for the trail as a whole, or by sections similar to NYSDOT's "Adopt a Highway" program. Written agreements should document the roles and responsibilities of the trail sponsor and the monitoring/patrol agency or group.

Monitors should obtain certification by attending a training class conducted by trail partnership organizations. Monitors should wear bright shirts with "Trail Patrol" displayed prominently in large contrasting letters. Persons assigned to monitoring and patrolling the trail should also be trained in trail inspection.

They should keep a record of their time and distance at each outing, as well as document any assistance they may have provided trail users during their outing. They should report their monitoring times and distances to their group's monitoring captain, who in turn should submit regular reports to the trail's managing partner.

They can assist with incidents along the trail, such as helping with bike repairs or administering first aid. Any incident of an urgent nature, such as a wash out or fallen tree should be reported immediately to local authority having jurisdiction. Trail monitors and patrols can also provide non-emergency services, such as information about nearby stores and restaurants, historic and environmental interpretation, and information about the management agency including membership and volunteer opportunities.

Trail Use Counts

The level of use for the trail will have a direct correlation to the frequency of maintenance required. Monitoring the type and volume of use, and evaluating the effect that level of use has on the trail, provides the trail manager information needed to schedule inspections and routine maintenance. Monitoring the type and volume of use can be done by several methods.

- Mechanical counters
- Sampling of trailhead parking
- Visual counts
- Trail registers

Monitoring trail use is important to determine the impact of use on the trail and to determine the frequency of routine maintenance activities. Continued monitoring alerts the trail manager to a change in the level of use, which will require a change to the maintenance schedule.

The Rails-to-Trails Conservancy's publication *Trail User Survey Workbook* provides a user-friendly methodology for small trail organizations to collect factual information regarding trail users and the economic impacts of trail development. The workbook includes: methods of data collection, data recordation, reporting and analysis, survey templates, Microsoft Excel formatted spreadsheets and sample reports from other completed trail-user surveys. This workbook can be obtained [***HERE***](#).

Trail Closure Policies

Trail users need to be cautious of the construction and periodic maintenance of trails, as well as roads and other facilities they intersect. Forewarn trail users of trail closures and give reasonable detours to bypass closed sections of the trail. If there is no alternative route, close the entire trail until the respective trail segment can be re-opened. Acknowledge trail closures at trailheads and access points with appropriate signage.

Closure of trails generally occurs for the following reasons:

- Seasonal closures like hunting, snowfalls, breeding seasons, etc.
- Construction closures like trail construction, culvert maintenance and/or replacement, bridge construction/replacement, etc.
- Closures due to overuse or any negative resource impact

Best practices for notifying trail users of closures is to publicize trail closure information on your trail organization's website, municipal websites, etc. Trail construction zones should be

signed with standard signage at the entrance to the affected segment of trail, and indicate the times and dates of closure. Further it is recommended the trail be gated, barricaded or otherwise blocked to prevent access to the closed segment of the trail.

Wheelchairs and Other Power-Driven Mobility Devices (OPDMD) Policy on Trails

In 2010, the U.S. Department of Justice (DOJ) issued an ADA ruling that addresses the use of wheelchairs and other power-driven mobility devices (OPDMD) on trails.

The DOJ rule, which implements the ADA, applies to state and local governments and public entities. The ADA does not apply to federal agencies with the exception of wheelchair use in federally designated wilderness as detailed in ADA, Title V Section 508 (c). The federal agencies are governed by the 1968 Architectural Barriers Act (ABA) and the 1973 Section 504 of the Rehabilitation Act.

Therefore, to avoid challenges to any restrictions you may impose on your trails, your agency should adopt an OPDMD policy for its trails. Otherwise, your trails are considered open to every type of OPDMD, regardless of whether they have been planned, designed, and/or constructed for those uses.

Your OPDMD policy should be crafted to respond to your specific trail system. If more than one entity is responsible for a trail corridor, it is important that all parties involved collaborate in developing a uniform policy for the entire trail corridor.

The DOJ now categorizes mobility devices for individuals with mobility related disabilities either as wheelchairs or as OPDMD.

The DOJ defines a wheelchair as:

“a manually-operated or power-driven device designed primarily for use by an individual with a mobility disability for the main purpose of indoor or of both indoor and outdoor locomotion.” This definition does not apply to federal wilderness areas; wheelchairs in such areas are defined in section 508(c)(2) of the ADA, 42 U.S.C. 12207(c)(2).

And, the DOJ defines an OPDMD as:

“Other power driven mobility device: any mobility device powered by batteries, fuel, or other engines - whether or not designed primarily for use by individuals with mobility disabilities - that is used by individuals with mobility disabilities for the purpose of locomotion, including golf cars, electronic personal assistance mobility devices (EPAMDs), such as the Segway® PT, or any mobility device designed to operate in areas without defined pedestrian routes, but that is not a wheelchair within the meaning of this section. This definition does not apply to Federal wilderness areas; wheelchairs in such areas are defined in section 508(c)(2) of the ADA, 42 U.S.C. 12207(c)(2).”

The DOJ rule requires a public entity to make reasonable modifications in its policies, practices, or procedures to permit the use of OPDMDs by individuals with mobility disabilities unless the public entity can demonstrate that the class of OPDMD cannot be operated following legitimate safety requirements.

This is based on actual risks and not speculation regarding the device or how it will be operated per § 35.130(h), or on any of the other assessment factors.

DOJ has provided in § 35.137(c) and § 35.137(b)(2) . Public entities can only use these factors in determining whether a particular OPDMD can be allowed in a specific facility as a modification to its policies, practices, or procedures. The focus of the analysis should be on the appropriateness of the use of the device at a specific facility, rather than whether it is necessary for an individual to use it. These assessment factors help public entities to determine whether allowing the use of a particular OPDMD in a specific facility is reasonable.

OPDMD Assessment Factors

1. The type, size, weight, dimensions, and speed of the device;
2. The facility’s volume of pedestrian traffic (which may vary at different times of the day, week, month, or year);
3. The facility’s design and operational characteristics (e.g. whether its service, program, or activity is conducted indoors, its square footage, the density and placement of stationary devices, and the availability of storage for the device, if requested by the user);
4. Whether legitimate safety requirements can be established to permit the safe operation of the OPDMD in the specific facility; and

5. Whether the use of the OPDMD creates a substantial risk of serious harm to the immediate environment, natural, or cultural resources, or poses a conflict with Federal land management laws and regulations.”

Under the DOJ rule, all public entities should make reasonable modifications to their policies, practices, or procedures to allow the use of an OPDMD by an individual with a disability. Further, public agencies should develop and publicly post their policy stating the following:

- The procedure by which claims that the OPDMD device is being used for a mobility disability will be assessed for legitimacy (i.e., a credible assurance that the device is being used for a mobility disability, including a verbal representation by the person with a disability that is not contradicted by observable fact, or the presentation of a disability parking space placard or card, or State-issued proof of disability);
- The type or classes of OPDMDs that are permitted to be used by individuals with mobility disabilities;
- The size, weight, and dimensions of the OPDMDs that are permitted to be used by individuals with mobility disabilities;
- The speed limit for the OPDMDs that are permitted to be used by individuals with mobility disabilities;
- The places, times, or circumstances under which the use of the OPDMD is or will be restricted or prohibited;
- Safety, pedestrian, and other rules concerning the use of the OPDMD;
- Under which circumstances storage for the OPDMD is made available; and how and where individuals with a mobility disability can obtain a copy of the OPDMD policy.

If that class of OPDMD is allowed, a person who has a disability may not be denied the opportunity to use that device. The public entity may ask a person using a power-driven mobility device if the mobility device is necessary. A public entity should not ask a person using a mobility device questions about the nature and extent of the person’s disability.

Sample OPDMD Policy

An OPDMD policy should be based on a rationale that addresses the assessment factors specified in the DOJ ADA ruling.

Sample Policy Statement

This policy was developed to maximize trail accessibility for individuals with mobility disabilities while at the same time maintaining the safety of other hikers, bikers, and horseback riders who use the trails and being responsible stewards of the environment on and around these trails.

Sample Determining Rationale

- **Electric-powered devices only:** Internal combustion powered devices are prohibited as they emit exhaust that is detrimental to the health of other trail users. In addition, many trails are parallel to and in close proximity of waterways thus creating potential for significant environmental risk from a spill of fuel or oil used in a gas or similarly powered combustible- fuel device. Finally, the loud sound generated from combustion powered devices is neither consistent with peaceful enjoyment of the outdoors nor appreciation of nature and is thus inherently contradictory to the functions of the trails.
- **Motors producing 300 watts or less:** (One of the DOJ assessment parameters for regulating OPDMDs is speed. Because speed cannot be accessed from vehicle specifications, the power of the motor has been used as an equivalent, with higher power translating to higher top speed.) A fit individual using a traditional bicycle can maintain a power output of approximately 300 watts for a period of ten minutes. Allowing mobility devices equivalent to a fit bicyclist produces no safety threat to other trail users. Allowing OPDMDs with motors of 300 watts and above, and thus higher speeds, does present increased danger to other trail users.
- **Vehicles are no more than 36 inches wide:** Rail trails are typically built to 8 feet wide specifications. With two-way traffic, that gives a four feet width for vehicles to pass. Any OPDMD wider than three feet begins to encroach on the opposite lane and becomes a safety hazard to both the operator and other trail users. In addition, bollards and gates at trail access areas and road crossings have a limited size and thus are significant barriers to wider vehicles.

Sample ADA Trail Accessibility Policy

A. _____ trails are available to individuals with a mobility disability as follows:

Wheelchairs: Wheelchairs, as defined by 28 CFR § 35.104, are permitted on all _____ trails approved for pedestrian access.

Other power-driven mobility devices (OPDMDs)

OPDMDs, as defined by 28 CFR § 35.104, are permitted on _____
_____ trails as follows:

Spring, Summer and Fall Seasons

1. The OPDMD, must be electric-powered. Internal combustion engines are not permitted.
2. The OPDMD must have an electrical output of no more than 300 watts.
3. The OPDMD must be no more than 36" in width.

Please note that electric bikes (ebikes) meeting the above criteria, and which allow the user to pedal or alternatively run on battery power, are permitted on all _____ trails approved for bicycle use. User discretion is advised as some approved bicycle trails may not be suitable for all types of ebikes.

Winter Season

1. Snowmobiles powered by internal combustion engines.
2. *Vehicle weight and OPDMD design must not alter the character of the trail or degrade the trail for other users including damaging packed and groomed trails.*
3. *Length short enough and width narrow enough to allow for safe passing of other OPDMDs and pedestrians*

B. Users of a OPDMD or wheelchair must operate the device at a safe speed considering the condition of the trail and the other users traveling on the trail.

C. The adoption of this Policy does not represent an endorsement that the park trails or other park properties are safe for the use of an OPDMD or wheelchair. Users must exercise reasonable caution and care while operating such devices on the _____ trail system.

All requirements are based on actual risks and are not intended to be discriminatory in any way.

