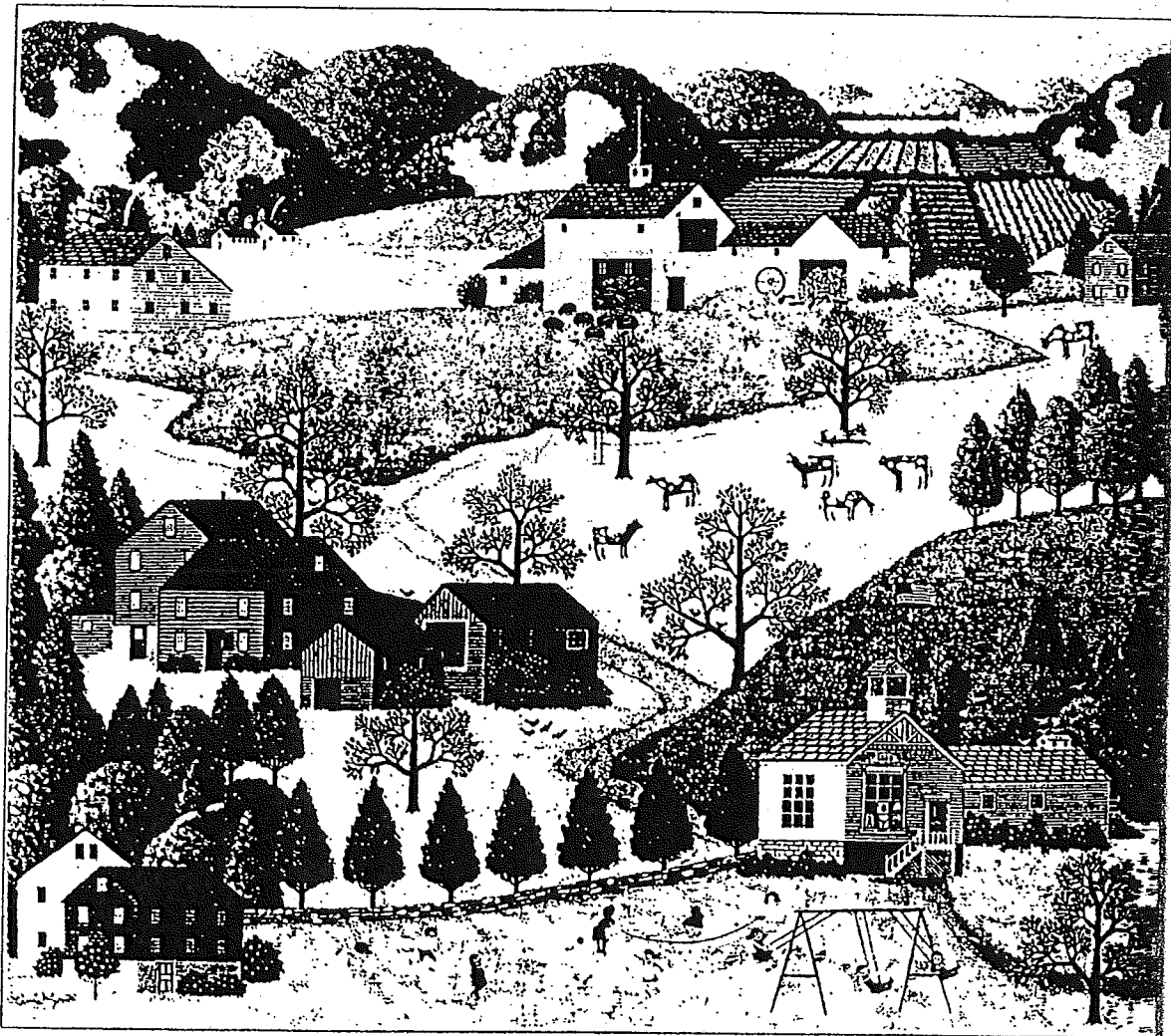


Building Greenways
for
Tompkins County:
An Action Plan



July 1995

Prepared by the
Tompkins County Greenway Coalition

**Building Greenways for
Tompkins County:
*An Action Plan***

Text by

Candace E. Cornell

Nancy L. Ostman

Maps by

John Ullberg

**Tompkins County Greenway Coalition
Ithaca, New York
July 1995**

BUILDING GREENWAYS FOR TOMPKINS COUNTY: AN ACTION PLAN

AUTHORS

Candace E. Cornell, 1993 - 1995 Vice Chair; Treasurer; Newsletter Editor; Publicity & Outreach Committee, Chair; Conservation Biologist; Town of Ithaca Planning Board; Finger Lakes Land Trust; Tompkins County Environmental Management Council (EMC).

Nancy L. Ostman, 1995 Chair, 1994 Vice Chair; Membership Committee, Chair; Plant Ecologist and Consultant; Natural Areas Program Director, Cornell Plantations; EMC.

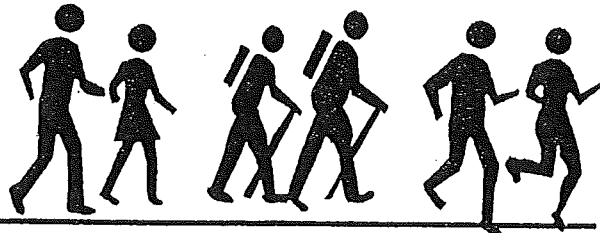
John Ullberg, 1995 Vice Chair, 1994 Secretary; Cornell Campus Planner; Landscape Architect; Circle Greenway, President; Cornell Bicycle Advisory Committee.

LIST OF CONTRIBUTORS

David Blanpied, Agriculturalist, Nordic Ski Club
David S. Boyd, AICP, Director *Ithaca-Tompkins County Transportation Council*
Susan H. Brock, Attorney; Finger Lakes Land Trust
Lois E. Chaplin, Bicycle Safety Specialist, Cornell University
JoAnn Cornish, Town of Ithaca Planner; City of Ithaca Parks Commission
Janet Hawkes, Director, Cayuga Nature Center; Town of Ithaca Conservation Board, Chair; EMC
Joan Jurkovich, AICP, Tompkins County Planning Department
Jonathan Kanter, AICP, Town Planner, Town of Ithaca
Dan Karig, Professor of Geology, Cornell University; Nordic Ski Club
John Meigs, City of Ithaca Planner; Tompkins County Bicycle Coalition
Gay A. Nicholson, Lansing TrailWays; EMC
Rae M. Ostman, Archeologist
Tom Reimers, Cayuga Trails Club, President; Finger Lakes Land Trust
Lewis S. Roscoe, Campus Planner; Architect
Richard P. Ruswick, Attorney
Patrick Walkinshaw, Bioregionalist
Marion C. Walsh, Editor; Cayuga Trails Club
F. Robert Wesley, Botanist and Environmental Consultant; EMC
Scott Whitham, Village of Lansing Greenway Plan, Consultant; Cornell University Planning

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Tompkins County Greenway Coalition

1456 Hanshaw Road, Ithaca, New York 14850

Telephone: (607) 257-6220 or (607) 255-4879

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The coalition is working cooperatively with the Finger Lakes Land Trust, Cayuga Nature Center, Town of Lansing 2010 Planners, Village of Lansing, Village of Freeville, Town of Dryden, Tompkins County Natural History Network, Tompkins County Chamber of Commerce, Ithaca Youth Bureau, DeWitt Historical Society, Cornell Cooperative Extension 4-H Program, Cayuga Nordic Ski Club, Cayuga Trails Club, and the New York State Office of Parks, Recreation, and Historic Preservation through the affiliations of coalition members.

We would also like to thank all members of the Tompkins County Greenway Coalition for lending their energy and talents. Without their support, we could not have taken these giant steps toward comprehensive greenway planning in Tompkins County. We also appreciate the vision and willingness of the Tompkins County Planning Department and *Ithaca-Tompkins County Transportation Council* to incorporate multiuse trails in their comprehensive transportation plans. We owe special gratitude to Karl A. Beard, the New York Field Office Director of the National Park Service's River and Trail Conservation Assistance Program for his ongoing faith and technical assistance in this regional greenway planning effort and his conviction that greenways can be viable transportation routes.

We would like to acknowledge the 1977 feasibility study by Dennis A. Winters, Coordinator of the Tompkins County Environmental Management Council, on converting the abandoned Lehigh Valley Railroad line into recreational trails. We would also like to recognize the early efforts of the 1972 Tompkins County Resource Development Committee's Greenbelt Working Group who first proposed to conserve a "greenbelt" of open space along the shores of Cayuga Lake and south into Cayuga Inlet Valley for its scenic, recreational, and ecological habitat value. It was their hope, and ours, that such a greenbelt could extend throughout the entire Finger Lakes Region and beyond.

Illustrations on pages 4, 7, 13, 16, 23, 24, 26, 27, 30, 31, 32, 34, and 35 are courtesy of Cornell University Media Services. Illustrations on page 5 by Jane Shoplick and on pages 2, 3, 37, and 44 by Karl Beard courtesy of the National Park Service. Sketches on pages 12, 17, 47, and 48 are courtesy of PLAE, Inc., *Universal Access to Outdoor Recreation: A Design Guide*.

JUNE 3-9, 1995

ITHACA-TOMPKINS COUNTY TRAIL WEEK

WHEREAS, it is widely recognized that the natural beauty of the Ithaca-Tompkins County area is one of its most prized resources, and

WHEREAS, the development of trails, including greenways and bikeways, provide recreational opportunities for residents and visitors to the Ithaca-Tompkins County area to enjoy and appreciate the immense beauty of the area, and

WHEREAS, the presence of trails encourages community pride and cohesiveness by providing pleasant routes for walking, biking, and learning about the natural and cultural environments, and

WHEREAS, the utilization of trails for transportation purposes provides other societal benefits such as enhanced health, reduced consumption of fossil fuels and automobile traffic, improved air quality, and the preservation of biological diversity of plant and animal species by maintaining connections between natural communities, and

NOW THEREFORE, the Tompkins County Board of Representatives, the Town of Ithaca, and the City of Ithaca declare the week of

JUNE 3-9, 1995

ITHACA-TOMPKINS COUNTY TRAIL WEEK

and urge all citizens and visitors to the Ithaca-Tompkins County area to actively utilize and enjoy the existing trails and to support the development of additional trails that will further enhance the experience and quality of life with this area.

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Introduction

Tompkins County has a wonderful natural environment, with fine land, great views, a major lake, gorges, waterfalls, and a culture supportive of the use of the outdoors for all kinds of physical and intellectual purposes . . . The Tompkins County greenway system will provide an example of intermunicipal cooperation and coordinated planning to build or preserve a great many trails and biological greenways in this area. This effort will provide the county with a coordinated basis for development of greenways, and significant impetus for many different greenway activities."

Lewis Roscoe, Community Planner and Architect



"Walk, enjoy the scenery, and learn a little about the landscape around you."

