Bergmann associates
architects // engineers // planners

Pultneyville to Marion Trail Feasibility Study

TOWN OF WILLIAMSON and TOWN OF MARION, NEW YORK

MARCH 2012

28 East Main Street // 200 First Federal Plaza // Rochester, NY 14614-1909

www.bergmannpc.com

TABLE OF CONTENTS

Financial assistance for the preparation of this report was provided by the Federal Highway Administration. The Genesee Transportation Council is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its program activities, whether those programs and activities are federally funded or not.

ACKNOWLEDGEMENTS

We wish to thank the many people who participated in the development of this Study.

Steering Committee

Steve Beauvais
Jolene Bender
Barbara DeRoo
Peter Evans
Valarie J. Fowler
James D. Hoffman
Tom Hooker
Carol May
Sharon Lilla
Edward Newman
Ora Rothfuss
Edward O'Shea
Gary Shaw
Penny Shaw
Terry Yonker
Lenore Youngman

Program Manager
Robert Torzynski, AICP, PTP, Genesee Transportation Council

Consultant Team
Bergmann Associates — trail planning, engineering, and public participation

Bergmann associates
architects // engineers // planners

GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

I. EXECUTIVE SUMMARY

The purpose of this study is to provide the Towns of Williamson and Marion, in cooperation with the Genesee Transportation Council (GTC), a feasibility study and cost estimate for the construction of a trail connecting the Hamlets of Pultneyville, Williamson and Marion with new (off-road) shared use paths and signed shared roadway facilities, with the use of existing trails in the project area.

The study involved an analysis of:

- the existing characteristics of project area;
- the presentation of potential alignments and features to the Stakeholder Committee and the public;
- the integration of feedback into the preliminary alternatives;
- the selection of a preferred alternative; and
- the creation of a comprehensive guide for future development of a trail.

The physical and environmental attributes of the project area and a preferred alternative are outlined in this report. The preferred alternative was supported by the Stakeholder Committee and the general public.

Overall, the construction of a trail connecting the Hamlets of Pultneyville, Williamson and Marion could provide the area with new opportunities for transportation and recreation.

Overview

The Pultneyville to Marion Trail Feasibility study is part of the 2008-2009 Priority Trails Advancement (PTA) Program administered by the Genesee Transportation Council (GTC). This feasibility study recommends the construction of a combination on-road/off-road trail connecting the Hamlet of Pultneyville, through the Hamlet of Williamson, to the Hamlet of Marion. The goal of the trail is to provide a non-motorized transportation facility between the Hamlets of Pultneyville and Marion, connecting neighborhoods, parks, schools, retail and service establishments and employment centers and to provide a connection to other existing and planned trails in the larger regional trail network.

Community Support and Participation

In 2009, the Town of Marion and Town of Williamson established a Steering Committee to oversee the development of a Feasibility Study for the Pultneyville to Marion Trail. The Steering Committee included Town and State officials as well as other local stakeholders with multi-use trail experience.

Bergmann Associates was hired as the consultant to assist with trail feasibility, master planning and public outreach. This included two public meetings, several Steering Committee meetings and meetings with landowners potentially effected by the proposed trail. Information gathered from the public, Steering Committee and inventory and analysis of the project site resulted in the selection of a preferred alternative.

Enhancement of the Environment

Trail alignment alternatives were identified and evaluated according to several criteria, including economic benefit, cost of improvements, land ownership, connectivity and environmental impacts. The preferred trail alignment balances these criteria along with consideration of cost-effectiveness, direct routing and timely completion.

The connection of the Hamlets of Pultneyville, Williamson and Marion will serve as an important enhancement to the quality of life enjoyed by residents, visitors and those employed in the area. The proposed trail will also enhance the quality of the regional trail network by acting as a link between existing and planned trails in the area.

Enhancement of the Transportation System

For the ease of organizing and evaluating the feasibility of this project, the potential trail corridor was divided into three segments:

- Segment A— From B. Forman County Park in the Hamlet of Pultneyville, Town of Williamson south to NYS Route 104;
- Segment B— NYS Route 104 south to the Marion / Williamson Town Line ; and
- Segment C— From the Marion / Williamson Town Line south to Marion Town Park.

Each segment contained 4-5 trail alternatives. The preferred alternative for the Pultneyville to Marion Trail consists of the A-4, B-1 and C-1 Alternatives (Figure 8). This trail connection will act as an alternative mode of transportation to and from Pultneyville, Williamson and Marion as well as surrounding economic, residential and institutional centers. The Pultneyville to Marion Trail will also act as a connection between smaller trail systems in the project area including the Bicentennial Trail, Williamson Town Loop Trail and the Marion Town Park Trail, as well as connect to existing and planned trails in the larger regional trail network including the Seaway Trail, the planned Rt 104 Corridor Trail, the planned Newark to Marion Trail and the existing Canalway Trail. At the time of this study, Alternative A-4 does not have full support from the major landowners affected, and therefore is not feasible at this time. Although Alternative A-4 is not feasible, conversations with the public and the Steering Committee resulted in naming A-4 as the preferred alternative for meeting the objectives of this study. Alternative A-1, not preferred by the public and Steering Committee, is feasible at this time. Both the preferred A-4 Alternative and the feasible A-1 Alternative are described in this study.

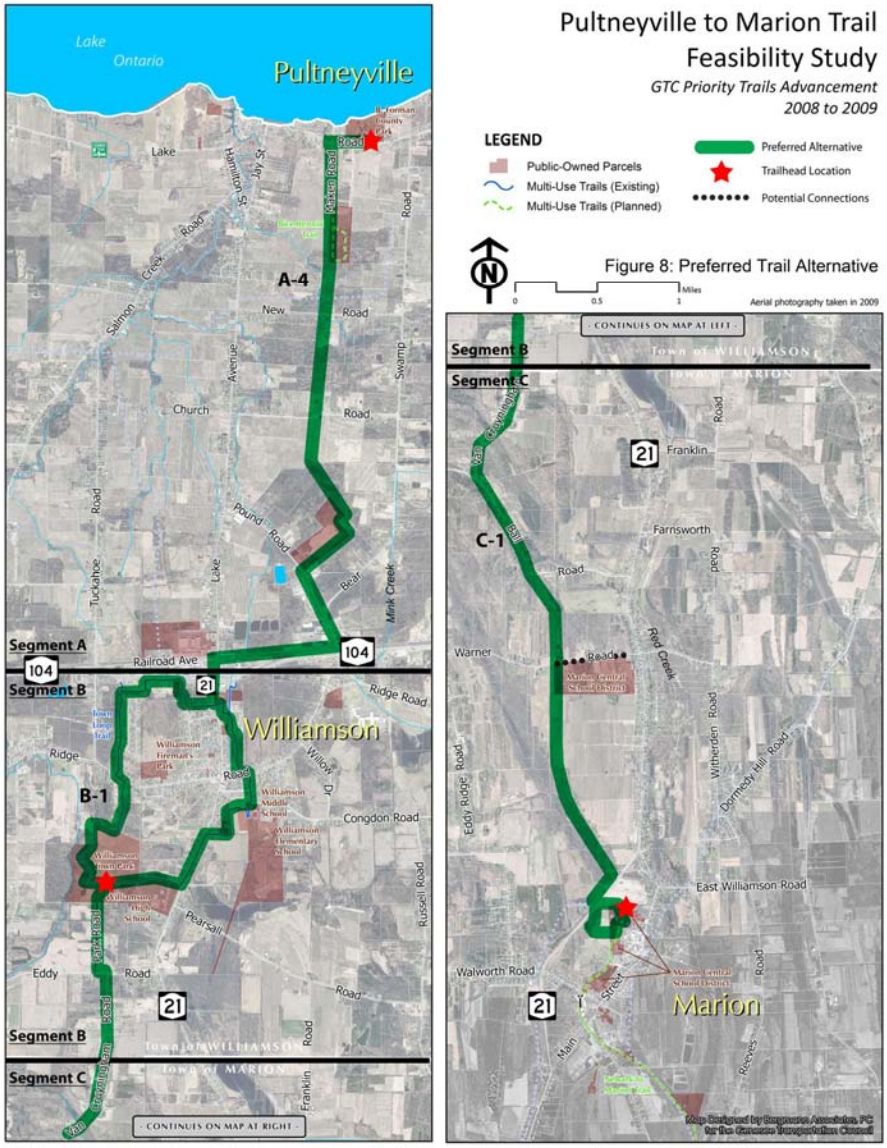
Relationship to Existing Plans and Smart Growth

The development of the Pultneyville to Marion Trail is consistent with the Town of Williamson's 2010 Comprehensive Plan. One of the plan's objectives is to provide adequate recreation facilities, including parks, trails, linkages, and access to natural resources, for the use and enjoyment of residents and visitors to the Town of Williamson.

Opinion of Probable Cost

The analysis of the Study Area and discussions with the Steering Committee resulted in the recommendation of two phases of construction. Phase I would occur from the Town Loop Trail in Williamson to the Marion Town Park in Marion, and Phase II would occur from B. Forman County Park in Pultneyville to the Town Loop Trail in Williamson.

Phase I (Alternatives B-1 and C-1—Recommended Alternative) includes the construction of approximately 2-1/2 miles of on-road trail, 2 miles of off-road trail (multi-use trails and equestrian trails) , two trailheads, directional signage, two crosswalks, and relocation of existing utility poles, mailboxes and hydrants. The planning -level opinion of probable cost for these elements in 2011 dollars is approximately $4,000,000 (rounded to the nearest hundred thousand), which includes costs for contingency (20 percent), engineering (15 percent), and construction management (15 percent).



Preferred Trail Alternative

Phase II (Alternatives A-4 and B-1—Preferred Alternative) includes the construction of approximately 5 -1/2 miles of off-road and on-road trail, three trailheads, directional signage, relocation of existing utility poles, mailboxes and hydrants The planning-level opinion of probable cost for these elements in 2011 dollars is approximately $2,600,000 (rounded to the nearest hundred thousand), which includes costs for contingency (20 percent), engineering (15 percent), and construction management (15 percent). Currently Phase II is preferred but not feasible due to landowner concerns.

Phase II-A (Alternatives A-1 and B-1—Feasible Alternative) includes the construction of approximately 5-1/2 miles of on-road trail, three trailheads, directional signage, relocation of existing utility poles, mailboxes and hydrants as well as improvements to the railroad crossing at Tuckahoe Road. The planning-level opinion of probable cost for these elements in 2011 dollars is approximately $4,200,000 (rounded to the nearest hundred thousand), which includes costs for contingency (20 percent),

engineering (15 percent), and construction management (15 percent). Currently Phase II-A is feasible but not recommended due to community concerns.

Together, Phase I and Phase II represent the construction of approximately 5 miles of off-road trail and 5 miles of on-road trail and necessary amenities to provide pedestrian and bicyclist connectivity between the Hamlets of Pultneyville, Williamson and Marion. The construction of the complete preferred alternative is estimated to be approximately $6,600,000 (rounded to the nearest hundred thousand) with contingencies, engineering and construction management fees. This approximate number does not include any real estate costs that could be associated with the project. Currently Phase I is feasible and has support from the public, Steering Committee and affected landowners. Constructing Phase I first could act as a catalyst to gain support from the major landowners affected for the preferred off-road trail sections located in Phase II.

Conclusion

The Pultneyville to Marion Trail represents a significant opportunity for the residents of Williamson and Marion to improve their non-motorized transportation alternatives and provide an enhanced level of choice in their recreational activities. The preferred alternative provides the greatest level of connectivity, improved safety and quality of life enhancements while balancing all other factors. Moving forward, project success will hinge upon the continued cooperation of the Towns of Williamson and Marion with state and county officials and the involvement of project stalwarts that are determined and committed to seeing this project to its fruition.

II. INTRODUCTION

A. Project Overview

The Pultneyville to Marion Trail Feasibility Study is part of the 2008-2009 Priority Trails Advancement (PTA) Program administered by the Genesee Transportation Council (GTC). The project is funded with federal transportation planning funds. This study explores the feasibility of a trail connecting the Hamlet of Pultneyville, through the Hamlet of Williamson, to the Hamlet of Marion with new (off-road) shared use paths and on-road signed shared roadway facilities, with the use of existing trails in the project area.

B. Forman County Park in Pultneyville

The study area for the Pultneyville to Marion Trail is approximately 10 miles in length, extending north / south from the Hamlet of Pultneyville, through the Hamlet of Williamson, to the Hamlet of Marion (Figure 1). The portion of the study area in the Hamlet of Pultneyville contains higher density residential, with lower density residential and farmlands south of the Hamlet. This portion also contains existing parks including the B. Forman County Park, the Bicentennial Trail and existing Seaway Trail (a scenic highway utilized by bicyclists that wish to ride near Lake Ontario).

In the Hamlet of Williamson, the study area consists of commercial businesses, especially along NYS Route 104, higher density residential neighborhoods, existing public lands and parks including the Williamson Central School District, Williamson Town Park and Williamson Fireman's Park. This area also contains the existing Town Loop Trail which encircles the Hamlet of Williamson. Heading south from the Hamlet of Williamson to the Marion / Williamson town line, the study area consists of farmlands and lower density residential neighborhoods.

From the Marion / Williamson town line south to the Hamlet of Marion the study area consists of farmlands and lower density residential neighborhoods. The Hamlet of Marion consists primarily of commercial businesses, higher density residential neighborhoods, public lands and parks including Marion Central School District and Marion Town Park. The planned Newark to Marion Trail would also terminate at the Marion Town Park, connecting Marion to the Canalway Trail to the south. When complete, this would connect Lake Ontario to the Canalway Trail.

B. Local and Regional Significance

The Pultneyville to Marion Trail would provide a non-motorized transportation facility between the Hamlets of Pultneyville and Marion, connecting neighborhoods, parks, schools, retail and service establishments and employment centers, functioning as an alternative commuter corridor.

If this connection is feasible, the Hamlets of Pultneyville, Williamson and Marion would be connected to the larger network of trails in the region. To the north, the trail would connect to the existing Seaway Trail and to the south to the planned Newark to Marion Trail connecting Pultneyville, Williamson and Marion to the existing Canalway Trail. Overall, this trail concept is another important link in the development of a strategic network of trails in the region. The system as a whole creates tremendous recreation and environmental stewardship opportunities, while encouraging sustainable transportation choices.

C. The Planning Process

In 2009, the Town of Marion and the Town of Williamson established a Steering Committee to oversee the development of a Feasibility Study for the Pultneyville to Marion Trail. Members of the Committee, whose names are listed after the Table of Contents, included representatives from the Towns of Marion and Williamson, Trailworks Inc., Finger Lakes Trails, Williamson Hikes, Town of Ontario Trails and residents at large. The committee also benefited from representation by the New York State Department of Transportation.

Bergmann Associates was hired as the consultant to assist with trail feasibility, master planning and public outreach. The planning process consisted of the following steps:

- Examine and verify the goals and objectives for the trail
- Inventory and analyze existing conditions in the Study Area
- Tour the Study Area to observe and document conditions
- Identify trail location alternatives and key opportunities/challenges
- Gather initial public feedback
- Refine alternatives and identify a preliminary recommended trail alignment
- Develop an implementation plan
- Develop design guidelines, planning-level cost estimates, potential funding sources
- Gather additional feedback on the Draft Feasibility Study at a Public Meeting
- Finalize the Feasibility Study

Based upon guidance from the Steering Committee and input from the general public, several alignment alternatives were identified. While evaluating these options, the following guiding principles were considered:

- The trail should be located off-road whenever possible.
- The trail should be ADA accessible.
- Consideration should be given to accommodating equestrian activities where feasible.
- The trail should connect to the Bicentennial Trail in Pultneyville and the Williamson Town Loop Trail.
- The trail route should capitalize on publicly owned land, including parks and schools.
- Various historic sites in the corridor should be connected to the trail when possible.
- The trail should serve all types of users including short and long distance recreational trips, day-to-day errands, and neighborhood connections
- Caution should be used when locating the trail next to existing orchards and farm fields due to liability issues including those that may be associated with the spraying of orchards and fields.
- Trail crossings of major thoroughfares such as NYS Route 104 and NYS Route 21 need to be at safe locations.
- Consider trailhead locations at B. Forman County Park, Williamson Town Complex and Marion school.

Pultneyville to Marion Trail Public Meeting

III. Study Area Overview

The following section provides a description of the trail segments, land use and ownership, natural features and transportation network in the project study area.

A. Segment Descriptions

As described in Section II, the project study area is located in the Hamlet of Pultneyville from B. Forman County Park to the Marion Town Park in the Hamlet of Marion (Figure 1). The distance between B. Forman County Park and Marion Town Park is approximately 10 miles.

For the ease of organizing and evaluating the feasibility of this project, the potential trail corridor was divided into three segments:

- Segment A— From B. Forman County Park in the Hamlet of Pultneyville, Town of Williamson south to NYS Route 104;
- Segment B— NYS Route 104 south to the Marion / Williamson Town Line ; and
- Segment C— From the Marion / Williamson Town Line south to Marion Town Park.

<u>Segment A— B. Forman County Park in the Hamlet of Pultneyville, Town of Williamson to NYS Route 104</u>

This segment begins at B. Forman County Park in the Hamlet of Pultneyville and extends south to NYS Route 104. Land uses (Figure 2) within this segment are mostly agricultural and residential, with the residential concentrated on Lake Avenue, Tuckahoe Road, Salmon Creek Road, and in the Hamlet of Pultneyville. Commercial, industrial, and community and public services land uses exist along NYS Route 104. Community service and recreational and entertainment land uses exist in the Hamlet of Pultneyville.

This segment contains the existing Seaway Trail (a scenic highway utilized by bicyclists that wish to ride near Lake Ontario) along Lake Road as well as the Bicentennial Trail. Snowmobile trails exist in this segment in the winter months which are located on private property.

This segment also includes Salmon Creek, an important natural resource in the study area. Salmon creek extends along the east side of Salmon Creek Road to Pultneyville and is bordered by a 100 year flood plain. National Wetland Inventory and New York State Department of Environmental Conservation (NWI & NYSDEC) wetlands existing in this segment are small and scattered to the east of Lake Avenue (Figure 3).

Segment B— NYS Route 104 South to Marion / Williamson Town Line

This segment begins at NYS Route 104 and extends south to the Marion / Williamson town line. Land use character in this section consists of agricultural, residential, and commercial uses. The northern portion of the segment near NYS Route 104 contains denser residential as well as commercial uses while the southern portion of the segment near the Marion / Williamson town line is mostly agricultural and low density residential.

NYS Route 104 crosses east / west along the northern edge of this segment. NYS Route 104, where it intersects with NYS Route 21, is a 4 lane road with a center turn lane at a signalized intersection (for vehicular and pedestrian traffic). NYS Route 104 contains a shoulder and sidewalks on both the north and south sides.

NYS Route 21 travels north and south through this segment from NYS Route 104 to the Marion / Williamson town line. NYS Route 21 consists of two travel lanes with shoulders of varying width. NYS Route 21 from NYS Route 104 to approximately 1035 feet south of Ridge Road contains sidewalks on both the east and west sides of the road. From south of Ridge Road to the Williamson High School, NYS Route 21 contains a sidewalk on the west side only. The remainder of NYS Route 21 to the town line contains no sidewalks.

Segment B contains the existing Town Loop Trail, a varied surface trail system, which encircles the Hamlet of Williamson, connecting NYS Route 104 to the Williamson Town Park and high school. A connection to an existing snowmobile trail also exists on NYS Route 104.

This segment contains existing creeks and streams bordered by NWI and NYSDEC wetlands. The area near the Williamson Town Park and high school is located in a 100 year flood plain (Figure 3).

Segment C— Marion / Williamson Town Line South to Marion Town Park

Segment C begins at the Marion / Williamson town line and extends south to the Marion Town Park. North of the Marion Town Park, Segment C contains agricultural and residential land uses with residential land uses concentrated around NYS Route 21 and other major roads. Immediately surrounding Marion Town Park, land use consists of recreation and entertainment, community services, commercial and residential.

NYS Route 21, which connects Williamson to Marion, travels north / south through this segment. NYS Route 21 consists of two travel lanes with shoulders of varying width. Sidewalks do not exist on either side of NYS Route 21 within this segment.

Segment C contains an existing 8-10' stone surface trail surrounding the playing fields in the Marion Town Park. The Pultneyville to Marion Trail would connect to the planned Newark to Marion trail in this location. This segment also contains existing snowmobile trails in the winter months which are located on private property.

Existing creeks and streams are present in Segment C including Red Creek extending north/south to the east of NYS Route 21. A majority of the creeks and streams are surrounded by NWI and NYSDEC Wetlands and 100 year flood plains (Figure 3).

B. Land Use and Ownership

The type and distribution of land uses within the study area can influence how, when and by whom a trail system is being used. Residential and parkland properties, for example, create both origins and destinations for potential trail users. Residents living along trail corridors can access the trail solely for recreational purposes, as well as for using the corridor for trips to local parklands. Commercial areas also act as destinations, with many residents using trail networks to access local commercial uses.

Specific to the Pultneyville to Marion Trail, the majority of land in the vicinity of the proposed trail corridor is classified as either agricultural (40 percent) or residential (38 percent), with vacant lands comprising the next largest category (13 percent). Agricultural lands dominate the landscape north of NYS Route 104, while a mix of residential and agricultural lands cover much of the land south of NYS Route 104. Commercial land uses are concentrated along NYS Route 104 and NYS Route 21 in the Hamlets of Marion and Williamson. Residential land uses are concentrated in the Hamlets of Pultneyville, Williamson and Marion and on major roadways in the study area (Figure 2).

There are no parcels officially classified as parklands according to data provided by Wayne County. However, several recreational resources located in the study area include (Figure 4):

- B. Forman County Park (Lake Road, Williamson);
- The Bicentennial Trail (Lake Road) - natural surface, accessible to walkers, bikes and equestrians;
- The Williamson Town Loop Trail (Hamlet of Williamson) - varied surface, accessible to hikers and mountain bikes; no motorized vehicles and equestrians;
- Williamson Fireman's Park (Ridge Road);
- Williamson Town Park (Eddy Road);
- The Newark to Marion Trail (planned);
- A number of school-owned properties; and
- Several miles of snowmobile trails.

In terms of ownership, approximately 97 percent of all land in the study area is under private ownership (Figure 4). The two largest holders of publicly-owned lands in the study area include the Town of Williamson (216 acres) and the Williamson Central School District (134 acres). The majority of publicly-owned land in the study area is located within the Hamlets of Marion and Williamson.

C. Natural Features

Wetlands

To determine the extent of wetlands, both National Wetlands Inventory (NWI) and New York State Department of Environmental Conservation (NYSDEC) wetlands were mapped within the study area (Figure 3). Since there is much overlap between each agency's wetlands, for purposes of this study, they have been combined and mapped as one comprehensive wetland. Each however is discussed separately below.

NYS DEC Regulated Wetlands

The NYSDEC only identifies and regulates wetlands that are greater than 12.4 acres (as well as a 100-foot buffer from the delineated wetland edge). As part of the mapping process, each NYSDEC wetland is assigned to one of four ranked regulatory classes. The highest quality wetlands are identified as Class I and can be characterized by their large size, diversity of vegetative communities, or the presence of rare or endangered species. Comparatively, Class IV wetlands do not provide significant ecological benefits, are not considered as valuable, and can be characterized by their small size or the presence of invasive and/or exotic plant species.

Based on a review of NYSDEC wetland data, there are approximately 967 acres of Class 2 and Class 3 wetlands in the study area. The majority of these wetlands are located in the low-lying areas associated with Red Creek and its tributaries. These classifications will become more important as the trail location is refined during the trail design process. If it is decided that the trail will traverse wetland areas to provide for scenic views, every effort should be made to reduce construction-related impacts to the wetland area (e.g, use elevated boardwalks instead of a raised bed). By reducing impacts, the underlying ecological processes are preserved and trail users are afforded the opportunity to enjoy this natural resource.

National Wetland Inventory Wetlands

NWI wetlands are mapped by the U.S. Fish and Wildlife Service and include all wetland areas, regardless of size and regulatory status. NWI wetland data also includes information such as cover type and hydrologic condition (e.g., semi-permanently flooded, palustrine forested wetland, etc.). Often, the NWI wetland data identifies smaller wetlands not identified by the NYSDEC. As such, NWI wetland data provides a more comprehensive examination of potential wetland locations in a given area.

NWI Wetland Type	Acres
Freshwater Emergent Wetland	177.2
Freshwater Forested/Shrub Wetland	1,141.9
Freshwater Pond	63.8
TOTAL ACRES	*1,382.8*

Table 1. NWI Wetlands

As can be seen in Table 1, there are approximately 1,383 acres of NWI wetlands within the study area. Like the NYSDEC wetlands, a large number of NWI wetlands are located along existing waterbodies, including Red Creek, Salmon Creek, and Mink Creek. Additionally, the majority of these wetlands are classified as forested/shrub wetlands. As they relate to trail design and construction, if a NWI wetland is to be potentially impacted by construction of the proposed trail, a formal wetland delineation will be required.

Floodplains

There are several floodplain areas located within the proposed study area, including both 100-Year and 500-year floodplains (see Figure 3). The first series of floodplains is associated with Salmon Creek and includes both 100- and 500-year floodplains. The largest area of Salmon Creek floodplain occurs south of Ridge Road, north of Eddy Road, and west of NYS Route 21. There are also a number of floodplain areas associated with Red Creek and its tributaries, although no 500-year floodplains were mapped for these areas. In total, floodplains comprise almost 700 acres of the study area.