If you have any questions regarding this policy or the accessibility of _____ trails, please contact _____.

Trail Maintenance Considerations

The development of a trail does not end with its construction; rather it is the beginning of a process. Proper planning and design, along with quality materials and workmanship during construction will keep the maintenance costs low. Conversely, trail degradation will occur quickly without an effective maintenance program, no matter how well you plan, design, and construct a trail. Overall, if routine maintenance does not occur, maintenance costs will dramatically increase.

It is important to document trail maintenance practices in writing to ensure you have the work force, materials, and finances to maintain your trail properly. Trail maintenance should be an ongoing activity once a trail is dedicated.

To assure the success of the trail system, local partners, agencies, and municipalities should work together to define the roles and responsibilities to maintain the trail and adopt good maintenance practices. This does not mean the municipalities perform all of the work. More often, it means coordinating the efforts of volunteer organizations and providing aid when needed. State, local, and county agencies may be available to assist groups in planning trail improvements. Further, they may also be able to provide material, equipment and/or in-kind services for trail maintenance. Volunteer efforts should be coordinated to ensure the necessary services are provided in a timely manner. Document all agreements in writing between the participating parties.

Maintenance components of your trail management plan should consider the following:

1. Frequency of Maintenance
2. Trail Assessments and Inspections
3. Hazard Tree Identification, Inspection, and Corrective Action
4. Revegetation and Restoration
5. Training

The maintenance of trails is ongoing and a necessary activity that will ensure the continued use and the safety of the trail users.

Frequency of Maintenance

The frequency of trail maintenance varies depending on the type of maintenance activity being undertaken.

- Scheduled Maintenance
- Seasonal Closure and Opening
- Winter Maintenance
- Periodic Grooming
- Corrective Maintenance
- Deferred Maintenance

Trail maintenance tasks should be documented in the trail management plan and should be adopted by the agency/organization responsible for the trail. Maintenance requirements are dependent on the type of trail and amount of visitation it receives.

Scheduled Maintenance

Scheduled maintenance is the normal maintenance needed to restore a trail to its intended standard after prolonged wear and tear of normal use and exposure to the elements.

Develop an annual trail maintenance schedule using historical maintenance and known maintenance requirements from previous inspections or deferred maintenance. This living document should be adapted to the changing conditions of the trail.

Typical scheduled maintenance tasks are as noted on the following table.

- Trimming or removing vegetation, dead limbs, or standing dead trees
- Removing debris, deadfalls, or loose impediments
- Cleaning out ditches, swales and culverts
- Repairing and revegetating minor erosion on slopes or embankments
- Grooming the tread surface
- Minor repairs such as replacing missing or broken posts or signs
- Mowing
- Trimming
- Trash removal
- Pruning
- Weeding
- Invasive Removal
- Brush hog
- Signs – inspect / repair / replace
- Fence – inspect / repair / replace
- Culverts – inspect / repair / replace
- Storm Drains – inspect / repair / replace
- Gates - inspect / repair / replace
- Bridge - inspect / repair / replace
- Maintain dips
- Grade ditches
- Trail grooming
- Trail surfacing
- Landscaping
- Storm damage
- Vandalism
- Repair washouts
- Garbage pick-up at trail access points
- Mowing of berms
- Cleaning of restrooms at trailheads
- Sweeping trails with a rotary brush to remove dirt and leaf litter
- Erosion control, repair of drain pipes and cleaning of swales
- Patching, regrading, and compacting of surface
- Inspecting, repairing, replacing signs, traffic markers, bollards, and gates
- Cleaning culverts, catch basins, and other drainage structures
- Maintaining and completing preventative maintenance on support facilities
- Inspecting trail-related structures to ensure they are in a safe condition
- Plowing trailhead parking lots in the winter

This list can be altered as needed to meet the needs of the trail, its users, and the communities that a trail passes through:

The following is a typical calendar for scheduled maintenance:

Frequency of Scheduled Maintenance												
Maint. Activity	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec
EXAMPLE- Mowing			•	••••	••••	••••	••••	••••	••••	•••		
Mowing												
Trimming												
Trash												
Pruning												
Weeding												
Invasive Removal												
Brush Hog												
Signs - inspect/repair/ replace												
Fence - inspect/repair/ replace												
Culverts - inspect/repair/ replace												
Storm Drains - inspect/ repair/replace												
Gates - inspect/repair/ replace												
Bridge - inspect/repair/ replace												
Maintain Dips												
Grade Ditches												
Trail Grooming												
Trail Surfacing												
Landscaping												
Storm Damage												
Vandalism												
Repair Washouts												

Seasonal Opening and Closure

If seasonal closures occur along a trail, inspect and maintain portions of the trail that require maintenance. Sometimes this maintenance can be intensive, especially in areas prone to blow downs. For those trails with winter closures the tread surface may need to be graded, compacted, and or groomed in preparation for increased use during wet conditions of the spring season. Fall maintenance should focus on clearing and trimming of vegetation sufficiently to account for the next growing season. Repair and stabilize eroded areas to prevent future erosion.

Winter Maintenance

Collaborating agencies should decide and document what the winter maintenance policy will be for the given trail. Avoid plowing trails that include winter uses such as cross country skiing and snowshoeing. In urban environments, where pedestrian and bicycle use is expected to continue throughout the winter months, consideration may be given to plowing the trail. Regardless of the decision made, it should be communicated to trail users so they know what to expect during inclement weather. This is an important issue and should be posted on a trail kiosk or rules sign.

Periodic Grooming

The frequency of periodic grooming of the tread surface is dependent on the level of trail use and the amount of surface displacement. Simple grooming may require re-grading and compaction of the in-place tread surface materials. More intensive grooming may require placement and compaction of additional tread surface materials to address minor rutting or erosion.

Corrective Maintenance

Corrective maintenance is necessary for the restoration of areas or structures severely damaged or destroyed by overuse, inadequate scheduled maintenance, abuse, vandalism, or unexpected natural events. Corrective maintenance is usually unexpected and may require more planning or design than scheduled maintenance. Corrective maintenance includes:

- Reinforcement and replacement of trail subbase and tread surface
- Stabilization of severely eroded or sloughed embankment
- Reconstruction of grade dips, or other water control structures
- Replacement or major repair of culverts, bridges, or retaining walls

Regardless of the level of planning and effectiveness of the scheduled maintenance program, the unexpected will occur. Address unexpected emergencies by establishing a contingency line item in the annual maintenance budget. Ideally, a long-term capital improvement budget should be in-place to repair/replace major structures.

Deferred Maintenance

Deferring maintenance is a deliberate decision to delay maintenance due to a lack of labor, budget considerations, or specific conditions. Deferring routine and scheduled maintenance can make funds, maintenance personnel, or equipment available to perform corrective maintenance. For example, scheduled maintenance for grading and re-compacting may be deferred to make a crew available to perform corrective maintenance to address a liability. Reschedule deferred maintenance when resources become available. Never defer corrective

maintenance that is safety-related unless that section of trail can be bypassed or closed.

Maintenance of Signs

Incorporate a regular maintenance program for signs into your trail management plan. Sign maintenance is important from a safety and liability perspective. Further, signs are highly visible and their maintenance or lack of maintenance leaves the visitor with a positive or negative impression about the trail. Well-maintained signs convey a sense of pride and reduce vandalism while poorly maintained signs may contribute to a diminished visitor experience, including disorientation of trail users.

The following guidelines are recommended:

- Maintain a record of all signage, including location, GPS coordinates, type of sign, and photo.
- Inspect signs regularly, especially after each winter season, for weathering and visibility.
- Repair or replace damaged or missing signs as soon as possible.
- Secure loose or tilting signs in an upright position.
- Clear vegetation from around signs to maintain visibility.
- For signs mounted on living trees, loosen fasteners as necessary to accommodate growth of the tree.
- Review signage content to ensure continued relevance and accuracy.
- Obsolete, damaged, or surplus signs should be reused or recycled whenever possible.
- When signs have been weathered or otherwise damaged or destroyed, consider the reasons for the damage. If the sign was eaten by wildlife, consider less palatable materials. If weather or natural events damaged the sign, consider stronger materials, a different location, or a different system for mounting the signs. If the sign is damaged by water or decay, consider applying a sealer or preservative (assuring compatibility with color, aesthetics, and environmentally sustainable practices) or replacing the sign with a more water-resistant material. When signs are damaged due to vandalism, managers should consider a different location or temporary signage that is not expensive to replace.

Priorities for sign maintenance are:

1. Signs required for user safety
2. User restrictions and advisory signs
3. Destination and identification signs, blazes, and trail logos, and
4. Informative and interpretive signs

There is a fine balance between providing good information and diminishing the trail experience with too much signage. An abundance of signage can also be a burden on the trail managers and those responsible for maintaining the signs.

Maintenance of Road Crossings

Best practices for maintaining road crossings include:

- Conduct an annual inspection after the winter season to determine the condition of the trail crossing signs, pavement markings, and associated gates or other trail signs.
- Inspect and repair any damaged gates, bollards, delineators, fencing, or signs used for your trail at the crossing.
- Repaint or reapply trail crossing markings as they fade, in accordance with the approved trail crossing plan. Depending on traffic volume, pavement markings last at least two to seven years before noticeable fading occurs.
- Replace signs at trail crossings if damaged or heavily faded. Straighten the sign post if leaning or reinstall if knocked over. Typically signs are manufactured to last fifteen years or more without losing reflectivity. Stop signs, however, lasts only about seven years before fading, depending on sun exposure.
- Examine the vegetation and foliage at the crossing to ensure sight distance requirements are met and the signs are not blocked from view. Do this once each summer with full foliage present.
- Examine and fill in any portion of the trail that has settled where it meets the roadway. if there are ADA accessible ramps examine them and make sure they are in good repair.
- Contact the agency responsible for the road, either the municipality or NYSDOT, if any shoulder washouts or roadway damage occurs and ask them to repair those areas.
- In the end your trail crossing should look like it does on the approved trail crossing plan.

Unless there is major damage or vandalism year to year there really isn't much to do. A quick annual inspection should be all that is needed and maybe minor tweaks. Of course if you defer this maintenance more work would need to be done.

On state roads NYSDOT will typically take care of the following maintenance items:

- The entire asphalt road surface and paved or unpaved shoulders
- All traffic signs other than those specifically associated with the trail crossing.
- All pavement markings not specifically associated with the trail such as double yellow lines, edge lines, curve warning, etc.
- Drainage structures associated with the roadway.

Trail Assessments and Inspections

Trail Assessment and Inspection Forms (TAF) provide a means of recording basic information for current and future trail planning, design, construction, and maintenance. TAFs document current trail conditions and help identify subsequent work required to satisfy current trail standards. A sample TAF is at the end of this section.

After completing a TAF, a trail's intended use, overall condition, and necessary maintenance can be determined. A review of completed TAFs will help trail managers identify areas or sections of trails that require maintenance attention. In areas that require more maintenance than expected or are too costly to maintain, trail redesign or improvements may be considered.