Cornell Plantations Path Guide

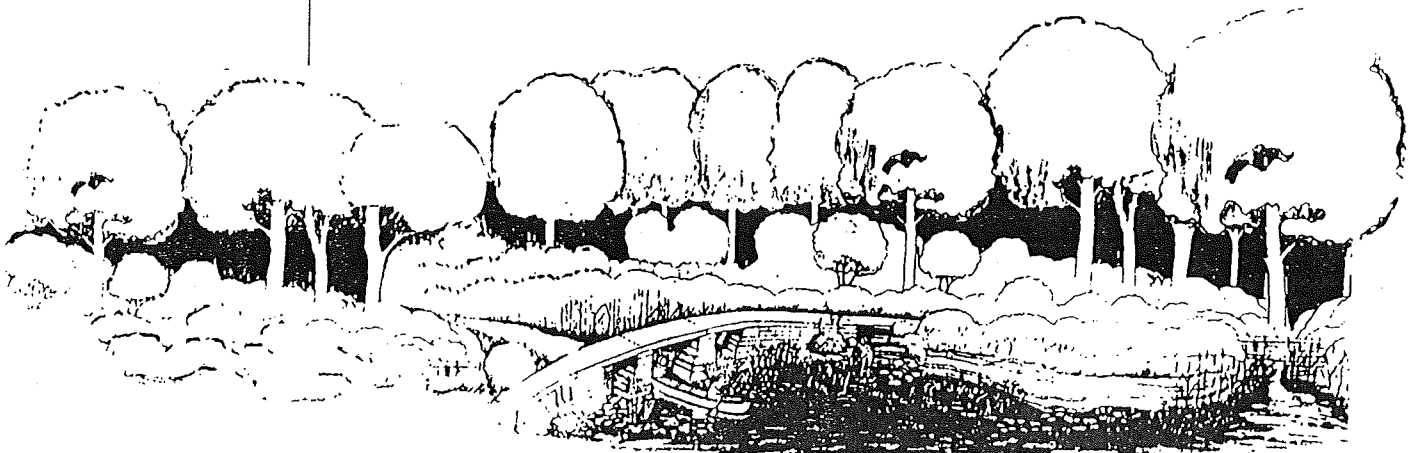
The Tompkins County Greenway Coalition is a young organization. Inspired by Lew Roscoe, former Chair of the Tompkins County Planning Board and planner for Cornell University, the coalition was formed in April, 1993, to meet a recognized need for comprehensive and coordinated greenway planning in Tompkins County.

The ongoing mission of the Tompkins County Greenway Coalition is to promote communication about greenways throughout the community; to forge alliances between municipal planners, neighborhood associations, conservation and recreation groups, landowners, and developers; and to stimulate public interest in the many benefits greenways offer. Coalition volunteers represent a diverse range of greenway interests — people concerned with natural areas, hiking trails, wetlands, scenic views, lake access, bike paths, rails-to-trails conversions, urban walkways, and historic preservation.

Since its inception, the coalition has been developing a plan for a comprehensive countywide greenway system that will provide recreational and educational opportunities for people near their homes and work places. The greenway system the coalition envisions will crisscross the entire county, incorporate existing and proposed trail systems and parks, preserves, and state forests into a comprehensive plan, and form connections between sections of existing green spaces. Members of the coalition — land use planners, bicycle transportation specialists, geologists, extension specialists, conservation biologists, outdoor enthusiasts, municipal officials, and landscape architects — are especially well qualified to develop a greenway plan for our county.

At the outset, the coalition concluded that each community must decide for itself what parts of *Building Greenways for Tompkins County: An Action Plan* to implement and what form the greenway in its neighborhood will take. Coalition members have been meeting with community representatives to gather information and collect ideas for a flexible greenway system that will highlight local resources. This concept plan is the result of those efforts.

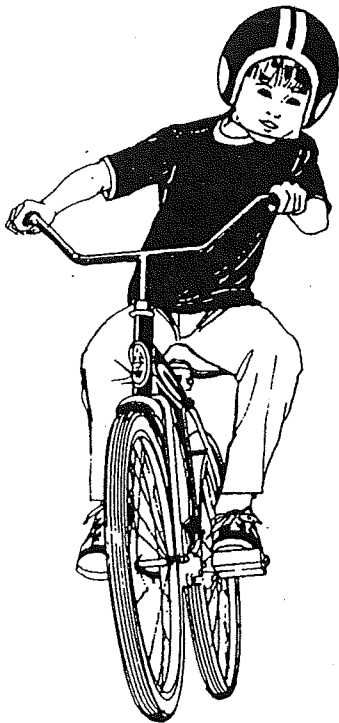
The coalition views *Building Greenways for Tompkins County: An Action Plan* as a working document, to be reviewed, revised, enriched, endorsed, and finally implemented by municipalities and community organizations. The plan is intended to be a guide to aid municipalities in developing new greenways and augmenting their existing trails.



Executive Summary

"We need to bring open space to the people, instead of expecting them to journey to find it. That's where greenways are contributing."

Gilbert M. Grosvenor, President and Chairman of the Board, National Geographic Society



"Provision for recreation is no longer a luxury which a community provides after all other needs are satisfied. It is an essential ingredient in the lives of community residents and should have high priority in planning for community services and facilities...the demand for open space has grown sharply."

1977 Town of Ithaca Park and Open Space Plan

The Tompkins County Greenway Coalition is advocating comprehensive greenway planning for the county. The coalition was formed to promote communication between planners in different municipalities, neighborhood groups, and conservation and recreational organizations in the area interested in greenways. Since its inception, the coalition has been gathering information, highlighting local resources, facilitating discussions on greenways, encouraging communities to develop connections between sections of existing greenway, and collecting ideas for a flexible countywide greenway plan. A primary purpose of the coalition has been to help coordinate local greenway planning by proposing an interconnected greenway system that will reach beyond municipal borders — and hopefully across county and state borders.

By identifying the recreational needs of county residents and addressing local conservation concerns, this greenway report can encourage municipal planners and community organizations to build greenways. We hope this report and our ongoing activities will continue to stimulate public interest and support for making the Tompkins County greenway system a recognized and permanent resource for the county.

WHAT ARE GREENWAYS?

Greenways are corridors of protected open space managed for conservation and recreational purposes. Greenways often follow natural land features and water courses, linking nature reserves, parks, cultural features, and historic sites with populated areas. Typically long and narrow, greenways create a sense of open space and wilderness for many users while using very little land. The national rails-to-trails movement, to convert abandoned railbeds into community recreation and commuting trails, is spreading from coast to coast. In rural areas, greenways can also link large natural areas — state parks, national forests, and wildlife refuges — to preserve wildlife habitats and reserve corridors for wildlife migration. Local greenways, together with the existing and proposed nationwide greenway and trail systems such as the Florida National Scenic Trail, the East Coast Greenway, the New York State CanalWay, and the North Country Trail, will form the heart of America's public open space for years to come.

WHY BUILD GREENWAYS?

The greenway idea has taken hold of the entire nation! As communities such as Tompkins County grow so does their need for outdoor recreational space. Greenways can economically serve the community's need for recreation, open space, and environmental protection. The greenway system we propose would contribute to the community by connecting our open spaces and trails; by preserving natural habitats, scenic views and historic sites; by providing opportunities for recreation and natural history education; by providing corridors for alternate means of transportation; and by providing a plan for future development in the county.

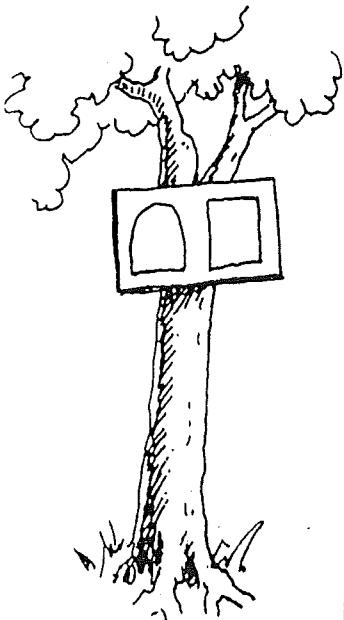


"There is no doubt that the development of a county greenway system will be wonderfully beneficial to our communities. The potential for impressive views, for natural history communication, and for recreational uses is truly impressive, in part because of the array of lakes, waterways, glacial residue, and scenic small mountains in the county.

The involvement of the various community organizations in this project is impressive. These include the Ithaca Youth Bureau, Cornell Plantations, Cayuga Trails Club, Tompkins County's Environmental Management Council, Planning Board, and Chamber of Commerce, and appropriate councils from the various towns and villages, which should assure a viable and professional product."

Carl A. Leopold, Plant Biologist, Boyce Thompson Institute and Village of Lansing Resident

INTERPRETIVE SIGNS



PLANNING OBJECTIVES FOR A TOMPKINS COUNTY GREENWAY

The Tompkins County Greenway Coalition, working with municipalities, agencies, and organizations, identified several common objectives for greenway planning in Tompkins County.

1. Creation and implementation of a comprehensive Tompkins County greenway system should be a cooperative effort involving a broad representation of residents and local officials.
2. A trail design should be based on its intended function and purpose, the trail experiences desired, and the conditions of the surrounding terrain.
3. Builders of the countywide greenway system should strive for a continuous network of trails throughout the county, even though it is sometimes difficult to locate obvious corridors.
4. The greenway system should enhance the enjoyment of Tompkins County's special character and unique features and promote the appreciation and preservation of the county's important educational, environmental, historical, and cultural areas.
5. When designing greenways, planners should insure that all proposed trail uses are compatible with surrounding land uses and existing trails.

TYPES OF GREENWAYS AND THEIR USES

The greenway system we envision is a countywide network of four distinct categories of existing and proposed corridors: multiuse trails, pedestrian trails, special-use trails, and biological corridors.

Multiuse trails are designed for a variety of uses such as commuter routes, exercise trails, walking and bicycling paths, places to meet friends, universally accessible routes for individuals with disabilities of all kinds, and trails for skiers and horseback riders. Many existing multiuse trails in Tompkins County follow fairly level abandoned railroad grades and may be surfaced with cinders, gravel, grass, or occasionally asphalt.

Pedestrian trails can offer a sense of wilderness, a taste of culture, or a glimpse into the past. The local Finger Lakes and Cayuga Trails are unpaved footpaths used by walkers, hikers, and cross-country skiers to explore the county's remote areas. In contrast, the City of Ithaca's various walking tours show visitors a mix of historical, architectural, and urban points of interest.

Special-use trails meet the recreational requirements of specific user groups, such as snowmobilers, mountain bicyclists, or Nordic skiers, which can not be met on most shared-use trails. Properly designed trails for specific sports protect natural resources, reduce multiuser conflicts, and make the trail experience more satisfying.

Biological corridors, connecting large tracts of undeveloped land, are designed to preserve the ecological integrity of the region. Corridors are designated to preserve vital habitats for the dispersal, breeding, and migration of plants and animals.

INVOLVING COMMUNITIES

Although the Tompkins County greenway system was developed as a cohesive network of trails and corridors, each community must decide for itself what parts to carry out and what form their greenways will take. This plan is a working document, to be reviewed, revised, enhanced, endorsed, and finally implemented by municipalities and community organizations. In many cases the locations of proposed corridors are approximate, and alternative routes should be evaluated when siting a section of greenway.

Building Greenways for Tompkins County: An Action Plan proposes a trail system that could be built economically and maintained by volunteers or at minimal cost to communities. The network of abandoned railbeds that exist in Tompkins County provides an economical framework for the multiuse trails outlined in this plan.