Depending upon the source(s) of funding for the trail project, it may be necessary to consider and evaluate any significant flood plain encroachments in accordance with the federal provisions of Executive Order 11988, Flood Plain Management, as implemented in 23 CFR 650 Subpart A, *Location and Hydraulic Design of Encroachments on Flood Plains* and/or the State provisions of 6 NYCRR 502, *Flood Plain Management Criteria for State Projects*. Both of these regulations are based on the need for local communities to comply with the National Flood Insurance Program (NFIP). This program requires local communities choosing to enroll in the NFIP to assure that any development within floodplains (those areas within the 100-year floodplain or 1% annual chance flood limits, and typically designated as an AE or a numbered A zone on a Flood Insurance Rate Map (FIRM)) to issue a floodplain development permit for any development that is proposed within the floodplain. Nearly all New York State communities are enrolled in the program.

As the details of the trail system are developed, it will be important for designers to assure that any trail features located within the 100-year floodplain comply with all NFIP requirements. This includes evaluating the effects of any lateral encroachments of fill, and/or new and modified bridges over mapped streams. It includes compliance with 44 CFR Part 60 which addresses:

- Adequate anchorage of constructed features to prevent floatation, collapse or lateral movement resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;
- Construction with materials resistant to flood damage;
- Construction by methods and practices that minimize flood damage;
- Construction of electrical facilities that are designed and or located so as to prevent water from entering or accumulating within the components during flooding conditions;
- Prohibiting construction of any encroachments including fill, new construction, substantial improvement and other development within the floodway; and
- Prohibiting increases of greater than 1.0 feet within the 1% annual chance floodplain.

The trail project will provide people access to floodplain areas and thus a potential increased risk to people occupying the trail. However, because alternatives will continue to be available after the trail is complete, people are unlikely to utilize the project during flood events.

Wooded Areas

The study area is characterized by a large amount of wooded areas, with 7,102 acres of the area being treed (Figure 3). While wooded areas are located throughout the entire study area, the concentration of these areas increases as one travels south from Lake Ontario. When determining potential trail alignment, consideration should be given to both the scenic and natural value of a wooded area as well as the potentially higher cost and environmental impacts associated with clearing for a trail.

Potential Soil Erosion Hazards

The prevention and minimization of soil erosion is one of the primary issues to consider when planning, designing and constructing trail facilities. In addition to impacting water quality and the aesthetic value of the trail, soil erosion can pose user safety issues and require a high level of maintenance investment.

The location of potential soil erosion hazards for the proposed Marion to Pultneyville Trail study area are provided on Figure 5, while Table 2 lists the relative frequency of the various hazard types in the study area. A brief description of the potential soil erosion hazard classifications, as defined by the Natural Resource Conservation Service (NRCS), is provided below:

- Slight – erosion is unlikely under ordinary climatic conditions
- Moderate – some erosion is likely and erosion control measures may be needed
- Severe – erosion is very likely and erosion control measures, including re-vegetation of bare areas, are advised
- Very Severe – indicates that significant erosion is expected, loss of soil productivity and off -site damage are likely, and erosion-control measures are costly and generally impractical

Potential for Erosion	Acres
Slight	8,071.6
Moderate	7,529.4
Severe	1,273.2
Very Severe	479.3
Not rated	51.1
TOTAL ACRES	*17,404.6*

Table 2. Soil Erosion Hazards

As is depicted in Table 2, the vast majority of the study area comprises soils that pose only slight or moderate risks of erosion. Those areas posing higher risks are generally confined to steep slope areas or along stream corridors. As the design phase of this project moves forward, efforts should be made to avoid these higher risk areas.

Steep Slopes

The presence (or absence) of steep slopes can have a considerable impact on trail design and construction. An elevation relief of approximately 361 feet exists within the study area, with the largest changes in elevation occurring along the drumlins (i.e., elongated hills formed by glacial till) located south of NYS Route 104 (Figure 6). As such, the majority of steep slopes (i.e., slopes greater than eight percent) in the study area are located along these drumlins (Figure 5).

There are several issues that must be considered when designing and constructing trails in areas with steep slopes. An important part of any trail design is accessibility – trails should be designed to allow everyone to enjoy the trail experience. Trails that are located on steep slopes may limit the number of users or lessen the enjoyment of those who do use it. Additionally, trails constructed on steep slopes can result in soil erosion and faster trail degradation increasing construction, operating and maintenance costs. Given these issues, the location of steep slopes should be given careful consideration during trail design and construction.

D. Transportation Network

The proposed study area includes four major roadways – NYS Route 21, NYS Route 104, Lake Road (i.e., the Seaway Trail), and Lake Avenue – as well as many miles of local roads (Figure 4). With the exception of NYS Route 104, roads in the study area can be characterized as two-lane arterial and local roadways.

According to data provided by the New York State Department of Transportation (NYSDOT), the average annual daily traffic (AADT) on NYS Route 21 between the Hamlet of Marion and the Hamlet of Williamson is 3,531 (2010). This number almost doubles, however, within the Hamlet of Williamson to 7,358 (2010). While this is a considerable increase in traffic volume, NYS Route 21 in the Hamlet of Williamson is more characteristic of a village residential street with a narrower right-of-way and sidewalks. Linking the proposed trail corridor to these existing sidewalks would create a pedestrian transportation network that would provide potential trails users a direct connection to the Hamlet of Williamson.

The most significant street crossing in the study area is at NYS Route 104. According to the NYSDOT, the AADT for this four-lane road is 13,858 (2010) at the point of crossing. Given that the intersection of NYS Route 21 and NYS Route 104 is currently signalized and contains a defined crosswalk, this existing infrastructure makes a compelling case for inclusion in the final design of the trail corridor.

IV. Trail Alignment Alternatives

Potential trail alignments were developed based upon field visits, the existing conditions analysis, Steering Committee discussions and public input. The following provides a summary of possible alternatives (Figure 7). Regardless of the alternative chosen, it is assumed the trail will begin on Lake Road at B Forman County Park in Pultneyville and end on Park Avenue at the Marion Town Park in Marion. Each of these alternatives were inventoried and examined (Table 3) and an initial preferred alternative was identified, as described in *Section V, Preferred Trail Alternative and Implementation.*

For the ease of organizing and evaluating the feasibility of this project, the potential trail corridor was divided into three segments:

- Segment A— From B. Forman County Park in the Hamlet of Pultneyville, Town of Williamson south to NYS Route 104;
- Segment B— NYS Route 104 south to the Marion / Williamson Town Line ; and
- Segment C— From the Marion / Williamson Town Line south to Marion Town Park.

A. Segment A — B. Forman County Park in the Hamlet of Pultneyville, Town of Williamson to NYS Route 104

Alternative A-1

This alternative would begin at B. Forman County Park and head west on-road along Lake Road (the existing Seaway Trail) until the intersection of Hamilton Street and Lake Road. At this intersection the trail would head south towards the Hamlet of Williamson by way of Hamilton Street, Salmon Creek Road and Tuckahoe Road. Just before NYS Route 104, at the Tuckahoe Road / Railroad Avenue intersection, the trail would head east on Railroad Avenue to Lake Avenue. At Lake Avenue the trail would head south and cross NYS Route 104 at an existing signalized intersection. This alternative falls within existing Right of Way (ROW) requiring no easements, however it is not a desired off-road trail. This alternative could potentially involve the relocation of utility poles, drainage ditches and mailboxes.

Alternative A-2

This alternative follows the same route as A-1 until the Salmon Creek Road / Tuckahoe Road intersection where it then heads off-road southeast towards NYS Route 104 on private property. Approximately 1/2 mile south of Church Road the trail would split in two and continue heading south towards NYS Route 104 and would cross at un-signalized crossings in the vicinity of the Dollar General store and the Pitts Ford Mercury car dealership. After crossing NYS Route 104, these trails would connect to the existing Town Loop Trail in Williamson. This alternative would be an off-road trail, which is more desired, however it would be located on private property, impacting approximately 25 landowners, requiring easements. This alternative would also cross and impact existing creeks and streams as well as add two new un-signalized mid-block crossings on NYS Route 104.

Alternative A-3

This alternative begins at B. Forman County Park and heads west on-road along Lake Road (the existing Seaway Trail). At Maken Road the trail would head south towards the Bicentennial Trail and continue south off-road on private property. Just north of New Road the trail would head southwest on private agricultural property until it connects with Alternative A-1 or A-2 near the intersection of Tuckahoe Road and Salmon Creek Road. This alternative would partially be an off-road trail, which is more desired, however it would be located on private property, impacting approximately 6 landowners, requiring easements. This alternative would also cross and impact existing creeks and streams and could pose an impact to highly regulated agricultural lands.

Alternative A-4

This alternative begins at B. Forman County Park and heads west on-road along Lake Road (the existing Seaway Trail). At Maken Road the trail would head south towards the Bicentennial Trail and continue south off-road on private property crossing New Road and Church Road. The trail would continue heading south around the back edge of agricultural properties along Pound Road and head southwest on public property near Trihex Manufacturing where it would then connect to Pound Road. The trail would continue south on-road along Pound Road for approximately 1/2 mile to the existing railroad crossing just north of NYS Route 104. At the railroad crossing the trail would head west off-road along the north side of the railroad tracks on the planned Route 104 Corridor Trail. At Lake Avenue, the trail would leave the Route 104 Corridor Trail and head south on-road where it would cross NYS Route 104 at an existing signalized intersection. This alternative could also continue south on-road along Pound Road where it would cross NYS Route 104 at a signalized intersection. A majority of this alternative would be an off-road trail, which is more desired, however it would partially be located on private property, impacting approximately 15 landowners, requiring easements. This alternative could also pose an impact to highly regulated agricultural lands. Currently this alternative does not have support from the major landowners affected.

Alternative A-5

This alternative begins at B. Forman County Park and heads east on-road along Lake Road (the existing Seaway Trail). At the intersection of Lake Road and Bear Swamp Road, the trail would head south on-road approximately 2-1/2 miles to the southwest bend in Bear Swamp Road. At the bend, the trail would head due west off-road on private property and connect to A-4 at the rear of the properties along Pound Road. The trail would head southwest on public property near Trihex Manufacturing where it would then connect to Pound Road. The trail would continue south on-road along Pound Road where it would cross NYS Route 104 at a signalized intersection. A majority of this alternative falls within the existing ROW, however a small portion of the alternative would be located on private property impacting approximately 3 landowners, requiring easements. Bear Swamp Road is a narrow road with little or no shoulder. This alternative could potentially involve the relocation of utility poles, drainage ditches and mailboxes.

B. Segment B — NYS Route 104 to the Marion / Williamson Town Line

Alternative B-1

This alternative is a continuation of A-1, A-2 and A-3. The trail would head south from NYS Route 104 on-road along NYS Route 21 where it would connect to the existing Town Loop Trail. The Town Loop Trail splits and heads counterclockwise south westerly towards the Williamson Town Park and easterly to the Williamson High School. The trail then heads north easterly towards the Williamson Middle School and north towards Route 104 making a complete loop around a majority of the Hamlet of Williamson. At the Williamson Town Park, the proposed trail would head south on-road along the park entry road towards Eddy Road. At Eddy Road the trail would head east approximately 360 feet to the Eddy Road / Van Cruyningham Road intersection where the trail would continue south on-road towards the Marion / Williamson town line on Van Cruyningham Road. This alternative would utilize the existing Town Loop Trail to the north and would fall within existing ROW to the south requiring no easements from private landowners. The portion of the alternative south of the existing Town Loop Trail would not be a desired off-road trail and could potentially involve the relocation of utility poles, drainage ditches and mailboxes.

Alternative B-2

This alternative would be a continuation of A-4 and A-5. Just south of NYS Route 104 the trail would head southwest on-road along Ridge Road where it would cross NYS Route 21. On the west side of NYS Route 21, the trail would head southwest on private property towards the Williamson Town Park where the trail would connect to the existing Town Loop Trail and the southern portion of Alternative B-1. This alternative is dependent on the viability of Alternatives A-4 and A-5. This alternative would partially be located on private property, impacting approximately 15 landowners, requiring easements and would potentially impact existing wetlands.

Alternative B-3

This alternative would begin at the existing Town Loop Trail at the Williamson Middle School and head south off-road along the Williamson Central School District property. At the southern end of the school district property, the trail would continue south on private property, cross Pearsall Road and continue towards the Marion / Williamson town line. This alternative would be an off-road trail, which is more desired, however it would be located on private property impacting approximately 6 landowners, requiring easements. This alternative would also potentially impact existing wetlands.

Alternative B-4

This alternative is a continuation of A-4 and A-5. After the trail crosses NYS Route 104, it would head south on-road along Old Ridge Road and connect to Ridge Road. Where Ridge Road crosses Mink Creek, the trail would continue off-road and follow Mink Creek southeast on private property for a little over a 1/4 of a mile, then head due south on private property towards Congdon Road. South of Congdon Road the trail would follow the rear property line of the farm fields along Russell Road and then turn west along the rear property lines of the farm fields on Congdon Road heading towards the Williamson Central School District property. At this point, the trail could connect to Alternative B-3

or continue south on private property crossing Pearsall Road to Franklin Road. The trail would then continue south on-road along Franklin Road towards the Marion / Williamson town line. This alternative is dependent on the viability of Alternatives A-4 and A-5. This alternative would partially be located on private property, impacting approximately 18 landowners, requiring easements. This alternative would also potentially impact existing wetlands.

C. Segment C — Marion / Williamson Town Line to Marion Town Park

Alternative C-1

This alternative is a continuation of B-1. At the Marion / Williamson town line, the trail would continue south on-road along Van Cruyningham Road to Ball Road. The trail would then head south on Ball Road for a little over 1/2 mile until the 90 degree bend in the road. At the 90 degree bend, the trail would continue south along the power line easement to Warner Road. At Warner Road the trail would head southeast following the back edge of a series of farm fields and along the existing tree line to NYS Route 21. Just prior to NYS Route 21 the trail would then run off-road southerly and parallel to NYS Route 21 for less than a 1/4 of a mile. The trail would then head east, crossing NYS Route 21 at an un-signalized mid-block crossing, and head towards the existing trail in Marion Town Park and the future connection to the Newark Marion Trail. This alternative would be located within the existing ROW to the north and on private property to the south. Currently major landowners impacted by Alternative C-1 show interest and support for the trail. The on-road sections of this alternative could potentially involve the relocation of utility poles, drainage ditches and mailboxes.

Alternative C-2

This alternative is a continuation of B-3. At the Marion / Williamson town line, the trail would continue heading south along the back edge of properties on the east side of NYS Route 21. The trail would then cross Franklin Road and continue south along the west side of Red Creek. Just south of Warner Road the trail would split and follow the east and west side of Red Creek to just north of East Williamson Road where the trail would combine back into one. Where East Williamson Road crosses over Red Creek, the trail would head west on-road along East Williamson Road to North Main Street, south on North Main Street to Park Avenue, then west on Park Avenue to the existing trail in Marion Town Park and the future connection to the Newark to Marion Trail. A majority of this alternative would be an off-road trail, which is more desired, however it would be on private property impacting approximately 46 landowners requiring easements. This alternative would also cross and impact existing creeks, streams and wetlands.

Alternative C-3

This minor alternative consist of an on-road trail along Warner Road and would primarily serve to connect Alternatives C-1 and C-2. This option would also make a direct connection to the Marion Central School District property. This alternative is not a viable option in and of itself because it does

not achieve the goal of connecting Pultneyville to Marion. This alternative is only viable if Alternates C-1 and C-2 are implemented. However, it is still viable as a means of connecting the Marion Central School District property to either Alternative C-1 or Alternative C-2.

Alternative C-4

This alternative is a continuation of B-4. At the Marion / Williamson town line the trail would continue south on-road along Franklin Road. At the 90 degree bend in Franklin Road, the trail could take two different directions. The trail could head west and then south along Red Creek, following the same alignment as Alternative C-2 until its termination at Marion Town Park; or it could head southeasterly along the Red Creek corridor on private property. The trail would then head southwest on existing snowmobile trails along Dormedy Hill Road, cross Witherden Road and continue southwest on existing snowmobile trails to where East Williamson Road crosses Red Creek. After crossing East Williamson Road, the trail would continue southwest on private property towards Park Avenue where it would continue on-road along Park Avenue to the existing trail in Marion Town Park and the future connection to the Newark to Marion Trail. This alternative would be both an on-road and off-road trail, off-road being more desired. This alternative however would partially be located on private property, impacting approximately 50 landowners, requiring easements and would also cross and impact existing creeks, streams and wetlands.

Example of a stone dust trail through a wooded

D. General Design Considerations

Trail Dimensions and Surface

Per state and national trail design guidance, including recommendations from the American Association of State Highway and Transportation Officials (AASHTO), 10 feet plus 2 foot clear buffers on each side (14 feet total) is the minimum desired width for a two-directional trail accommodating bicyclists and pedestrians. The vertical clearance from overhanging trees or objects should be a minimum of 8 feet, although 10 feet is preferred. In constrained areas, a narrower trail (8 feet minimum plus 2 foot clear buffers on each side or 12 feet total) would be acceptable but these sections should be minimized. If additional users are allowed and/or higher usage is expected, a wider trail (12 feet minimum plus 2 foot clear buffers on each side 16 feet total) should be considered as well as the appropriate trail surface for the intended user. For additional uses such as equestrian, a 10' natural earth trail should be provided adjacent to the stone dust trail with a minimum 6' separation.

An improved natural surface such as stone dust is recommended for off-road segments of the trail, as they will largely be in a natural setting. Stone dust is permeable and is less expensive to install than asphalt, although it can require more frequent maintenance over time which may offset any initial cost savings. For areas of off-road trail over a 3% slope, adjustments to the alignment of the trail to lessen the slope or an alternative surface treatment may need to be investigated. Stone dust on a slope greater than 3% may be susceptible to erosion.

On-road sections of the trail will consist of an asphalt paved shoulder sized according to standards set by the New York State Department of Transportation Highway Design Manual (NYSDOT HDM) and the Federal Highway Administration (FHWA), whichever is greater. The required shoulder width will be determined based on average motor vehicle operating speed, annual average daily traffic (AADT), and functional classification for each roadway.

Asphalt vs. Stone Dust Surface for Off-Road Trail Segments

Choosing a surface type is an important step in the planning and design of a trail. The surface material used should be determined by considering the desired users of the facility, the context of the trail, and the municipality's available resources (budget, maintenance staff). Most multi-use trails use either an asphalt surface or an improved natural surface such as stone dust.

Below is an overview of using one material versus another. This Feasibility Study recommends the use of stone dust for the off-road trail segments, given the primarily natural setting. During the more detailed design phase of the project, the Towns of Williamson and Marion should examine these factors carefully and determine which surface is appropriate for the off-road segments of the Pultneyville to Marion Trail.

	Asphalt	Stone Dust
Installation Cost	$5.20 - $5.50 / SF	$1.80 - $2.00 / SF
Users	wide range of users, best for long-range biking (commuters), strollers, in-line skaters, wheelchairs	limited range of users, would exclude in-line skaters
Permeability	impermeable*	allows some infiltration
Durability	may require minimal maintenance every 7-10 or more years	may require resurfacing, edge cleanup every 2-5 years, susceptible to erosion from regular use, runoff from adjacent development
Other	designed for higher speeds, better for urban/suburban areas	easier on joints, better for rural/undeveloped areas

**porous asphalt materials are now available, although for a higher cost*

Policing and Enforcement

Bollards or other physical barriers can be installed to deter or discourage unauthorized motorized vehicle access to off-road trail segments, as can regulatory signs. However, it is always a tricky balance to maintain sufficient space to allow for emergency or service vehicles while trying to prevent unauthorized motorized access.

Although the trail will provide easier access to semi-secluded areas, the presence of an official and highly-visible community facility can actually deter people from inappropriate or illegal activities. An improved trail as part of a larger system solidifies the perception that a hiker or biker could pass by at any given time, which can deter these unwanted activities. Generally, perpetrators seek out secluded areas. As the trail grows in popularity, it can in effect become self-policing. Other communities

locally, regionally, as well as nationally, have reported this phenomenon, citing that people who typically choose to use the trail are the ones that care most about its preservation. In addition, most trail users are local neighbors of the trail and not "outsiders" as is the common perception. While they may have the occasional problem, the most common response to trail construction from communities nationwide has been positive.

Accessibility

Accessibility for people with disabilities, including wheelchair users, should be provided whenever possible throughout the length of the proposed trail. It is recommended that handicapped parking be provided where possible at each trailhead parking lot along with a trail connection that meets the standards of the Americans with Disabilities Act, also known as ADA compliant. Such standards also limit the grade of a trail to a maximum of five percent, although exceptions are permitted if railings and level landings are present at intervals defined within the standards. The trail surface should also be firm, stable and slip resistant in order to accommodate as much of the public as possible.

Bicycle Use of the Trail

Where the trail may occur along a roadway (shared road or dedicated bicycle lanes), experienced bicyclists are encouraged to ride in the roadway in the same direction as vehicular traffic. When riding on road, bicyclists are obligated to obey the same laws that apply to motorists, while taking extra safety precautions. These include hand signals, the use of highly visible clothing and/or lights, and allowing vehicles to pass when adequate space is available. Bicyclists riding off-street should dismount when crossing the street at a designated crosswalk. These standards for bicycle use are consistent with New York State Vehicle and Traffic Law as well as the recommended policy of numerous bicycle advocacy groups.

Trail Ownership and Maintenance

The utilization of some public funding sources for trail development, including most state and federal sources, typically anticipates public ownership of proposed trail corridors. Alternatively, a corridor easement or lease agreement may be acceptable but would need to be established in a manner that would limit any agreement conditions that could negatively impact the investment of public dollars in the trail. The former is most desirable because the landowner holds all rights to the property.

One of the most common methods of acquiring full rights and title to a parcel of land is *fee simple acquisition*, where the landowner holds all rights to the property without restriction or reservation. Another potential option is a *bargain sale*, in which the current landowner agrees to sell the property below the market value with the difference being treated as a charitable tax deduction. Similarly, a *full donation of all or part of the property* could be considered, which may make the donor eligible for some property tax relief and/or charitable donation tax deductions.

In lieu of full acquisition of the corridor, each Town could consider establishing a long-term easement or lease with the property owners. Property easements or leases are acceptable when using public

funding for trail development but generally should meet the following terms to protect the public's investment:

- An easement or license should be irrevocable;
- Facilities, installations, and improvements should not be required to be automatically removed at the end of the easement or lease agreement;
- Use or conveyance of the space above or below ground could be a term for negotiation. The intent here is not to restrict the corridor owner's rights to allow other parallel uses but to ensure these uses do not negatively impact the trail facility installed, including the use of the trail and the aesthetics of the trail corridor;
- The corridor owner should not expect the trail operator to remove or relocate all or part of the trail facility, installation, or improvement at the operator's expense within either a short time frame and/or with no joint determination of the need to do so;
- An easement or lease agreement should be granted for a minimum of 20 years, which is considered by state and federal funding sources to be a minimum duration of intended use and access for a trail project funded with public dollars.

The premature removal of a publicly-funded trail, or portion thereof, may result in a local community having to remove or relocate the trail at its own expense and/or pay back state/federal funding used for trail improvements. Both the NYSDOT and the Federal Highway Administration find this situation unacceptable. Therefore the public agency that will own and maintain the trail should consider acquiring portions of privately-owned properties or agree to long-term easements in order to protect and prevent negative impacts to the public's investment.

In general, it is important that private landowners are committed to the trail project, regardless of how future development plans evolve. If such plans do not materialize, or change substantially, they should not jeopardize the development of the trail. The Towns of Marion and Williamson should be proactive with the landowners and developers to achieve this objective. Additionally, in order to move forward with the future design and construction of the trail, the Towns should ideally have assembled willing landowners wherever private land is necessary for the preferred trail alignment.

Signage

It is recommended that a uniform standard (or logo) be developed and utilized for the identification of the Pultneyville to Marion Trail that is consistent throughout its length.

Example of wayfinding signage at trailhead

Informational signage or wayfinding signage that orients users to their position within the trail corridor and that provides an overview of the system should be included at all trailheads/ parking areas, and at crossroads with other trail systems. Signage indicating accessible routes should also be included. Regulatory signs describe the general rules and regulations that apply to the trail system, such as permitted uses or hours of operation. Area-specific signage should also be included, such as 'STAY ON TRAIL' or 'RESPECT NATURE' signage for portions that pass through or adjacent to ecologically sensitive areas. Interpretive information for historic resources or key features along the trail should also be incorporated into the informational/ wayfinding signage system.

Additionally, warning signs are recommended to caution about various hazards such as steep adjacent slopes, roadway crossings, merges, pedestrian crossing signs (for motorists), etc. Utilization of consistent barrier gates or bollards to control access to the trail can also identify or reinforce the trail system and communicate a consistent application of rules and regulations for all portions of the trail.

If federal and/or state funding is used to construct an off-road trail along with on-road improvements, the signage used must comply with the Manual of Uniform Traffic Control Devices (MUTCD).

E. Steering Committee and Public Input Recommendations

The following general list is based on comments from the Steering Committee and the public at-large, and represents the common concerns, question, and suggestions that were raised regarding the alignment, design, and construction of the proposed trail. Notes from the public meetings and Steering Committee meetings are included in Appendix A.

- New York State's Good Agricultural Practice (GAP) Certification Assistance Program is a significant concern when considering trail locations. The program is designed to limit the entry/exit of people or machinery from farmland, so as to preserve the integrity of the crops. This may not be compatible with a multi-use trail. This would still be a concern of farmers even if the trail was located on an unfarmed woodlot in the back of a farmed property.
- Route 21/Lake Avenue is a designated route for Adventure Cycling Association, a national organization that promotes bicycle use and has an established network of bicycle routes.
- Widen all town roads to accommodate bicyclists, especially Lake Avenue and Lake Road.
- Safe crossings, especially NYS Route 104, is important to the design of the trail.
- Route 21 does not feel safe for bicyclists, traffic to fast.
- Reach out to tree farm owners in Marion, as this may be a desirable route with limited number of landowners.