Trail sponsors/managers should be responsible for reviewing TAFs and ensuring that any required maintenance on a trail or trailhead be addressed. A complete inspection of a trail can be performed in conjunction with scheduled maintenance by the maintenance crew or as a separate action to determine the need for additional maintenance. Inspections can also be conducted by trained volunteers. Trail assessment forms should be updated if the management intent for the trail, special considerations, or other factors change.

The instructions below explain the importance of each field on the TAF worksheet:

Overall Trail Information

- **Trail Name:** Specify the official trail name, double-checking for correct spelling.
- **Trail Location and County:** Specify the trail location and county.
- **Trail Length:** Specify the length of the trail in miles. Mileage accuracy recorded on the TMO should correspond to the method of collection: wheel, GPS, map, or unknown.
- **Trail Beginning and Ending Segment:** Specify the location of the trail's beginning and ending trail segment.
- **Name and Date:** Specify the name of the person who conducted the assessment.

Designed Use Objectives

- **Designed Use:** Specify the prescribed use for the proposed trail. The designed use is necessary to establish the standards for which the trail is designed, constructed, operated, and maintained.
- **Season of Use:** Specify the season(s) the trail will be open for use.
- **Level of Difficulty:** Specify the prescribed level of difficulty for a specific trail based on its corresponding level of difficulty standards.

Trailhead and Access Points

- **Name:** Specify the name of all trailheads and/or access points.
- **Location:** Specify the location of each trailhead and/or access point.

Trail Tread/Surface

- **Condition:** Specify the current condition of the trail tread or surface.
- **Materials:** Specify the type of materials used to create the trail tread.
- **Average Width:** Specify the average width of the trail tread. Identify the minimum and maximum width observed along the trail.

Drainage

- **Drainage:** Specify the drainage conditions of a trail. Identify any and all drainage issues that need addressed.
- **Bridges and Culverts:** Specify the level of condition of bridges and/or culverts along the trail corridor.
- **Dips:** Specify the level of condition of dips along the trail corridor.

Road/Railroad Crossings

- **Condition:** Specify the level of condition of road and/or railroad crossings intersecting with the trail.
- **Sight Line:** Specify the level of condition of sight lines to and from road and/or railroad crossings intersecting with the trail corridor.
- **Accessible:** Specify if there are accessible road and/or railroad crossings intersecting with the trail corridor.

Adjacent Land Uses

- **Adjacent Land Uses:** Specify all current land uses that are adjacent to the trail corridor.
- **Historical and Other Structures:** Specify the level of condition of all historical and/or other structures along the trail corridor.

Signage

- Blaze/Marking Color or Style: Specify the blaze and/or marking color and style at trailheads and along the trail corridor.
- Overall Condition: Specify the overall condition of blazes and/or markings at trailheads and along the trail corridor. Identify the condition of specific blazes and/or markings where applicable.
- Replace Signs: Specify all areas at trailheads and along the trail corridor where blazes and/or markings need to be replaced.

Inspection Procedures

A complete inspection of the trail should be a routine scheduled event, performed by trained personnel familiar with the trail. Perform trail inspection in conjunction with scheduled maintenance or as a separate action to determine the need for additional work.

Inspectors should review the trail management objectives for a section of trail before inspecting the trail. It is also helpful to review the previous inspection maintenance records. The inspector should determine the current condition of the physical features of the trail and document deficiencies, change of conditions, and the need for corrective maintenance.

Trail inspectors should carry a trail map, inspection checklists, and tools for minor maintenance relating to safety. Photographing current trail conditions is an excellent way to document and monitor changes in conditions. Inspectors should identify deficiencies that create safety concerns and hazards to the trail users.

Items to look for include:

- Erosion
- Failure of water diversion features
- Trail degradation
- Vegetation or materials extending into the horizontal or vertical clear area
- Deadfalls, dead limbs, or standing dead trees that could fall within the clear area
- Loose impediments on the treadway (that exceed the level of difficulty)
- Sloughing or erosion of embankments
- Missing or damaged regulatory or warning signs and other signage
- Vandalism

After identifying and repairing safety hazards, the second highest priority is repairing damage from improperly functioning drainage features. The inspector should inspect the inlets

and outlets of all culverts, ditches and swales, to ensure they are free of debris and functioning properly. Evidence of a breakdown of drainage includes erosion, ponding of water, wet areas, and rutting of the trail tread. Correction of improperly functioning drainage may be a matter of maintenance or may require trail improvements or re-routing. Allowing a trail to continue to degrade from poor drainage quickly leads to costly corrective maintenance or trail closure.

The inspector should also be attentive to evidence of heavy use and trail tread condition requiring immediate maintenance. Record the general condition of the tread throughout various sections of the trail.

The frequency of inspection depends on the maintenance history of the trail, sustained level of use, and special events. Special events include acts of nature, as well as planned events such as organized club events or poker runs. Inspections should be frequent enough to correct potential problems before they become a safety issue or lead to more costly corrective maintenance.

An experienced and licensed professional engineer should be used to inspect structural facilities such as bridges and retaining walls. Schedule the frequency of structural inspections based on the age and condition of the structure.

Using Volunteers to Perform Inspections

The trail management plan should specify who is responsible for conducting trail inspections and the frequency. Either paid staff or trained volunteers can conduct trail inspections.

Regardless of who completes the inspection, results should be documented and retained in case a liability claim is filed by a trail user. By following the policies and procedures documented in the trail management plan, the risk of liability can be reduced. Volunteers should be trained in performing inspections and recording information on the TAFs. TAFs can be adapted to meet your trail's specific needs.

Trail Assessment Form

Trail Name _____ *Begin Segment* _____ identified by mileposts
Location _____ *End Segment* _____ or coordinates
County _____ *Total Trail Length* _____ *Segment Length* _____
Conducted by _____ *Date* _____

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Designed Use Hike / Pedestrian Bike Mountain Bike Equestrian
 Cross Country Ski Snowshoe ATV Snowmobile
 Others, _____

Level of Difficulty Easiest More Difficult Most Difficult

Trailheads & Access Points *Name* _____ *Location* _____ identified by milepost
Latitude N _____ or coordinates
Longitude W _____

Notes

Trail Tread / Surface Condition Good Fair Poor Needs Improvement

Materials _____ *Average Width* _____, min. _____, max. _____

Grade _____% *Cross Slope* _____%

Notes

Drainage Drains properly Draining onto or across trail surface
 Water staying on trail Needs drainage structure

Bridges and Culverts Good Fair Poor Cleanout

Dips Good Fair Poor Cleanout

Notes

Road / Railroad Crossings

Condition Good Fair Poor Needs improvement

Sight Lines Good Fair Need to prune Unsafe

Accessible (Note Exceptions) _____

Notes

Trail Assessment Form

Trail Name _____ *Begin Segment* _____ identified by mileposts
Location _____ *End Segment* _____ or coordinates
County _____ *Total Trail Length* _____ *Segment Length* _____
Conducted by _____ *Date* _____

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Adjacent Land Uses (Check all that apply)

Forest Farm Residential Commercial Industrial Encroachment

Notes

Historical and Other Structures

Condition Good Fair Poor Needs Improvement
 Needs to be replaced Needs to be cleared out

Notes

Signage (includes trailhead and reassurance markings, blazes, etc.)

Blaze / Marking Color or Style _____

Overall Condition Good Fair Lacking Needs Maintenance

Regulatory Good Fair Lacking Needs Maintenance

Wayfinding Good Fair Lacking Needs Maintenance

Interpretive Good Fair Lacking Needs Maintenance

Wooden / Routed Good Fair Lacking Needs Maintenance

Reassurance Markings Good Fair Lacking Needs Maintenance

Intersections Good Fair Lacking Needs Maintenance

Pavement Markings Good Fair Lacking Needs Maintenance

Others (fiberglass, etc.) Good Fair Lacking Needs Maintenance

Replace Signs:

Notes

Hazard Tree Identification, Inspection, and Corrective Action

A tree is considered hazardous when structural defects are likely to cause failure of all or part of a tree within striking distance of a target. A target can be a vehicle, building, or an area where people or their equipment are likely to stop and congregate, such as park benches, campgrounds, picnic tables and environmental education areas. Identifying hazard trees is not an exact science. Many times trees will fail though they appear healthy. One cannot always accurately determine the hazard potential of every tree, but following a few basic inspection techniques can identify many hazard trees so corrective action can be taken.

Trees in poor condition should be inspected more closely for structural defects including cracks, cankers, decay, weak branch unions and root problems. Be sure to inspect trees carefully and systematically. Examine all parts of the tree, including the trunk flair, main stem, branches and branch unions. A pair of binoculars or a spotting scope will allow for a more complete examination of the tree canopy.

Close inspection should occur in any public overnight and day use areas, along trails and roadways, and adjacent to buildings. Again, a hazard tree is defined as having a defect and a target. Tree inspections should be conducted using consistent procedures.

A widely accepted method of assessment is the USDA, USFS Risk Assessment Scale, which prioritizes hazard trees based on three criteria. The three assessment criteria are tree condition, failure potential, and probability of target impact. Tree condition considers the amount of deadwood, foliage and trunk decay. Failure potential is rated according to the severity of the defects. Probability of target impact is ranked based on frequency of use. Trees determined to have low probability of failure and target impact should be considered for their value as wildlife habitat.

Tree inspections should occur in the spring before leaf-on, in mid-summer, and after leaf-off in the fall. This inspection schedule allows trees to be observed in various states and provides ample time for corrective action to be taken. Areas more heavily used by the public should be inspected immediately after severe storms that cause blow downs, leaning trees, or large hanging branches.

Tree inspections should be documented. This documentation should include the date(s) of the inspections, the area(s) inspected, the person(s) conducting the inspection, and whether this inspection was a routine inspection or conducted because of a storm event. Using the USFS Risk Assessment Scale allows for easy and consistent documentation over a multiple year period. If necessary, trail maintainers can provide this document to the landowner as a recommendation for corrective action.

Following the identification and inspection of trees, if a tree is found to have a deficiency, the appropriate corrective action should be taken promptly. Use the USFS Risk Assessment Scale to prioritize hazard trees that require corrective action. These corrective actions could include moving the target, pruning the tree to remove the hazardous portion, or removing the entire tree. Landowners/managers can contact a professional arborist if they do not have sufficient equipment or properly trained people to carry out tree pruning or removal.

Only properly trained and certified personnel should work with trees, especially when it comes to felling trees and/or working with power equipment, such as chain saws.

Revegetation and Restoration

It is important to stabilize and restore vegetation in areas damaged by trail construction. Restoration often leads to better habitat for animals, a richer diversity of species, healthier ecosystems, and cleaner water. Furthermore, this process allows for the establishment of aesthetically pleasing natural areas rather than those marred by overuse and abuse.