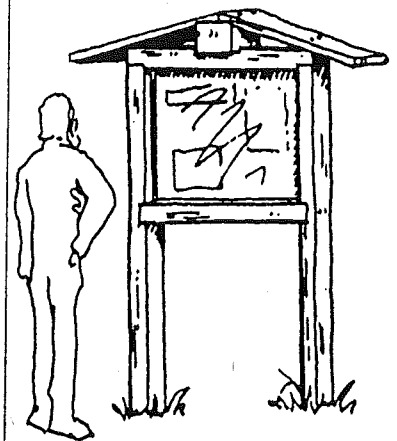
THE NEXT STEPS

Commitment from local governments is vital. We hope county and municipal planners will integrate greenways into their land use plans, recreational planning, and maintenance programs. The need for trails and biological corridors carries across political boundaries and therefore demands intermunicipal cooperation in order to form an integrated system of greenways. Only by challenging local governments and organizations to work together will the Tompkins County Greenway Coalition realize its goal.

It is essential that open space conservation efforts proceed despite current fiscally challenged times. Once land is developed, it seldom reverts to its former ecological, historical, and scenic condition. Methods for securing land for trails and greenways include the donation of trail and conservation easements, purchase of development rights, adjustment of tax policies, enhancement of local planning, development of farmland preservation strategies, and private and public open space acquisition. New York State and local municipalities can provide important and strong economic incentives to preserve open space by enacting substantial tax breaks for permanent conservation easements.

The *Ithaca-Tompkins County Transportation Council* is developing a Transportation Trail/Corridor Study that will identify future bicycle and pedestrian corridors. Once completed and incorporated into the long range Metropolitan Area Transportation Plan, this study will enable local governments and greenway advocates to compete for federal ISTEA (Intermodal State Transportation Enhancement Act of 1990) funding. Because successful greenway systems depend on visible private and public partnerships as well as regional planning efforts, available ISTEA grants favor the kind of proposals we are presenting. Cross-jurisdictional partnerships will provide more and higher quality recreational facilities than would be affordable by a single municipal entity. Many other grants for trail design and implementation are available through local and state governments, National Recreation Trails Trust Fund, Conservation Fund/DuPont American Greenways Grants, Walking Magazine Trail Restoration Funds, Land and Water Conservation Fund, Recreational Equipment, Inc. (REI) Rivers Grant, and private foundations.

"There is currently a major effort underway in Tompkins County for the various municipalities to cooperate with each other and to partner with grassroots organizations in providing services to residents. The work of the Tompkins County Greenway Coalition is an extension of this effort. As a result, I foresee a greenway system that would link important, natural, historic, and recreational corridors across intermunicipal boundaries throughout the county and perhaps the region."
John G. Whitcomb, Town of Ithaca Supervisor



Interpretive signs make greenway visits special. These signs enable communities to tell trail visitors about their local history, notable residents, and point out interesting aspects of the area's natural history. Trailhead signs can also explain trail rules, locate your position on a map of the greenway, provide information on trail conditions and level of difficulty, and give instructions in case of an emergency.

Chapter 1: What Are Greenways?

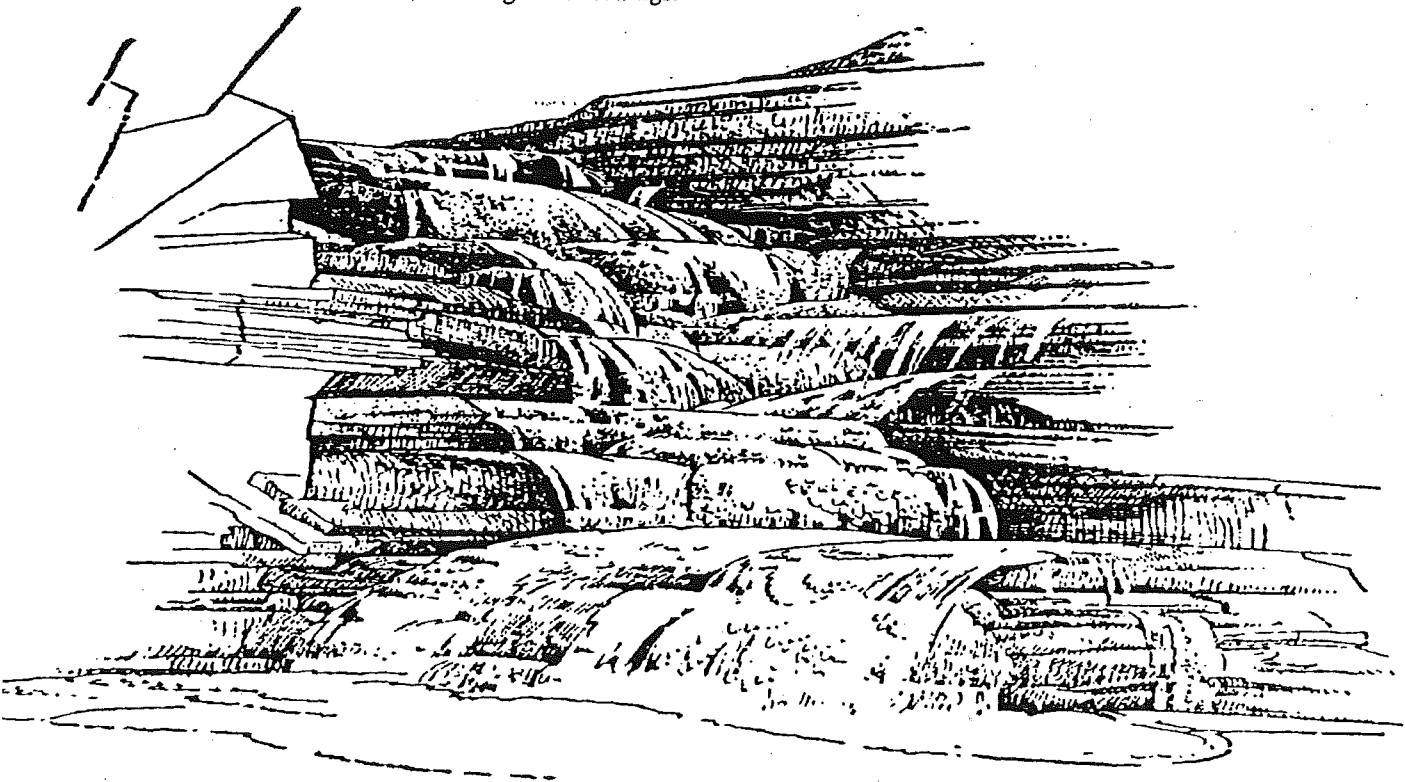
"The Tompkins County Greenway Coalition (TCGC) is one of the most active and important grassroots organizations in this region. . . . The TCGC's comprehensive greenway plan will be extremely useful to the designated Metropolitan Planning Organization in programming funds under the ISTEA Transportation Enhancements Program. Without this plan, and related planning projects, we would not be as successful in obtaining these types of limited federal funds."

David S. Boyd, AICP, Director, Ithaca-Tompkins County Transportation Council

Greenways are corridors of protected open space managed for conservation, transportation, and recreational purposes. Greenways mirror the richness of the local landscapes and the communities through which they pass. Urban greenways can highlight local cultural and historical features. Neighborhood greenways can provide easy access to relaxing natural settings and offer safe routes for bicycle rides, family strolls, and cross-country skiing. In rural areas, greenways can link communities together. Many "rails-to-trails" greenways reconnect small towns by converting abandoned railbeds into walking and biking trails. Greenways can link large tracts of undeveloped land such as our state parks and forests, national forests, and wildlife refuges to provide migration corridors for wildlife.

The popularity of greenways can be attributed to their ability to meet a wide variety of common community needs at very low costs. Because the greenway idea is flexible, it can be adapted easily throughout Tompkins County. Greenways can provide access to greenspaces for people living in urban neighborhoods as well as small towns by offering pleasant, safe transportation corridors to schools, work places, and village facilities for people living in rural communities. Most greenways are designed for both human and wildlife use, although access to fragile plant and wildlife habitats is sometimes restricted.

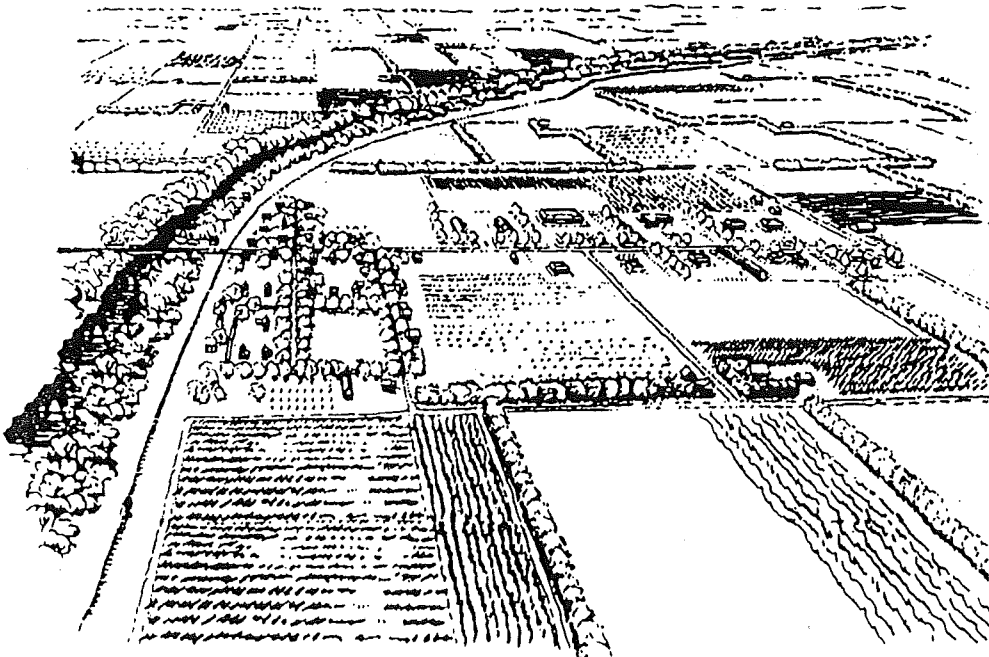
The greenway idea is by no means new. Decades ago, forward-thinking community planners set aside tracts of land as parks, town squares, and tree-lined boulevards. The beauty of many of our older cities is due, in part, to the careful planning of visionaries such as Frederick Law Olmstead, H.W.S. Cleveland, and George Kessler. These designers knew that transportation corridors, public parks, and long linear walks provided essential moments of respite within bustling urban settings.



Since those early days, many people have moved away from cities with their carefully planned green spaces. The spread of development into rural areas has contributed to an isolated, automobile-dependent society. Thoughtful planning is needed to provide for the health, safety, and recreational needs of our changing communities. With foresight, we can plan parks and greenways that stretch across our county, link our urban and rural communities, and assure our descendants an attractive and healthy landscape.

In 1987, the President's Commission on Americans in the Outdoors recommended that "communities establish greenways, corridors of private and public recreation lands and waters, to provide people with access to open spaces and to link together the rural and urban spaces in the American landscape." The commission reported that greenways "have the potential to be this country's most important land-based effort for conservation and recreation in the next several decades."

Since the commission's call for a "prairie fire of action," a groundswell of activity has formed. From coast to coast, throughout the country, a vast network of recreational trails is growing across the American landscape. At the heart of America's greenway movement are local greenways, built by trail groups, community groups, and municipal planners to reunite neighborhoods and rekindle community spirit. Abandoned railroad lines are being transformed into bicycle paths; waterfront esplanades are welcoming local residents; and pedestrian trails are offering new challenges for hikers. New tourism industries are sprouting along popular greenways, and people of all ages, abilities, and lifestyles are realizing that they can have access to nature and outdoor exercise close to their homes.