- Consider trailhead locations in B. Forman Park, Williamson Town Complex and Marion School.
- Create a Marion Town Loop Trail system similar to Williamson.
- Town or County roads may have to be used for parts of the trail, although off-road segments would be most valuable to trail users.
- 45 mph zone in the developed area of Williamson along Route 104 should be considered for a potential crossing. Additionally, depending on the conclusions of the Route 104 Trail Feasibility Study (accepted by the GTC board December 8th, 2011), the two trails might share an alignment for a certain segment.
- Integration of the prospective trail with the existing Town Loop Trail in Williamson.
- The Town Loop Trail consists of both written and handshake agreements allowing for access, with some agreements being revocable.
- The comment was made that drainage ditches adjacent to areas of wetlands can be mucky and polluted and may have crumbling banks and as such adequate separation will be needed between the trail and the drainage ditch, if applicable
- Potential use of the Town landfill. Generally agreed that the area near the property boundaries might be worthy of consideration for the prospective trail.
- There was general concurrence to make this this a multi-use trail, meeting Americans with Disabilities Act (ADA) requirements for a stable, firm, and slip resistant surface.

V. Preferred Trail Alternative and Implementation

After careful review of the various alternatives for locating the Pultneyville to Marion Trail, a preferred alternative was selected. This process involved presenting the alternatives and preferred alternative to residents at a series of two public meetings, as well as numerous discussions with the Steering Committee weighing the pros and cons of each alternative. An evaluation matrix (Table 4) was also used to help determine which trail alternatives are the most preferred. The matrix contains a series of categories such as economic benefit, cost of improvements, timeframe for implementation, perceived safety and community preference which were ranked on a scale from 1 to 3. The alternative with the highest score was determined to be the most preferred.

The preferred alternative for the Pultneyville to Marion Trail (Figure 8) consists of the A-4, B-1, and C-1 alternatives, as described in Section IV Trail Alignment Alternatives. These segments were chosen as the preferred alternative for several reasons. The preferred alternative capitalizes on publicly owned land, is located off-road as much as possible, accommodates equestrian uses where feasible, and achieves the overall goal of providing a non-motorized transportation facility between the Hamlets of Pultneyville, Williamson and Marion, connecting neighborhoods, park, schools, retail and service establishments and employment centers, functioning as an alternative commuter corridor. The selection of alternatives A-4, B-1 and C-1 as the preferred alternative also agrees with the results of the evaluation matrix (Table 4). Alternatives A-4, B-1 and C-1 received the highest score.

At the time of this study, Alternative A-4 does not have full support from the major landowners affected, and therefore is not feasible at this time. Although Alternative A-4 is not feasible, conversations with the public and the Steering Committee resulted in naming A-4 as the preferred alternative for meeting the objectives of this study. Alternative A-1, not preferred by the public and Steering Committee, is feasible at this time. Both the preferred A-4 Alternative and the feasible A-1 Alternative are described in this study.

An opinion of probable cost for the preferred and feasible alternatives can be found in Section VI. It should be noted that the Towns of Marion and Williamson desire to work with willing landowners wherever the preferred alternative is on private property.

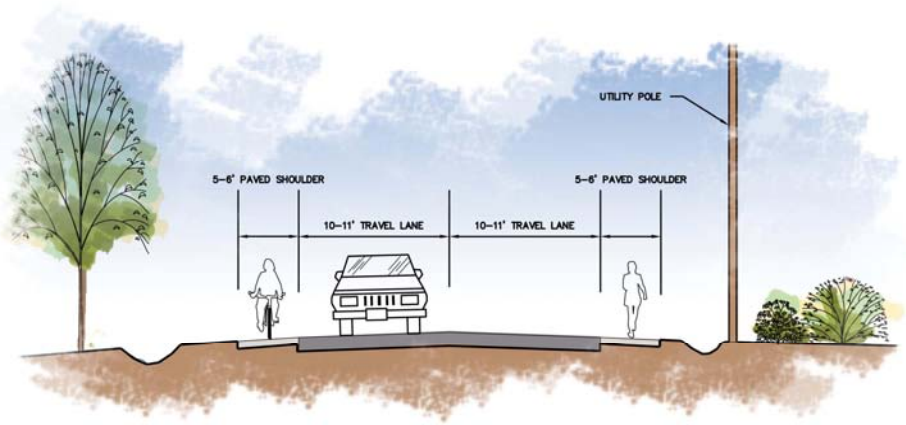
The specific steps necessary to create a trail along the A-4, B-1 and C-1 alternatives are described in this section. The analysis of the Study Area and discussions with the Steering Committee resulted in the recommendation of two phases of construction. Phase I would occur from the Town Loop Trail in Williamson to the Marion Town Park in Marion, and Phase II would occur from B. Forman County Park in Pultneyville to the Town Loop Trail in Williamson. Currently Phase I is feasible and has support from the public, Steering Committee and affected landowners. Constructing Phase I first could act as a catalyst to gain support from the major landowners affected for the preferred off-road trail sections located in Phase II. Additional links and potential connections, found at the end of this section, can be considered follow-on phases or separate projects.

A. Implementation Plan for Phase I *(Town Loop Trail To Marion Town Park)* Recommended Alternative

Alternatives B-1 and C-1 as outlined in Section IV and shown on Figure 8, were selected as the preferred alternatives for connecting the Town Loop Trail in Williamson to the Marion Town Park. This option would utilize road right-of-way for on-road sections of the trail, and publicly owned land and easements on private property for off-road segments.

Phase I requires the following improvements:

- Install a trailhead at the Williamson Town Park. The trailhead would consist of an interpretive/ wayfinding kiosk, directional signage, a bike rack, benches and approximately five designated trail parking spaces including handicapped parking.



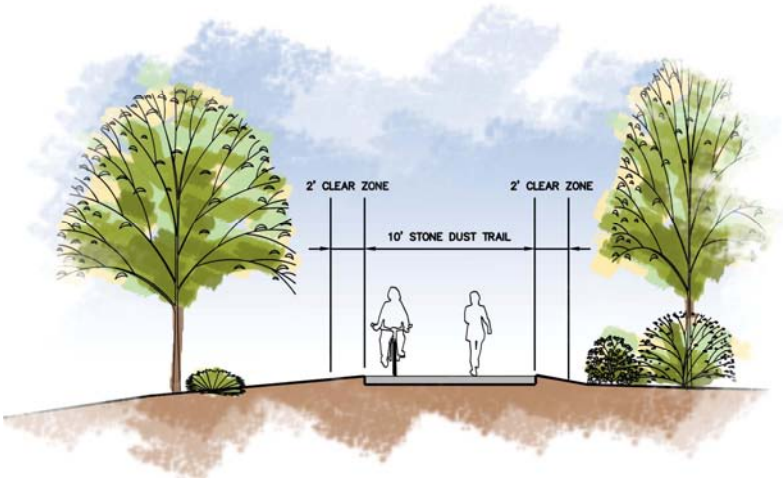
Paved Shoulder

- Install a 4' wide paved shoulder on the east side of the Williamson Town Park Road. Maintain existing 10' vehicular travel lanes and existing 4' wide paved shoulder on west side of road and construct a new 4' wide paved shoulder on the east side to match.

- Install 6' wide paved shoulder on Eddy Road. Maintain existing 11' vehicular travel lanes and construct 6' wide paved shoulders on both sides of Eddy Road. Speed limit on Eddy Road is un-posted. Average motor vehicle operation speeds over 41 MPH would require a 6' paved shoulder. An additional 11.5' of pavement will be added to the existing road width in order to accommodate the two travel lanes and two shoulders.

- Install 6' wide paved shoulder on Van Cruyningham Road. Restripe existing 10'-11.5' vehicular travel lanes to the minimum required lane width of 11' and construct 6' wide paved shoulders on both sides of Van Cruyningham Road. Speed limit on Van Cruyningham Road is un-posted. Average motor vehicle operation speeds over 41 MPH would require a 6' shoulder. An additional 10.5' of pavement will be added to the existing road width in order to accommodate the two travel lanes and two shoulders. Mailboxes and some utility poles,

hydrants and roadside ditches may need to be relocated to accommodate the new shoulders.

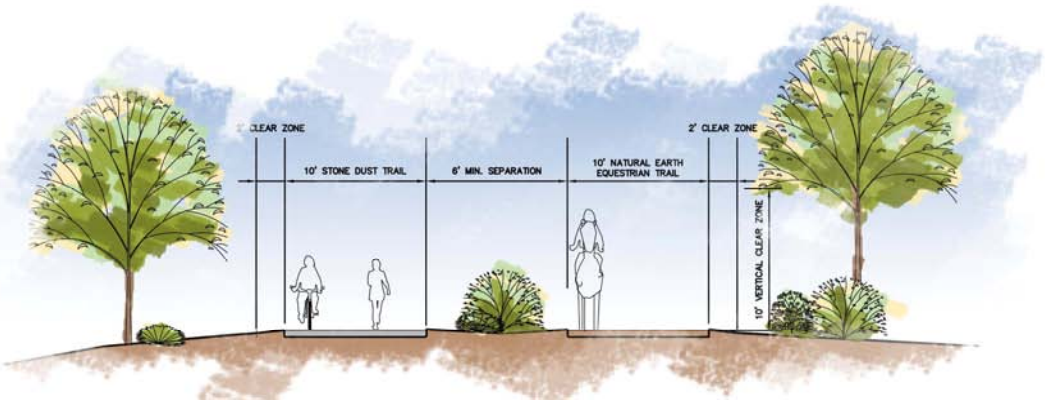


Off-Road Trail Secton

- Install 6' wide paved shoulder on Ball Road from Van Cruyningham Road to the 90 degree bend in Ball Road where Ball Road meets the existing utility corridor . Restripe existing 11.5' vehicular travel lanes to the minimum required lane width of 11' and construct 6' wide paved shoulders on both sides of Ball Road. Speed limit on Ball Road is un-posted. Average motor vehicle operation speeds over 41 MPH would require a 6' shoulder. An additional 11' of pavement will be added to the existing road width in order to accommodate the two travel lanes and two shoulders. A bike crossing will also be added at the 90 degree bend in ball road. Mailboxes and a some utility poles, hydrants and roadside ditches may need to be relocated to accommodate the new shoulders.

- Install a 10' wide stone dust trail along the existing RG&E utility corridor from the 90 degree bend in Ball Road to Warner Road. Coordination with the utility company will be required during future follow-on project activities.

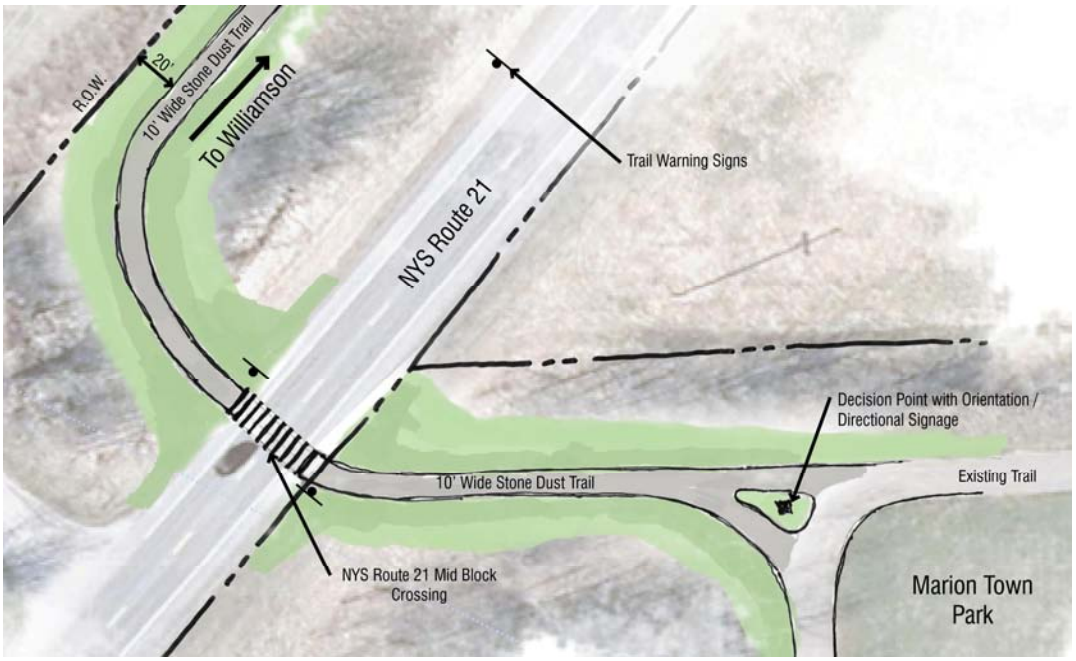
- Install a trail crossing and warning signage at Warner Road. The design should make the crossing highly-visible to motorists, with consideration given to roadside signage, colored pavement, or other eye-catching treatments.



Off-Road Trail Section With Equestrian Use

- Install a 10' wide stone dust trail and adjacent 10' wide natural earth Equestrian trail from Warner Road to NYS Route 21 in Marion. This section of trail is located on private property and would require an easement(s).

- Install a trail crossing and warning signage at NYS Route 21 in Marion. The design should make the crossing highly-visible to motorists, with consideration given to roadside signage, colored pavement, or other eye-catching treatments. Traffic volumes, speed and sight distance will need to be investigated further during the design stage of the project in order to design an adequate safe pedestrian crossing.



NYS Route 21 Crossing

- Install 10' wide stone dust trail to connect the crossing at NYS Route 21 to the existing trail in Marion Town Park.

- Install a trailhead at the Marion Town Park. The trailhead would consist of an interpretive/wayfinding kiosk, directional signage, a bike rack, benches and approximately 5 designated trail parking spaces including handicapped parking.

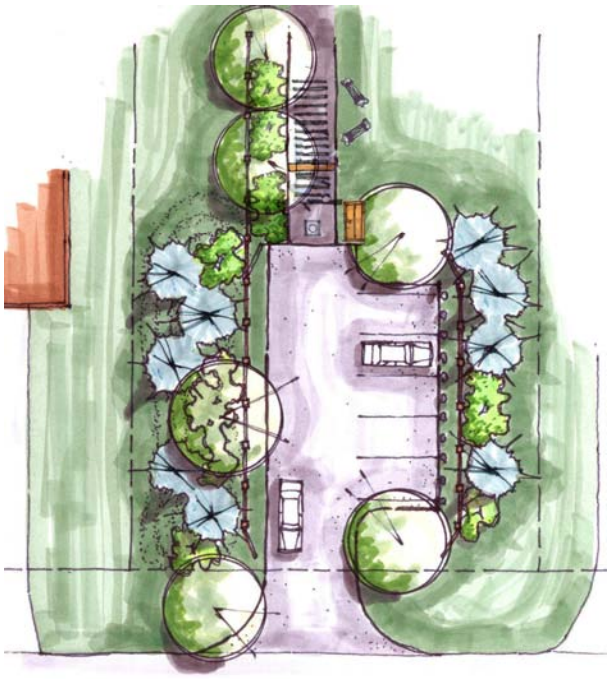
- Install Mile Markers every 1/4 mile along the trail. Mile markers are for distance information as well as locators for emergency services in the event of an emergency.

- Install directional signage along the length of the trail, where the Williamson Town Loop Trail and the Pultneyville to Marion trail connect, at the road intersections of Williamson Town Park Road and Eddy Road, Eddy Road and Van Cruyningham Road, and Van Cruyningham Road and Ball Road and where the trail crosses Warner Road

and NYS Route 21 and where the trail connects to the existing trail in Marion Town Park.

B. Implementation Plan for Phase II *(B. Forman County Park to the Town Loop Trail)* Preferred Alternative

Alternatives A-4 and B-1, as outlined in Section IV and shown on Figure 8, were selected as the preferred alternatives for connecting the B. Forman County Park to the Town Loop Trail. This option would utilize road right-of-way for on-road sections and publicly owned land and easements on private property for off-road segments. At the time of this study, the off-road A-4 Alternative does not have support from the major landowners affected.



Possible Trailhead

Phase II requires the following improvements:

- Install a trailhead at B. Forman County Park. The trailhead would consist of an interpretive/wayfinding kiosk, directional signage, a bike rack, benches and approximately five designated trail parking spaces including handicapped parking.

- Install a 5' wide paved shoulder on Lake Road. Restripe existing 10.5' wide vehicular travel lanes to 10' and construct 5' wide paved shoulders on both sides of Lake Road to Maken Road. An additional 3.5' of pavement will be added to the existing road width in order to accommodate the two travel lanes and two shoulders. Mailboxes and some utility poles and hydrants may need to be relocated to accommodate the new shoulders.

- Install 14' shared travel lane facility along Maken Road. Add an additional 1'of pavement to Maken Road and restripe to 14' travel lanes with Shared Lane Markings or "sharrows." Sharrows are road markings used to indicate a shared lane environment for bicycles and automobiles.

- Install a 10' wide stone dust trail from the end of Maken Road to Pound Road. This section of trail is located on private property and would require an easement(s).

- Install a trail crossing and warning signage at New Road and Church Road. The design should make the crossing highly-visible to motorists, with consideration given

to roadside signage, colored pavement, or other eye-catching treatments.

- Install a 10' wide clear-width pedestrian bridge at 3 locations along the A-4 off-road segment. Analysis of the crossings and the materials used for construction should be performed during the design stage of the project.

- Install a 6' wide paved shoulder on Pound Road. Restripe existing 10' vehicular travel lanes to 11' and construct 6' wide paved shoulders on both sides of Pound Road. An additional 7' of pavement will be added to the existing road width in order to accommodate the two travel lanes and two shoulders. Some utility poles and drainage ditches may need to be relocated for the new shoulders.

Mile Marker Example

- Connect to the planned Route 104 Corridor Trail. At Pound Road and the existing railroad crossing just north of NYS Route 104, connect to the planned Route 104 Corridor Trail on the north side of the railroad tracks. The Pultneyville to Marion Trail and the Route 104 Corridor Trail will coincide with each other from Pound Road west to Lake Avenue. At Lake Avenue, both trails will cross the railroad tracks from north to south. Officials at the Ontario Midland Railroad Corporation emphasized that the two trail projects should coincide with each other for one consistent crossing over the railroad tracks. Improvements at this railroad crossing will need further investigation during the design stage of the project.

- Install a trailhead at the Williamson Town Hall complex. The trailhead would consist of an interpretive/wayfinding kiosk, directional signage, a bike rack, benches and approximately five designated trail parking spaces including handicapped parking.

- Install Mile Markers every 1/4 mile along the trail. Mile markers are for distance information as well as locators for emergency services in the event of an emergency.

- Install directional signage all along trail to guide trail users.

C. Implementation Plan for Phase II-A *(B. Forman County Park to the Town Loop Trail)* Feasible Alternative

Alternatives A-1 and B-1, as outlined in Section IV and shown on Figure 7, were NOT selected as the preferred alternatives for connecting the B. Forman County Park to the Town Loop Trail. However they are currently the most feasible option. This option would utilize road right-of-way for the entire length of Phase II-A.

Phase II-A requires the following improvements:

- Install a trailhead at B. Forman County Park. The trailhead would consist of an interpretive/wayfinding kiosk, directional signage, a bike rack, benches and approximately five designated parking spaces including handicapped parking.

- Install a 5' wide paved shoulder on Lake Road. Restripe existing 10.5' wide vehicular travel lanes to 10' and construct 5' wide paved shoulders on both sides of Lake Road. An additional 3.5' of pavement will be added to the existing road width in order to accommodate the two travel lanes and two shoulders. Mailboxes and a few utility poles and hydrants may need to be relocated for the new shoulders.

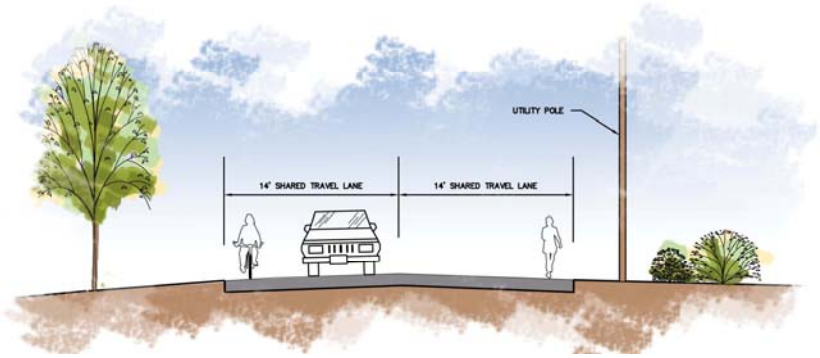
- Install a 5' wide paved shoulder on Hamilton Street. Restripe existing 11' vehicular travel lanes to 10' and construct 5' wide paved shoulders on both sides of Hamilton Street. An additional 5.5' of pavement will be added to the existing road width in order to accommodate the two travel lanes and two shoulders. Mailboxes and a few utility poles and hydrants may need to be relocated for the new shoulders.

- Install a 6' wide paved shoulder on Salmon Creek Road. Restripe existing 10' vehicular travel lanes to the minimum required lane width of 11' and construct 6' wide paved shoulders on both sides of Salmon Creek Road. Speed limit on Salmon Creek Road varies. Average motor vehicle operating speeds over 41 MPH require a 6' wide paved shoulder. An additional 12.5' of pavement will be added to the existing road width in order to accommodate the two travel lanes and two shoulders. Mailboxes and a few utility poles, hydrants and roadside ditches may need to be relocated for the new shoulders.

- Install a 6' wide paved shoulder on Tuckahoe Road. Restripe existing 10' vehicular travel lanes to the minimum required lane width of 11' and construct 6' wide paved shoulders on both sides of Tuckahoe Road. An additional 13' of pavement will be added to the existing road width in order to accommodate the two travel lanes and two shoulders. Mailboxes and a few utility poles, hydrants and roadside ditches may need to be relocated for the new shoulders. Additional work will need to be done where Salmon Creek crosses Tuckahoe Road in order to accommodate the new paved shoulder.

- Install an adequate crossing over railroad tracks at Tuckahoe Road and Railroad Avenue for pedestrians and bicyclists. At the time of this study, the Tuckahoe Road railroad crossing is scheduled to be improved for safety within the next 7 years. Safety improvements would include widening the amount of asphalt crossing the tracks to 30' and installing signalized vehicular warning gates. This area is also the intersection of the Pultneyville to Marion Trail and the planned Route 104 Corridor Trail. Officials at the Ontario Midland Railroad Corporation emphasized that the two trail projects should coincide with each other for one consistent crossing over the railroad tracks and the crossing should take place on the east side of Tuckahoe Road. Improvements at this railroad crossing will need further investigation during the design stage of the project.

- Install a 5' wide paved shoulder and 14' shared travel lane facility along Railroad Avenue. Construct a 5' shoulder on both sides of Railroad Avenue from Tuckahoe Road to just west of the Williamson Building Supply / Williamson Cold Storage Facility. An additional 10' of pavement will be added to the existing road width in order to accommodate the two travel lanes and two shoulders. A few utility poles and drainage ditches may need to be relocated for the new shoulders. West of the Williamson Building Supply / William Cold Storage Facility, restripe Railroad Avenue to 14' travel lanes with Shared Lane Markings or "sharrows" to Lake Avenue. Sharrows are road markings used to indicate a shared lane environment for bicycles and automobiles. The Pultneyville to Marion Trail will coincide with the planned Route 104 Corridor Trail in this location. Improvements made to Railroad Avenue will need further investigation during the design stage of the project to insure the needs for both the Pultneyville to Marion Trail and the Route 104 Corridor Trail are met.



Shared Travel Lanes

- Install a trailhead at the Williamson Town Hall complex. The trailhead would consist of an interpretive/wayfinding kiosk, directional signage, a bike rack, benches and approximately 5 designated trail parking spaces including handicapped parking.

- Install Mile Markers every 1/4 mile along the trail. Mile markers are for distance information as well as locators for emergency services in the event of an emergency.

- Install directional signage all along trail to guide trail users and at the intersections of Lake Road and Hamilton Street, Hamilton Street and Salmon Creek Road, Salmon Creek Road and Tuckahoe Road, Tuckahoe Road and Railroad Avenue, and Railroad Avenue and Lake Avenue.

D. Potential Connections*

** Not included in the opinion of probable cost for this study.*

Marion Central School District Connection

The Pultneyville to Marion Trail has the potential to be linked to the Marion Central School District property. This connection would link the trail to a major community resource as well as generate trail users.

Connection to the Marion Central School District would require the following improvements.

- Install 10' wide stone dust trail on Marion Central School District property to the Pultneyville to Marion Trail.

- Install a trailhead on the Marion Central School District property. The trailhead would consist of an interpretive/wayfinding kiosk, directional signage, a bike rack and benches.

- Install directional signage to and from the Pultneyville to Marion Trail and the Marion Central School District property.

VI. OPINION OF PROBABLE COST

The following opinion of probable cost is presented for planning purposes, to allow the Towns of Marion and Williamson to gauge the approximate cost for developing a trail connecting Pultneyville, Williamson and Marion with new off-road shared use paths and on-road signed shared roadway facilities as presented in this study. The actual location and design of the trail may change once the project reaches the design stage and construction costs are subject to change over time. Dollar figures included are from 2011; escalation due to inflation or other factors is not included. The following includes approximate cost information for both the preferred and feasible Phase II options.