Restoration work can vary from simple undertakings to multi-year efforts to revegetate and erase the impacts of human effects on the land. Areas in need of this type of maintenance include: bootleg trails, shortcuts across switchbacks, inappropriate campsites, permanently closed trails, logged-out areas, and barren riparian areas. In some cases, especially in heavily impacted areas no longer subject to erosion, agency personnel may determine that restoration efforts are not necessary. This is because these areas will probably not suffer any further damage regardless of future use.

The decision to restore an area is best made by informed land management personnel. This planning should ensure that the work is appropriate and will be effective, as well as have a realistic understanding of the size, duration, expense, and demands of the undertaking. Restoration projects require careful planning and a commitment to achieve objectives. This work includes activities such as site and soil preparation, seeding, transplanting native vegetation and container-grown plants, as well as on-site plant propagation.

A benefit of proper revegetation and restoration is that it will require less maintenance in the end. This is an important selling point when working with doubtful landowners, officials, and others.

Your trail management plan should provide guidelines on policies and procedures for revegetation and restoration.

Training

Training is critical to the success of a trail. Management can not assume trail users, volunteers, or staff have the knowledge and skills necessary to properly use the trails, and to perform their duties and functions in the manner required to maintain a safe, inviting, and well-maintained trail environment.

Your trail management plan should incorporate a summary of the various training components to be offered, their intended audience and the intended frequency of the education/training program. The following is a sample summary table:

Component	Audience						Frequency and Location
	Designer	Land Manager	Maint. Staff	Trail Patrol	Volunteers	Trail Users	
Safety Training		☐	☐		☐		
Trail Etiquette						☐	
Proper Trail Use					☐	☐	
Outdoor Ethics					☐	☐	
Trail Construction	☐	☐	☐		☐		
Trail Maintenance			☐		☐		
Water Crossing Construction			☐		☐		
Trail Inventory Procedures	☐	☐		☐			

Land Ethics

A responsible trail management plan would be remiss if it did not include policies addressing use of the outdoors in a sustainable manner, so that its resources will continue to be available for future generations to enjoy.

Leave No Trace

Leave No Trace is a national and international program designed to assist outdoor enthusiasts with their decisions of how to reduce their impacts when they hike, camp, picnic, snowshoe, run, bike, hunt, paddle, ride horses, fish, ski, or climb. The program strives to educate all those who enjoy the outdoors about the nature of their recreational impacts, as well as techniques to prevent and minimize such impacts. Leave No Trace is best understood as an educational and ethical program, not as a set of rules and regulations. The Leave No Trace principles are summarized as follows:

1. Plan Ahead and Prepare
2. Travel and Camp on Durable Surfaces
3. Dispose of Waste Properly
4. Leave What You Find
5. Minimize Campfire Impacts
6. Respect Wildlife
7. Be Considerate of Other Visitors

Additional information on Leave No Trace, is available at [Int.org](#).

When trails are designed or managed for equestrian use, Leave No Trace guidelines for equestrian trails should be followed. The Pennsylvania Equine Council's Rider Smart brochure, available [HERE](#), is a good example of equine Leave No Trace guidelines.

Tread Lightly!

Like Leave No Trace, TreadLightly! is an educational program dedicated to increasing the awareness of how to enjoy the outdoors while minimizing impacts. It emphasizes responsible use of non-motorized, and motorized, travel and low impact principles related to outdoor recreational activities. It is summarized as:

- T** Travel & recreate with minimum impact.
- R**espect the environment and the rights of others.
- E**ducate yourself, plan and prepare before you go.
- A**llow for future use by leaving it better than you found it.
- D**iscover the rewards of responsible recreation.



Additional information on the TreadLightly! program can be found [HERE](#).

APPENDIX A5
TRAIL BRANDING & WAYFINDING

Trail Branding and Wayfinding

A brand is the name, term, design, symbol, or any other feature that identifies one's product distinct from those of others. Developing a brand for the Barcelona to Chautauqua Institution Trail is no small matter. Once a brand is developed, it is used to identify, mark and market the trail. Each requires an investment in time and money. Once a brand is established, it can be time consuming and costly to revise and or change.



The Barcelona to Chautauqua Institution Trail

as currently being planned is a thirteen mile corridor between the respective locations. That said, it connects to the Seaway Trail to the north along Lake Erie, and portions, if not the entire trail, has the potential to become part of the Erie to Pittsburgh Trail being planned by various agencies and entities in Pennsylvania and New York. Representatives from the Chautauqua Rails to Trails participate in that planning endeavour

Should/will the trail be branded to reflect the brand of the local region, that of the the larger regional trail that it is/may be associated with, or a combination of the two?

During the course of this planning process we have given thought to developing a local brand for the trail. It is presented here. We believe it can be adapted as necessary to reflect a larger regional trail brand, if desired. The brand/logos presented here are conceptual in nature, and should be further discussed, refined and implemented through a formalized design process undertaken by all entities associated with management of the trail.

Our design for the Barcelona to Chautauqua Institution Trail brand is rooted in the grape heritage of the region, and incorporates glimpses of the communities and history that are connected by the trail.

For discussion purposes we will use these logos in discussing wayfinding standards for the trail corridor.



Wayfinding Plan

Wayfinding signs are a series of directional and destination signs installed to guide travelers to popular destinations and services. The system is designed to guide visitors to the trail, along the trail, to historic, cultural and/or locations that provide the goods and services desired by trail users. Wayfinding standards mark these routes in a coherent and recognizable pattern throughout the trail corridor.

Guidelines

The following wayfinding guidelines are presented for consideration along the Barcelona to Chautauqua Institution Trail. These guidelines are modeled after the Great Allegheny Passage. These guidelines are conceptual in nature, and should be further discussed, refined and implemented through a formalized design process undertaken by all entities associated with management of the trail. Further, the process should ensure the signs comply with all local ordinances.

Access Area Identification Signs

Access Area Identification Signs announce the access area to approaching drivers and bicyclists, reinforces the Barcelona Harbor to Chautauqua Institution Trail brand with a prominently displayed logo, and provides direction to parking areas.

The sign's height and unique shape provides greater visibility and recognition for approaching drivers and riders. The sign is typically located near the parking area entrance, just outside of the public right of way. The sign should be positioned so that drivers have adequate time to turn once they see the parking directional arrow and make the decision to turn. The sign should be double-sided when be approached from opposite directions, with identical graphics on opposing sides, except for arrow positions.



Information Kiosks

Information Kiosks include two- and three-sided versions. Both formats employ identical post and panel details; only a metal angle strip changes to accept panels at a 90-degree angle (for two-sided), or at a 60-degree angle (for three-sided).

Typically located in or near trail access areas, information kiosks can display trail town maps and business directories, town welcome messages, and regional trail maps. They can also acknowledge trail maintenance organizations and volunteers.

Brochure holders integrated with the graphic panels can hold town and trail maps. Kiosks which include trail town maps and directories should be situated so that the town map is oriented according to the physical world.

The information panels are produced using high-resolution digital printing technology on a vinyl film which is applied to a metal substrate.

Trail town maps and directories may change out on an annual or semi-annual basis and this production method is suitably economical.

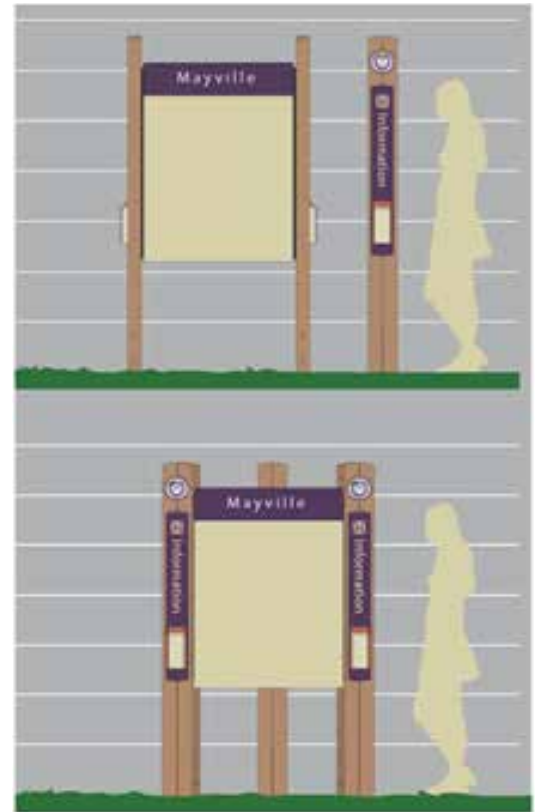
The area below and immediately around information kiosks should be carefully landscaped to minimize maintenance burden. Consider hard materials such as concrete, brick, cobblestones, or specialty materials that will prohibit weed growth.

Rules and Etiquette / Trail Stewardship Signs

Rules and Etiquette / Trail Stewardship Signs are typically located near the trail access points from parking lots.

One side displays trail rules and suggestions for considerate trail use. The other side recognizes trail groups and funding organizations. The sign is situated so that its faces are perpendicular to the trail, with the trail rules and etiquette side facing the access path.

The Trail Rules & Etiquette sign example on the left shows placeholder text and suggested international symbols. The text for this sign is available from the Westfield Development Corporation.



It may be amended to reflect the circumstances of your particular trail segment. Some or all of the symbols shown in the example may be applicable to your segment. Copy for any Trail Support & Stewardship panel should be approved by the Westfield Development Corporation.

Directional: Trail Destination Signs

Directional Trail Destination Signs are located on the trail opposite of and facing the access path from parking areas. The front of the sign identifies the trail towns listed in order from Barcelona Harbor to Chautauqua Institution. The user's current location in the sequence, not listed, is marked with a rule which thus divides destinations to the left and to the right. The back of the sign, typically facing woods and not highly visible, can be dressed with a pattern. For component consistency among different sign types, all signs have back panels.

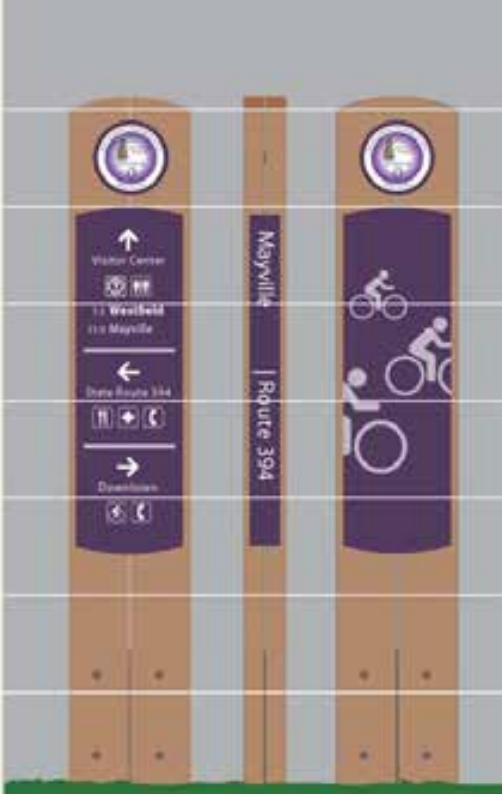
Directional: Town Amenities

Directional: Town Amenities Trail Directional Amenity signs are located at road crossings, to broadly orient trail users to the trail towns they are approaching. The front of the sign displays directional messages in two or three groupings: Destinations ahead, destinations to the left, and destinations to the right.