"ISTEA has clearly succeeded in opening up federal funding for projects that add cultural, aesthetic, and environmental value to the transportation system — greenways, nature trails, bike paths, and beautification projects [e.g., landscaping projects, billboard removal]"
Edward Guntz, *The Baltimore Sun*

LONG DISTANCE TRAIL SYSTEMS IN NEW YORK

Appalachian Trail —spanning 2100 miles from Maine to Georgia

Canal Way Trail —150 miles of multiuse trail segments following the historic New York Canal System from Albany to Buffalo

Finger Lakes Trail —a 500-mile east-west footpath traversing New York from the Catskills to the Allegheny Mountains

Long Island Greenbelt System —60 miles of multiuse trails stretching the length of Long Island with a proposed 100 mile extension

Long Path —extending 300 miles from the George Washington Bridge over the Catskills to Thatcher State Park

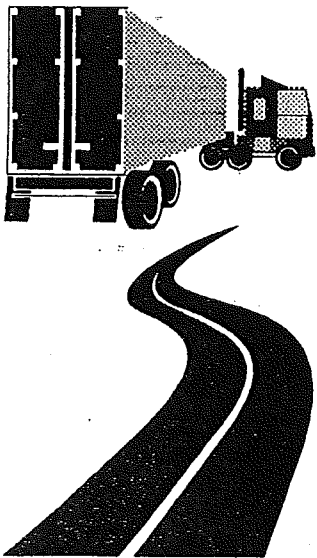
North Country Trail —winding 3200 miles from the Adirondack Mountains, to the Finger Lakes, and on to the plains of North Dakota

Remsen-Lake Placid Railroad Right-of-Way —traversing 122 miles of remote areas in the Adirondacks.

Chapter 2: Why Should We Build Greenways?

"In the summer months... eleven to fourteen year old youth [in Tompkins County] are at risk because they are either too young or too old for many of the existing [youth] programs. Some are served by buses, others are not. Those who don't have parents who can take them places are reliant on school buses during the school year and are stuck during the summer.... The one core program we got into [to solve these problems] is dependent on trail development. And to the extent that these serve as bike trails as well as hiking and ski paths, that will make kids more independent."

The Joint Youth Commission of the Town of Ithaca and the Villages of Lansing and Cayuga Heights, Needs Assessment 1993



"We have a wonderful community with many assets, but our connecting routes are full of heavy truck traffic that is incompatible with pedestrians and bicyclists."
Lansing TrailWays Committee (TOWN OF LANSING)

A. The Community Need for Greenways.

Tompkins County continues to grow and we all are affected by the changes around us. Our recreational resources must increase to meet present demands and keep pace with our expanding population. Federal studies on outdoor recreation show that 90 percent of adult Americans enjoy outdoor activities. Like most Americans, our local residents and students are vigorous people who enjoy the outdoors. Enthusiasts of all ages and abilities take advantage of the county's spectacular countryside by hiking, jogging, cross-country skiing, strolling, walking, and biking.

Unfortunately, as our growing population's need for outdoor recreational opportunities has increased, access to those resources has decreased. Favorite nature trails are now housing developments, prime cross-country ski trails are crossed by roads, and many streets are too heavily trafficked to allow safe and pleasant walking and bicycling.

Local recreational facilities are at a high premium. Municipal parks are becoming overcrowded and despoiled by overuse. Our nearby state parks, established to provide recreational opportunities while protecting the scenic, natural, and cultural resources within their boundaries, are suffering under heavy use by local residents. The most visible impacts are the decline of grass and trees in heavily utilized day-use areas. Heavy foot traffic through natural areas has turned some trails into quagmires, exposed tree roots, and trampled sensitive wildlife habitats. As our growing population seeks the solitude of nature, our very presence gradually destroys the beauty we have come to visit. More open spaces designed for frequent use must be developed so we can exercise, unwind, and appreciate the place where we live. We need places close to home that create the sense of community that comes when people meet, greet, and chat with one another on sidewalks and trails.

The greenway system we propose for Tompkins County would provide recreational opportunities for all residents efficiently and economically. Inexpensive, versatile, and easy to build, greenways can satisfy the recreational needs of a diverse population. Greenways are usually long and narrow and create a sense of large space and wilderness while using very little land. They are readily accessible, connecting residential neighborhoods and work places with quiet green spaces. They can serve as commuter routes, providing bikeways and walkways to schools, play fields, community centers and stores, parks, museums, and nature centers. Commuters can enjoy purposeful, healthy exercise while reducing their gasoline and parking costs. Our greenways can showcase the rolling hills, lake views, gorges, and waterfalls for which the Finger Lakes are famous, while steering visitors away from rare or sensitive habitats.

Greenways can serve as an important planning tool to encourage development in appropriate areas and to promote the preservation of environmentally, historically, or culturally important sites. These are the amenities that give Tompkins County its special character and attract new residents, businesses, and tourism to the county.

B. Envisioning a Greenway Across Tompkins County

Tompkins County's astonishingly rich natural heritage defines our spirit of place and is a source of great pride. The countywide greenway system we propose would acknowledge our natural heritage, encourage its understanding and enjoyment, and shepherd it safely for future generations. The greenway system we envision would guide us through the county, enabling the casual wanderer to appreciate natural habitats, scenic vistas, and historic landmarks while providing trails for hiking, biking, skiing, and horseback riding.

Can you envision a greenway system with state parks and forests at its core and creek valleys forming major biological corridors? Imagine the county's network of abandoned railbeds converted to multiuse trails that link important natural history, art, and science education facilities, historic sites, and playfields to residential suburbs and small towns. Picture carefully placed low-impact pedestrian trails that reach into the remote, wild areas of the county and afford magnificent views of the hillsides, gorges, and valleys. Visualize special-use trails that provide safe recreational opportunities for mountain bicyclists and snowmobilers.

The greenway system we foresee would vary in form from place to place: In some areas it might be a woodland trail, a forgotten country road, or a converted rail-trail, while in other communities it could be a tree-shaded sidewalk, a waterfront esplanade, or a bicycle path for children to commute to school. Greenways can sometimes be as much an idea as a physical trail. For example, by following the City of Ithaca's *Circle Greenway*, *DeWitt Park Historic District*, and *Downtown Ithaca Architectural Walking Tour* self-guided tours you can experience the community's heritage.

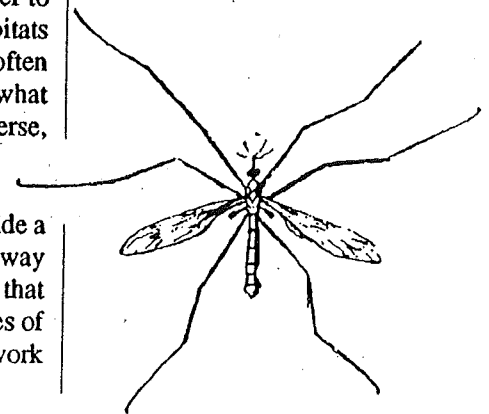
Other greenways form biological corridors or "land bridges" connecting large parcels of protected habitats to enable plants and animals to disperse from one protected parcel to another. Biological corridors encompass a variety of ecologically sensitive wildlife habitats and usually have restrictions on public access. Unlike most open spaces, greenways often stretch out in long corridors, so that a small amount of land can seem vast. No matter what the size, length, or intended use of a local greenway, it could become part of a larger, diverse, more comprehensive system if we can link it to other area greenways.

As our greenway system weaves through our rural and urban landscapes, it could provide a framework for future development along its route. Some of the most successful greenway projects in the country have spurred housing projects, businesses, and tourist facilities that proudly advertise their proximity "along the greenway." These greenways are examples of community planning at its best, where landowners, developers, and neighbors can work together to bring out the best in their local resources.

"The donations of land and support given by a core of community leaders to the New York State Park system over the past several decades have resulted in a state park system in Tompkins County not duplicated in any other county in the Finger Lakes region. However, each day brings with it new pressures on the parks, pressures from within through increased annual attendance and from without through poorly or unplanned land development activity on adjoining properties.

The development and acceptance of and the commitment to maintaining a greenway system will help protect our park system. Once linked, the open spaces will greatly enhance the quality of life for all residents of Tompkins County, both people and wildlife. We applaud your efforts and look forward to taking a more active role in the development of the greenway plan."

Susan A. Poelvoorde, Regional Parks Planner, New York State Office of Parks, Recreation, and Historic Preservation



"The [Cayuga Trails] Club built and maintains about 55 miles of the Finger Lakes Trail and all of the 7 mile-long Cayuga Trail in Tompkins County. These trails may serve as a backbone for new greenways. Certainly, (the club) is an example of the volunteer spirit that exists in the county, which increases the likelihood that a local intermunicipal greenway network will be a reality some day.

Tompkins County is a unique community. Its citizens are very concerned about maintaining a high quality of life. Your [greenway] proposal will serve as a grassroots blueprint for municipal planning efforts. I am sure greenways development will be supported by this community. However, a comprehensive plan of a countywide system is needed to tie various currently unconnected natural areas, historic features, science education facilities, scenic vistas, and remote forests and fields together. Your [greenway] proposal will do that."
Tom Reimers, Chair, Cayuga Trails Club

C. A Sense of Urgency

Tompkins County's greenway movement grew from our mutual appreciation of this beautiful, resource-rich Finger Lakes community. However, unchecked and uncoordinated development over past decades has caused a decline in the county's resources. Because precious natural resources have become more scarce and less accessible, it is urgent to act now.

It is wise and prudent planning to design greenway corridors while ample open space and intact abandoned railroad corridors are still available. Important open spaces in Tompkins County are becoming isolated and fragmented, as they are in many other parts of the country. The longer we wait, the more difficult it will be to reserve essential green corridors.

The time is right to build our trail network. Federal and private foundation funds are encouraging greenway development. By planning and implementing a greenway system now, we can take advantage of federal funding for transportation enhancement projects. Programs such as the Federal Intermodal Surface Transportation Enhancement Act (ISTEA) support pedestrian and bicycle trail construction, acquisition of scenic easements and historic sites, and rail-trail conversions.

Most importantly, there is a growing commitment throughout the county for municipalities to work together and in partnerships with grassroots organizations to provide more efficient and economical services to county residents. By pooling our resources and talents, we can accomplish a great deal for ourselves and each other. We can build a greenway network linking our important natural, cultural, historic, and recreational corridors across intermunicipal boundaries throughout Tompkins County and beyond.

The critical task today is to encourage municipalities to make land use decisions fostering comprehensive greenway planning. We must design trails, linear parks, and greenways systematically and act now, while we still can, to set aside important connections between existing trails. The land use decisions we make today will shape the county's development and determine the fate of its essential natural resources in the future.