Preliminary Opinion of Probable Cost
For Planning Purposes

PHASE I (Town Loop Trail to Marion Town Park - Alternatives B-1 and C-1)

DESCRIPTION OF WORK	TOTAL COST
Trail Construction	$2,143,848
Trail Amenities (e.g. Benches, Kiosks, Bollards, Landscaping, etc)	$67,200
Signage and Road Crossings	$48,132
SUBTOTAL	**$2,259,200**
Maintenance & Protection of Traffic	$112,959
Incidentals (Survey, Mobilization)	$248,510
PHASE I SUBTOTAL:	$2,620,669
∗20% CONTINGENCY:	$524,100
∗15% ENGINEERING:	$393,100
∗15% CONSTRUCTION MANAGEMENT:	$393,100
PHASE I TOTAL	**$3,930,969**

PHASE II (B. Forman County Park to the Town Loop Trail - Alternatives A-4 and B-1)

DESCRIPTION OF WORK	TOTAL COST
Trail Construction	$1,366,044
Trail Amenities (e.g. Benches, Kiosks, Bollards, Landscaping, etc)	$70,400
Signage and Road Crossings	$77,524
SUBTOTAL	**$1,513,968**
Maintenance & Protection of Traffic	$75,698
Incidentals (Survey, Mobilization)	$166,536
PHASE II SUBTOTAL:	$1,756,203
∗20% CONTINGENCY:	$351,200
∗15% ENGINEERING :	$263,400
∗15% CONSTRUCTION MANAGEMENT:	$263,400
PHASE II TOTAL	**$2,634,203**

∗ rounded to nearest hundred thousand

PHASE II-A (B. Forman County Park to the Town Loop Trail - Alternatives A-1 and B-1)

DESCRIPTION OF WORK	TOTAL COST
Trail Construction	$2,352,916
Trail Amenities (e.g. Benches, Kiosks, Bollards, Landscaping, etc)	$58,400
Signage and Road Crossings	$49,480
SUBTOTAL	**$2,460,800**
Maintenance & Protection of Traffic	$123,040
Incidentals (Survey, Mobilization)	$270,688
PHASE I SUBTOTAL:	$2,854,527
∗20% CONTINGENCY:	$570,900
∗15% ENGINEERING:	$428,200
∗15% CONSTRUCTION MANAGEMENT:	$428,200
PHASE II-A TOTAL	**$4,281,827**

∗PREFERRED ALTERNATIVE (A-4,B-1,C-1) TOTAL DESIGN & CONSTRUCTION COST:	**$6,600,000**
∗FEASIBLE ALTERNATIVE (A-1,B-1,C-1) TOTAL DESIGN & CONSTRUCTION COST:	**$8,200,000**

∗ rounded to nearest hundred thousand

Assumptions

- Does not include escalation
- Does not include ROW/easement costs, etc.

VII. FUNDING SOURCES

The most likely means of implementing some or all of the trail improvement recommendations identified in this feasibility study is through application to multiple funding sources. Most trails are developed using either a combination of public funding from various governmental levels, a combination of public and private funding, and/or a combination of local public forces and volunteer assistance. This section provides an overview of the potential funding sources for development of the Pultneyville to Marion Trail.

A. Federal Sources

The Federal Government provides funding for transportation projects through various funding programs contained within multi-year federal transportation legislation, with the current appropriations bill referred to as SAFETEA-LU, or Safe Accountable Flexible Efficient Transportation Equity Act: a Legacy for Users. SAFETEA-LU is a six-year federal transportation act that expired in September 2009. The act has been extended several times, with the most recent extension to expire March 31, 2012. The lack of a new transportation authorization has created a high degree of uncertainty regarding the expectation of federal funding into the future. It is currently projected that federal transportation funds will be at FFY 2011 levels through the end of FFY 2014.

All federal funds for transportation projects in Rochester's seven-county region are allocated through the Genesee Transportation Council (GTC), the area's Metropolitan Planning Organization (MPO). By law, funded projects must be selected for inclusion through the Transportation Improvement Program (TIP) process. In general, regular amendments are made to the TIP to include projects of significant community need and to adjust for any changes in anticipated federal funding availability. The GTC TIP was last updated for FFY 2011-2014 in December 2011, which required the removal of approximately $130 million in projects resulting from a decrease of anticipated federal revenue.

In the long term, it is expected that funding for multi-use trails will continue to be provided from the federal government, with the greatest emphasis on trails that provide a transportation purpose by connecting users with destinations and services. A greater use of alternative forms of transportation will lessen the demand on the existing transportation system, reduce expensive infrastructure investments, and promote more healthy living.

Municipal officials and trail organizations should stay abreast of funding notifications and calls for projects from the GTC to ensure inclusion in future funding programs. Federal funding sources provide up to 80 percent of project costs and require a 20 percent local match. 'Soft' match provisions (e.g., force account labor) are allowed, including soft matches from public agencies.

Federal surface transportation law provides tremendous flexibility for the funding of bicycle and pedestrian improvements from a wide variety of programs. Virtually all the major transportation

funding programs can be used for bicycle and pedestrian-related projects. Local officials may also be able to acquire some trail project funding assistance by working with their federal representatives to acquire special funding appropriations through appropriations bills, transportation and other related legislative actions, and other special appropriations.

Surface Transportation Program (STP)

The Surface Transportation Program is a primary core Federal-aid program within SAFETEA_LU utilized for local highway and trail improvement projects. The STP provides flexible funding that may be used for a variety of projects through numerous sub-programs. STP funds would support the following activities associated with the Pultneyville to Marion Trail:

Installation of bicycle lanes on roadways
Paving of roadway shoulders
Installation of bicycle route signage
Spot improvements along the trail
Trail/highway intersection improvements
New or retrofitted sidewalks
Installation of new crosswalks and curb cuts
Traffic signal improvements
Traffic calming techniques

STP funding is commonly utilized for trail projects and should be investigated as a primary source of funding for the Pultneyville to Marion Trail for on-road sections of the trail.

Recreational Trails Program (RTP)

As a funding source through the Federal Highway Administration (FHWA), the Recreational Trails Program provides funding to construct and maintain recreational trails. Each state must establish a State Recreational Trails Advisory Committee that represents both motorized and non-motorized recreational trail users to distribute funds. Of funds distributed to a state, 30 percent must be used for motorized trails, 30 percent must be used for non-motorized trails, and the remaining 40 percent can be used for either type of trail. A typical RTP award is $50,000 to $100,000. RTP funds would support the following activities associated with the Pultneyville to Marion Trail:

Construction of a shared use path (off-road)
Construction of a single lane hike/bike trail (off-road)
Trail/highway intersection improvements

RTP funding is commonly utilized for trail projects and should be investigated as a secondary source of funding for the Pultneyville to Marion Trail for off-road sections of the trail.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with an overall purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. As part of the HSIP, a new High Risk Rural Roads Program was established that provides funding for construction and operational improvements on rural major or minor collectors or rural local roads. Classification as a High Risk Rural Road requires that the accident rate for fatalities and incapacitating injuries for the highway in question exceeds the statewide average. HSIP funds would support the following activities associated with the Pultneyville to Marion Trail:

Installation of bicycle lanes on roadways
Paving of roadway shoulders
Spot improvements along the trail
Trail/highway intersection improvements
New or retrofitted sidewalks
Installation of new crosswalks and curb cuts
Traffic signal improvements
Traffic calming techniques

HSIP funding is commonly utilized for trail projects and should be investigated as a secondary source of funding for the Pultneyville to Marion Trail for on-road sections of the trail.

Transportation, Community and System Preservation Program (TCSP)

The Transportation, Community, and System Preservation (TCSP) Program provides comprehensive funding for planning, implementation, and research grants to investigate and address the relationships among transportation, community, and system preservation plans. TCSP Program discretionary grants are utilized to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

TCSP funding has been drastically reduced over the past two years, which as greatly increased the competition among applicants and has skewed the use of these funds for larger transportation projects. However, upon a new transportation authorization, additional funding may be available for use on trails in a comprehensive approach. TCSP funds would support the following activities associated with the Pultneyville to Marion Trail:

Creation of a bicycle and pedestrian plan
Traffic calming techniques
Provision of bicycle storage

TCP funding is available for, though not commonly utilized with, trail projects and should only be investigated as a secondary source of funding for the Pultneyville to Marion Trail.

Transportation Enhancements Program (TEP)

Transportation Enhancements Program (TEP) funds are administered by the New York State Department of Transportation (NYSDOT), with assistance in project solicitation and selection being provided by the Genesee Transportation Council (GTC). In order to maximize the use of the available TEP funding, this program provides innovative financing alternatives for local matching requirements of 20 percent. According to the 2008 TEP Guidebook, the maximum federal share for any approved enhancement project will be capped at $2.5 million. There are 12 categories for eligible enhancement activities that can be funded under TEP. The proposed trail is potentially eligible for TEP funding under two categories: provision of facilities for bicyclists and pedestrians; and acquisition of scenic easements or scenic historic sites. TEP funds would support the following activities associated with the Pultneyville to Marion Trail:

Installation of bicycle lanes on roadways
Paving of roadway shoulders
Spot improvements along the trail
Trail/highway intersection improvements
New or retrofitted sidewalks
Installation of new crosswalks and curb cuts
Traffic signal improvements

TEP funding is commonly utilized for trail projects and should be investigated as a secondary source of funding for the Pultneyville to Marion Trail.

Safe Routes to School Program (SRTS)

The Safe Routes to Schools Program is also funded under the federal SAFETEA-LU bill, with the goal to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Portions of trail projects that connect to schools and are within approximately two miles of a school building may be eligible for funding. Similar to the Transportation Enhancements Funding, SRTS funding is administered by the State; municipal officials and interested parties should remain in touch with GTC and their regional NYSDOT office for further funding opportunities. SRTS funding is sometimes utilized for trail projects and should be investigated as a secondary source of funding for the Pultneyville to Marion Trail for those areas within the two mile radius of schools. According to the 2008 SRTS Guidebook, the maximum total cost for infrastructure projects is $400,000. Details regarding future SRTS funding rounds have not been announced at the time of this writing.

B. State Sources

Clean Air / Clean Water Bond Act and the Environmental Protection Fund
The 1996 Clean Air / Clean Water Bond Act approved $1.75 billion in bond funding for environmental protection and enhancement projects, including projects that protect and enhance air quality, such as multi-use trails. The 1993 Environmental Protection Act approved the creation of the Environmental Protection Fund, which established a dedicated funding mechanism to provide critical funding for the Department of Environmental Conservation, the Office of Parks, Recreation and Historic Preservation, and grants to local governments and non -profit organizations. EPF funding helps to implement a variety of environmental programs to protect public health and ensure communities have access to clean water, land, and air. Municipal officials and interested parties should contact NYSDEC and NYSOPRHP offices for further information regarding available funding for trail implementation.

State Multi-Modal Program
The State Multi-Modal Program provides funding for authorized port, airport and local highway and bridge projects. State Multi-Modal funds can be used to finance project costs for the construction, reconstruction, improvement, reconditioning and preservation of county, town, city and village roads, highways, parkways and bridges. All Multi-Modal projects must have a ten year "bondable" service life and must be for public transportation or freight transportation purposes. Multi-Modal funding cannot be used for the mandated share of a federally funded project. This program is a reimbursement program. While trails are not an eligible project type, related improvements in a highway right-of-way, such as new sidewalks, paved shoulders, and bicycle lanes, may be eligible for State Multi-Modal Program funding.

Another possible avenue for funding or other material support for trail projects may be state and county public health departments. Some public health officials and programs are targeting opportunities to provide active living environments – communities and neighborhoods that can support physical activity through its normal infrastructure of sidewalks, bicycle-friendly streets, trails, easily accessible parks, etc. Public health departments may be good sources for assistance with programs or projects that encourage the use of trails through maps, signage, and promotions.

C. Local Sources

Limited federal and state funding opportunities for trail development have led many communities to allocate more local funding for these types of projects. The most common sources of funds at the municipal level include allocations from specific departments (e.g., public works or parks) or a line item in a community's annual budget and /or Capital Improvement Program (CIP). Local revenues for trail development have also been raised in some communities through property tax, sales tax, or bond measures. Additionally,

development impact fees levied by a municipality may also be allocated to capital trail improvements per local body.

Local communities have also developed trails through the allocation of staff time, also known as force account work, to build trails or provide certain trail building or maintenance activities that are then augmented by paid services from private contractors and/or unpaid volunteers.

D. Private and Community Foundations

Community foundations provide charitable contributions which may be a potential source of funding. They operate much like a private foundation, but their funds are derived from many donors rather than a single source. Furthermore, community foundations are usually classified under the tax code as public charities and therefore are subject to different rules and regulations than those which govern private foundations. Private foundations with health-oriented missions are also more receptive to supporting trails as a means of encouraging healthy lifestyles (e.g., the Robert Wood Johnson Foundation's Active Living Program). Private and community foundation grants can be combined to leverage federal funding by providing a portion of the local match requirement for federal transportation funding. Several potential foundations include:

Bikes Belong Coalition

This is a membership organization founded by bicycle industry leaders with the mission of "putting more people on bikes more often." Bikes Belong Coalition pursues this goal by distributing grants for bicycle facility, education, and capacity projects. Bikes Belong Coalition Grants are small funding sources that assist communities and agencies in the development of bicycle trails and pathways. This grant source is often used to help fund a portion of the required match to access federal transportation funds. More information on this organization can be found at their website at www.bikebelong.org.

Other Sources

In recent years, The Eastman Kodak Company, The Conservation Fund, and the National Geographic Society provided small grants to stimulate the planning and design of greenways in communities throughout America through the Kodak American Greenways Awards Program. The annual grants program was instituted in response to the President's Commission on Americans Outdoors recommendation to establish a national network of greenways. Made possible by a generous grant from Eastman Kodak, the program also honors groups and individuals whose ingenuity and creativity foster the creation of greenways. For more information about the American Greenways program, please refer to its web site at www.conservationfund.org. Municipal officials and interested parties should continue to visit the website for future funding opportunities. At the time of this report, The Eastman Kodak Company filed for bankruptcy protection. The effect of Kodak's filing on the grant program is unknown at this time.

E. Private Funding

Some trails have been partially or substantially developed utilizing private funds from private donations by individuals and businesses, corporate sponsorships, and various fundraising efforts. Examples of fundraising efforts range from trail-related events, merchandise sales, and even the sale of trail sections or trail amenities like benches, information kiosks, etc. An excellent New York State example of local private fundraising efforts is the Cayuga Waterfront Trail in Ithaca. For more information about the trail, please visit http://cayugawaterfronttrail.com.

Finally, a significant number of trails have been developed and maintained, particularly in the Rochester-Genesee-Finger Lakes Region, through the volunteer efforts of private individuals, Friends of the Trails groups, local civic organizations (Chamber of Commerce, Scout groups), and corporate volunteerism. Likewise, in some cases, specialized services (materials and equipment donation, trail construction work, trail design) have been donated by generous businesses and professionals.

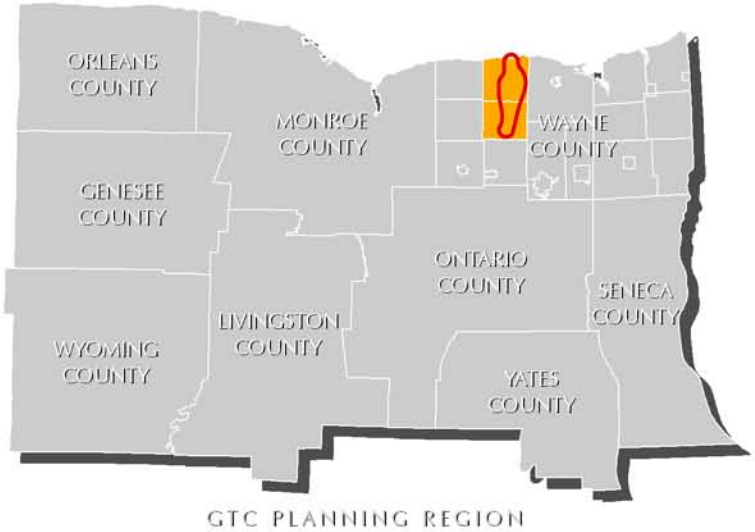
F. Funding Conclusions

There are numerous opportunities for implementation funding for trail initiatives. It is likely that the Pultneyville to Marion Trail will need funding from multiple sources at the federal, state, local, and private levels. The implementation of the trail on a segment specific basis, with the design of the segment tied directly to the funding source for construction, will be required to complete the schedule of improvements to link these two communities. A small amount of local or private funding, in conjunction with volunteerism and donated time and materials, can leverage state and federal funding to make the Pultneyville to Marion Trail a reality.

FIGURES

Pultneyville to Marion Trail Feasibility Study

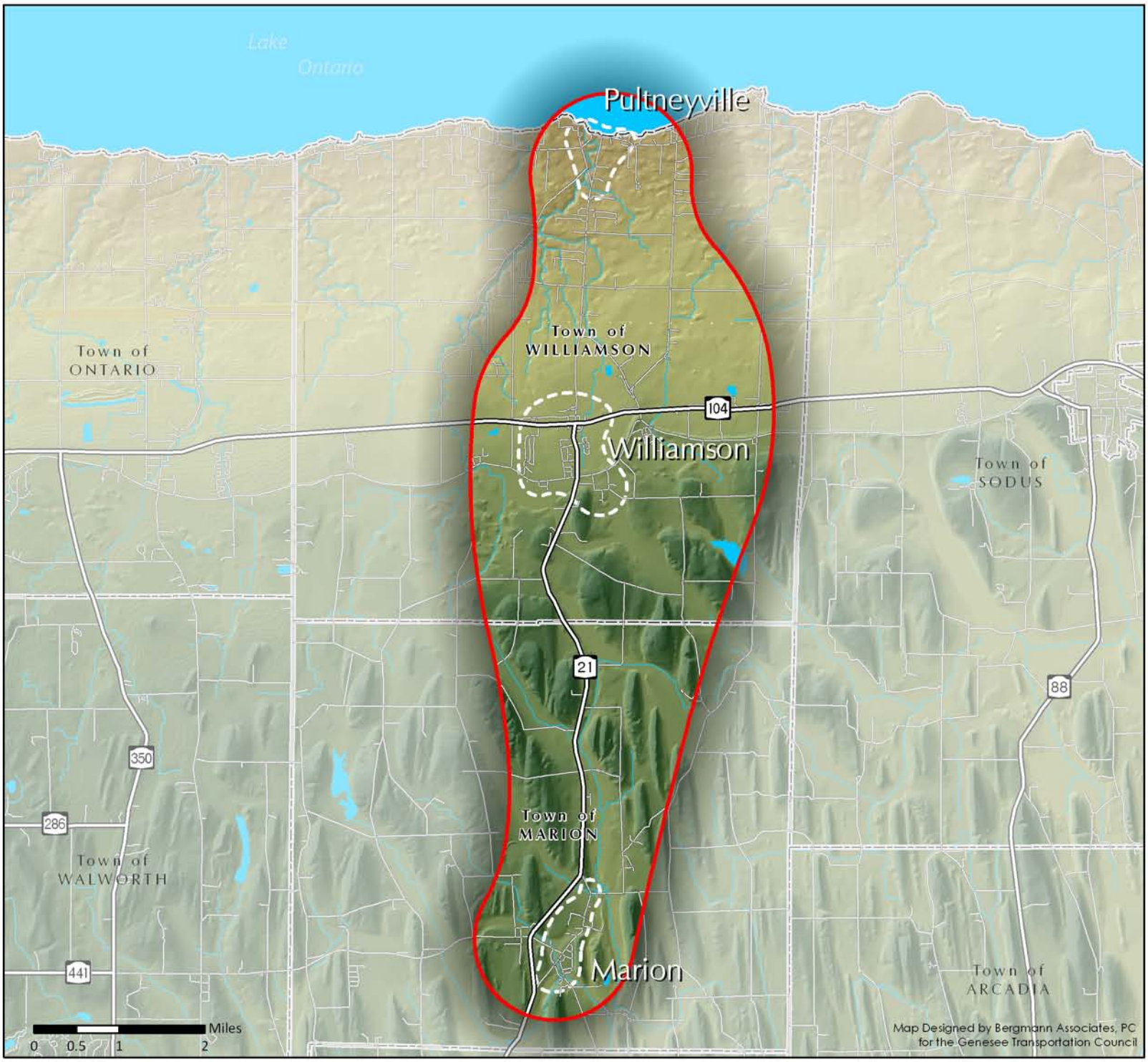
GTC Priority Trails Advancement
2008 to 2009



LEGEND

- Municipal Boundaries
- Study Area
- State Roads
- Local Roads

Figure 1: Project Location



Pultneyville to Marion Trail Feasibility Study

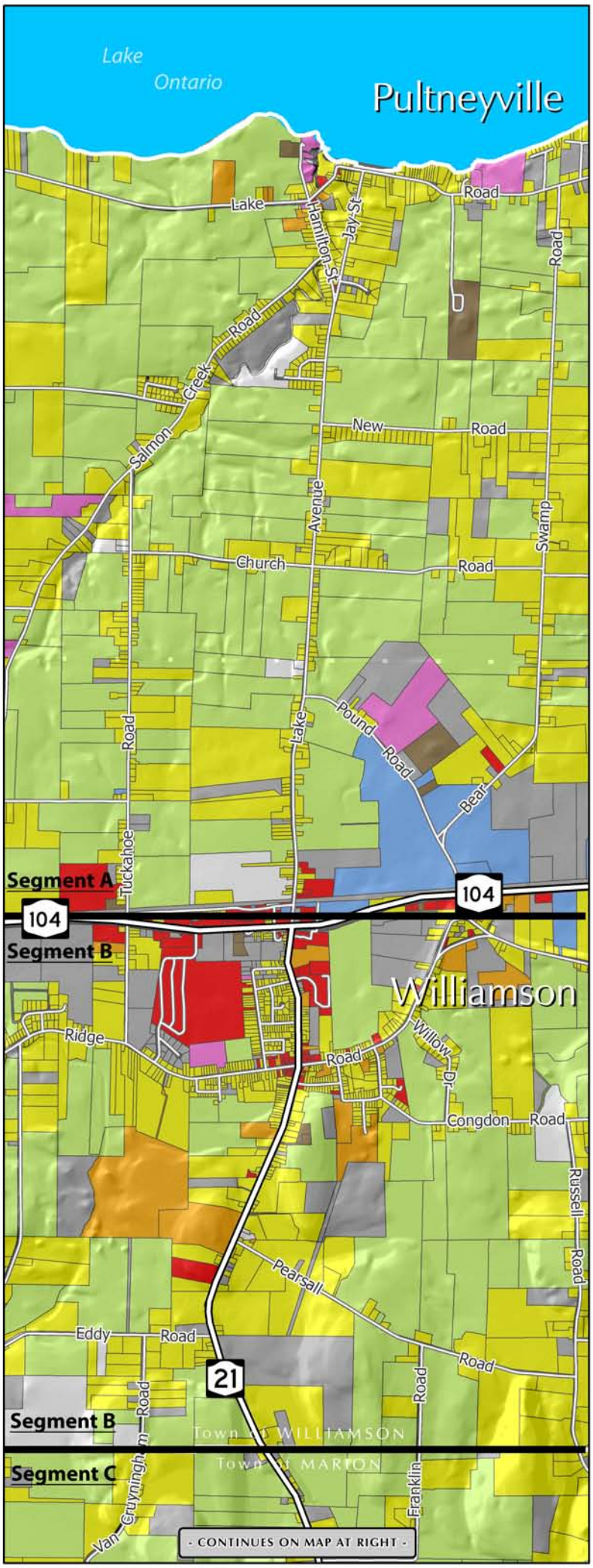
GTC Priority Trails Advancement
2008 to 2009

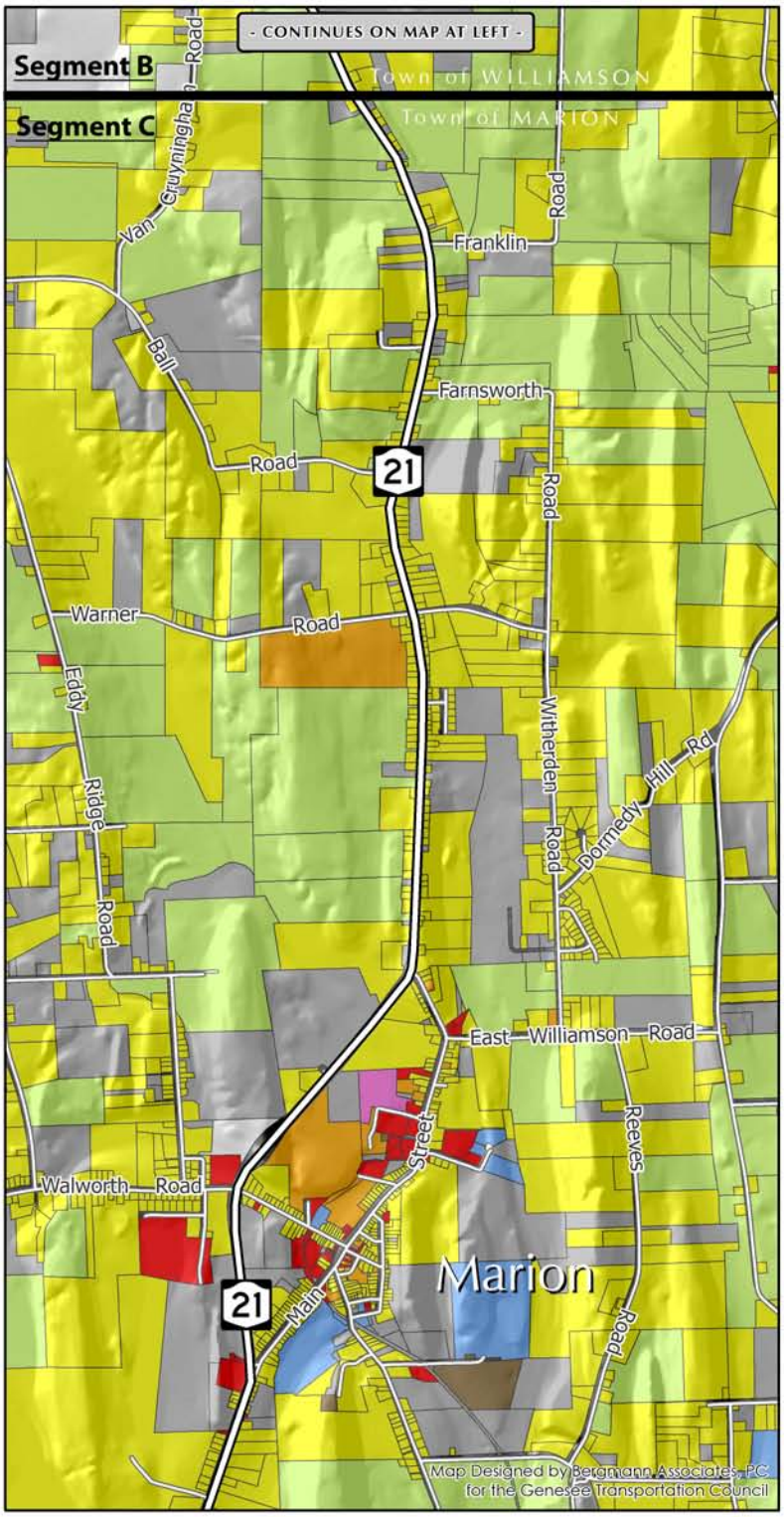
LEGEND

- Agriculture
- Residential
- Vacant
- Commercial
- Recreation & Entertainment
- Community Services
- Industrial
- Public Services
- No Data