The written messages must be very broad, providing only general geographic cues (Lakefront, Main Street, State Route 20) or resources and destinations of special value to the user (Food, Lodging, Visitor Center). Only one text line is allotted for this message in the standard format. Any exception will require limiting information elsewhere in the layout. Specific restaurants or stores should not be signed. This more detailed information is available at Information Kiosks.

Up to three international symbols on one line can be included with each directional grouping to orient trail users to general direction of services and amenities in town (food, telephone, restrooms, etc). See page 3.6 for more international symbols available for this purpose.

The topmost grouping, for destinations ahead,



may include upcoming features of the trailhead and always includes the next trail town and terminus town with mileage.

Two slender graphic panels on the sides of the sign include the same message: The name of the trail town and the name of the intersecting roadway.

The back of the sign, typically facing the roadway can be dressed with a pattern. For component consistency among different sign types, all signs have back panels.

Special Feature Identifiers

Special feature identifiers are smaller horizontal signs that identify scenic and historical sites of interest along the trail. They are single-sided and come in four standard lengths to accommodate a variety of place names, but custom lengths can be created as well for longer messages—just use multiples of four inches. Usually, the sign type acts as an identifier of something that is immediately visible. Less frequently, it may include an arrow to lead to a destination removed from the trail.

Depending on the mounting condition, these signs are mounted with thru-bolts and nuts, with bolts set in epoxy, or with lag bolts.

Special Features Sign Posts

Some sites or features along the Barcelona Harbor to Chautauqua Institution Trail warrant special and distinctive signing.

This post design for identifying the Chautauqua Rails-to-Trail is intended to be installed in a

pair flanking the trail, with the posts situated at a 45 degree angle to the trail. Thus, Sherman messages will be visible to southbound trail users, and Brocton messages will be visible to northbound users.

This post design might be applied to other trail features as well.

Note that this sign is composed of only one solid piece of lumber, to distinguish it from the standard signs which are composed of four boards

Mile Markers

The mile markers should be made of a flexible plastic extrusion by Carsonite.

The material is designed just for this type of application, where the flexible plastic offers longevity in the face of much physical stress such as being hit.

Trail Blazer Signs

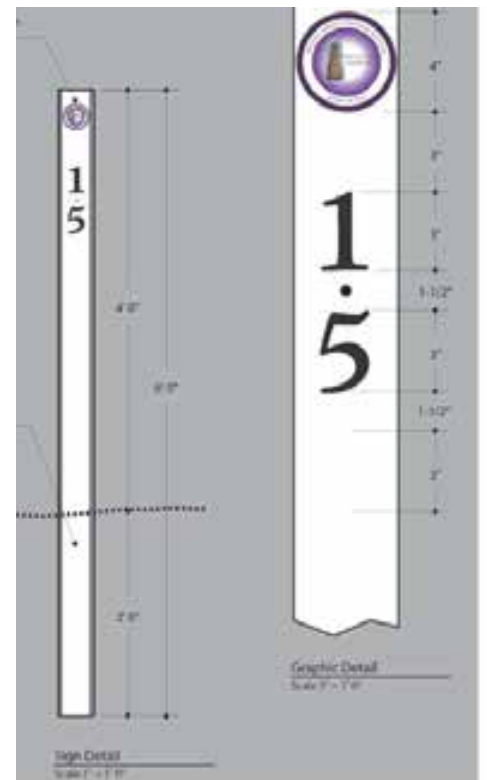
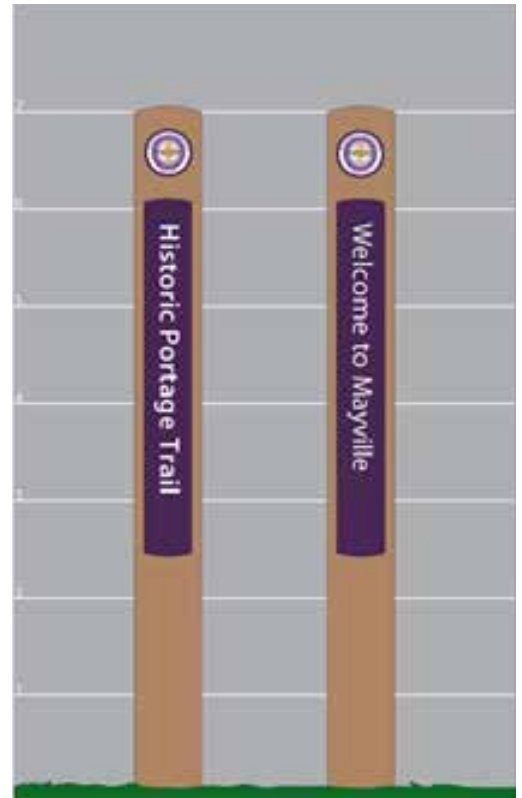
Trail Blazer Signs are typically located in urban areas where the trail may change course repeatedly or share the path of a road or pedestrian walkway.

The sign should be located at decision points and intervals in between if distances are significant.

The layout shown represents an enhanced version of trail blazer signs currently in place on the Great Allegheny Passage Trail in Pennsylvania: The post is painted red and the sign panel includes a 2-color logo. The sign panel can be ordered from www.buildesign.com.

Heritage & Environmental Interpretive Signs

Heritage & Environmental Interpretive Signs highlight explain invaluable historic, scenic and environmental sites along the trail, greatly enriching the trail user experience.



The interpretive panels are typically produced as a digital graphic which is embedded in fiberglass, making them highly vandal and weather resistant.

The sign structure is a welded steel frame painted with exterior grade polyurethane enamel. The exhibit legs should be bolted to concrete footers, or set directly in augured holes exceeding the frost line. Backfill with stone to level, set posts, and then backfill with dry concrete. Ambient moisture and rainwater will harden footer.

The interpretive signs located along the Seaway Trail provide an excellent example of a coordinated interpretive signage program, www.seawaytrail.com/storytellersigns.

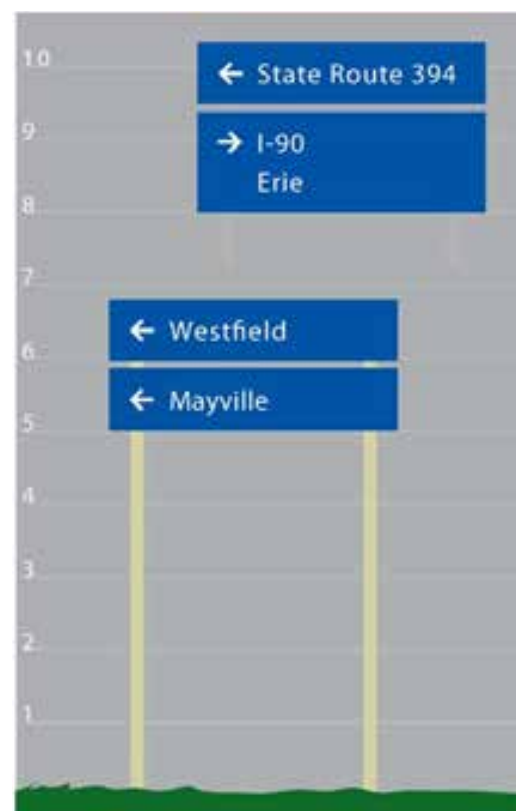
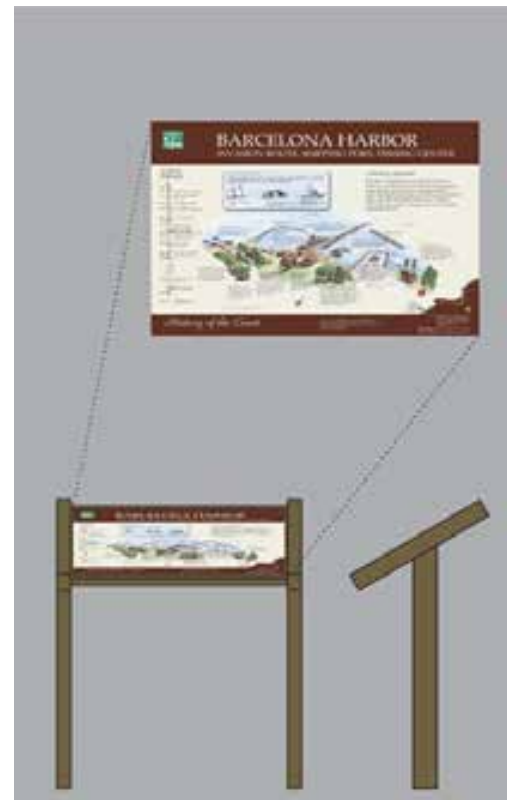
Supplemental Wayfinding Signs

Supplemental Wayfinding Signs help trail users find trail access areas after leaving state and regional roadway systems. Typically located at intersections of local roads where the driver must make a directional decision, they include only one message, Trail Access, and an arrow pointing left, up, or right.

The sign colors are intended to relate to general roadway sign systems rather than the Barcelona to Chautauqua Institution Trail. The lettering and arrows are applied in reflective white vinyl, for good nighttime visibility.

Reverse Wayfinding Signs

Reverse wayfinding signs help trail users get back on local roadways going in the right direction, after they have enjoyed the trail. Typically located opposite access area parking lots, they indicate next significant town or roadways on the drivers left and on their right, or possibly ahead of them. The sign colors are intended to relate to general roadway sign systems rather than the Barcelona Harbor to Chautauqua Institution Trail. The lettering and arrows are applied in reflective white vinyl, for good nighttime visibility.



APPENDIX A6
TRAIL BRANDING & WAYFINDING

Sample Intergovernmental Agreement

This agreement made this ____ day of _____, 20____ by and among:

- _____, situated in _____ County
- AND
- _____, situated in _____ County
- AND
- _____, situated in _____ County
- AND
- _____, situated in _____ County
- AND
- _____, situated in _____ County
- AND
- _____, situated in _____ County

Hereafter collectively referred to as the “Partnership” or sometimes individually as “Participant”.

Witnesseth

WHEREAS, the Partnership, desires to improve and maintain said real property of the _____ Trail for the purpose of providing recreational trails for biking, hiking, equestrian and other non-motorized activities.