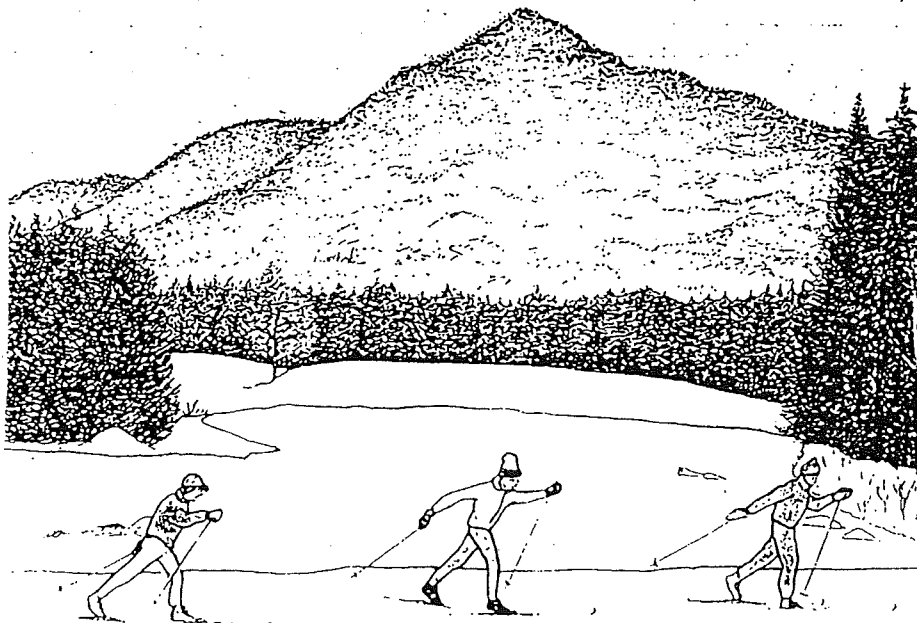
Chapter 3: Building Greenways for Tompkins County

A. Basic Planning Principles

In devising and producing a comprehensive greenway plan for the county, the Tompkins County Greenway Coalition anticipated that communities and individual trail sponsors would take responsibility for implementation and management of different branches of the greenway. *Building Greenways for Tompkins County: An Action Plan* is intended to be a guide to aid municipalities in developing new greenways and augmenting their existing trails. The proposed system is designed to take advantage of our available resources and integrate these features into the Tompkins County greenway system as a whole.

The proposed trail network is designed to be flexible and implemented in sections. For each greenway segment proposed, the coalition considered if it would be a significant improvement to the open space of the county and neighborhood in the event other parts of the system could not be developed. The greenway system we propose could be developed and maintained with nominal labor, small budgets, and by volunteers with common skills. The plan could be carried out by a variety of sponsors, municipalities, organizations, and community volunteers.

The following principles are a synthesis of ideas presented at meetings with Tompkins County residents who are interested in developing neighborhood greenways, discussions with representatives of recreational groups, other successful greenway organizations, and greenway literature (see Appendix A: Useful Resources). We used these principles as a guide in developing *Building Greenways for Tompkins County: An Action Plan*. These same considerations may apply equally well in a community-based trail building process.



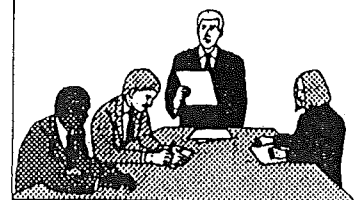
"The Town of Ithaca has been active in planning for open space preservation and trail and recreation way development. In fact, the town is in the process of updating its Park, Recreation, and Open Space Plan to determine future needs for park facilities and open space areas. We are very interested in integrating our open space and trail system into a regional greenway network, and have worked closely with the Tompkins County Greenway Coalition in advancing these efforts."

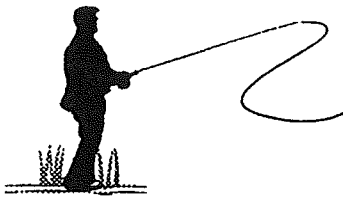
Jonathan Kanter, AICP Town Planner, Town of Ithaca



"Dollars are important, but I think grassroots interest far outweighs anything else. It's possible to make very nice trails with just the interest of a small community behind you."

David S. Boyd, AICP, Director, Ithaca-Tompkins County Transportation Council



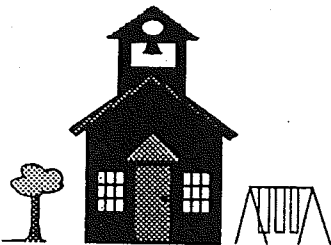


1. Creation and implementation of a comprehensive Tompkins County greenway system should be a cooperative effort involving a broad representation of residents and local officials.

Emphasis should be placed on community-based greenway planning and implementation. Greenway planning efforts should enlist the participation of local representatives from municipal and county governments, public agencies, community leaders, neighborhood and farm associations, historical preservation and cultural societies, outdoor recreation clubs, environmental advocacy groups, area businesses, and residents from all areas in the county.

Interested municipalities, local citizens, and volunteer groups should work together to encourage endorsement of countywide greenway planning.

To use greenways effectively as transportation and recreational corridors, greenways should be incorporated into local transportation plans, and community master plans, and into all other related planning efforts.



2. A trail design should be based on its intended function and purpose, the trail experiences desired, and the conditions of the surrounding terrain.

The types of greenways in the Tompkins County system should be varied and suited to the sites, resources, and character of the communities where they are built. We should have multiuse trails, pedestrian trails, special-use trails for mountain bikes, skiers, and snowmobiles, and biological corridors with limited public access.

The Tompkins County greenway system should serve people of all age groups and abilities including outdoor enthusiasts, casual recreationalists, athletes, pedestrian and cyclist commuters, naturalists, youth groups, recreational clubs, and family gatherings. Designs should allow individuals with disabilities to have access to facilities whenever feasible. (See guidelines for the 1991 Americans With Disabilities Act in Appendix B).

The greenway system should provide for a variety of uses including hiking, bicycling, horseback riding, cross-country skiing, bird watching, nature study, and wildlife movement. Trails should be built for multiple uses when appropriate, practical, and economically feasible in order to accommodate the needs of as many users as possible.

Emphasis should be placed on developing off-road trails to provide safe access for children and adults between neighborhoods, schools, playing fields, and community centers.

3. Builders of the countywide greenway system should strive for a continuous network of trails even though it is sometimes difficult to locate obvious corridors.

The Tompkins County Greenway does not have to be an all or nothing endeavor. Limited segments of trails, which highlight local resources and attractions, should be developed. With an overall plan in mind, trail segments may be added whenever opportunities arise in this growing countywide greenway system.

Trails and biological corridors should not stop abruptly at political boundaries, but should



be a continuous system whenever practical. When planning trails, provisions should be made to connect Tompkins County's trail system with other developing regional and national trail systems (see *Map 5. Nationwide Greenway System*).

4. The greenway system should enhance the enjoyment of Tompkins County's special character and unique features and promote the appreciation and preservation of the county's important educational, environmental, historical, and cultural areas.

The county's science educational resources, such as the Sciencenter, Cayuga Nature Center, Cornell's Laboratory of Ornithology, Paleontological Institute, Fuertes Observatory, and Cornell Plantations, should be important destination points within the greenway system.

Whenever possible, community centers, schools, libraries, recreational facilities, playgrounds, and sport facilities should be focal points of neighborhood trails. Trails should allow passage between these focal points and residential neighborhoods and work places.

The county's wide variety of cultural resources should be recognized by working with the DeWitt Historical Society and other local historical societies to offer interpretive signage of historic sites. Fine arts centers, such as the Hangar Theatre, Cornell's Center for Theatre Arts, Community School of Music and Arts, Trumansburg Conservancy of Fine Art, Johnson Museum, and local art galleries and museums should be featured along walking tours.

The natural beauty of our county should be emphasized by highlighting municipal parks, nature preserves, gorges, state parks and forests as important junctions in the greenway system. Interpretive trails should be used to attract visitors and increase their appreciation of our area's natural history and scenic views.

5. When designing greenways, planners should insure that proposed trail uses are compatible with surrounding land uses and existing trails and that the rights of private landowners are respected.

Ongoing uses of land next to trail systems; such as hunting or farming, must be respected and considered in trail planning and management. Trails should be developed on private property only with the cooperation and agreement of the land owner.

Trails often follow property boundaries or landscape features such as creek corridors and rail lines. However, many variations in greenway corridors are possible and should be evaluated when siting a greenway. Planners should remain flexible in negotiating greenway locations with interested landowners and community members.

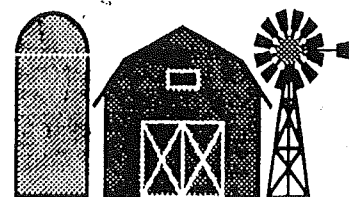
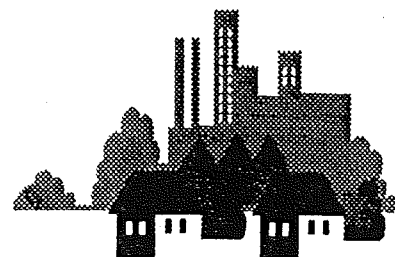
Trail routes should be carefully planned to prevent adversely affecting sensitive natural areas such as those identified as Unique Natural Areas of Tompkins County. Trails should not be placed in or near sensitive sites and public access to these sites should remain limited.

Trail planners should work closely with owners and managers of existing trails and large land tracts near proposed trails to learn from their valuable and varied land management experience.

"Over the past year, the activities of the coalition have garnered broad community support, as evidenced by ample discussion in many neighborhoods and communities with regard to local greenway projects.

The greenway report will serve as a framework for community development by helping municipalities identify and evaluate local resources, develop or refine greenway plans to protect those resources, set priorities for greenway development and begin implementation of a greenway system. This is indeed an exciting project and one in which I have a deep personal interest as a resident of Tompkins County as a member of the Executive Committee of the New York State Biodiversity Institute."

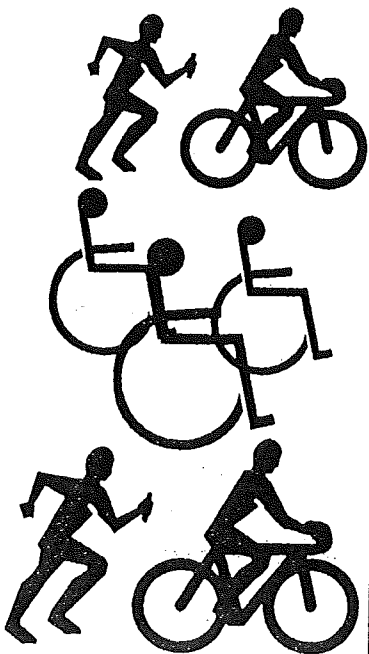
**Assemblyman Martin Luster,
125 Assembly District**



**"QUIET COMMUNITIES,
OPEN NATURAL SPACES—
TOP HOUSING DRAWS...**

Hot attractions for homeowners in 1995: Bike paths, hiking trails, "outdoor living rooms," and "interactive community amenities." ...So what features will command premium prices in 1995?... community designs with low traffic and quiet... lots of natural, open space... plenty of walking and biking paths ideally meandering through wooded areas, parklands, and abutting some homeowners' lots to enhance a sense of interaction with neighbors... an exercise or fitness facility run or overseen by the community... and substantial wilderness areas set aside... prior to the development ...along with other open, natural spaces... "the new outdoor living room."

Kenneth R. Harvey, "Nation's Housing," *San Francisco Sunday Examiner & Chronical* January 8, 1995



B. Types of Corridors and Their Uses

To fully serve Tompkins County's residents while protecting its natural resources, the comprehensive greenway system we propose incorporates four distinct categories of corridors: multiuse trails, pedestrian trails, special-use trails, and biological corridors. Each category is defined by its intensity of use, variety of purposes, and type of outdoor experience.