1 in = 1 miles

Figure 2: Land Use





Pultneyville to Marion Trail Feasibility Study

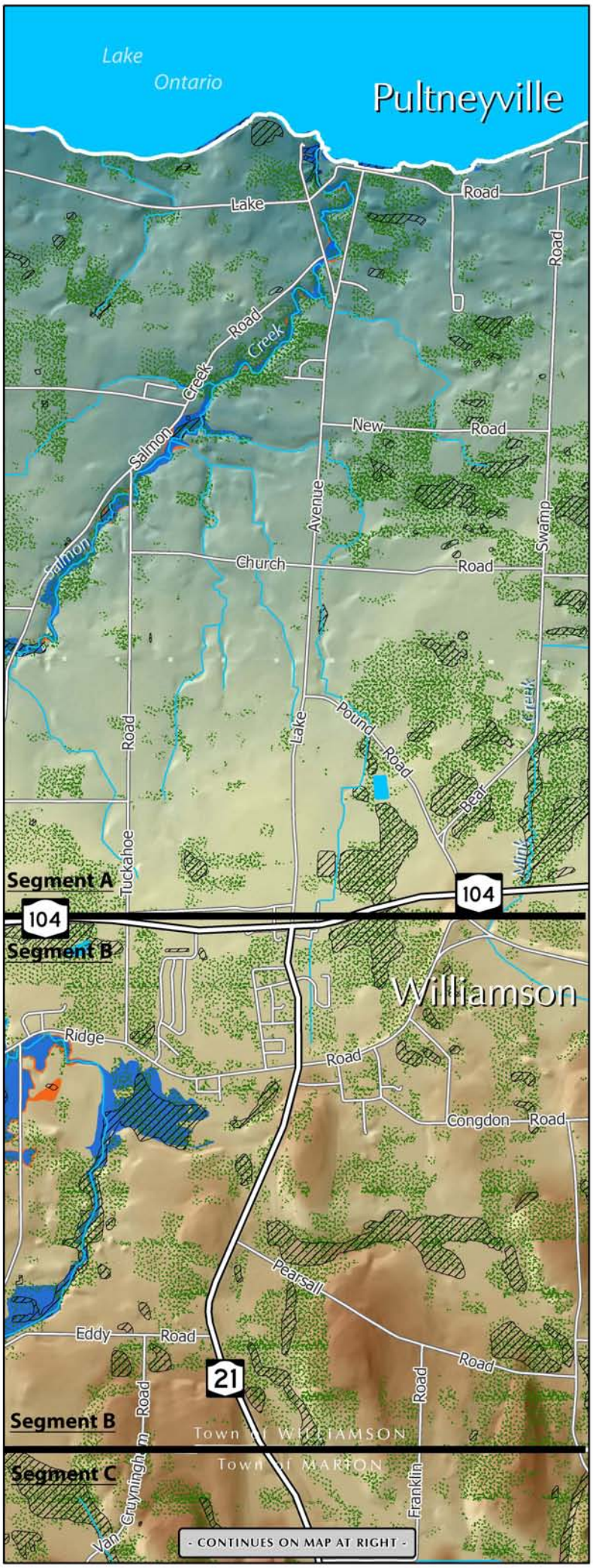
GTC Priority Trails Advancement
2008 to 2009

LEGEND

- Creeks & Streams
- Wetlands (NWI & NYSDEC)
- Forest Areas
- 100-Year Floodplain
- 500-year Floodplain

1 in = 1 miles

Figure 3: Natural Features



Pultneyville to Marion Trail Feasibility Study

GTC Priority Trails Advancement
2008 to 2009

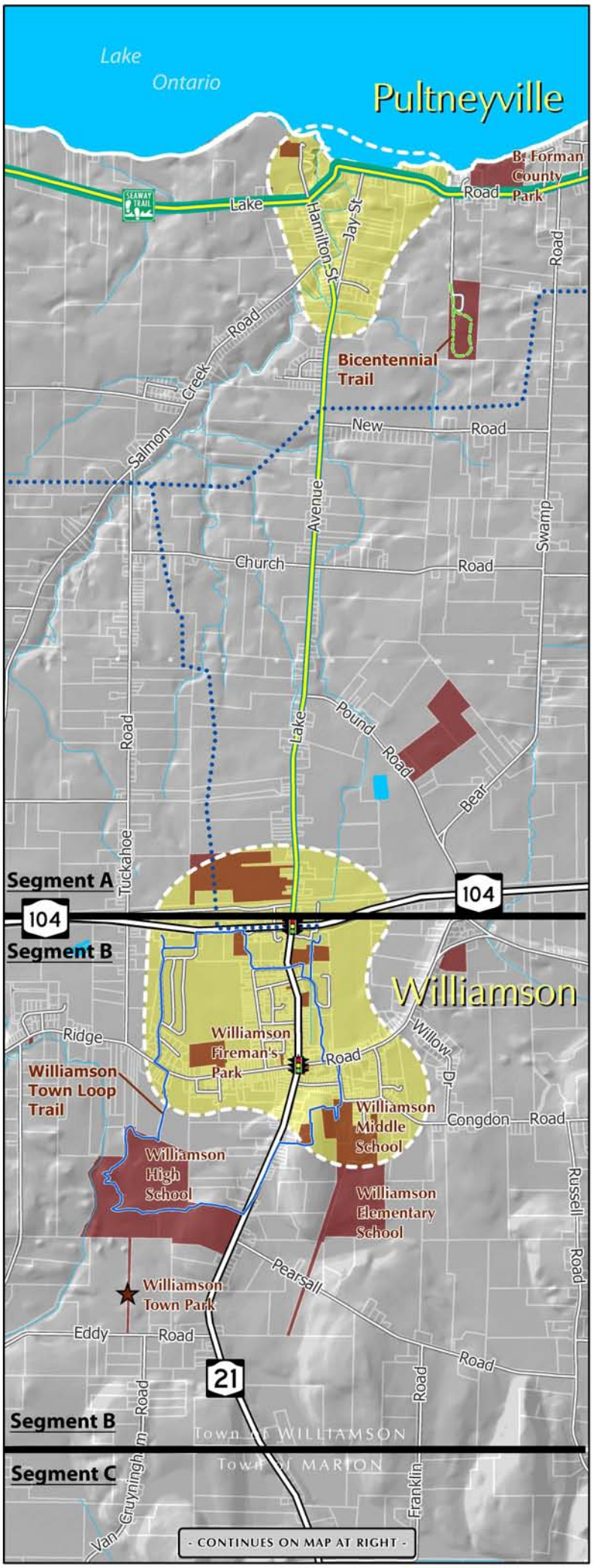
LEGEND

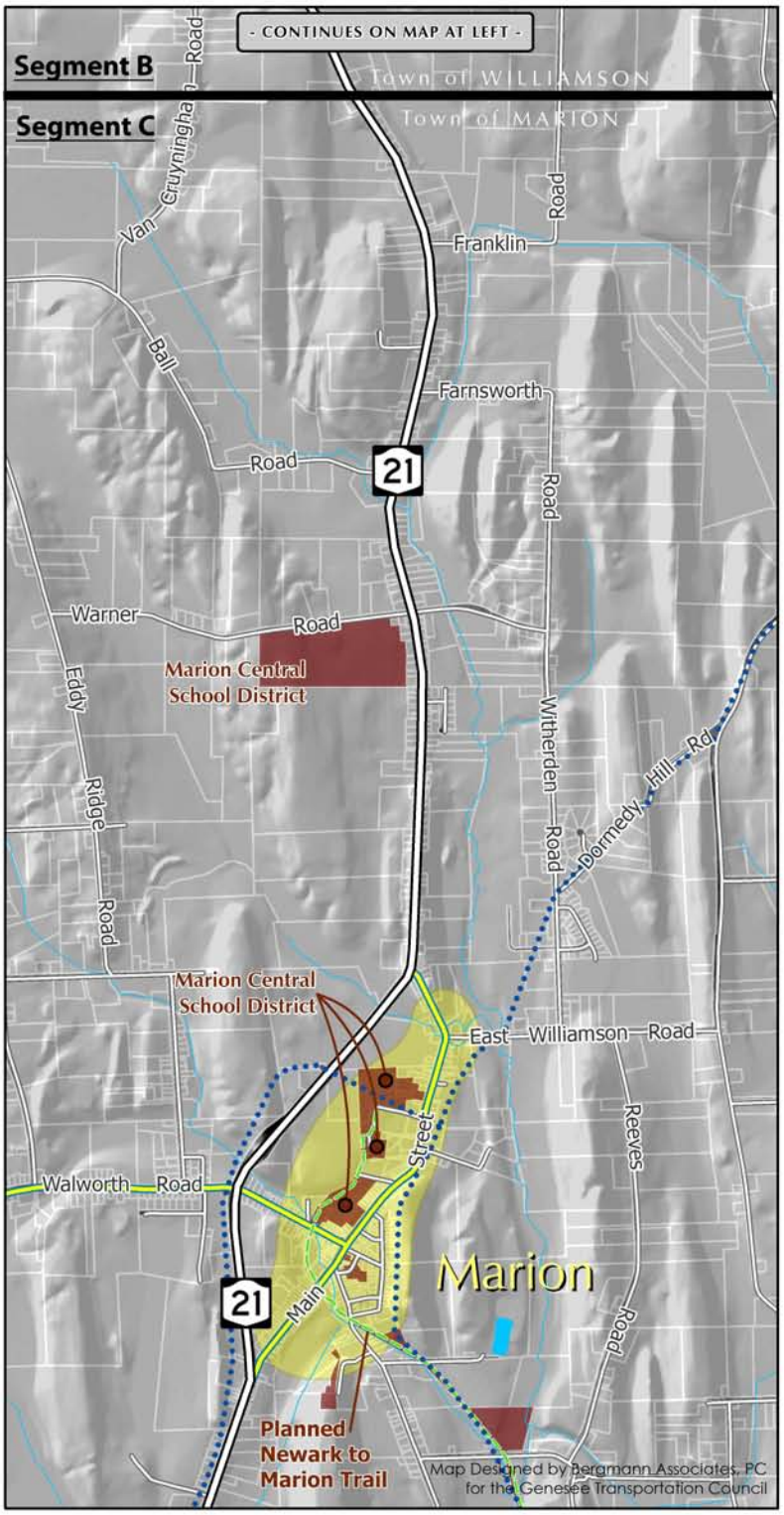
- Hamlet Areas
- Public-Owned Parcels
- Privately Held Parcels
- State Roads
- County Roads
- Traffic Signals
- Snowmobile Trails
- Multi-Use Trails (Planned)
- Multi-Use Trails (Existing)

N

1 in = 1 miles

Figure 4: Land Ownership & Transportation





Pultneyville to Marion Trail Feasibility Study

GTC Priority Trails Advancement
2008 to 2009

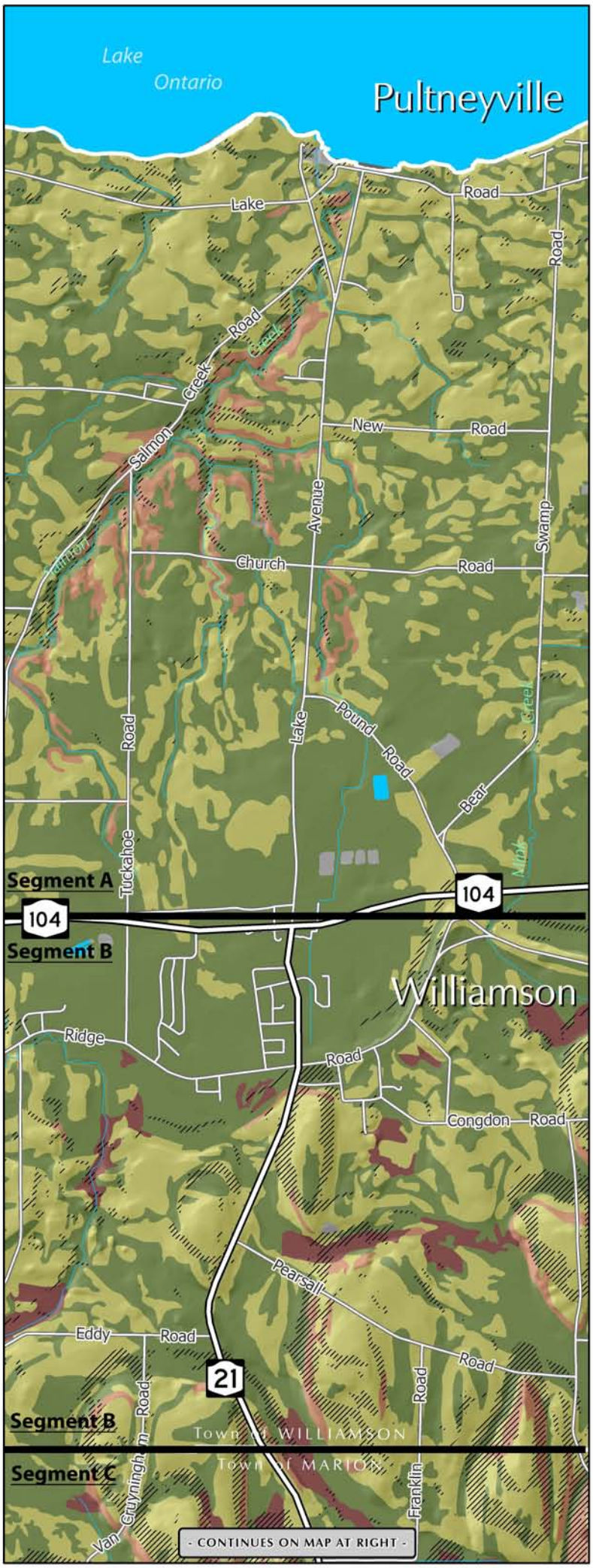
LEGEND

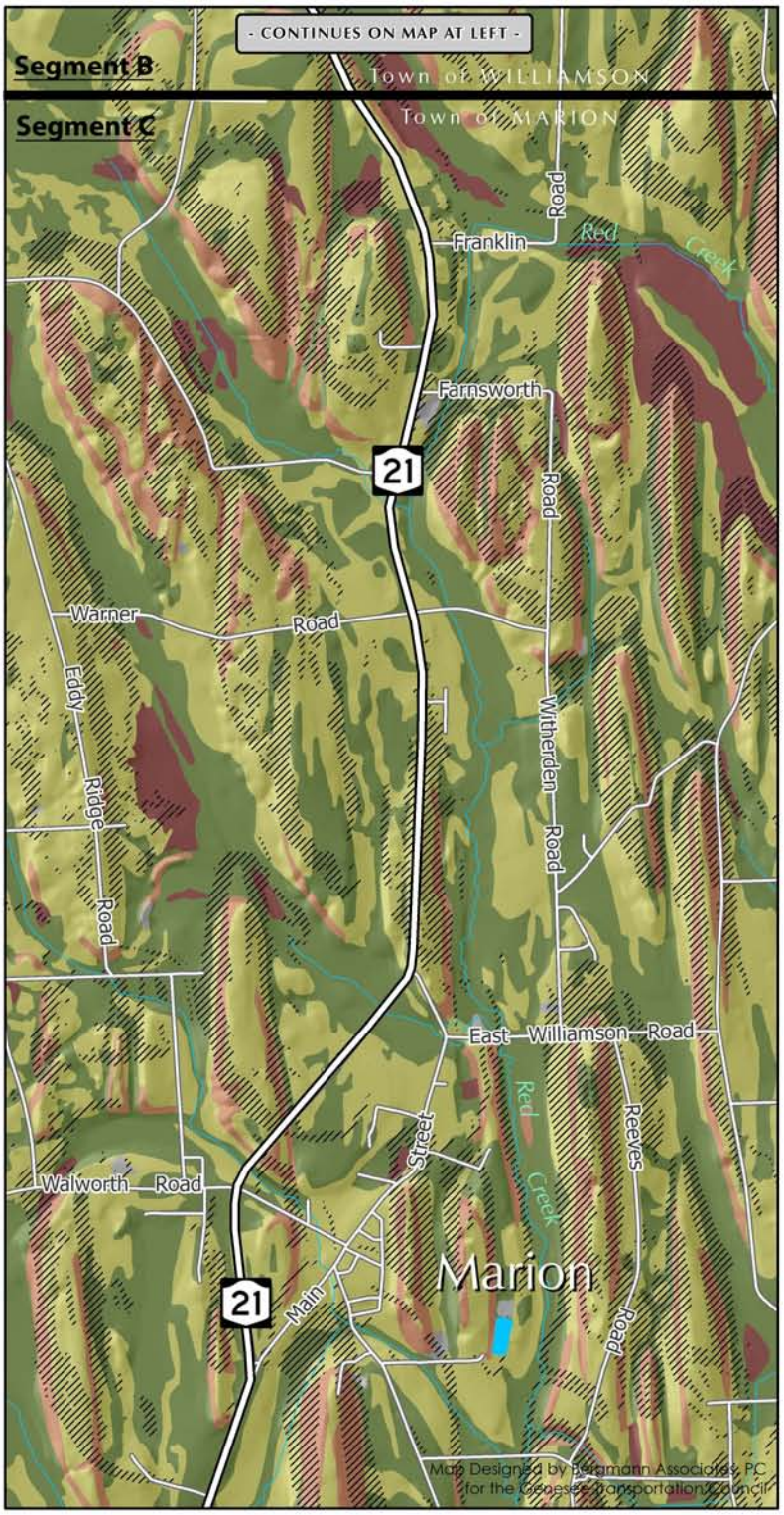
Potential Erosion Hazard

- Not rated
- Slight
- Moderate
- Severe
- Very Severe

1 in = 1 miles

Figure 5: Erosion Potential





Pultneyville to Marion Trail Feasibility Study

GTC Priority Trails Advancement
2008 to 2009

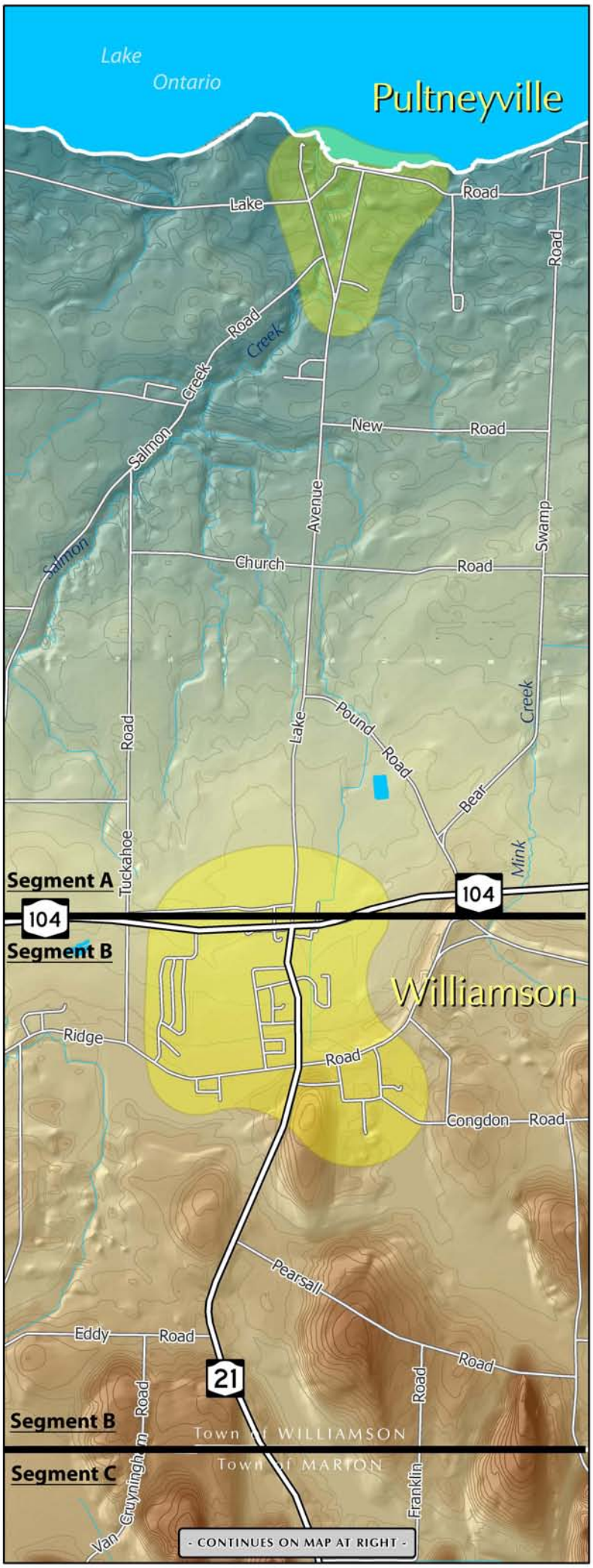
LEGEND

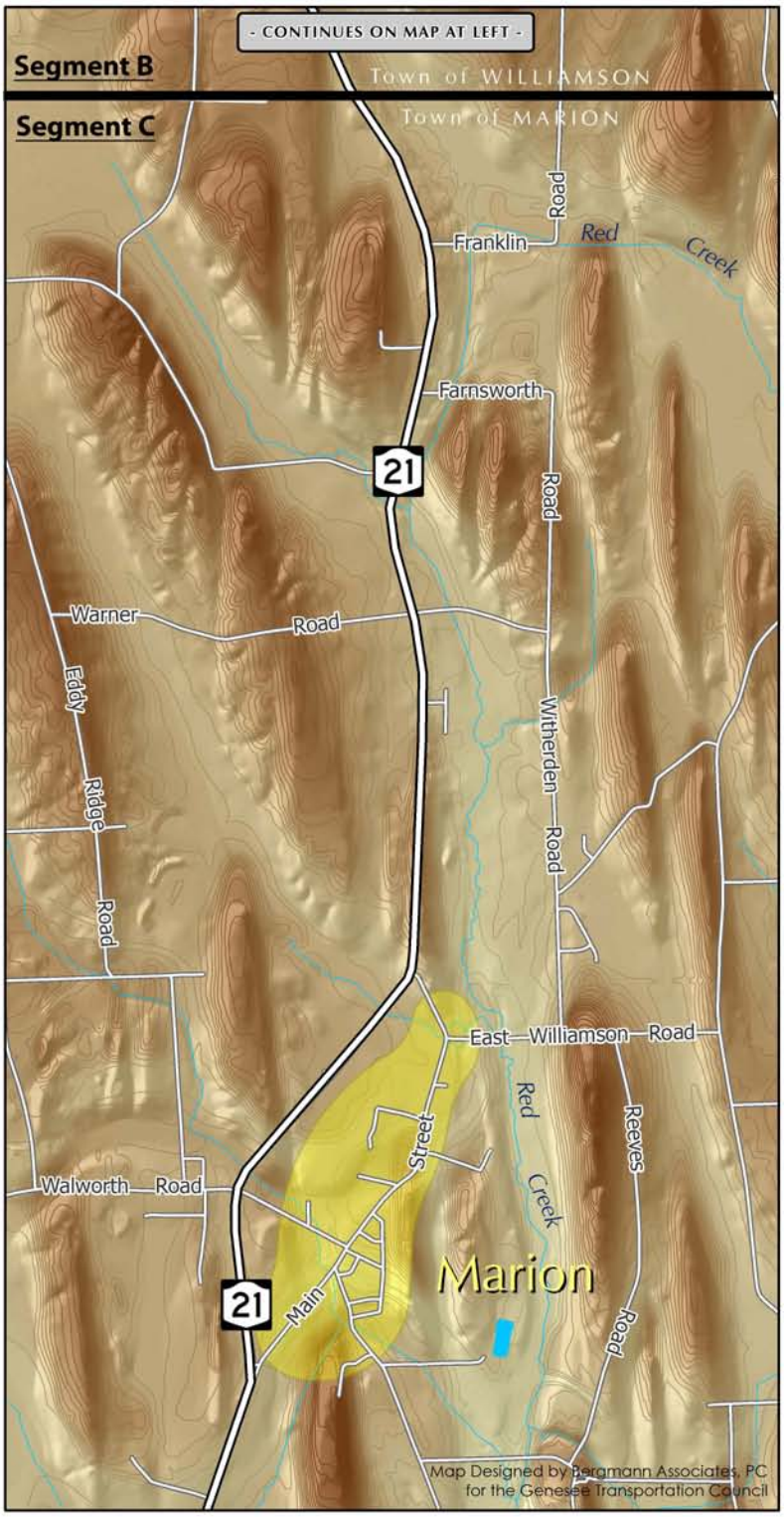
10-Foot Contours
Hamlet Areas

Elevation
High : 202.6
Low : 73.2

1 in = 1 miles

Figure 6: Topography





Pultneyville to Marion Trail Feasibility Study

GTC Priority Trails Advancement
2008 to 2009

LEGEND

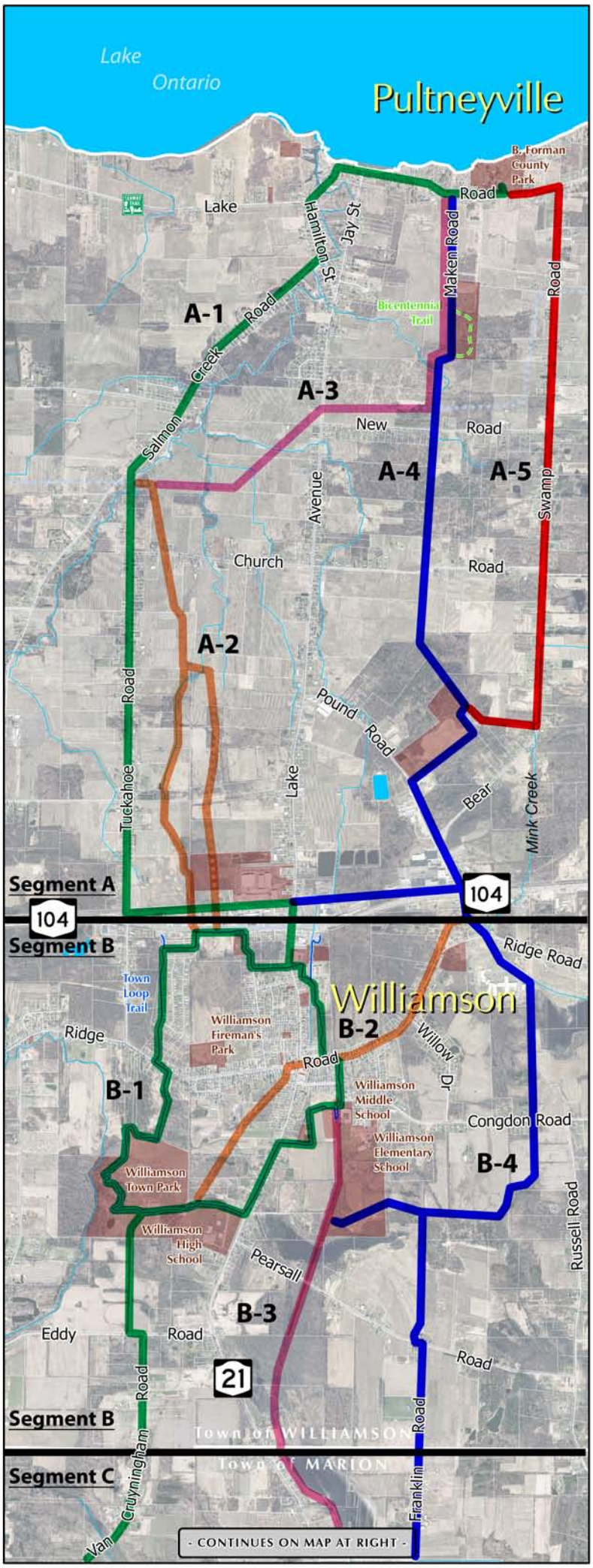
- Public-Owned Parcels
- Multi-Use Trails (Existing)
- Multi-Use Trails (Planned)
- Trail Alternatives