WHEREAS, the Intergovernmental Cooperation Act (53 PA. C.S. Sections 2301 and 2302, herein called the “Act”) permits municipalities to enter into agreements to cooperate in the exercise or performance of their respective functions, powers or responsibilities, including recreation and park activities; and

WHEREAS, it is believed by the Participants that the citizens within their respective political boundaries will be benefited by the _____ Trail jointly maintained by them, which program shall comply with all applicable laws; and

WHEREAS, it is the desire of the parties to arrange for proper operation and maintenance of the _____ Trail, and

WHEREAS, the purpose of the Agreement is to provide a framework and a mechanism to adequately maintain the trail within the political boundaries of the Participants through joint efforts rather than by separate efforts of each Participant; and

WHEREAS, to prevent duplication of effort and to maximize cost effectiveness, the Participants mutually desire to mobilize community resources to effectively and economically maintain the _____ Trail; and WHEREAS, the Participants intend to foster partnerships with other public and private organizations to collaborate with the Partnership for the good of all of the

communities participating and enable other municipalities to become members of the partnership in the future, and

WHEREAS, all municipalities are legally authorized to enter into such an agreement for the joint administration of recreational facilities including trails for their respective citizens.

NOW THEREFORE, in consideration of the mutual promises contained herein, the Participants agree as follows:

1. Incorporation of Recitals

The above recitals are hereby incorporated herein as if fully set forth.

2. Responsibilities

(a) The _____ shall manage and administer the operation and management of the _____ Trail pursuant to this agreement, and all amendments hereto.

(1) **Ownership** – Each municipality retains ownership of its portion of the _____ Trail within its limits.

(2) **Grants** – The _____ in partnership with all or some of the participating municipalities, will pursue grant funding for the cyclic costs, such as resurfacing of the trail so that Participants will not be responsible for the capital resurfacing and equipment replacement expenses.

(3) **Coordination** – The _____ shall be responsible for coordinating all trail functions including special events with the Participants.

(4) **Communication** – The _____ shall be responsible for taking the lead on communication to insure that all parties are fully informed and involved with all aspects of the _____ Trail. This shall include an annual meeting of the Partnership to set goals for the next fiscal year and to resolve any issues related to trail operations.

(5) **Planning** – The _____ shall be responsible for all planning related to the operation and management of the trail. The _____ shall involve the Participants in the planning process.

(6) **Directing** – The _____ shall be responsible for directing the operations of the trail through coordination with the Participants. This includes:

- (a) Development and establishment of planned maintenance management system for the _____ Trail.
 - (b) Scheduling and implementation of seasonal trail cleanup programs.
 - (c) Inspecting the trail at regular intervals and coordinating any maintenance needs with the respective Participant.
 - (d) Contracting for high tree pruning and herbicide spraying.
 - (e) Replacement of equipment.
 - (f) Contracting for any repair that is “capital” in size and scope. (A minimum dollar amount could be included)
 - (g) Serving as the single point of contact for the trail and responding to all citizen concerns and requests for information.
 - (h) Publicizing and marketing the trail.
 - (i) Coordinating the development of volunteer training.
 - (j) Developing and implementing a trail volunteer program.
 - (k) Responding to requests for assistance from the Participants regarding trail operations.
 - (l) Fundraising for the trail.
- (7) **Evaluating** – The _____ shall be responsible for annually evaluating trail operations in collaboration with the Participants and making recommendations on operational improvements.

(b) Participants.

- (1) **Ordinance** -Each Participant must adopt an ordinance, or other action of its governing body of equal status, ratifying their participation in the program and approving and authorizing the execution of the Agreement.
- (2) **Official Recognition**- Each Participant will incorporate the _____ Trail in its official municipal maps and plans.

- (3) **Communication** – Each participant shall inform the _____ about the trail with respect to conditions or incidents that require _____ response. Each participant shall designate an official contact for the _____ Trail for communication with the _____.
- (4) **Trail Segment** - Each participant shall administer the maintenance of the _____ Trail within the segment of the corridor located within the respective municipality according to agreed upon Maintenance Standards, attached hereto. The trail will have a “pack it in/pack it out” regulation for trash.
- **Trail Surface**- The _____ will be responsible for soliciting and entering into contracts for trail resurfacing.
 - **Trailheads** – Each Participant shall be responsible for the maintenance of the trailhead(s) within its jurisdiction according to the Maintenance Standards. (Trailhead is defined as a major point of entry to the trail that provides parking, information boards, and other trail amenities.)
 - **Tree Trimming** – Each Participant shall be responsible for trimming trees along its segment of the corridor twice annually to the height specified in the Maintenance Standards.
 - **Trail Mowing** – Each Participant shall be responsible for trail mowing twice-monthly April through October.
 - **Security** – Each Participant shall be responsible for the patrolling of the trail on a schedule to be determined by the Participant.
3. The Partnership will establish its own form of organization and appropriate by-laws. Said by-laws shall incorporate any and all provisions set forth in this Agreement with regard to the conduct of business and shall be reviewed and commented upon by the governing bodies of the Participants.
- (a) Duties of the Members
- (1) Each member shall serve as a liaison with his or her respective local government, keeping them informed of the _____ Trail and to obtain the input of local officials.
 - (2) Identify and report the trail needs of their respective municipality to the _____, as well as monitoring the progress of the _____ in addressing those needs.
4. Finances
- (a) The _____ shall be responsible for all capital improvements through the pursuit of grants; raising funds for contracting the tasks of high tree maintenance and herbicide spraying; staff for coordination, oversight and management.

(b) Participants shall be responsible for providing the above identified maintenance tasks in Item 2(b) as their in-kind service for the operation of the _____ Trail.

(c) Insurance – The _____ in conjunction with the Counties of Beaver and Allegheny shall provide liability insurance for the _____ Trail.

5. Effective Date, Term, Termination, Adding Participants

(a) Effective Date and Term – This agreement shall be effective _____, 20____ and shall be for a term of _____ years ending _____. Participants may not withdraw from this agreement during the initial _____ agreement. The Agreement shall continue in full force and effect and shall automatically be renewed year-to-year thereafter except as otherwise provided in this agreement.

(b) Withdrawal – After the initial _____ term, a Participant may withdraw from the terms of this agreement at the end of any calendar year by giving written notice to the _____ one (1) year before the proposed withdrawal date. Withdrawal from this agreement by any Participant shall not terminate the agreement among the remaining parties. Withdrawal from this agreement must be approved by the majority of the voting members of the governing body of the Participant, which desires to withdraw, and voted on in a public meeting held in accordance with the Pennsylvania Sunshine Act.

(b) Dissolution – In the case of dissolution of the Partnership by mutual consent of all Participants hereto, the equipment, property, materials, supplies and capital assets of the Partnership shall remain in place and become the responsibility of a successor trail manager or the landowner.

(c) Adding Participant(s) – At any time during the term of this Agreement consideration may be given to invite or at their own choosing allow other municipal entities to join and become part of this Agreement. The new Participant must pass an ordinance, or other action of its governing body of equal status, which includes approval of this Agreement and its amendments and authorizes the additional execution of this Agreement by the new participant. Terms of such addition shall be approved by a majority of Participants at such time.

6. Entire Agreement

This Agreement constitutes the entire contract by the Participants and there are no other understandings, oral or written, relating to the subject matter hereof.

7. Amendment

Sample Intergovernmental Agreement

This Agreement shall not be amended or altered except by writing duly approved by and signed on behalf of all of the Participants.

8. Governing Law

This Agreement shall be governed by the Laws of the Commonwealth of Pennsylvania. This Agreement is adopted pursuant to the Act and each Participant shall take all necessary steps under said statute to copy with the same.

9. Further Action

The Participants agree to take all action necessary to carry forth the provisions of this Agreement.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals of the day, month and year first above written

Attest: _____, _____ County

_____ By: _____

Attest: _____, _____ County

_____ By: _____

Attest: _____, _____ County

_____ By: _____

Attest: _____, _____ County

_____ By: _____

Attest: _____, _____ County

_____ By: _____

Attest: _____, _____ County

_____ By: _____

APPENDIX A7
MODEL TRAIL EASEMENT AGREEMENT

Prepared by:

Name:

Address:

Telephone:

Return to:

Name:

Address:

Tax Parcel(s):

TRAIL EASEMENT AGREEMENT

THIS TRAIL EASEMENT AGREEMENT ("this Agreement") dated as of _____ (the "Agreement Date") is by and between _____ ("the undersigned Owner or Owners") and _____ (the "Holder").

Article I. Background

1.01 Property

The undersigned Owner or Owners are the sole owners in fee simple of the property identified below and more fully described in Exhibit "A" (the "Property").

Street Address:

Municipality:

Parcel Identifier:

County:

State: Pennsylvania

1.02 Easement Area

The portion of the Property that is subject to this Agreement (the "Easement Area") is shown on the plan attached as Exhibit "B" (the "Easement Plan").

1.03 Purposes

The purposes of this Agreement are to set forth the terms under which the Trail Facilities described in Article II can be established and maintained for activities and uses by the general public described in Article III.

1.04 Consideration

The undersigned Owner or Owners acknowledge receipt of the sum of \$1.00 in consideration of the grant of easement to Holder under this Agreement.

Article II. Grant of Easement for Trail Facilities

2.01 Grant

The undersigned Owner or Owners, intending to be legally bound, grant and convey to Holder the perpetual right to create the Trail identified below; to enter the Easement Area at any time to construct, install, maintain and repair any one or more of the items (collectively, with the Trail, the "Trail Facilities") described in paragraph (a) of this section; and, subject to the prior written consent of Owners, those described in paragraph (b) of this section.

(a) Trail Facilities

- (i) A trail not to exceed approximately ___ feet in width together with steps, railings, and other surface structures which, as to wet areas, may include bridges and culverts (collectively, the "Trail").
- (ii) Signs to mark the Trail, to provide information related to the Trail and for interpretive purposes.
- (iii) Fencing, gates, and barriers to control access.

(b) Trail Facilities Requiring Prior Written Consent of Owners

Benches, picnic tables, wastebaskets, and bicycle racks.

2.02 Exercise of Rights

Creation of the Trail and other construction, installation, maintenance and repair of the Trail Facilities may include installation of signage; mowing, cutting or removal of soil, rock or vegetation; application of gravel, crushed stone, wood chips or paving; or other means of creating the Trail surface (if any) and/or identifying the Trail's path. These activities may include vehicular use.

Article III. Grant of Easement for Public Access

3.01 Grant of Easement

The undersigned Owner or Owners, intending to be legally bound, grant to Holder the right to make available to the public a perpetual easement and right-of-way over the Trail and the right to use Trail Facilities for the purposes ("Permitted Trail Uses") described in paragraph (a) and, subject to the prior written consent of Owners, those described in paragraph (b) of this section:

(a) Permitted Trail Uses

Use of the Trail as a right-of-way for (i) walking, hiking, jogging, bicycling, horseback riding, bird watching, nature study; (ii) power-driven mobility devices for use by persons who have mobility impairments; and (iii) emergency vehicles in the case of emergency within the Easement Area.

(b) Uses Requiring Prior Written Consent of Owners

Recreational vehicular use such as snowmobiling; events such as "runs" or competitive races; programmatic use by schools, clubs or other groups; or any use of Trail for purposes other than as a right-of-way for passage over the Property such as picnicking or other stationary activities.

3.02 No Charge for Access

No Person is permitted to charge a fee for access to the Trail or use of the Trail Facilities.