MULTIUSE TRAILS






As their name suggests, multiuse trails are extremely versatile and can satisfy a variety of recreational needs. Multiuse trails, especially those following abandoned railroad grades, are usually wide, gradual, and surfaced with cinders, gravel, grass, or asphalt. The Town of Ithaca's South Hill and East Ithaca Recreation Ways and the Dryden Lake Park Trail are good examples of popular multiuse trails-to-trail conversions. These trails are designed to accommodate heavy usage by pedestrians, bicyclers, in-line skaters, skiers, and horseback riders and offer easy access for disabled individuals and families with strollers. Built upon the rail lines that linked our communities until twenty-five years ago, these trails now serve as commuter routes, exercise trails, walkways, and meeting places for friends and neighbors.

PEDESTRIAN TRAILS

Designed for foot traffic only, pedestrian trails generally provide the opportunity for people to experience nature and the feeling of wilderness. The Finger Lakes Trail and the Cayuga Trail are two well known local examples of trails used for casual walking as well as serious hiking activities. Most pedestrian trails in Tompkins County are too narrow, steep, erodible, wet, or winding to allow safe multiple use. Unless specially designed, these back-country trails cannot withstand use by mountain bikes or horses and often present difficulties for cross-country

Beehive Trail

Trail Length: 2.0 miles
Total Elevation Change: 1080 ft.

-  Inclination
10% Average - 47% Maximum
-  Cross Slope
10% Average - 34% Maximum
-  Trail Width
58" Average - 18" Minimum
-  Surface
Firm
-  Obstacles
8" roots
12" boulders
12" roots

Trail head signs that accurately detail trail conditions, characteristics, and level of difficulty enable people with specific interests and those who use wheelchairs, have limited mobility, or minimum endurance to determine when trails are within their range of ability and interest.

skiers. Because these unsurfaced trails usually traverse rugged terrain, providing access for the disabled is difficult. However, a foot trail system could include access points for the viewing and listening enjoyment of those unable to follow the entire trail. In urbanized areas, pedestrian trails may highlight features of cultural interest, taking the form of Ithaca's *Circle Greenway*, *DeWitt Park Historic District*, and the *Downtown Ithaca Architectural Walking Tour*, which connect different places of interest by suggested walking routes.

SPECIAL-USE TRAILS

Special-use trails allow outdoor enthusiasts with specialized trail requirements to fully enjoy their sport safely without disturbing other recreational users. Properly designed and constructed special-use trails, such as the planned Nordic Ski Trail on Hammond Hill, serve the needs of specific user groups while protecting the environment. Ideally, cross-country ski trails are generally wider and less steep than most hiking trails and are located at elevations high enough to afford sufficient snow cover. Although cross-country skiers use the county's multiuse trails, these trails generally do not present the challenges sought by many skiers. Similarly, mountain bicyclists often want rugged, challenging trails that can withstand their vigorous riding styles and knobby tires. Mountain bikes are incompatible with most pedestrian trails and can quickly degrade trails, especially on steep slopes or wet soils. For the safety and enjoyment of all trail users, specially designed trails should be developed in areas with sufficient demand for uses such as mountain bikes, skiing, snowmobiles, and other motorized recreational vehicles.

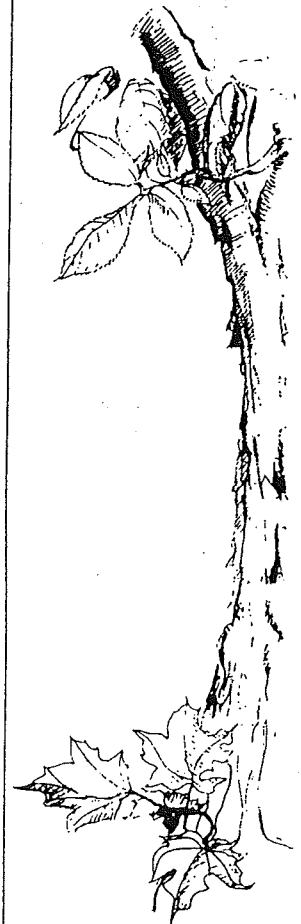
BIOLOGICAL CORRIDORS

Large tracts of land with limited development could be connected by a system of biological corridors designed to meet the needs of wildlife (both plants and animals) for habitat, dispersal, breeding, and migration. Our large creek valleys, ridge tops, and hedgerows could serve as biological corridors, connecting core habitat areas such as our state parks and forests. Occasionally, biological corridors may have trails passing through or adjacent to them. In other cases, the biological corridors will have restricted or no public access depending on the sensitivity of the site.



"Just as the 1970's was the decade when land use planning and landscape architecture were integrated, the 1990's might be the decade when planners recognize the relevance of conservation biology, landscape ecology, and restoration ecology. An integration of principles and guidelines from these modern biological disciplines would provide planners with additional tools to deal with the effects of development on biological diversity in general, and the viability of native species in particular."

Michael E. Soule, Conservation Biologist, University of Michigan

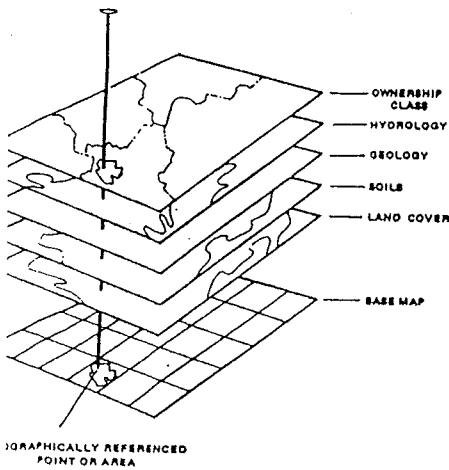
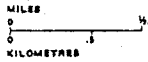
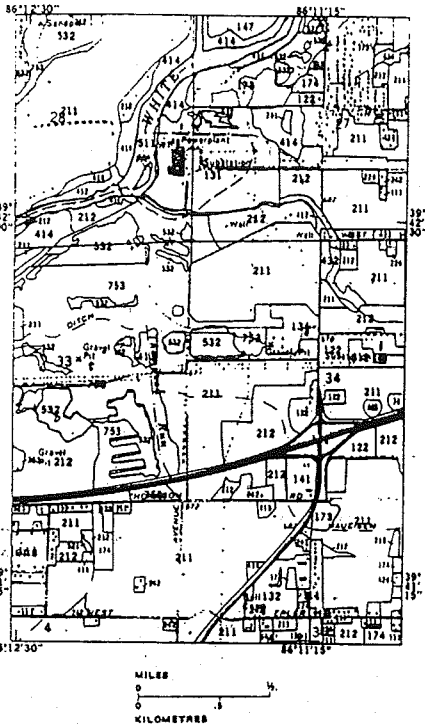


C. Gathering Information, Evaluating Resources, and Developing Maps

Although initially time consuming, the coalition's first step in designing a trail system was to collect all available information and documentation about the community's recreational needs and resources, and to review previous planning efforts. To understand the recreational needs and environmental values of county residents from both urban and rural communities, the coalition initiated an educational outreach program, co-sponsored a greenway lecture series (Fall 1994), participated in four local television broadcasts on greenways (1993-95), and sponsored three large public events (1993-94).

All of our meetings and sponsored events have been widely advertised and open to the public at no charge. We invited residents with interests in trails from throughout the county, local government officials, community leaders, and members of environmental and recreational user groups to these fact-finding gatherings. We asked participants at our annual greenway workshops, *How Successful Greenways are Made* (1993) and *How to Build Local Greenways — The Next Steps* (1994), and at *Expo '94: Pathways for the Future* to share their ideas about important community resources, existing trails, and important potential trail connections. At our regular monthly coalition meetings, invited speakers have addressed greenway related issues and projects such as the Tompkins County Bicycle Plan, ISTEAs funding for greenway projects, *Ithaca-Tompkins County Transportation Council*, greenway liability issues, interpretive trail planning, trail projects in the Towns of Ithaca, Dryden, and Lansing, and the Villages of Dryden and Lansing, the New York Barge Canal Trail system, the future Black Diamond Trail, and the Finger Lakes Trail System. These opportunities enabled coalition members to learn from the experiences of others and to envision the potential of a countywide greenway system. We also have worked closely with local planners to verify information gathered at our public meetings before incorporating it into our database and map.

Creating an accurate and reproducible base map is fundamental to any trail planning process. We needed a map of sufficient size and scale to clearly delineate the natural resources and topographical features pertinent to planning trail alignments and biological corridors. We chose a 1904 United States Geological Survey Topographic Quadrangle Map for Tompkins County as the base map because it was a convenient size and on the same scale as the Tompkins County Planning Department's series of natural resource and physiographic feature maps. After updating the map to reflect changes in land use, significant development, and road realignments, the map was reproduced and used to draft components of the proposed greenway system.



Creating a base map from overlaying a series of natural resource and physiographic feature maps.

MAPPING TRAIL SYSTEMS

The first task in planning an interconnected countywide greenway system was to locate all existing multiuse, pedestrian, and special-use trails. Most of this information was gathered at our greenway workshops and monthly meetings. We also consulted with municipal planning offices, educational facilities, and trail clubs in our county (see Appendix C: Map Resources).

Our second task was to plan a series of possible multiuse, pedestrian, and special-use trails to connect the existing system. To do so, all pertinent information on existing linear corridors, including utility easements and rights-of-way, existing and abandoned railroads, abandoned roads, existing and proposed trails, state parks and forests, public lands, and cemeteries were added to the base map. We then noted important focal points or destination points for trails. These included all municipal and state parks and recreational facilities, school properties (all public area school districts, Ithaca College, Tompkins Cortland Community Colleges, and Cornell University), libraries, transit nodes (bus stations, airports, and public transit stops), shopping centers, cultural centers (museums, music and art schools, and performing arts facilities), sports facilities (athletic fields and exercise trails), historic features (covered bridges, historic landmarks and buildings, and Native American sites), important scenic views, other educational facilities (including the Sciencenter, Cayuga Nature Center, Cornell Plantations and Laboratory of Ornithology, Paleontological Institute, Fuertes Observatory), and community and business centers in Tompkins County.

We reviewed aerial photographs (courtesy of the Town of Ithaca, the Tompkins County Tax Assessment Office, and Cornell's Laboratory for Environmental Applications of Remote Sensing (C.L.E.A.R.S.)), flew over the county to review the feasibility of trail systems, and in a few cases walked the proposed trail system making notes and taking photos of trail conditions. Land use maps from the Tompkins County Planning Department and New York State Department of Conservation forest maps were used in this process and in defining possible biological corridors. Trail locations suggested by recreational and conservation organizations, residents, and coalition members were especially valuable additions to the developing system.

Within Tompkins County, the multiuse trail system will form the backbone of our greenway system, connecting urban areas with small towns and hamlets. This could be accomplished using the county's network of abandoned railbeds, which are for the most part in excellent condition. This abandoned transportation system, designed in another era, could provide many of the same connections we need today. At the heart of our developing pedestrian trail system is the Finger Lakes Trail. Already reaching far beyond our county's borders, the Finger Lakes Trail connects Tompkins County's rolling hills with the varied landscapes of neighboring states. As our pedestrian trail system develops, it will provide a variety of connections within our countywide greenway system.