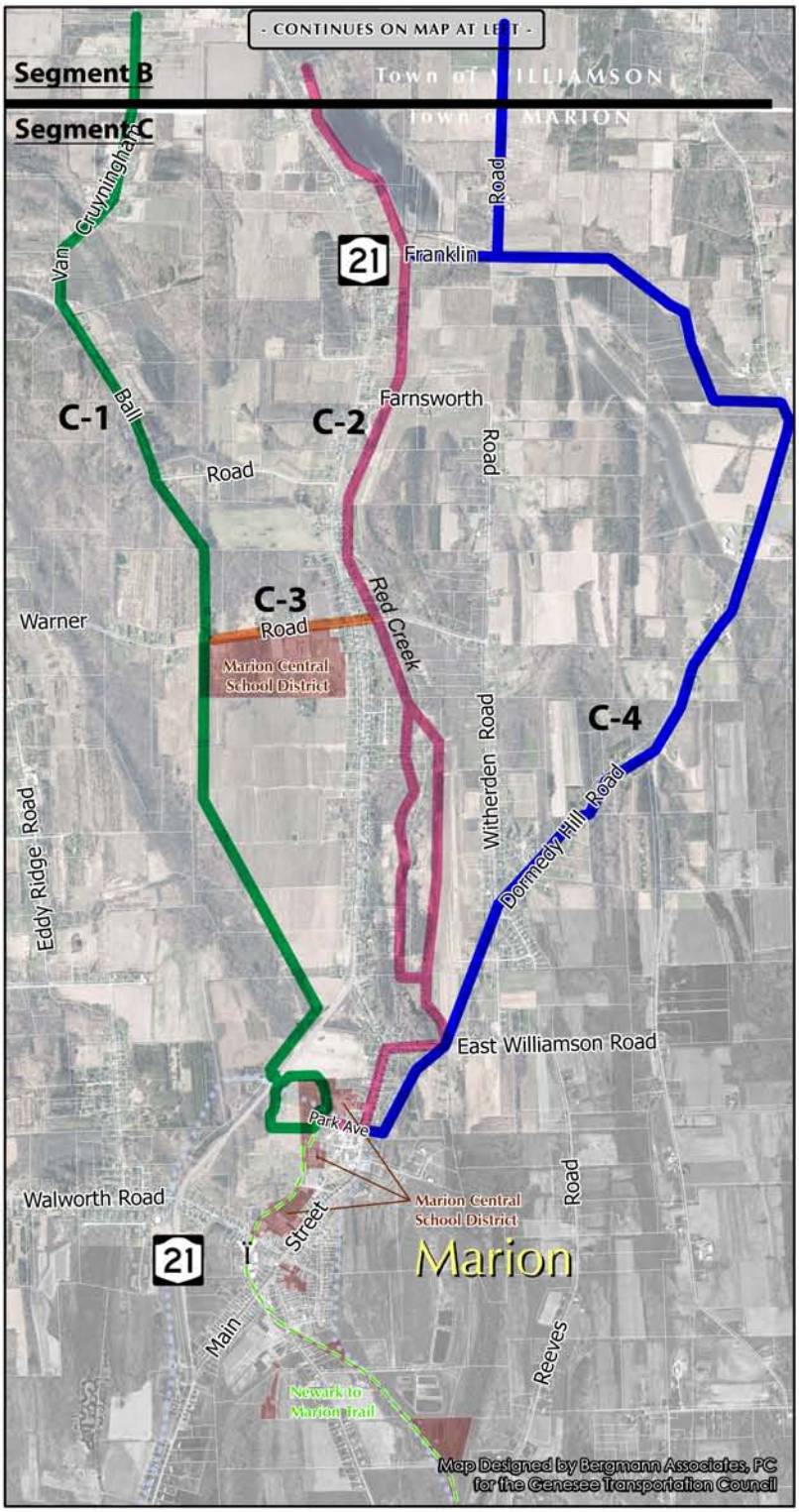
N

0 0.5 1 Miles

Figure 7: Trail Alternatives

Aerial photography taken in 2009





Pultneyville to Marion Trail Feasibility Study

GTC Priority Trails Advancement
2008 to 2009

LEGEND

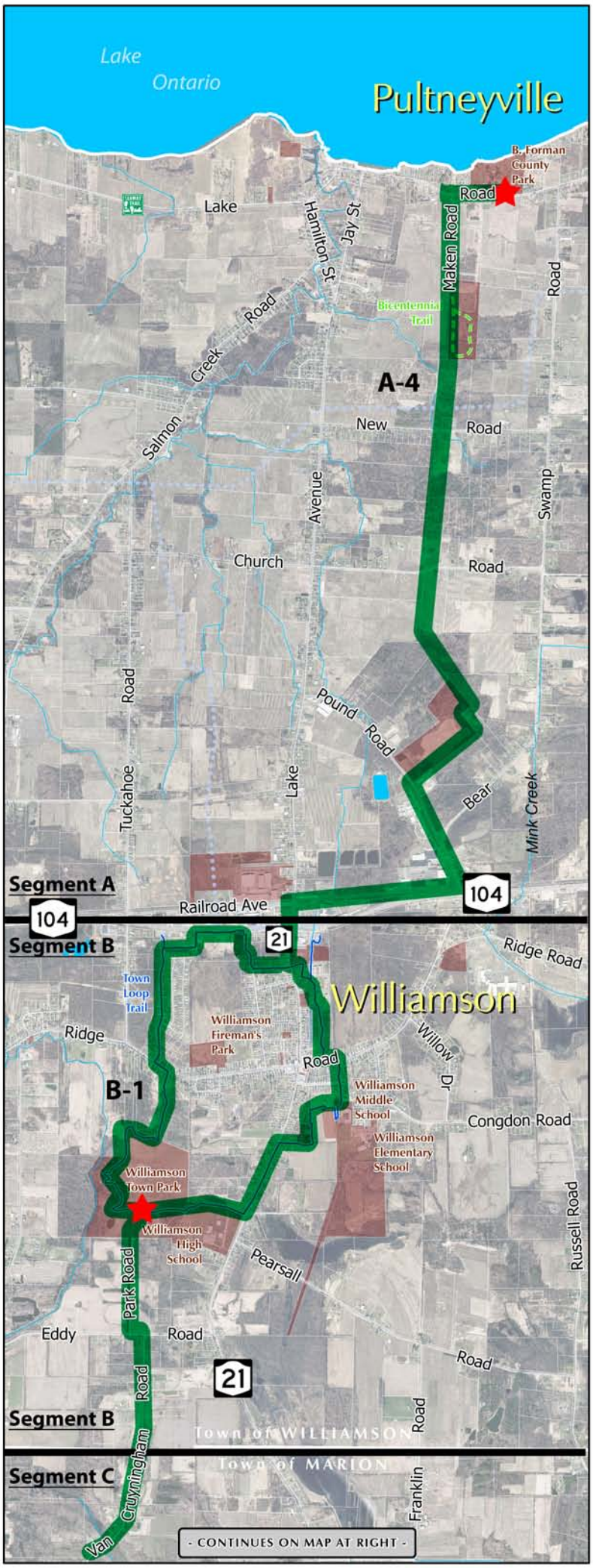
- Public-Owned Parcels
- Multi-Use Trails (Existing)
- Multi-Use Trails (Planned)
- Preferred Alternative
- Trailhead Location
- Potential Connections

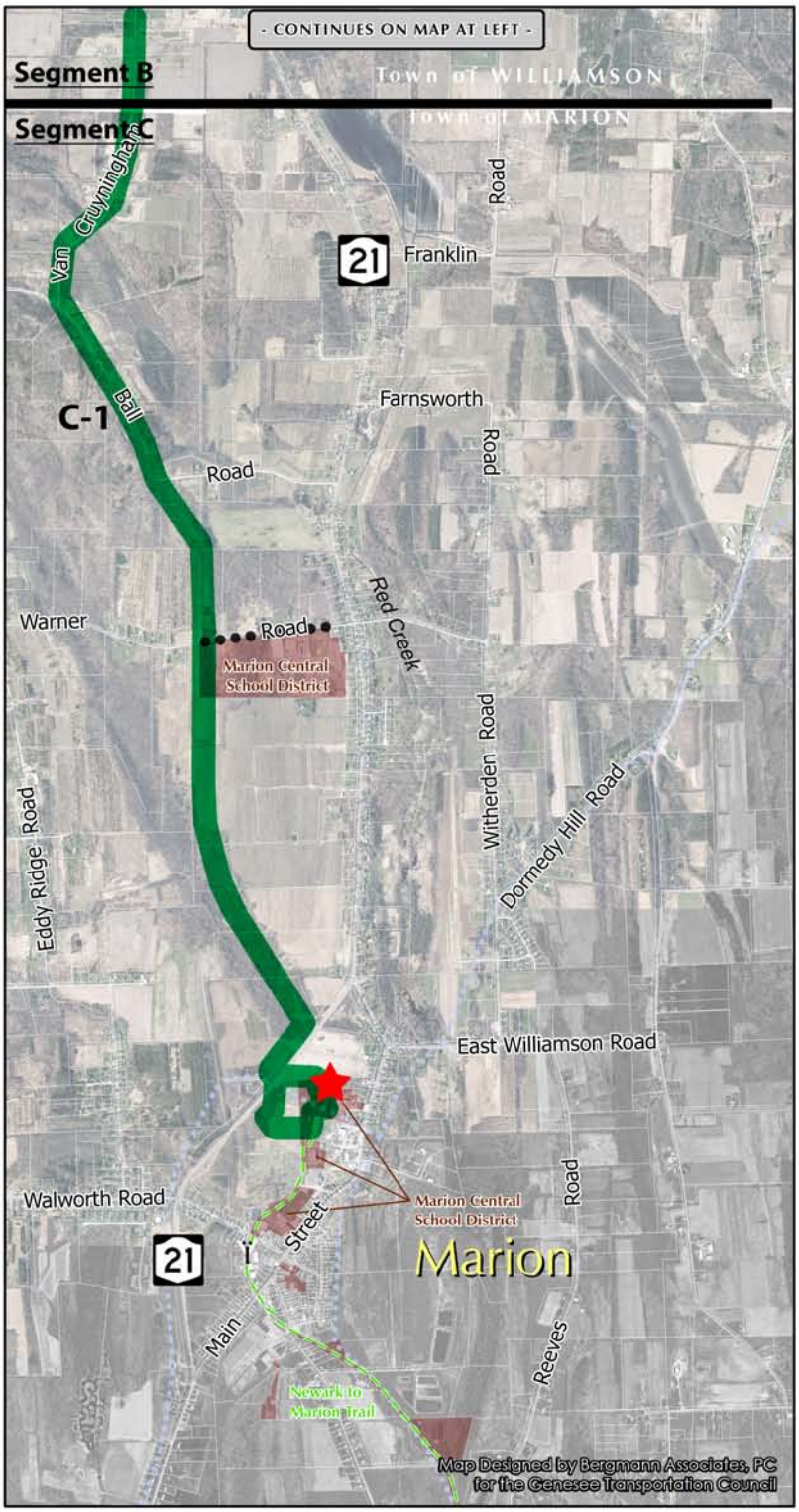
N

0 0.5 1 Miles

Figure 8: Preferred Trail Alternative

Aerial photography taken in 2009





TABLES

TABLE 3 - INVENTORY MATRIX

Segment	On or Off Road	Road Name / Location	Functional Class	ROW Width	Curbed Y or N	Road Width, Condition	Sidewalk / Width	Total # of Travel Lanes & Widths	Curb Offset/ Shoulder Width/ Condition	On-Street Parking	Posted Speed Limit (MPH)	Utility Poles / Offset From Edge of Road	Drainage Ditch / Side	AADT	Land Ownership	Landowner Response	Environmental Constraints	Road Crossings	Rail Crossings	New Creek/Stream Crossings	Min. Required Lane Width	NYSDOT HDM Min. Shoulder Width	FHWA Min. Shoulder Width	Proposed Improvements	Trail Section
A-1	On	Lake Road (CR 101) Forman Park to Maken	Rural	49.5'	N	26.5'	None	(2) 11' lanes	2.25' +/- offset	N/A	30	15' from south edge of pavement	Small ditch on south side, drop off on north	XX	Pubic	N/A	N/A	N/A	N/A	N/A	10'	5'	4'	10' lane widths with 5' shoulders	Paved shoulder
	On	Lake Road (CR 101) - Maken to Hamilton	Rural	49.5'	N	24.5'	None	(2) 10.5' lanes	1.75' +/- offset	None	30	8' from north edge of pavement	East Side	XX	Pubic	N/A	N/A	Yes	N/A	N/A	10'	5'	4'	10' lane widths with 5' shoulders	Paved shoulder
	On	Hamilton Street (CR 120)	Rural	49.5'	N	24.5'	None	(2) 11' lanes	1.25' +/- offset	None	30	6' from west edge of pavement	N/A	1357	Pubic	N/A	N/A	Yes	N/A	N/A	10'	5'	4'	11' lane widths with 5' shoulders	Paved shoulder
	On	Salmon Creek Road	Rural	49.5'	N	21.5'	None	(2) 10' lanes	N/A	None	40, 50 south of Shepherd St	7.5' from west edge of pavement	West Side	722	Pubic	N/A	N/A	N/A	N/A	N/A	11'	5'	4' (40 mph or less) 6' (greater than 40 mph)	11' lane widths with 5-6' shoulders	Paved shoulder
	On	Tuckahoe Road (CR 116)	Rural	49.5'	N	20'	None	(2) 10' lanes	No Shoulder	None	40	East Side - 10.5'	East Side	1219	Pubic	N/A	No	Yes	Yes	Yes	11'	5'	4'	11' lane widths with 5' shoulders	Paved shoulder
	On	Railroad Avenue (CR 117)	Rural	49.5'	N	20'	None	(2) 10' lanes	6.5' paved shoulder	None	Not Posted	Alternates on north and south sides	North Side	XX	Pubic	N/A	N/A	N/A	N/A	N/A	10'	5'	4'	Striping improvements for shared use	Shared lane facility
	On	Lake Avenue (CR 120)	Rural	49.5'	N	30-42'	West side near 104	(2) 10 lanes, 1 turn lane	N/A	None	35	East and West Side	N/A	2800	Pubic	N/A	N/A	N/A	N/A	N/A	11'	5'	4'	11' lane widths with 5' shoulders	Paved shoulder
A-2	Off	Between Salmon Creek Road and NYS Route 104	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	XX	PRIVATE	N/A	Yes	Yes	No	Yes	N/A	N/A	N/A	10' wide stone dust trail	10' stone dust trail
~~A-3~~	~~Off~~	~~Between Segment A-4 and Tuckahoe Road~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~		~~PRIVATE~~	~~N/A~~	~~Yes~~	~~Yes~~	~~No~~	~~Yes~~	~~N/A~~	~~N/A~~	~~N/A~~	~~10' wide stone dust trail~~	
A-4	On	Lake Road Forman Park to Maken	Rural	49.5'	N	26.5'	None	(2) 11' lanes	2.25' +/- offset	N/A	30	15' from south edge of pavement	Small ditch on south side, drop off on north	XX	Pubic	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Add 2' paved shoulder both sides	Paved shoulder
	On	Maken Road	Rural	49.5'	N	27'	None	(2) 11' lanes	None	N/A	N/A	N/A	10' from west edge of pavement	XX	Pubic	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None	Shared travel lanes
	Off	Between Maken Road and Pound Road	N/A	N/A	N	N/A	None	N/A	N/A	N/A	N/A	N/A	N/A	XX	PRIVATE	N/A	Yes	Yes	No	Yes	N/A	N/A	N/A	10' wide stone dust section	10' stone dust trail
	On	Pound Road	Rural	49.5'	N	28'	N/A	(2) 10'	4' paved	No	Not Posted	5' from west edge of pavement	Both sides	2361	Public	N/A	N/A	N/A	N/A		N/A	N/A	N/A	None	Paved shoulder
A-5	On	Lake Road Forman Park to Maken	Rural	49.5'	N	27'	None	(2) 11' lanes	2.5' +-/ offset	No	30	13' from south edge of pavement	Small drainage ditch on south, larger drop off on north	XX	Pubic	N/A	N/A	Yes	N/A	N/A	N/A	N/A	N/A	Add 1.5' shoulder both sides	Paved shoulder
	On	Bear Swamp Road	Rural	49.5'	N	22'	None	(2) 11' lanes	4' East Side gravel shoulder			17' from east edge of pavement	13' from west edge of pavement	XX	Pubic	N/A	N/A	Yes	N/A	N/A	N/A	N/A	N/A	Add 4' paved shoulder both sides	Paved shoulder
	Off	Between Bear Swamp Road and Seg. A-4	Rural	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	XX	PRIVATE	N/A	Yes	No	No	No	N/A	N/A	N/A	10' wide stone dust trail	10' stone dust trail
B-1	On	NYS Route 21	Rural	49.5'	N	26'	Yes, 3' both sides	(2) 13'	None	No	35	Both Sides	N/A	7345	Public	N/A	N/A	N/A	N/A	N/A	11'	5' (Curbed) 8' (Uncurbed)	4'	11' lane widths with 5' shoulders	Paved shoulder
	On / Off	Existing Town Loop Trail	Rural											XX	Public/Private	N/A					N/A	N/A	N/A	Existing trail system - no improvements	
	On	Williamson Town Park Road	Rural	60'?	N	25'	N/A	(2) 10'	4.5' on West Side Paved	No	20	10.5' from east edge of pavement	N/A	XX	Public	N/A	No	No	No	No	9'	2'	4'	10' lane widths add 4' shoulder on east side	Paved shoulder
	On	Eddy Road	Rural	49.5'	N	22.5'	N/A	(2) 11'	N/A	No	Not Posted	North Side - 11', South Side - 16'		XX	Public	N/A	N/A	N/A	N/A	N/A	11' (assumed)	5'	4' (40 mph or less) 6' (greater than 40 mph)	11' lane widths with 5-6' shoulders	Paved shoulder
	On	Van Cruyningham Road	Rural	49.5'	N	23.5'	N/A	(2) 10'	1.75' +/- offset	No	Not Posted	East side - 10.5', West Side - 16'	West Side	XX	Public	N/A	N/A	N/A	N/A	N/A	11' (assumed)	5'	4' (40 mph or less) 6' (greater than 40 mph)	11' lane widths with 5-6' shoulders	Paved shoulder
B-2	On	Ridge Road	Ridge Road	66'	Y	30	Yes, 3' Both Sides	(2) 10'	5' paved	No	45	10' from south side of pavement		XX	Public	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None	Paved shoulder
	Off	Between Ridge Road and Williamson Town Park	Between Ridge Road and Williamson	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	XX	PRIVATE	N/A	Yes	Yes	No	No	N/A	N/A	N/A	10' wide stone dust trail section	10' stone dust trail
B-3	Off	Between Congdon Road and the Williamson / Marion Town Line	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	XX	Public & PRIVATE	N/A	Yes	Yes	No	No	N/A	N/A	N/A	10' wide stone dust trail section	10' stone dust trail
B-4	On	Pound Road	Rural	49.5'	N	28'	N/A	(2) 10'	4' Paved	No		5' from west edge of pavement	Both sides	2316	Public	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	None	Paved shoulder
	On	Old Ridge Road	Rural	66'	N	24'	N/A	(2) 10'	2' Offset	No	Not Posted	8' from south side of pavement		XX	Public	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Add 2' shoulder both sides	Paved shoulder
	Off	Between Old Ridge Road and Franklin Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	XX	PRIVATE	N/A	Yes	Yes	No	No	N/A	N/A	N/A	10' wide stone dust trail section	10' stone dust trail
	On	Franklin Road	Rural	49.5?	N	23'	N/A	(2) 11'	.5' Offset	N/A	55	13.5' from west edge of pavement	Alternates Both Sides	XX	Public	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Add 3' shoulder both sides	Paved shoulder
C-1	On	Van Cruyningham Road	Rural	49.5'	N	23'	N/A	(2) 11.5'	1.75' +/- Offset	No	Not Posted	East side - 10.5', West Side - 16'	West Side	XX	Public	N/A	N/A	N/A	N/A	N/A	11' (assumed)	5'	4' (40 mph or less) 6' (greater than 40 mph)	11' lane widths with 5-6' shoulders	Paved shoulder
	On	Ball Road	Rural	49.5'	N	23'	N/A	(2) 11.5'	No Shoulder	No	Not Posted	East Side - ???	West Side	XX	Public	N/A	N/A	N/A	N/A	N/A	11' (assumed)	5'	4' (40 mph or less) 6' (greater than 40 mph)	11' lane widths with 5-6' shoulders	Paved shoulder
	Off	From Ball Road To NYS Route 21	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	XX	PRIVATE	Positive	Yes	Yes	No	No	N/A	N/A	N/A	10' trail with equestrian trail	10' stone dust trail
	On	NYS Route 21	Rural	Varies	N	35'	No	(2) 12'		No	55			3519	Public	N/A	No	Yes	No	No	12'	8'	8'	Construct 10' wide roadside trail	10' stone dust trail
	Off	Existing Marion Town Park Trail	N/A								N/A				Public						N/A	N/A	N/A	Existing trail system - no improvements	