Article IV. Rights of Owners

4.01 Owner Improvements

Owners must not construct, install or maintain any facility or improvement within the Easement Area except the following (collectively, "Owner Improvements"): (i) items existing within the Easement Area as of the Easement Date and listed in the schedule (if any) attached to this document entitled "Existing Owner Improvements"; (ii) items listed in the schedule (if any) attached to this document entitled "Permitted Owner Improvements"; (iii) fencing along the boundary of the Easement Area not impeding access to the Easement Area for the purposes described in Articles II and III; and (iv) items to which Holder, without any obligation to do so, gives its consent in writing.

4.02 Owner Uses and Activities

Owners have the rights accorded to the general public to use the Trail Facilities as well to exercise any one or more of the following rights with such notice to Holder as is reasonable under the circumstances:

(a) Mitigating Risk

Cut trees or otherwise disturb resources to the extent reasonably prudent to remove or mitigate against an unreasonable risk of harm to Persons on or about the Easement Area.

(b) Hunting; Forestry

Close access to the Easement Area for public safety reasons (i) for up to forty (40) days per year so as to accommodate hunting by or under control of Owners; and (ii) for up to sixty (60) days within any ten (10) year period to accommodate forestry activities.

(c) Resource Management

Mow, cut or remove vegetation, or plant vegetation, within the Easement Area but only in accordance with guidelines set forth in the schedule (if any) attached to this document entitled "Permitted Resource Management" and any additions to or modifications of that schedule requested by Owners and approved by Holder in writing, or in the absence of a schedule, in accordance with guidelines approved by Holder in writing.

(d) Grants to Others

Grant leases, licenses, easements and rights-of-way affecting the Easement Area to Persons other than Holder but only for (i) permitted Owner Improvements; (ii) activities and uses that Owners are permitted to engage in under this Agreement; or (iii) other items that Holder, without any obligation to do so, approves after review.

(e) Enforcement Rights

Remove or exclude from the Property any Persons who are (i) in locations other than the Trail or other Trail Facilities or (ii) not engaged in Permitted Trail Uses.

Article V. Enforcement; Liability Issues

5.01 Enforcement

Holder may, in addition to other remedies available at law or in equity, compel Owners to make the Easement Area available for the purposes set forth in Article II and Article III by exercising any one or more of the following remedies, without any need to show that a civil action for damages is not available to furnish compensation:

(a) Injunctive Relief

Seek injunctive relief to specifically enforce the terms of this Agreement; to restrain present or future violations of this Agreement; and/or to compel restoration of Trail Facilities or other resources destroyed or altered as a result of the violation.

(b) Self Help

Enter the Property to remove any barrier to the access provided under this Agreement and do such other things as are reasonably necessary to protect and preserve the rights of Holder under this Agreement.

5.02 Warranty

The undersigned Owner or Owners warrant to Holder that:

(a) Liens and Subordination

The Easement Area is, as of the Agreement Date, free and clear of all Liens or, if it is not, that Owners have obtained and attached to this Agreement as an exhibit the legally binding subordination of any mortgage, lien, or other encumbrance affecting the Easement Area as of the Agreement Date.

(b) Existing Agreements

No one has the legally enforceable right (for example, under a lease, easement or right-of-way agreement in existence as of the Agreement Date) to prevent the installation of Trail Facilities or the use of Trail Facilities for Permitted Trail Uses.

(c) Hazardous Materials

To the best of Owner's knowledge, the Easement Area is not contaminated with materials identified as hazardous or toxic under applicable law (collectively, "Hazardous Materials") and no Hazardous Materials have been stored or generated within the Easement Area.

5.03 Immunity under Applicable Law

Nothing in this Agreement limits the ability of Owners and Holder to avail themselves of the protections offered by any applicable law affording immunity to Owners and Holder including, to the extent applicable, the Recreational Use of Land and Water Act, Act of February 2, 1966, P.L. (1965) 1860, No. 586, as amended, 68 P.S. §477-1 *et seq.* (as may be amended from time to time).

5.04 Public Enters at Own Risk

Use of any portion of the Easement Area by members of the general public is at their own risk. Neither Holder nor Owners by entering into this Agreement assume any duty to or for the benefit of the general public for defects in the location, design, installation, maintenance or repair of the Trail Facilities; for any unsafe conditions within the Easement Area; or for the failure to inspect for or warn against possibly unsafe conditions; or to close the Trail Facilities to public access when unsafe conditions may be present. Holder will endeavor to repair damaged Trail Facilities but has no duty to do so unless and until Holder receives actual notice given in accordance with Article VI of this Agreement of the need to repair an unreasonably dangerous condition.

5.05 Costs and Expenses

All costs and expenses associated with Trail Facilities are to be borne by Holder except for items included in Owner Responsibility Claims (defined below in this Article).

5.06 Responsibility for Losses and Litigation Expenses

(a) Public Access Claims; Owner Responsibility Claims

If a claim for any Loss for personal injury or property damage occurring within the Easement Area after the Agreement Date (a "Public Access Claim") is asserted against either Owners or Holder, or both, it is anticipated that they will assert such defenses (including immunity under the Recreational Use of Land and Water Act) as are available to them under applicable law. The phrase "Public Access Claim" excludes all claims (collectively, "Owner Responsibility Claims") for Losses and Litigation Expenses arising from, relating to or associated with (i) personal injury or property damage occurring prior to the Agreement Date; (ii) activities or uses engaged in by Owners, their family members, contractors, agents, employees, tenants and invitees or anyone else entering the Property by, through or under the express or implied invitation of any of the foregoing; or (iii) structures, facilities and improvements within the Easement Area (other than improvements installed by Holder).

(b) Indemnity

If immunity from any Public Access Claim is for any reason unavailable to Owners, Holder agrees to indemnify, defend and hold Owners harmless from any Loss or Litigation Expense if and to the extent arising from a Public Access Claim. Owners agree to indemnify, defend and hold the Holder harmless from any Loss or Litigation Expense if and to the extent arising from an Owner Responsibility Claim.

(c) Loss; Litigation Expense

- (i) The term "Loss" means any liability, loss, claim, settlement payment, cost and expense, interest, award, judgment, damages (including punitive damages), diminution in value, fines, fees and penalties or other charge other than a Litigation Expense.
- (ii) The term "Litigation Expense" means any court filing fee, court cost, arbitration fee or cost, witness fee and each other fee and cost of investigating and defending or asserting any claim of violation or for indemnification under this Agreement including in each case, attorneys' fees, other professionals' fees and disbursements.

Article VI. Miscellaneous

6.01 Beneficiaries and Agents

The rights of Holder under this Agreement may be exercised by Holder, any Person identified by Holder as a beneficiary of this Agreement and who accepts this designation by recordation in the Public Records of a joinder to this Agreement (a "Beneficiary"), or any of the contractors, agents, and employees of Holder or Beneficiary.

6.02 Binding Agreement

This Agreement is a servitude running with the land binding upon the undersigned Owner or Owners and, upon recordation in the Public Records, all subsequent Owners of the Easement Area or any portion of the Easement Area are bound by its terms whether or not the Owners had actual notice of this Agreement and whether or not the deed of transfer specifically referred to the transfer being under and subject to this Agreement. Subject to such limitations (if any) on Holder's right to assign as may be set forth in this Agreement, this Agreement binds and benefits Owners and Holder and their respective personal representatives, successors and assigns.

6.03 Governing Law

The laws of the Commonwealth of Pennsylvania govern this Agreement.

6.04 Definition and Interpretation of Capitalized and Other Terms

The following terms, whenever used in this Agreement, are to be interpreted as follows:

- (i) "Owners" means the undersigned Owner or Owners and all Persons after them who hold any interest in the Easement Area.
- (ii) "Person" means an individual, organization, trust, or other entity.

- (iii) "Public Records" means the public records of the office for the recording of deeds in and for the county in which the Easement Area is located.
- (iv) "Including" means "including, without limitation".
- (v) "May" is permissive and implies no obligation; "must" is obligatory.

6.05 Incorporation by Reference

Each exhibit or schedule referred to in this Agreement is incorporated into this Agreement by this reference.

6.06 Amendments; Waivers

No amendment or waiver of any provision of this Agreement or consent to any departure by Owners from the terms of this Agreement is effective unless the amendment, waiver or consent is in writing and signed by an authorized signatory for Holder. A waiver or consent is effective only in the specific instance and for the specific purpose given. An amendment must be recorded in the Public Records.

6.07 Severability

If any provision of this Agreement is determined to be invalid, illegal or unenforceable, the remaining provisions of this Agreement remain valid, binding, and enforceable. To the extent permitted by applicable law, the parties waive any provision of applicable law that renders any provision of this Agreement invalid, illegal, or unenforceable in any respect.

6.08 Counterparts

This Agreement may be signed in multiple counterparts, each of which constitutes an original, and all of which, collectively, constitute only one agreement.

6.09 Entire Agreement

This is the entire agreement of Owners, Holder and any Beneficiary pertaining to the subject matter of this Agreement. The terms of this Agreement supersede in full all statements and writings between Owners, Holder, and others pertaining to the transaction set forth in this Agreement.

6.10 Notices

Notice to Holder under this Agreement must be in writing and given by one of the following methods: (i) personal delivery; (ii) certified mail, return receipt requested and postage prepaid; or (iii) nationally recognized overnight courier, with all fees prepaid. In an emergency, notice may be given by phone (____) or electronic communication (____) followed by one of the methods in the preceding sentence.

INTENDING TO BE LEGALLY BOUND, the undersigned Owner or Owners and Holder, by their respective duly authorized representatives, have signed and delivered this Agreement as of the Agreement Date.

Witness/Attest:

Owner's Name:

Owner's Name:

[NAME OF HOLDER]

By: _____
Name of signatory:
Title of signatory:

This document is based on the Model Trail Easement Agreement (9/11/2010 edition) provided by the Pennsylvania Land Trust Association.

The model on which this document is based should not be construed or relied upon as legal advice or legal opinion on any specific facts or circumstances. It should be revised under the guidance of legal counsel to reflect the specific situation.

COMMONWEALTH OF PENNSYLVANIA:

COUNTY OF _____ :

ON THIS DAY _____, before me, the undersigned officer, personally appeared _____, known to me (or satisfactorily proven) to be the person(s) whose name(s) is/are subscribed to the within instrument, and acknowledged that he/she/they executed the same for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

_____, Notary Public
Print Name:

COMMONWEALTH OF PENNSYLVANIA:

SS

COUNTY OF _____ :

ON THIS DAY _____ before me, the undersigned officer, personally appeared _____, who acknowledged him/herself to be the _____ of _____, a Pennsylvania non-profit corporation, and that he/she as such officer, being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing the name of the corporation by her/himself as such officer.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

_____, Notary Public
Print Name:

MODEL TRAIL EVENT & SPECIAL EVENT POLICY

1. Purpose

- 1.1. The _____ Trail is a recreational resource funded through private and public funding initiatives, is open to the public, and operated for the benefit and enjoyment of all its users. Trail users generally have no greater impact on the trail than their footprints or bicycle tracks. On occasion groups or individuals may wish to hold a special event on the trail that has the potential for reducing or disrupting the full usage or enjoyment of the trail for others.
- 1.2. This policy represents the _____'s effort to balance the needs of all our users with those of groups wishing to hold an organized event or special activity. This policy also outlines the requirements for holding special events and describes the approval process for having an event approved and guidelines used in administering the policy.