"Living in a Hiker's Paradise."

"Tompkins County Abounds in Trails for Walkers of All Ages and Abilities."

"A Walk Along the Wilder Side of the Cayuga Trail."

"The Abbott Loop: Blueberries and a Panoramic View."

The Ithaca Journal's special series on hiking trails,
May 6 - 27, 1995



MAPPING BIOLOGICAL CORRIDORS

Our purpose in identifying biological corridors for Tompkins County was to develop a system that will maintain biological diversity rather than to protect the habitat of a specific plant or animal. Thus, it was especially important to include a variety of habitat types and areas of high ecological quality and diversity in proposed corridors. While computer-based gap analysis and Geographical Information Systems (GIS) have been used effectively to determine optimal locations for species-specific corridor connections, these technologies were inappropriate for this project. We relied instead on available environmental and habitat data and ecological resources (listed in Appendix C) and our knowledge of the landforms and vegetation of the county. The environmentally significant features outlined on the draft corridor map include flood plains, wetlands, gorges, steep slopes (over 15%), Tompkins County's Unique Natural Areas, designated Critical Environmental Areas (CEA), uncommon geological formations (eskers, kames, etcetera), important wildlife habitats and natural areas, state forests, and state and municipal parks.

Our first step in defining a biological corridor system was to locate sites with rare species and habitats, and high quality examples of common natural habitats. We also paid particular attention to the locations of uncommon or scarce habitats and landforms because these areas are often the strongholds of rare and scarce species. In delineating biological corridors, we noted all large areas of permanently protected land, such as state forests and state parks, which would serve as core habitat reserves in this system.

After using all available information to identify the critical components of the biological system, our second step was to facilitate wildlife movement between these areas. To do so, we evaluated a range of possible connections or "land bridges" between the large open areas and scarce habitats and landforms. We located connections across undeveloped land, avoiding developed areas that could serve as barriers to species movement. As it turned out, stream corridors, with their associated wetlands and flood plains, formed the basis of many of these proposed biological corridors, although many other habitat types are represented as well.



D. Components of the Countywide Greenway System

Building Greenways for Tompkins County: An Action Plan features four categories of greenways: multiuse trails, pedestrian trails, special-use trails, and biological corridors. Descriptions of the existing and proposed components of each greenway category are outlined below and illustrated on the following maps, located at the end of this volume:

Map 1. Greenways for Tompkins County: Multiuse Trails

Map 2. Greenways for Tompkins County: Pedestrian and Special-use Trails

Map 3. Greenways for Tompkins County: Biological Corridors

Map 4. Greenways for Tompkins County: Comprehensive System.

A comprehensive index of the trails and biological corridors presented in this report serves as an introduction to the map section beginning on page 80.

Greenways for Tompkins County: Multiuse Trails

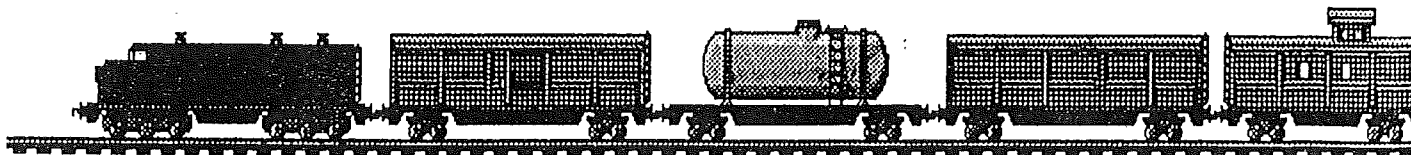
In Tompkins County we have several rail-trail conversions in place and the potential for many more. These trails are examples of multiuse trails at their best. If you've hiked or skied around Tompkins County, chances are you've been on one of the five public recreation ways made on abandoned railbeds — better known as rails-to-trails conversions. Railroads flourished here for almost 100 years. Now most of the lines connecting Ithaca to Trumansburg, Danby, Dryden, Cortland, Groton, Auburn, and Aurora are abandoned. But the idea of linking communities is still a vital one. The overgrown, idle railbeds are still in good condition and could be given a new life serving as the core of Tompkins County's trails.

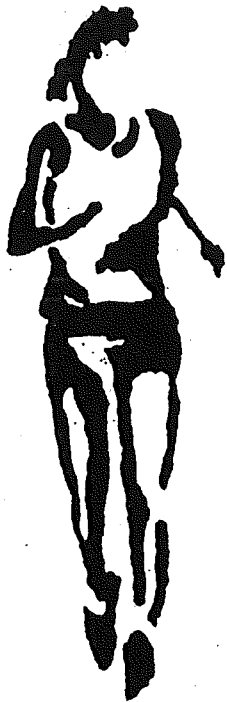
The multiuse trails we have planned would be fairly level, making walking, biking, or maneuvering wheelchairs and strollers fairly easy. With limited road crossings, families can have fun and safe outings. The trails lead you to magnificent views of Tompkins County's hills and valleys, through forests, along creeks, and around wetlands. You can see wildflowers, hear birds, and get glimpses of wild areas. In the winter, the rail-trails are perfect for cross-country skiers of all abilities.

We encourage community planners and residents to walk on the trails listed below, which are open to the public. By experiencing the trails and talking to municipal planners and neighbors who live near or use the trails, planners and residents will have firsthand experience of what a rail-trail conversion or other multiuse trail might be like in their neighborhood.

"After a dozen years as an environmental activist in Tompkins County, I am acutely aware of the need for a county plan for greenways. While we have a plethora of natural resource and planning talent from which to draw, those abilities have been poorly utilized because of the lack of a unifying plan. A county greenways plan will utilize our community volunteer resources as well as eventually protect our special natural environment."

Herbert T. Engman,
Tompkins County Environmental Management Council





"WELCOME!

For the next 1/3 miles you will be walking through the various plant communities in and around the Six-Mile Creek Gorge. These plant communities provide both a beautiful setting for a walk or a bicycle ride, and a wide variety of habitats for animals living here. The twelve numbered posts along this nature trail will introduce you to the plant life as we follow the rim of the gorge. Note as you walk some of the steep slopes on the creek side of the trail, and the small cascades where the trail crosses streams along the way.

ENJOY!"

Six Mile Creek Gorge: A Vegetative Heritage Nature Trail, Town of Ithaca's South Hill Recreation Way,

EXISTING MULTIUSE TRAILS

Trails described below are listed in order of their location on Map 1 reading clockwise from 12:00.

Freeville Trail (0.5 miles long) is in the Village of Freeville, just southeast of Main Street. Access is from Johnson Road just south of Route 366 and Union Street in the Village of Freeville.

Dryden Lake Park Trail (3.3 miles long) starts in the Village of Dryden east of the Dryden Agway Store on Route 13. This trail, built and maintained by the Town of Dryden, follows the converted railbed past Dryden Lake to Lake Road near the county line. Interpretive signs along the trail provide information on Dryden's history and describe natural features found along the route.

Monkey Run Trail (0.8 miles long) is a rail-trail passing through the Cornell Plantations' Monkey Run Natural Area. This trail is currently used for hiking and cross-country skiing, but the wide, level trail base is suitable for multiple use. It is included as part of the proposed Dryden Trail Extension described below. The trail begins at the end of Monkey Run Road, north of Route 366 just east of Varna. There is a parking area just down the hill from the railroad grade. The trail extends out to Route 13 and is paralleled by a foot path built and maintained by the Cayuga Trails Club.

East Ithaca Recreation Way (2.2 miles long) in the Town of Ithaca, extends almost continuously from Honness Lane to Game Farm Road. The greenway is used by bicyclists, pedestrians, joggers, and commuters traveling to East Ithaca and Cornell University. The trail, benches and picnic table along the trail, and the parking area on Game Farm Road are readily handicap accessible.

South Hill Recreation Way (2.9 miles long) extends from Hudson Street near South Hill Elementary School in the City of Ithaca to Burns Road (between Route 79 and Coddington Road) in the Town of Ithaca. An additional 0.4-mile spur from Coddington Road and Hudson Street also connects to the recreation way. There is a level, handicap-accessible entrance off Crescent Place. This Town of Ithaca recreation way, which opened in 1994, passes through woods and open fields as it parallels the south rim of Six Mile Creek Gorge and the City Reservoir. About 0.33-mile of the trail passes through residential areas providing adjoining homeowners convenient access to this recreational facility. Already popular with walkers, joggers, bicyclists, cross-country skiers, and Ithaca College athletic teams, the South Hill Recreation Way also serves as a commuter route between South Hill residential areas, Ithaca College and downtown. A self-guided interpretative nature tour begins near Crescent Place and continues southward along the trail.

NEIGHBORHOOD CONNECTORS (NOT SHOWN ON THE MAP)

Several existing and proposed multiuse trails are not shown on the map. These trails serve as neighborhood connectors, providing safe off-road shortcuts to schools and other public services. Most of these are paved and were created to meet specific commuter needs. An example is the developing multiuse trail system in the Town of Ithaca discussed below.

Elements of this system are outlined in the town's 1984 Park and Open Space Plan, which is currently being updated.

Northeast Bikeway/Walkway is a series of walkways weaving through the northeastern residential neighborhoods of the Town of Ithaca. The Northeast Bikeway/Walkway provides a safe off-road link between the residential areas east of Warren Road and the DeWitt Middle School and Northeast Elementary School. Lisa Place, Sandra Place, Pleasant Grove, and Forest Home Walkways all provide attractive internal pedestrian linkages within their respective neighborhoods. The Northeast Bikeway/Walkway is used daily by students walking and riding bicycles to Northeast Elementary School and DeWitt Middle School. The route also provides access for pedestrians walking from the northeast area toward the four major shopping malls at the intersection of Route 13 and Triphammer Road. The Pleasant Grove Trail and the Forest Home Walkway are also used frequently by commuters to Cornell University.

Town of Ithaca trail system includes the rights-of-way for off-road pedestrian and bicycle trails acquired by the town. The first is a 0.5 mile trail connecting Chase Lane to the Deer Run subdivision scheduled for completion in summer 1995. This trail is part of a developing system on South Hill to afford neighborhoods off-road access to Buttermilk Falls State Park, Ithaca College, and the South Hill Recreation Way. The second trail on West Hill will be a 0.6 mile bicycle and pedestrian path from the Woolf Lane area south and east to Dubois Road near Indian Creek Road. This trail is part of a larger proposed town trail system to extend southward to Cass Park where it will join the proposed Black Diamond Trail. Temporary trails will connect Sapsucker Woods Road, by way of Sanctuary Woods Road, to Salem Drive (following an existing sewer right-of-way) and to Birchwood Drive North (along proposed subdivision lotlines). This branched trail will expand the Northeast Bikeway/Walkway system to the Dryden town line on Sapsucker Woods Road. A fourth trail may be given to the town connecting Pine Tree Road to the Eastern Heights development off of Snyder Hill.