TABLE 3 - INVENTORY MATRIX

Segment	On or Off Road	Road Name / Location	Functional Class	ROW Width	Curbed Y or N	Road Width, Condition	Sidewalk / Width	Total # of Travel Lanes & Widths	Curb Offset/ Shoulder Width/ Condition	On-Street Parking	Posted Speed Limit (MPH)	Utility Poles / Offset From Edge of Road	Drainage Ditch / Side	AADT	Land Ownership	Landowner Response	Environmental Constraints	Road Crossings	Rail Crossings	New Creek/Stream Crossings	Min. Required Lane Width	NYSDOT HDM Min. Shoulder Width	FHWA Min. Shoulder Width	Proposed Improvements	Trail Section
~~C-2~~	Off	From Williamson / Marion Town Line to East Williamson Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		PRIVATE	N/A	Yes	Yes	No	Yes	N/A	N/A	N/A	10' wide trail section (with equestrians ?)	10' stone dust trail (with equestrian?)
	On	East Williamson Road	Rural	49.5'	N	28.5'	N/A	(2) 10'	4' paved	No	Not Posted	15.5' from the north EOPV east of the creek, 8.5 off EOPV west of creek	8' to drop, south side		Public	N/A	N/A	Yes	No	No	N/A	N/A	N/A	No action	Paved shoulder
	On	North Main Street	Rural	66'	N	27'	East Side, 3'	(2) 10'	N/A	No	30	6.5' from west edge of pavement	Storm sewer, west side		Public	N/A	N/A	Yes	No	No	N/A	N/A	N/A	Widen .5' both sides	Shared travel lanes
	On	Park Avenue	Rural	??	N	24'	N/A	(2) 12'	None	No	15	16' from south edge of pavement	N/A		Public	N/A	N/A	No	No	No	N/A	N/A	N/A	Add 2' paved shoulder both sides, stripe 10' lanes	Paved shoulder
	Off	Existing Marion Town Park Trail	Rural												Public						N/A	N/A	N/A	Existing trail system - no improvements	
~~C-3~~	~~On~~	~~Warner Road~~	~~Rural~~	~~49.5'~~	~~21'~~	~~21'~~	~~N/A~~	~~(2) 10.5'~~		~~No~~	~~45~~	~~South side - 15'~~			~~Public~~										
C-4	On	Franklin Road	Rural	49.5?	N	24'	N/A	(2) 12'	N/A	No	Not Posted	13.5' from north edge of pavement	Right Side		Public	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Add 3' paved shoulder, stripe 11' lanes	Paved shoulder
	Off	From Franklin Road to Park Avenue	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		PRIVATE	N/A	Yes	Yes	No	Yes	N/A	N/A	N/A	10' wide trail section (with equestrians ?)	10' stone dust trail (with equestrian?)
	On	Park Avenue	Rural	??	N	24'	N/A	(2) 12'	None	No	15	16' from south edge of pavement	N/A		Public	Public	No	No	No	No	N/A	N/A	N/A	Add 2' paved shoulder, stripe 10' lanes	Paved shoulder
	Off	Existing Marion Town Park Trail	N/A												Public						N/A	N/A	N/A	Existing trail system - no improvements	

TABLE 4 - EVALUATION MATRIX

CATEGORIES	SEGMENT A ALTERNATIVES					SEGMENT B ALTERNATIVES				SEGMENT C ALTERNATIVES			
	A-1	A-2	~~A-3~~	A-4	A-5	B-1	B-2	B-3	B-4	C-1	C-2	~~C-3~~	C-4
Economic Benefit - Favorable for tourism, connects economic centers, etc 1. None 2. Few 3. Many	2	2	~~1~~	3	1	2	2	2	2	2	2	~~2~~	2
Cost of Improvements 1. High 2. Medium 3. Low	1	2	~~2~~	2	1	3	3	2	2	1	1	~~1~~	1
Timeframe for Implementation 1. Long Term (10+ years) 2. Intermediate (5-10 years) 3. Short Term (0-5 years)	3	1	~~1~~	2	1	3	2	2	1	2	2	~~3~~	2
Environmental Constraints - Impacting creeks/streams, wetlands or floodplains 1. Many 2. Few 3. None	3	1	~~2~~	2	2	3	2	2	2	2	2	~~2~~	2
Land Ownership - Is the trail on public or private property 1. Privately Owned 2. Private and Publicly Owned 3. Publicly Owned	3	1	~~1~~	2	2	2	1	3	3	2	2	~~1~~	2
Constructability 1. Difficult 2. Moderate 3. Easy	3	2	~~2~~	2	3	3	2	2	3	2	2	~~2~~	2
Number of Impacted Private Owners * 1. Many Owners 2. Few Owners 3. No Owners	1	1	~~1~~	2	2	3	1	1	1	2	1	~~3~~	2
Connectivity - Does the trail connect municipal, residential, regional centers, etc. 1. No Connections 2. Few Connections 3. Many Connections	2	1	~~1~~	2	2	3	2	2	1	2	2	~~1~~	1
Is the trail segment scenic 1. Not Scenic 2. Moderately Scenic 3. Very Scenic	1	3	~~3~~	3	2	3	2	2	2	3	1	~~1~~	2
Trail Uses 1. Peds Only 2. Peds & Bikes 3. Peds, Bikes, Horses, Snowmobiles	2	2	~~2~~	3	2	3	2	2	2	3	2	~~2~~	2
Perceived Safety 1. Not Safe 2. Moderately Safe 3. Very Safe	1	3	~~3~~	3	1	1	2	3	3	2	2	~~1~~	1
Community Preference 1. Not Preferred 2. Moderately Preferred 3. Very Preferred	1	3	~~3~~	3	1	2	2	3	3	2	3	~~1~~	2
TOTAL SCORE	23	22	~~22~~	29	20	31	23	26	25	25	22	~~20~~	21

* Includes Driveway Impacts

APPENDIX A

Meeting Notes

Marion To Pultneyville Trail Advancement Study
Steering Committee Meeting
Williamson Town Hall
June 29, 2010 at 2:00 PM

Those Present: Sharon Lilla, Barb DeRoo, Gary & Penny Shaw, Ed O'Shea, Lenore Youngman, Terry Yonkers, Jim Hoffman, Jody Bender, Peter Evans

Meeting requested by Sharon Lilla, Director – Wayne County Planning Dept. to resolve any issues, conflicts or lack of understanding which may have been an outcome of the initial "kick off" meeting with Bergmann Associates on May 6, 2010

Key Points Of Understanding:

1) Initially some committee members may have been surprised by the map displayed at the initial meeting by Bergmann. It showed a purple swath type line following Rt 21 from the Hamlet of Marion to the Hamlet of Pultneyville. It was noted that Bergmann representatives quickly dispelled any concept that this was a predetermined or preferred trail routing. The line was simply a focal point indicating the general scope of the study area defined by the RFP. All agreed that this was understood by those present.

2) The Scope of Work defined by the RFP was to study a number of potential trail routes that could potentially meet the criteria for a multi-use trail that met generally accepted accessibility standards for use.

3) Sharon further refined that definition by saying that Wayne County was a leader in gaining acceptance for the model based on snowmobile trail building. She said that it was her hope that we could build on that successful model for this trail advancement study. This would include hiking, biking and horse back riding in the summer months and snowmobile and cross country skiing in the winter months. Wayne County has been successful with the snowmobile model putting over 170 miles of trail into service over the past 10 years. There are some snowmobile trails in the area now which may be incorporated into the advancement planning process.

4) There was one concern raised. The Steering Committee had expected meeting notes and a member distribution list with addresses, telephone numbers and email addresses as the result of the initial kick off meeting…and none were forth coming over the past two months. Sharon commented that this was Bergmann's responsibility and she would see that this was understood.

5) The issue of the Newark – Marion Rail Trail was brought up. Sharon took responsibility for the lack of communication and action on this trail project. Department resources are limited and as a result some projects needed to be deferred for a while. She said that the Newark – Marion Trail would be looked at again, hopefully by the end of August. The Newark – Marion Trail actually had no direct impact on the current Trail Advancement Study.

6) Sharon recommended that the Steering Committee select a Committee Chair and organize to move forward in preparation for the next meeting with Bergmann Associates. The maps supplied by Bergmann showing significant ground level detail plus property owners on all land parcels between Marion and Pultneyville, and should be of significant assistance with any evaluation and potential route planning. Jody Bender offered to have the Marion Assessors Office provide any property owner lists that might prove helpful.

7) The assembled group nominated and approved Lenore Youngman as Steering Committee Chairperson. Lenore accepted the nomination and immediately scheduled the next committee working meeting for 4 PM to 6 PM on July 8, 2010 in the Community Room at the Marion Library 4037 Maple Ave. in Marion.

8) Meeting concluded at 3:30 PM

Submitted by
Peter Evans
Steering Committee Member
June 29, 2010

Steering Committee Notes

Marion-Pultneyville Trail

July 8, 2010

Characteristics would be walkable, bicycleable, horse rideable, with access for cross country skiing and snowmobiling in the winter months. Preferred surface is stone dust with certain sections paved and designated for physically challenged.

Proposed Trail West of Route 21

- Begin at Pultneyville Post office or B. Forman Park
- Maken Rd through Bicentennial Trail
- Go South of Bicentennial trail through Frank Pitts property to snowmobile trail
- Go west cross Rt 21 near New Rd
- Follow snowmobile trail to drainage on Jay Peters property
- South on drainage to snowmobile trail on Lagoner's property
- South on snowmobile trail to Williamson Fireman's Park and Town Loop Trail
- Town LoopTrail south exit at Williamson Town Park entrance rd to Eddy Rd
- Follow Van Cruyingham Rd skirting wetlands through Tobin Farms LLC to Van Cruyingham
- Van Cruyingham to Ball Rd
- Ball Rd through Randall Miller, Kendra Franke properties. Cross Warner Rd pass through Kenneth and Douglas Franke properties, Boerman property, Buyck properties to Marion
- Join snowmobile trail in Marion
- Join Marion-Newark Trail

Proposed route East of 21

- B Forman Park to Bicentennial Trail
- Through Frank Pitts and Gary Strickland, JW Bernard, Marilyn Strickland Gary Strickland, Herm Young James Peters and Gary Strickland
- Follow property line SE through Jay LaPlant to Bear Swamp rd
- Take Bear Swamp Rd to Pound Rd and cross State Route 104 at Pound Rd
- Follow Ridge Rd to Town Loop Trail or
- Take Ridge Rd east follow drainage south to property line of Robert Perrin, then Maria Phillips to Congdon Rd
- Go down Congden Rd to John Phillips property line and follow it south to Verdine property and then go west following John Phillips property line to Seth Beckwith property and then go south along this line and hook up with Franklin Rd
- At Franklin rd follow drainage east to snowmobile trail
- Take snowmobile trail going south beside Dormedy Hill Rd to Newark Marion Trail

Bergmann associates
architects // engineers // planners

2008 - 2009 Priority Trails Advancement
Town of Williamson & Town of Marion
Pultneyville to Marion Trail Feasibility Study

Steering Committee Meeting #3

July 28, 2010

LOCATION
Williamson Free Public Library, Williamson, NY

PRESENT
J. Bender, J. Hoffman, K. Kelley, R. Torzynski, S. Beauvais, E. O'Shea, T. Hooker, G. and M. Shaw, P. Evans, L. Youngman

MEETING NOTES
- L. Youngman told the group that the Williamson Driftriders had been invited to join the steering committee, through the President of the group, Mark Barnes.
- K. Kelley presented several colored maps showing various features of study area, including; topography, landowner/transportation, natural features, and others.
- K. Kelley set up a projector with access to GIS data and Pictometry imagery.
- The group traced on the large area maps where they thought the trail routes would be most feasible, based on their knowledge of the area and the property owners involved. They used notes from the July 8 meeting to guide them:
    - ◊ There was general agreement that some Town or County roads might have to be used for parts of the trail, although off-road segments would be most valuable to trail users.
    - ◊ There is a general awareness that farm owners might be hesitant to participate because of liability issues, in particular the need for spraying orchards and the potential impact that might have on trail users. Education on the liability issue will be a key part of the landowner and public meetings.
    - ◊ It was noted that federal grant dollars are not usually available unless certain standards for trail design and accessibility (namely ADA compliance) are met. Additionally, the trail facility must have a transportation function beyond just recreational use, as most federal programs and the GTC program that funded this study are dedicated to improving transportation facilities. It must be demonstrated that trails connect population centers with destinations such as schools, parks, commercial areas, etc.

- ◊ There is awareness of the need to have safe crossings for major thoroughfares such as Route 104 and Route 21.
- ◊ There was general agreement that the 45 mph zone in the developed area of Williamson along Route 104 should be considered for a potential crossing. Additionally, depending on the conclusions of the Route 104 Trail Feasibility Study (which is being run concurrently), the two trails might share an alignment for a certain segment.
- ◊ Forman Park was discussed as a potential trailhead and the observation was made that it has abundant parking
- ◊ The integration of the prospective trail with the existing Town Loop Trail was discussed, as was the potential to link Whispering Woods Mobile Home Park with the developed area of the Town, via the trail. Whispering Woods is privately owned and coordination with the owner would be necessary. In the past, the Town has discussed with the owner the desire to improve linkages between the development and the downtown area. It is believed that the recent charrette document addresses this issue.
- ◊ The Town Loop Trail consists of both written and handshake agreements allowing for access, with some agreements being revocable.
- ◊ It was observed that, while orchards should be avoided when possible due to concerns related to the application of agricultural chemicals, other agricultural lands are also subject to these activities.
- ◊ The comment was made that drainage ditches adjacent to areas of muckland can be mucky and polluted and may have crumbling banks and as such adequate separation will be needed between the trail and the drainage ditch, if applicable
- ◊ Group noted the potential for using the Frankie-owned properties as there are several large parcels where Christmas tree farms are located. Many of these wooded areas have existing trails that could serve as the base for an expanded trail.
- ◊ The potential use of the Town landfill was discussed and it was generally agreed that the area near the property boundaries might be worthy of consideration for prospective trail siting. J. Hoffman agreed to look into the status of the site to see if locating a trail there is feasible or advisable.
- ◊ There is general agreement this will be a multi-use trail, meeting Americans with Disabilities Act (ADA) requirements for a stable, firm, and slip resistant surface. This would likely be in the form of a 8-10′ wide stone dust path, with 2′ wide clear buffers on either side. There are also standards for maximum slope that need to be met.
- ◊ The question was raised if there were any examples of trails with large numbers of private property owners such as this and none were identified—most are built on former RR rights-of-way or along major stream or river corridors.

- K. Kelley suggested the next step would be a meeting with the property owners affected by the various routes proposed for exploration by the group.
- Bergmann can generate the list of owners, Trail Works would generate the letter (with Bergmann's assistance), and the Town would pay for the mailing.

The group requested that there be a meeting of the Steering Committee before the meeting with the property owners in order that group members be able to become familiar with the routes and the names of the property owners involved. This meeting date was set for September 15, 2010, from 4:00 PM – 6:00 PM, in the Williamson Free Public Library Conference Room.

Bergmann associates
architects // engineers // planners

2008 - 2009 Priority Trails Advancement
Town of Williamson & Town of Marion
Pultneyville to Marion Trail Feasibility Study

Steering Committee Meeting #4

September 15, 2010

LOCATION
Williamson Free Public Library, Williamson, NY

PRESENT
J. Bender, K. Kelley, R. Torzynski, E. O'Shea, L. Youngman, B. DeRoo

MEETING NOTES
- Kevin presented the group with a draft of the Study Area Overview. This information plus the associated existing conditions maps will be part of the larger Feasibility Study. For now, the group can use it as a guide to factors that influence the potential trail alignment alternatives. These factors include land use patterns, location of environmental features like wetlands or wooded areas, and transportation infrastructure (existing trails, traffic signals, etc.).
- Kevin presented some new maps of the study area. The first showed a series of trail alignment alternatives based on the rough concepts outlined at the last Steering Committee meeting. The second map showed a few more generalized trail routes that were designed to highlight connecting key destinations. The group agreed that this more conceptual approach would be best for presenting to the public as a next step. We can then use their input to pair down the alternatives and hear their feedback on other issues/opportunities in the study area.
- The group noted that a multi-use trail might be more likely to have landowner support south of 104, as we would face many hurdles with the orchard owners. They have many regulations, including Good Agricultural Practice (GAP) audits, that would make a public facility, such as a multi-use trail, on their property problematic. We should consider a phased approach to this project to address that issue.
- The group discussed how to best approach reaching out to landowners and the broader public. Concern was that a single landowner meeting would have an invite list of around 300 people based on current conceptual alignment alternatives. This could be very problematic and will likely jeopardize the success of the project at an early stage. Consensus was to have the Public Meeting be next, rather than a

landowner meeting. At the Public Meeting, attendants could help refine the committee's ideas and provide more feedback on issues/opportunities in the study area. After the Public Meeting, the committee will regroup and strategize about how best to reach out to the landowners.

- The group agreed that it would be best to hold a pair of Public Informational Meetings—one in Williamson and one in Marion. The content will mostly be the same, but the public input component could be focused on the Town hosting the meeting. This will also provide residents with two options for attending this informational meeting. The meetings will be designed to present an overview of the project's purpose and goals, progress to date, and an opportunity to discuss issues/ opportunities with attendants. Meeting format will be a formal presentation from Bergmann followed by an open house format where people can view study area maps and ask questions of the project team.
- Suggestion that we have Sharon Lilla, Christine Worth, and/or Barb DeRoo speak briefly during the Public Meeting presentation. They would provide a local "testimonial" of the benefits of trails, and how landowner apprehension has in some cases turned to support, once the trail has been in place for a period of time. Barb will discuss this with Sharon and Jody will contact Christine. If they are interested, they will coordinate with Kevin on incorporating their comments into the larger presentation for the Public Meeting.
- Tentative dates:
    - ◊ Nov 10, 7-9pm at Williamson Library Conference Room (Lenore to coordinate reservation)
    - ◊ Nov 17, 7-9pm at Marion Library (Jody to coordinate reservation)
- Kevin will develop some text to be used for advertising the meeting (local papers, websites for County, both Towns, Trail Works, etc.). He will send draft materials to Lenore by Oct 12. She will forward to Trail Works members for their review, and they can discuss them at their Oct 19 meeting. After revisions are made, Kevin will coordinate with both Towns and Trail Works to get the notices into the papers and on the websites.

Bergmann associates
architects // engineers // planners

2008 - 2009 Priority Trails Advancement
Town of Williamson & Town of Marion
Pultneyville to Marion Trail Feasibility Study

Public Information Meetings

November 10, 2010 (Williamson Free Public Library)
November 17, 2010 (Marion Public Library)

MEETING NOTES

- Two public meetings were held to introduce the project to the community. The meetings were identical in format and agenda, with the first being in Williamson and the second taking place in Marion.
- Approximately 32 residents (20 at the Williamson meeting, 12 at the Marion meeting), including some Steering Committee members, were in attendance.
- Sharon Lilla, Director of the Wayne County Planning Department, gave the opening remarks at the Williamson Meeting. Christine Worth, Director of the Wayne County Tourism and Promotion Department, gave the opening remarks at the Marion meeting.
- At both meetings, Kevin Kelley from Bergmann Associates gave a 30-minute presentation, including:
    - ◊ Introduction to the Project Team (consultants, Steering Committee, GTC)
    - ◊ Project background and purpose (objectives, key considerations, benefits of trails)
    - ◊ Study Area overview (maps, existing conditions)
    - ◊ Preliminary trail alternatives
    - ◊ Next steps for the project
- At the conclusion of the presentation, attendants were given the opportunity to view some large maps of the Study Area, including a map showing preliminary trail concepts.
- Attendants discussed with the project team the opportunities and constraints related to specific trail alternatives and the trail concept in general. Comments included:
    - ◊ NY State's Good Agricultural Practice (GAP) Certification Assistance Program is a significant concern when considering trail locations. The program is designed to limit the entry/exit of people or machinery from farmland, so as to preserve the integrity of the crops. This may not be compatible with a multi-use trail. This would still be a concern of farmers even if the trail was located on an unfarmed woodlot in the back of a farmed property.

- ◊ How and where will the trail safely cross Route 104?
- ◊ Route 21/Lake Avenue is a designated route for Adventure Cycling Association, a national organization that promotes bicycle use and has an established network of bicycle routes.
- ◊ Reach out to tree farm owners in Marion, as this may be a desirable route with a limited number of landowners.
- ◊ Consider a bike lane on Lake Avenue.
- ◊ What zoning changes are needed to support this trail?
- ◊ Consider widening Eddy Ridge Road to accommodate the trail.
- ◊ Route 21 doesn't feel safe for bicyclists, traffic is too fast.
- ◊ An off-road trail is preferred.
- ◊ Look into RG&E power lines that run east-west through the study area. Perhaps there is an easement there that could be used.
- ◊ Marion X-Country teams have a series of trails south of the high school.
- ◊ Consider trailhead locations in Forman Park, Williamson Town Complex, and Marion School.
- ◊ Create a Marion Town Loop Trail system similar to Williamson.
- ◊ Widen all town roads to accommodate bicyclists, especially Lake Avenue and Lake Road.

- In general, there was overwhelming support among attendants for the concept of a trail connecting Pultneyville, Williamson, and Marion.
- While support was strong, most understood the significant challenge of trying to assemble enough willing property owners to make it a reality. In particular, the concern about farmer's liability related to spraying and the GAP program led many to conclude that we should avoid farmland whenever possible.
- Each meeting concluded at about 8:30.

Meeting Memorandum

Bergmann associates
architects // engineers // planners

To:	Steering Comm.	From:	Ted Liddell
Date Held:	8/8/11	Re:	Pultneyville to Marion Trail Feasibility Study
Date Issued	8/12/11	Location:	Williamson Town Hall

Attendees:

James Hoffmann – Town of Williamson
Tom Hooker – Resident
Carol May – Trail Works, Inc.
Ed O'Shea – Marion
Gary Shaw – Marion
Bob Torzynski – GTC
Lenore Youngman – Trail Works, Inc.
Barbara DeRoo – Trail Works, Inc.
Ora Rothfuss – Wayne County Planning
Ted Liddell – Bergmann Associates
Mark Johns – Bergmann Associates
Andy Raus – Bergmann Associates

Attachments
A - Meeting Attendance List
B - Meeting Agenda
C - Concept Trail Alternatives
D - Photos, Trail Section Examples

Meeting Comments

1. Andy Raus opened the meeting and introduced new members of the project team, Mark Johns (Project Manager) and Ted Liddell (Designer), to the Steering Committee.

2. Ted Liddell gave a brief overview of the study area and the trail alternatives. The study area was broken up into three segments (Segment A, Segment B and Segment C). The alternatives ranged from on-road trail segments, off-road segments on private property, segments along creeks and streams and segments on existing snowmobile routes. This opened a discussion with the Steering Committee on the alternatives.

3. Segment A
   a. The Steering Committee was supportive of Alternative A-1 (green line) as a temporary / near-term alignment and would like Alternative A-4 (blue line) as a long term solution. The Steering Committee would like to meet with the landowners along Segment A-4, as was done in Marion, to discuss the trail project and test the feasibility of off-road alternatives that may involve private property. Bergmann will identify the property owners along the A-4 segment and send to the Steering Committee to initiate the landowner meetings as a follow-on activity in long range planning for Alternative A-4.

   b. Members of the Steering Committee believe there are a number of private trails located on private property in the land area between Alternatives A-2 and A-4.

   c. Steering Committee members asked why Alternative A-3 (pink line) was not considered for the preferred alternative. Andy Raus explained that this alternative crossed multiple land owners and streams, making it a less feasible alternative than

any of the other 'A' segment alternatives.

d. Mark Johns explained that when federal or state funding is used for trail construction, the agencies require permanent or long term easements to be in place for the trail. If one landowner does not agree to an easement on a trail segment it could potentially impact implementation.

4. Segment B

   a. Members of the committee would like to explore Alternative B-2 (orange line) more as a long term alternative. Part of the alternative is located within the Town Loop Trail in Williamson on private property.

   b. The committee also would like to look further into Alternative B-3 (pink line). It is believed this alternative is a former trolley line and they would like to see if this property is still publicly owned. Ora Rothfuss (Wayne County Planner) does not think the land is still publicly owned. BA will confirm ownership with Wayne County.

5. Segment C

   a. Steering committee members inquired if the area on Alternative C-1 south of Warner Road could take advantage of the wetlands located in the area.

   b. Mark Johns explained there are one or two more landowners to meet with for the off-road segment in Marion. He stated that the landowners met with to date have received the trail positively.

6. Steering Committee members were OK with snowmobile and equestrian uses on segments of the trail.

7. Steering Committee recognized the trail will need to take into account all users.

8. The Steering Committee recognized Alternatives A-1, B-1 and C-1 as the most feasible trail, but would like Alternatives A-4, portions of B-2 and B-1, and C-1 as the long range preferred alternative.

9. Bob Torzynski would like to see the process used to meet with the private land owners in Marion described in the study. This same process could be used as a follow-on activity in long range planning for Alternative A-4.

10. Steering Committee members asked if, in addition to stating the current preferred alternative, could steps to continue the other alternatives for the future be included in the feasibility report.

11. Steering Committee members asked if any examples of off-road trails adjacent to the roadway, and shared road and sidewalk trails exist in the region. Bergmann will send photos of these types of trails to the committee.(see Attachment D)

12. Scheduling for the next public meeting was discussed. The meeting will take place in late October / early November to accommodate the busy fruit harvesting season. The meeting

will be a public presentation, an open house format or a combination of the two. It was decided to hold it at the Williamson Central School District (centrally located). Jim Hoffman will see if the school is available.

13. Steering Committee members would like to see Alternative A-4 dashed in on the map for the public meeting to start generating feedback and to show interest in creating a trail along that alignment.

14. Bergmann would like to receive comments back from the committee on the DRAFT feasibility study by August 19th. Bergmann will send a reminder for the comments.

The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please forward, in writing, all comments, questions, or revisions to the above summary to the undersigned within three (3) business days.