2. Applicability & Exempt Event Requirements

- 2.1. The approval requirements of this policy neither apply to _____-sponsored events, nor to any Friends Group's sponsored events that are part of their annual plan submitted to the board at the beginning of each year. Without board action to the contrary, the only events involving temporary trail closures during peak months of trail use will be the _____'s two main fundraisers, the _____ Race and the _____ Half-marathon.
- 2.2. Informal events (small organized walks, runs, or rides) involving less than 25 participants are encouraged, and do *not* need to follow the approval process contained in this policy as long as **all** of the following are true:
 - 2.2.1. The organization sponsoring the event or special activity is not a for-profit entity.
 - 2.2.2. No fee or donation is charged to participate, contributions will not be solicited, and nothing will be sold.
 - 2.2.3. The event will be conducted in a manner not to disrupt the normal operation of the trail.
 - 2.2.4. No tables, tents, chairs, signs, or booths are set up on trail property, including the trailhead parking lots.
 - 2.2.5. The event does not include organized distribution of food or beverages.
 - 2.2.6. The event causes no restrictions on trail or parking lot usage by other trail users who are not part of the event.
 - 2.2.7. Usage of trail property is in accordance with all trail rules, and the event is conducted in accordance with guidelines in this policy.
 - 2.2.8. No literature or promotional giveaways are handed out to trail users.
 - 2.2.9. All non-incident trash generated from the event will be removed by the organization, and not placed in trash receptacles.
- 2.3. For proposed events not covered in paragraphs 2.1 and 2.2, event approval must be applied for from the _____ at least 8 weeks prior to the event. This allows the _____ to coordinate event requirements with sponsors' approved events, and effectively coordinate and schedule requested events.
- 2.4. The _____ reserves the right to deny any event request, or to require any proposed event to be relocated and/or rescheduled, if in its sole discretion:

- 2.4.1. The event or event organizers do not meet all the guidelines in this policy; or
- 2.4.2. If the event would unduly interfere with general trail usage, or another event or events already approved by the _____.

3. Event Approval Process

- 3.1. Persons desiring to hold an event on the Montour Trail must fill out an event request application, which can be obtained by choosing and printing from the applicable link at www._____.org/events (preferred), or by sending a request for an application to the trail office. Applicants must be at least 18 years of age.
 - 3.1.1. If applying by mail, send a self-addressed, stamped envelope for application and/or return permit. All unsigned applications will be returned unprocessed.
 - 3.1.2. If applying on-line, the signature of the applicant will not be required until the event or special activity is pending approval. At that time, the signed indemnification letter required by paragraph 5.4 will be due before a Letter of Authorization is issued.
- 3.2. The completed application may be addressed to “Event Request” at the trail office and sent by mail, or completed on-line and emailed to info@_____.org as an attachment (preferred). When emailing an application, the signature page must be scanned in as an image so that the applicant’s signature is captured.
- 3.3. The _____’s event coordinator will approve ordinary event requests anticipating less than 100 participants that (a) meet all event approval guideline in Sect. 4; (b) do not request any trail closure or unusual considerations, and (c) do not conflict with other events. These events will be referred to the local Friends of the Trail group president to coordinate. All other events must be approved by the _____ board and have an _____-appointed contact.
- 3.4. Applications must be received with sufficient advance notice to allow for possible consideration of the event application at an _____ board meeting, which are held the _____ of every month. If any aspect of the proposed event causes concern, the applicant may be asked to attend an _____ board meeting to discuss the application. Proposed events may not be advertised prior to approval by the board of directors. Doing otherwise can be grounds for denial of the application.
- 3.5. Applicants will be notified within 7 days after a decision regarding their application.

4. Event Approval Guidelines

- 4.1. Approval for a proposed event will not be unreasonably withheld. The guidelines in this section outline primary reasons for which an event application may be approved or denied.
- 4.2. Proposed events to be held for the benefit of schools, boy scouts (or similar groups), charities or non-profit organizations with missions similar to those of the _____ Trail, as well as events simply to encourage exercise, fitness, and enjoyment of the trail are given preference.

- 4.3. Special events may not, in general, be for the benefit of a for-profit entity. An exception may be granted if the _____ board determines that there is an overriding benefit to the _____'s mission.
- 4.4. Events may not require closure of any part of the trail, except in limited board-approved events, **and** when the _____ is a direct sponsor or beneficiary and participates in the planning of the event, **and** the closure is temporary, effectively posted & communicated, controlled and monitored.
- 4.5. Events that are deemed too disruptive to the use and enjoyment of the trail by users who are not part of the event will be denied, or the _____ may require the proposed event to be modified to minimize the disruption.

5. Event Organizers' Responsibilities & Authorization

The conditions listed below apply to all persons who use _____ facilities to conduct approved special events or activities. These activities must first be approved by the _____ evidenced by a Letter of Authorization given to the Sponsor (Coordinator).

- 5.1. The Sponsor has full responsibility to have knowledge of and comply with all _____ Trail rules, as well as all applicable federal, state, and local statutes, rules and regulations.
- 5.2. The sponsor shall fully coordinate this activity with the _____ designated contact. The Sponsor shall provide any additional facilities or services as the _____ contact deems necessary. The _____ has full authority to place further conditions on, suspend, or terminate the activity as deemed in the best interest of the Trail.
- 5.3. The _____ shall be the sole judge of any conflict between the proposed event and normal recreational activities carried on by the public on the Trail activity. The _____ retains full authority to resolve any conflict in the best interest of the Trail.
- 5.4. The Sponsor shall indemnify and hold harmless the _____ from and against damages to property or injuries including death to any persons and other losses, damages, expenses, claims, demands, suits, and actions by any party against the _____ in connection with this activity. **Sponsor must provide a letter stating this indemnification, signed by an authorized representative of the Sponsor, at least 7 days prior to the event.**
- 5.5. The Sponsor understands that he _____ assumes no responsibility or liability for the safety of the Sponsor, or the safety of participants in or spectators of this activity. The _____ assumes no responsibility for the consequences of the Sponsor's activity, nor shall a **Letter of Authorization** from the _____ be construed as a waiver of any immunity from liability the _____ may have. For events over 100 participants, **Sponsor must carry Commercial General Liability Insurance or comprehensive Public Liability Insurance with a minimum coverage of one-million dollars (\$1,000,000) per**

occurrence and provide a certificate of said insurance naming the _____ as additional insured at least 7 days prior to the event

- 5.6. Outside contractors being used by the Sponsor for the event are also required to provide _____ a certificate of liability insurance naming the _____ as additional insured at least 7 days prior to the event.

6. **SPECIAL USE CONDITIONS AND EVENT GUIDELINES**

- 6.1. **General:** Your event is a guest on the _____ Trail and should impact other users as little as possible. Please be considerate of the other trail users who may not be aware of your event. **Do not trespass on adjoining property owners' land.**
- 6.2. **Fees.** A minimum deposit of \$50 is required, but a larger amount may be required depending on the nature and size of the event. The deposit will be refunded upon the completion of a satisfactory post-use site inspection. If the inspection results in costs incurred by the _____, the amount will be deducted from the deposit up to the total amount of the deposit.
- 6.2.1. Ongoing operation and maintenance of the _____ Trail is made possible by volunteers and donations from trail users and _____ members. Accordingly, special events that are fundraisers for other organizations are strongly encouraged to donate to the trail's maintenance funds a minimum of 20% of the event's net proceeds, or \$50, whichever is greater.
- 6.3. **Rules and Membership:** Sponsor agrees to ensure that all participants are made aware of the trail rules, and that minors will be provided with sufficient adult supervision. If event handouts are provided to participants, trail membership material must be included in the handouts.
- 6.4. **Trash:** There are few trash cans, and no janitor on the trail or at trail access areas. If you bring it in...take it out! Plan on providing trash receptacles and for part of your breakdown/clean up team to police the trail and staging area(s) for litter. Upon completion of an approved activity there shall be an inspection of the premises by the Sponsor. The Sponsor shall clean up all litter and other debris resulting from the activity.
- 6.5. **Restroom Facilities:** If deemed necessary by the _____ due to an event's size or duration, organizers are responsible for providing portable restroom facilities at their own expense.
- 6.6. **Vehicular use:** If limited use of motorized vehicles for event set-up is authorized as part to the approved application, vehicles must be operated in a manner that is safe and considerate of trail users. This includes yielding to them, minimizing dust creation and driving with the vehicle's headlights on. A maximum speed limit of 15MPH must be observed at all times.
- 6.7. **Gates/Locks:** Leaving gates open for ease of access for large groups or appropriate uses *may* be permitted, if the reason for needing them opened is sound and the gates are closed and locked

promptly after the intended use. At the Board's sole discretion, the _____ reserves the right to withhold permission to open gates for any event.

6.8. Parking & Registration: Consider staging your event at a location other than a major trail access area. Your staging area and check-in station(s) should be in a remote section of the access area. Follow the parking pattern established in the parking lots. If you are expecting more than 25 vehicles, you will need to provide prior instructions for parking and or flag persons to direct your participants to those areas. All registration tables and sign in booths must be at least 20 feet from the edge of the trail.

6.9. Signage

6.9.1. If required by the _____ due to an approved temporary trail closure, any trail restrictions shall be posted by the Sponsor, at locations determined by the _____, two weeks prior to the event. Also, trail user detours approved by the _____ shall be posted on the day of the event, or available as handouts at the ends of the closed trail section.

6.9.2. All signs must be at least 5 feet from the trail and not pose any obstruction or danger to trail users. Signs may only be attached to existing trail bulletin boards or other trail signs if approved by the _____.

6.9.3. Any signs requested by the applicant advertising the event and their locations must be approved by the _____.

6.9.4. No permanent paint or material may be used to mark the trail or any trail property.

6.9.5. Any signs for your event must be temporary, and removed the day of the event.

6.10. **Sound:** Although you may play music and use a public address system during your event if that was part of your approved application, the volume level from the sound system should not be audible from a distance of more than 100 feet. Battery-operated systems are preferred, but a small, quiet generator may also be used as an alternative.

6.11. **Safety:** All participants in cycling events must wear a helmet. Contact your local EMS service and alert them of your event.

If your event crosses roads at any point while using the trail, you must coordinate with the police department(s) responsible for those intersections. Police and/or local safety personnel from fire or EMS companies may be used to monitor road crossings in addition to volunteers. Any use of volunteer flaggers at road crossings must be approved by the local police and the flaggers must wear safety vests and utilize warning flags.