Regards,

Bergmann Associates

Mark R. Johns, RLA, ASLA
Principal Landscape Architect

Town of Williamson & Town of Marion

PULTNEYVILLE TO MARION TRAIL FEASIBILITY STUDY

Steering Committee Meeting: August 8, 2011

PLEASE PRINT

NAME	REPRESENTING
James Huffman	Town of Williamson
Tom Hooker	Resident
Carol May	Trail Works
Ed O'Shea	Marion
Gary Shaw	Marion
Bob Torzynski	GTC
Renore Youngman	Trail Works, Inc.
Barbara DeKoo	Trail Works, Inc.
Dea Rothfuss	Wayne Co. Planning

Attachment A

Bergmann associates
architects // engineers // planners

2008 - 2009 Priority Trails Advancement
Town of Williamson & Town of Marion
Pultneyville to Marion Trail Feasibility Study

Steering Committee Meeting

August 8, 2011

AGENDA

1. Introduction of new project team members
2. Review trail alternatives
3. Review preliminary preferred alternative
4. Discuss intended trail uses
5. Discuss progress of meetings with private landowners
6. Questions and comments on DRAFT report
7. Discuss schedule for next public meeting and final report

NOTES

Attachment B

Pultneyville to Marion Trail Feasibility Study

GTC Priority Trails Advancement
2008 to 2009

LEGEND

- Public-Owned Parcels
- Multi-Use Trails (Existing)
- Multi-Use Trails (Planned)
- Snowmobile Trails
- Trail Alternatives

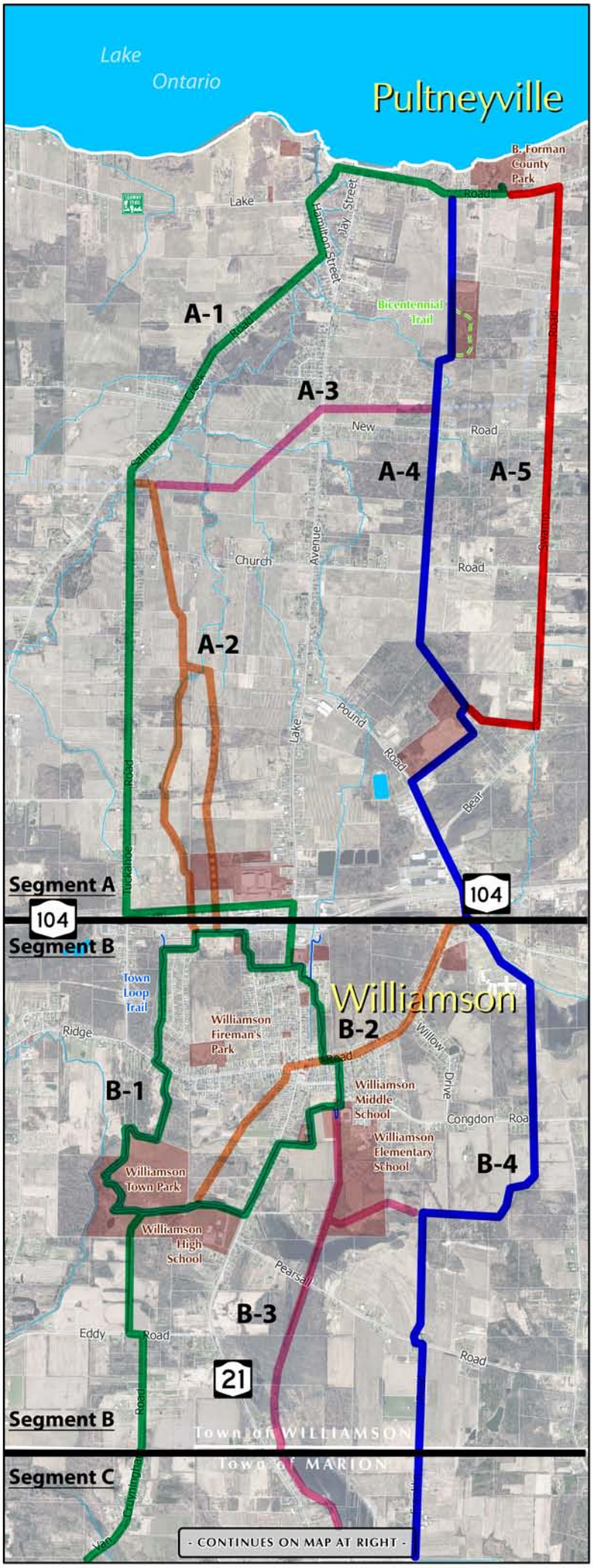
Attachment C

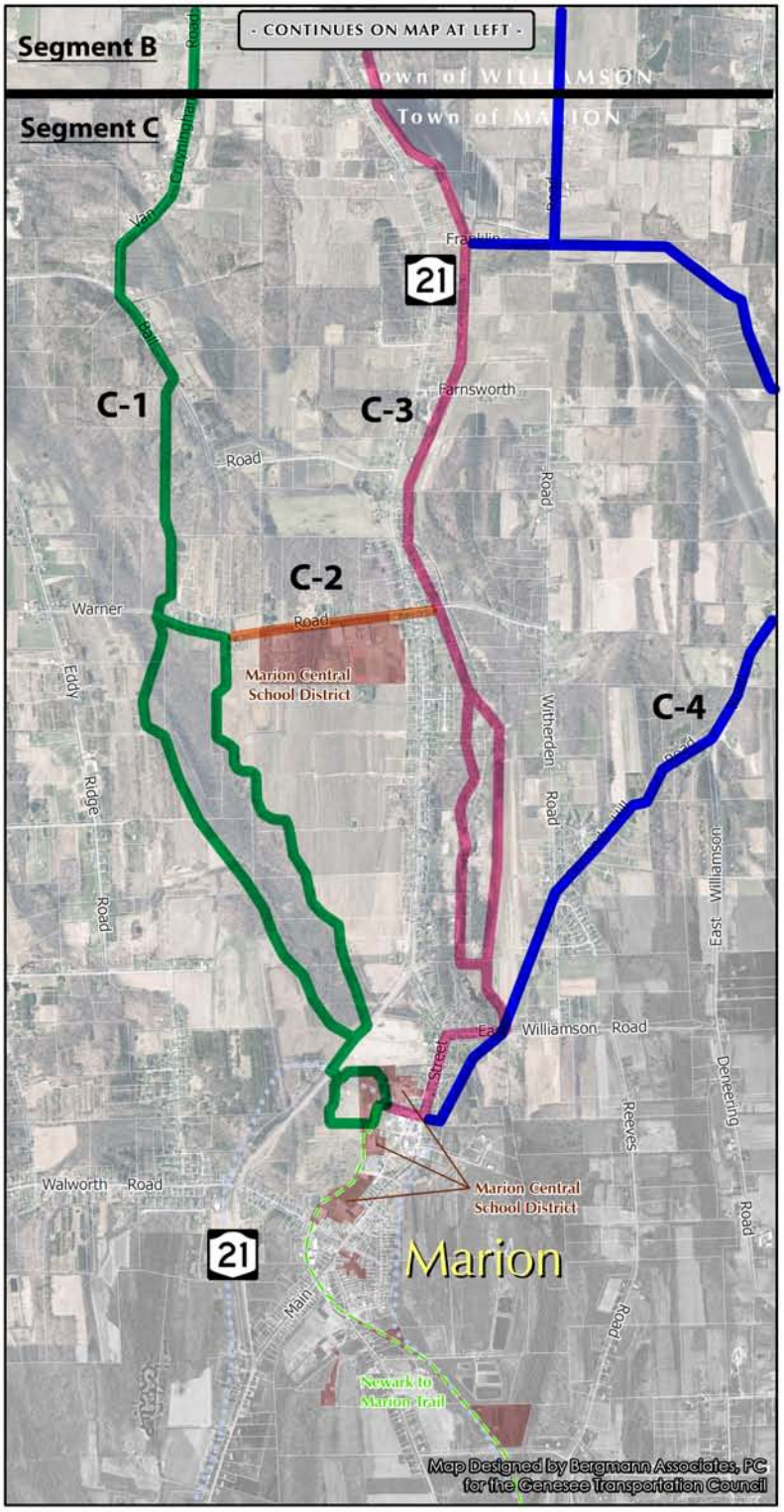
MAP 8: Trail Alternatives

N

0 0.5 1 Miles

Aerial photography taken in 2009





2-way multi-use trail adjacent to Johns Street separated from the road

2-way multi-use trail adjacent to Calkins Road separated by 5' tree lawn

Regular sidewalk with bike lane

Regular sidewalk with bike lane

Attachment D

Meeting Memorandum

Bergmann associates
architects // engineers // planners

To:	Steering Comm.	From:	Mark Johns
Date Held:	10/3/11	Re:	Pultneyville to Marion Trail Feasibility Study
Date Issued	10/7/11	Location:	Williamson Town Hall

Attendees:

Ora Rothfuss – Wayne County Planning
Tom Hooker – Resident
Bob Torzynski – GTC
Steve Beauvais - NYSDOT
Lenore Youngman – Trail Works, Inc.
Ed O'Shea – Marion
Peter Evans – Trail Works / Wayne Co Historian
Ted Liddell – Bergmann Associates
Mark Johns – Bergmann Associates
Andy Raus – Bergmann Associates

Absent:

Jim Hoffman – Supervisor, Town of Williamson
Carol May – Trail Works, Inc.
Barb DeRoo – Trail Works, Inc
Valerie Fowler – Town of Williamson
Jody Bender – Supervisor, Town of Marion
Terry Yonker
Gary and Mary Shaw – Finger Lakes Trail

Meeting Comments

1. Bergmann reviewed with the Steering Committee the materials (Inventory Matrix, Evaluation Matrix, Trail Sections, Revised Preferred Trail Alternative Map) which were emailed to the committee 9/28/11 .

2. Bob Torzynski suggested adding categories for safety and community preference to the evaluation matrix.

3. The Steering Committee still agrees the short-term preferred alternative is segments A-1, B-1 and C-1 and the long-term preferred alternative is segments A-4, B-2 and C-1.

4. The Steering Committee agreed the landowners effected by the A-4 off-road trail alternative should be contacted prior to the public meeting to make sure there is sufficient landowner interest in having the A-4 off-road alternative before presenting to the public.

5. Andy Raus to call Supervisor Jim Hoffman to see if pursing the A-4 off-road trail alternative is a good idea and who should lead the meetings with the landowners. Andy will follow up with the Steering Committee after his discussion with Supervisor Hoffman.*****

6. Tom Hooker expressed interest in assisting with the A-4 off-road trail alternative landowner meetings.

7. Tuesday November 15th and Thursday November 17th were discussed as potential public meeting dates. The Steering Committee members in attendance preferred Tuesday November 15th. The exact date and location of the meeting will be set after reaching out to the landowners for the A-4 off-road trail alternative (Williamson Central School District is the tentative location for the meeting. At the previous meeting on 8/8/11, Supervisor Hoffman said he would see if the school is available).

The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please forward, in writing, all comments, questions, or revisions to the above summary to the undersigned within three (3) business days.

*****Andy Raus subsequently contacted Jim Hoffman, who said he'd be willing to meet with one landowner. Bergmann will provide Jim with some information on owner rights, easements etc, and the alternatives mapping to aid in his meeting. Jim may request assistance to reach out to the remaining landowners.

Regards,

Bergmann Associates

Mark R. Johns, RLA, ASLA
Principal Landscape Architect

Cc: Attendees
Jim Hoffman – Supervisor, Town of Williamson
Carol May – Trail Works, Inc.
Barb DeRoo – Trail Works, Inc
Valerie Fowler – Town of Williamson
Jody Bender – Supervisor, Town of Marion
Terry Yonker
Gary and Mary Shaw – Finger Lakes Trail

Bergmann associates
architects // engineers // planners

2008 - 2009 Priority Trails Advancement
Town of Williamson & Town of Marion
Pultneyville to Marion Trail Feasibility Study

Steering Committee Meeting

October 3, 2011

AGENDA

1. Review updated project materials
2. Discuss format of public meeting
3. Set date and location for public meeting

NOTES

Town of Williamson & Town of Marion

PULTNEYVILLE TO MARION TRAIL FEASIBILITY STUDY

Steering Committee Meeting: October 3, 2011

PLEASE PRINT

NAME	REPRESENTING
[illegible]	Wayne Co. Planning
[illegible]	PJ Thaly
Bob Torzynski	GTC
Steve Beauvais	NYSDOT
Lenore Youngman	Trail WKS.
Ed O'Shea	Marion
Peter Evans	Trail Works / Wayne Co / Williamson

Meeting Memorandum

Bergmann associates
architects // engineers // planners

To:	Public Meeting	From:	Mark Johns
Date Held:	1/19/12	Re:	Pultneyville to Marion Trail Feasibility Study
Date Issued	1/30/12	Location:	Williamson Middle School

Attendees: See attached sign in sheet.

Meeting Comments

- The second public information meeting for the Pultneyville to Marion Trail Feasibility Study was held Thursday January 19th, 2012 at the Williamson Middle School Cafeteria. The purpose of the meeting was to present the preferred alternative to the public and solicit feedback and comments.

- Andy Raus and Ted Liddell from Bergmann Associates gave a 15 minute presentation, including;
    - Introduction to the Project Team (consultants, GTC and Steering Committee)
    - Project Background
    - Study Area overview
    - Next steps
    - Preferred trail alternative and supporting graphics

- At the conclusion of the presentation, the meeting transitioned to an open house format giving attendees the opportunity to take a closer look at maps and graphics and offer comments and feedback.

- Comments from the meeting included the following;
    - Could shared roadway trails have rumble strips?
    - Open discussions with private landowners should continue to minimize on-road trails in phase 1.
    - Williamson Town Hall complex would be a good location for a trailhead.
    - Does railroad crossing at Tuckahoe Road need lights and gates to cross tracks? The pedestrian crossing should be father off road and the pedestrian crossing of the railroad tracks should occur only on the east side.
    - Alternative A-4 should still be identified as a preferred long term alternative.

- Bergmann will investigate the feasibility of the above comments.

The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please forward, in writing, all comments, questions, or revisions to the above summary to the undersigned within three (3) business days.

Regards,

Bergmann Associates

Mark R. Johns, RLA, ASLA
Principal Landscape Architect
Cc: Attendees

PLEASE SIGN IN THANK YOU!

Town of Williamson & Town of Marion
PULTNEYVILLE TO MARION TRAIL FEASIBILITY STUDY

Public Information Meeting: January 19, 2012

Name (please print)

Will Harding	Marion
Jim Hoffman	WMSON
Sharon Brooks	MARION
Ann Griffiss	Planning
Bob Torzynski	GTC
PAUL & SAND. SARACENO	Omid Rd.
Bob Kenbridge	Williamson
Kerry Hawley	Pultneyville
Carol May	Trail Works
Jim Wm May	Trail Works
Bart Dollas	"
Bob Hazelwood	WMSON
Lenore Youngman	WMSN
Peter Evans	WMSN
Steve Beauvais	NYSDOT
Alan & Tom Hooker	Williamson

Meeting Memorandum

Bergmann associates
architects // engineers // planners

To:	Steering Comm.	From:	Mark Johns
Date Held:	3/1/12	Re:	Pultneyville to Marion Trail Feasibility Study
Date Issued	3/5/12	Location:	Williamson Town Hall

Attendees:

Barb DeRoo – Trail Works, Inc
Jody Bender – Supervisor, Town of Marion
Carol May – Trail Works, Inc.
Jim Hoffman – Supervisor, Town of Williamson
Peter Evans – Trail Works / Wayne Co Historian
Bob Torzynski – GTC
Lenore Youngman – Trail Works, Inc
Ora Rothfuss – Wayne County Planning.
Ted Liddell – Bergmann Associates
Mark Johns – Bergmann Associates
Andy Raus – Bergmann Associates

Meeting Comments

1. Bergmann Associates did an overview of comments received from the second public meeting, held January 19, 2012, and solicited feedback from the Steering Committee on the final draft report.

2. The A-4 Alternative should be added to the preferred alternative map.

3. Bob Torzynski commented that more weight should be given to the off-road alternatives in the evaluation matrix because the off-road alternatives are what the community prefers.

4. The Steering Committee agreed the A-4 alternative should be described in the report as the preferred alternative even though it is not the feasible alternative at this time.

5. The Steering Committee agreed the Marion portion of the trail should be described as Phase 1 and the Williamson portion of the trail as Phase 2. The Marion portion would connect the Williamson Town Park and the Marion Town Park and could act as the catalyst for getting residents on board for the A-4 off-road Alternative in Williamson.

6. The Steering Committee agreed connecting the Williamson Town Park and the Marion Town Park were very important.

7. The A-4 Alternative would connect to the planned route 104 Trail at Pound Road and head east towards Lake Avenue then south on Lake Avenue/NYS Route 21 to the Town Loop Trail.

8. The high cost of the on-road alternative in Williamson could be used as leverage to gain support and eventually construct the preferred A-4 alternative.

9. Genesee Regional Trails Coalition (GRTC) should be removed from the funding sources. Steering Committee members stated the group has disbanded.

10. The Steering committee stated Sharon Lilla's name should be added to the acknowledgments section.

11. Bergmann will revise the final draft report taking into account the comments received from the Steering Committee. Bergmann will submit an electronic copy of the report to the Steering Committee for a final review.

12. Bergmann and the GTC agreed the final report will be completed before March 31st.

The above constitutes our understanding of issues discussed and decisions reached at this meeting. Please forward, in writing, all comments, questions, or revisions to the above summary to the undersigned within three (3) business days.

Regards,

Bergmann Associates

Mark R. Johns, RLA, ASLA
Principal Landscape Architect

Cc: Attendees

APPENDIX B

Opinion of Probable Cost Breakdown

Pultneyville to Marion Trail
Opinion of Probable Cost Breakdown

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
PHASE I					
	On-Road Trail Construction - Williamson Town Park Road	SY	1377.8	$66.00	$90,933.48
	On-Road Trail Construction - Eddy Road	SY	511.1	$66.00	$33,732.60
	On-Road Trail Construction - Van Cruyningham Road - Segment B-1	SY	3150.0	$66.00	$207,900.00
	On-Road Trail Construction - Van Cruyningham Road - Segment C-1	SY	4950.0	$66.00	$326,700.00
	On-Road Trail Construction - Ball Road	SY	4725.0	$66.00	$311,850.00
	Off-Road Trail Construction - Ball Road to Warner Road	LF	3106.0	$35.00	$108,710.00
	Off-Road Trail Construction - NYS Route 21 - Equestrian Trail	LF	8321.0	$35.00	$291,235.00
	Off-Road Trail Construction - NYS Route 21 - Stone Dust	LF	8321.0	$35.00	$291,235.00
	Off-Road Trail Construction - NYS Route 21- Alternative Material	SY	4622.0	$66.00	$305,052.00
	Steel Access Half Gate - Ball Road 1, Waner Road 2, Route 21 2	EA	5	$2,000.00	$10,000.00
	Bench - 2 at Williamson Town Park and 2 at Marion Town Park	EA	4	$3,300.00	$13,200.00
	Trail Kiosk - 1 at Williamson Town Park and 1 at Marion Town Park	EA	2	$8,000.00	$16,000.00
	Bike Rack - 2 at Williamson Town Park and 2 at Marion Town Park	EA	4	$800.00	$3,200.00
	Mile Marker	EA	20	$1,200.00	$24,000.00
	Trash Receptacle - 1 at Williamson Town Park and 1 at Marion Town	EA	2	$400.00	$800.00
	Ground-Mounted Sign Panels less than or Equal to 30 SF With Z-Bars	EA	18	$174.00	$3,132.00
	Type A Sign Posts	EA	18	$500.00	$9,000.00
	Crosswalk	EA	3	$12,000.00	$36,000.00
	Utility Pole Relocation	EA	10	$5,000.00	$50,000.00
	Mailbox Relocation	EA	35	$200.00	$7,000.00
	Split Rail Fence (Steep Slopes)	LF	1000	$25.00	$25,000.00
	Hydrant Relocation	EA	3	$4,000.00	$12,000.00
	Culvert Relocation	EA	15	$3,500.00	$52,500.00
	Stream Crossing	EA	3	$10,000.00	$30,000.00
				SUBTOTAL:	$2,259,180.08
	Basic Work Zone Traffic Control (5%)	LS	1	$112,959.00	$112,959.00
	Mobilization (4%)	LS	1	$90,367.20	$90,367.20
	Right of Way Acquisition	LS	0		$0.00
	Misc Landscaping (5%)	LS	1	$112,959.00	$112,959.00
	Survey Operations (2%)	LS	1	$45,183.60	$45,183.60
				SEGMENT 1 TOTAL:	**$2,620,648.89**
				20% Contingency:	**$524,129.78**
				15% Engineering:	**$393,097.33**
				15% Construction Management	**$393,097.33**
				PHASE I TOTAL	**$3,930,973.34**

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
PHASE II					
	On-Road Trail Construction - Lake Road - Forman Park to Maken	SY	486.0	$66.00	$32,076.00
	On-Road Trail Construction - Lake Road - Maken Road	SY	260.0	$66.00	$17,160.00
	On-Road Trail Construction - Pound Road	SY	1812.0	$66.00	$119,592.00
	Off-Road Trail Construction - Maken Road to Pound Road - Stone Dust	LF	12139.0	$35.00	$424,865.00
	Off-Road Trail Construction - Maken Road to Pound Road - Equestrian	LF	12139.0	$35.00	$424,865.00
	Off-Road Trail Construction - Maken Road to Pound Road - Alternative Sur	SY	3371.0	$66.00	$222,486.00
	Steel Access Half Gate	EA	6	$2,000.00	$12,000.00
	Bench - 2 at B. Forman Trailhead and 2 at Williamson Town Hall Trailhead	EA	4	$3,300.00	$13,200.00
	Trail Kiosk - 1 at B. Forman Trailhead and 1 at Williamson Town Hall	EA	2	$8,000.00	$16,000.00
	Bike Rack - 2 at B. Forman Trailhead and 2 at Williamson Town Hall	EA	4	$800.00	$3,200.00
	Mile Marker	EA	21	$1,200.00	$25,200.00
	Trash Receptacle - 1 at B. Forman Trailhead and 1 at Williamson Town Hall	EA	2	$400.00	$800.00
	Ground-Mounted Sign Panels less than or Equal to 30 SF With Z-Bars	EA	26	$174.00	$4,524.00
	Type A Sign Posts	EA	26	$500.00	$13,000.00
	Crosswalk	EA	5	$12,000.00	$60,000.00
	Utility Pole Relocation	EA	10	$5,000.00	$50,000.00
	Mailbox Relocation	EA	10	$200.00	$2,000.00
	Hydrant Relocation	EA	2	$4,000.00	$8,000.00
	Culvert Relocation	EA	10	$3,500.00	$35,000.00
	Stream Crossing	EA	3	$10,000.00	$30,000.00
				SUBTOTAL:	$1,513,968.00
	Basic Work Zone Traffic Control (5%)	LS	1	$75,698.40	$75,698.40
	Mobilization (4%)	LS	1	$60,558.72	$60,558.72
	Right of Way Acquisition	LS	0		$0.00
	Misc Landscaping (5%)	LS	1	$75,698.40	$75,698.40
	Survey Operations (2%)	LS	1	$30,279.36	$30,279.36
				SEGMENT 1 TOTAL:	**$1,756,202.88**
				20% Contingency:	**$351,240.58**
				15% Engineering:	**$263,430.43**
				15% Construction Management	**$263,430.43**
				PHASE II TOTAL	**$2,634,304.32**

Pultneyville to Marion Trail
Opinion of Probable Cost Breakdown

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
PHASE II-A					
	On-Road Trail Construction - Lake Road - Forman Park to Maken	SY	486.0	$66.00	$32,076.00
	On-Road Trail Construction - Lake Road - Maken Road To Hamilton	SY	2383.0	$66.00	$157,278.00
	On-Road Trail Construction - Hamilton	SY	825.0	$66.00	$54,450.00
	On-Road Trail Construction - Salmon Creek Road	SY	9329.0	$66.00	$615,714.00
	On-Road Trail Construction - Tuckahoe Road	SY	13733.0	$66.00	$906,378.00
	On-Road Trail Construction - Railroad Ave	SY	2770.0	$66.00	$182,820.00
	On-Road Trail Construction STRIPING - Railroad Ave	LF	2800.0	$2.00	$5,600.00
	On-Road Trail Construction STRIPING - Lake Road	LF	1150.0	$2.00	$2,300.00
	On-Road Trail Construction STRIPING - Route 21	LF	1900.0	$2.00	$3,800.00
	Steel Access Half Gate	EA	0	$2,000.00	$0.00
	Bench - 2 at B. Forman Trailhead and 2 at Williamson Town Hall Trailhead	EA	4	$3,300.00	$13,200.00
	Trail Kiosk - 1 at B. Forman Trailhead and 1 at Williamson Town Hall	EA	2	$8,000.00	$16,000.00
	Bike Rack - 2 at B. Forman Trailhead and 2 at Williamson Town Hall	EA	4	$800.00	$3,200.00
	Mile Marker	EA	21	$1,200.00	$25,200.00
	Trash Receptacle - 1 at B. Forman Trailhead and 1 at Williamson Town Hall	EA	2	$400.00	$800.00
	Ground-Mounted Sign Panels less than or Equal to 30 SF With Z-Bars	EA	20	$174.00	$3,480.00
	Type A Sign Posts	EA	20	$500.00	$10,000.00
	Crosswalk	EA	3	$12,000.00	$36,000.00
	Utility Pole Relocation	EA	19	$5,000.00	$95,000.00
	Mailbox Relocation	EA	215	$200.00	$43,000.00
	Split Rail Fence (Steep Slopes)	LF	1000	$25.00	$25,000.00
	Hydrant Relocation	EA	3	$4,000.00	$12,000.00
	Culvert Relocation	EA	45	$3,500.00	$157,500.00
	Railroad Crossing at Tuckahoe Road	LS	1	$60,000.00	$60,000.00
				SUBTOTAL:	$2,460,796.00
	Basic Work Zone Traffic Control (5%)	LS	1	$123,039.80	$123,039.80
	Mobilization (4%)	LS	1	$98,431.84	$98,431.84
	Right of Way Acquisition	LS	0		$0.00
	Misc Landscaping (5%)	LS	1	$123,039.80	$123,039.80
625.01	Survey Operations (2%)	LS	1	$49,215.92	$49,215.92
				SEGMENT 1 TOTAL:	**$2,854,523.36**
				20% Contingency:	**$570,904.67**
				15% Engineering:	**$428,178.50**
				15% Construction Management	**$428,178.50**
				PHASE II-A TOTAL	**$4,281,785.04**

\\vrfs1\planning\Current Projects\GTC\GTC PTA 2008-09\Document\Estimate\[Pultneyville to Marion Trail - Cost Estimate.xlsx]Estimate (2)