PROPOSED MULTIUSE TRAILS

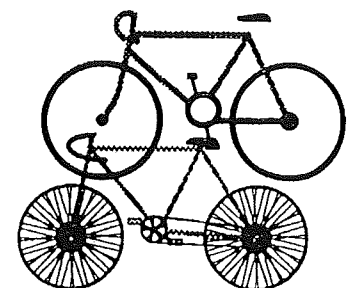
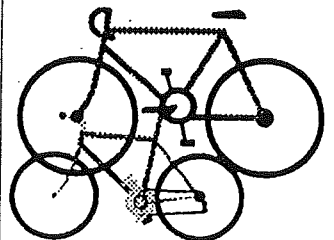
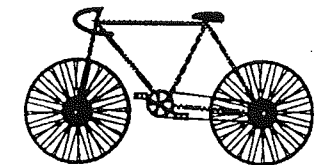
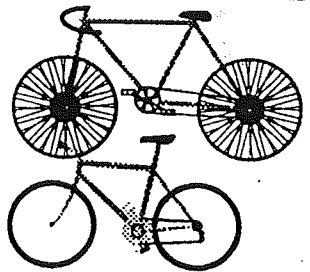
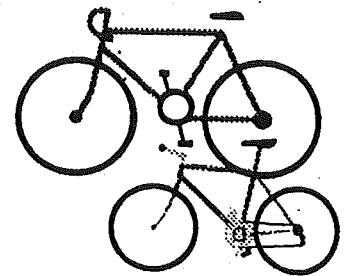
The enhanced system we propose would provide multiuse trails that would allow commuters to bike and walk to work or school and joggers and walkers to exercise during their lunch hours. Hikers and cyclists could begin day trips from entry points near their homes. Children could walk or bike from school to recreational facilities. The system would connect with other multiuse trails proposed for the region, enabling residents and visitors to plan long bike-hike trips from Ithaca to Taughannock State Park, on to Geneva, and then to the Barge Canal Route.

Most of the multiuse trails that are underway or that we propose follow abandoned railbeds or roads. Some of these rail-trail conversions will link sections of existing rail-trails. Other railbeds form connections between communities and provide ideal routes for alternate transportation. Whenever possible, we hope to align our rail-trails with greenways in adjoining counties.

Using the abandoned railroads and roadways for multiuse trails allows communities to develop sections of trail at lower costs. These abandoned railroad beds make ideal multiuse trails since they are well drained with wide road bases and sturdy bridges built to support trains. They are well built and have survived in surprisingly good condition after years of neglect.

"Just try it once, try riding to work. Maybe what you thought would be a barrier really isn't. And it's such a great feeling to have had that ride."

Lois E. Chaplin, Bicycle Safety Specialist, Cornell University





Minimal bridge and railbed repairs were needed to make the existing rail-trails in the county strong enough to carry pedestrian traffic and maintenance equipment. Maintaining these converted railbeds primarily entails periodic mowing and removal of fallen limbs. Occasionally, erosion of trail beds during severe storms may require repairs or replacement of culverts, which can be more time consuming and expensive.

To the greatest extent practicable, all existing and future multiuse trails should be accessible to individuals with varying capabilities and limitations. This can often be achieved through simple and affordable design modification. By providing convenient parking, trailside resting places, trails wide enough for self-propelled and motorized wheel chairs, and accessible trail entrances, trailway systems can be enjoyed by everyone.

The proposed multiuse trails in the Tompkins County greenway system are described below in order of their location on Map 1 reading clockwise from 12:00.

Owasco Inlet Trail would follow the abandoned railbed (formerly the South Central Railroad) through magnificent wetlands and fields from Freeville to Groton and then along the Owasco Inlet Valley to the Cayuga County line. Another trail following this abandoned railbed from Owasco Lake to the Fillmore Glen is proposed by the Town of Moravia in Cayuga County.



Lime Hollow Trail would trace the abandoned Lehigh Valley Railroad (formerly the Ithaca & Cortland Railroad) between Freeville, McLean, and the county line. This section of trail would connect with the Dryden Lake Park Trail and the proposed rail-trail that extends from the City of Cortland to Lime Hollow in Cortland County.

Dryden Trail would use the abandoned Lehigh Valley railbed between the Town of Ithaca and Village of Freeville (formerly the Ithaca & Cortland line) and then connect the Village of Dryden with the existing Dryden Lake Park rail-trail. A second extension to the existing Dryden Lake Park Trail, using a section of the abandoned South Central Railroad to bring the trail from Dryden Lake to the county border, is currently in its final planning stages. All told, this trail would connect four isolated existing segments of rail-trail currently managed by the Town of Ithaca, Town of Dryden, Village of Freeville, and Cornell Plantations. The Dryden Trail would intersect with the proposed Hartford Rail-Trail, Lime Hollow Trail, Owasco Inlet Trail, and the hub of the rail-trail system in the Town of Ithaca. This multiuse trail could serve as a major route for residents in the northeastern part of the county commuting to downtown Ithaca, Ithaca College, and Cornell University. The Dryden Trail would also intersect with the pedestrian-only Cayuga and Finger Lakes Trails.

Six Mile Creek Trail is a short segment of proposed multiuse trail designed to connect the Caroline School with the community centers in Slaterville Springs and Brooktondale. This trail is intended to serve primarily as a commuter connection for walkers and cyclists. This trail could also connect with the proposed Caroline Trail and Slaterville Trail.



Besemer Trail would follow the abandoned Murdock Railroad Grade that parallels Slaterville Road. It could extend northward to join the East Ithaca Recreation Way at Honness Lane. Heading southeast from below Pine Tree Road, the trail would pass through Bethel Grove.

The Besemer Trail would then connect with the Coddington and Caroline Trails at the head of the White Church Valley.

Caroline Trail in the Town of Caroline, would follow a section of the Lehigh Valley railgrade (formerly the Utica, Ithaca, & Elmira Railroad) along the White Church Valley toward the county line. This trail segment would intersect with both the Coddington and Besemer Trails to serve as a commuter route from the southeastern part of Tompkins County to downtown Ithaca, Ithaca College, and Cornell University. The southern end of the Caroline Trail would also intersect with the Finger Lakes Trail.

Coddington Trail built on the abandoned Ithaca & Owego Railroad railbed, would be a southward extension of the South Hill Recreation Way. The Coddington Trail could extend to the Town of Caroline to join the Besemer and Caroline Trails.

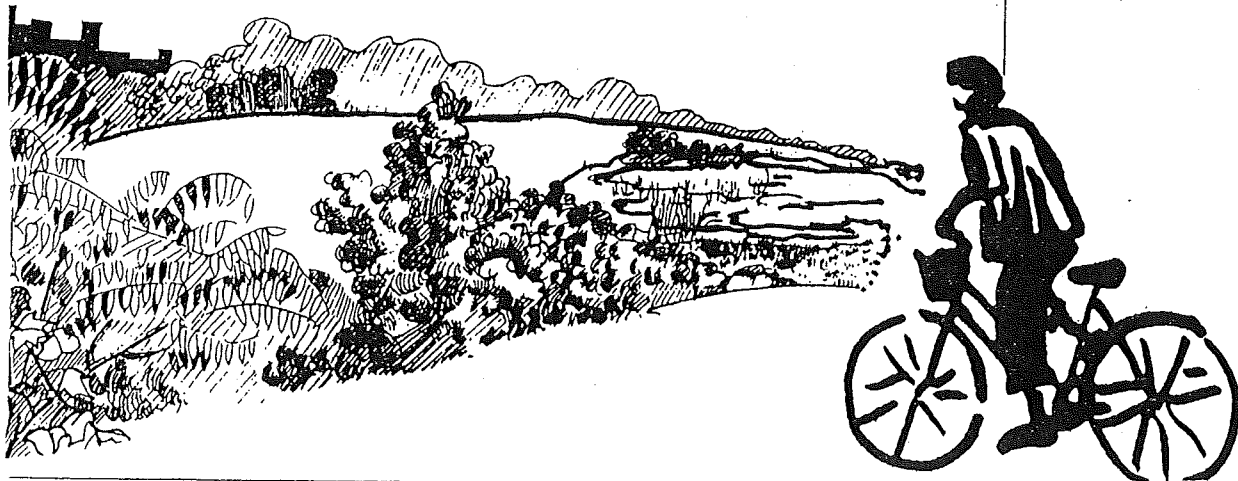
Cayuga Inlet Trail would follow the now active Black Diamond railbed connecting Ithaca with Candor/Van Etten. If the railroad is taken out of active use, a trail along its railbed could provide magnificent creek valley views. On its southern end, the Cayuga Inlet Trail would intersect with the pedestrian-only Finger Lakes Trail and the proposed Chaffee Creek Trail. Occasionally, under stringent safety guidelines, multiuse trails have been developed next to infrequently used rail lines such as this one.

Sodus Bay Trail would pass through the Village of Newfield connecting it with Enfield Center. The railbed passes close to the Newfield schools and Enfield Elementary School and could serve as a commuter trail for school children. On its eastern end, along West Branch Creek, the trail would connect with another proposed multiuse trail, the Cayuga Inlet Trail. The Sodus Bay Trail also would intersect with the pedestrian-only Finger Lakes Trail, leading to Robert H. Treman State Park. Continuing northward, a trail extension might connect Enfield Center with the Village of Trumansburg.

Taughannock Creek Trail would connect the Village of Trumansburg with the Black Diamond Trail and the pedestrian trails in Taughannock State Park. An extension southward along the abandoned Sodus Bay railroad grade would connect Trumansburg with Enfield Center.

**TOWN OF ITHACA
TRAIL RULES
enforced by
Tompkins County Sheriff**

- Trail open one-half hour before sunrise and closed one-half hour after sunset.
- Trail closed each year from the first Monday after November 15 through the first Tuesday after December 7 [Deer Hunting Season].
- Walking, jogging, bicycling, and cross-country skiing only. Keep on trail. Yield to pedestrians.
- Children under six (6) years must be accompanied by an adult.
- All pets must be leashed and cleaned up after.
- No motorized vehicles or skate boards allowed.
- No alcoholic beverages allowed.
- Please respect town and private property. Do not litter.
- Please report problems to Town of Ithaca Parks Department — 273-8035.



There is significant support for trailways in [the Town of] Lansing. A recent random telephone survey of Lansing residents found that 79% of households would use bike and walking paths if they were available."

Lansing TrailWays Committee (TOWN OF LANSING)



"[a greenway] for the enjoyment of people of all ages and interests — walkers, joggers, bicyclists, cross-country skiers, parents with strollers, nature enthusiasts; a coherent plan for using Village recreation land."

Lansing Greenway Committee (VILLAGE OF LANSING)

Black Diamond Trail is a joint project of the Finger Lakes States Parks, the City of Ithaca, and the Town of Ithaca. This trail is being planned on the former Black Diamond Railroad grade. Once built, the Black Diamond Trail will connect Robert H. Treman, Buttermilk Falls, Allan Treman Marina, and Taughannock Falls State Parks. Trail planning, funded by a Federal ISTE A grant, is underway at the New York State Office of Parks, Recreation, and Historic Preservation. In the future this trail may be extended 39 miles north all the way to Geneva, and connect our area with the New York Barge Canal Trail System. A connection with the South Hill Recreation Way (on the abandoned Cayuga & Susquehanna railbed) is also under consideration. The multiuse Black Diamond trail will also intersect with the Cayuga Inlet Trail and the Finger Lakes Trail.

East Shore Trail follows an active Lehigh Valley rail line. Once the railroad ceases active use, this railbed could be converted into a magnificent rail-trail path along the eastern shore of Cayuga Lake. Better access to Cayuga Lake is high on the wish list of participants at our greenway events and meetings. This railbed could provide important trail connections between the City and Town of Ithaca with the Village and Town of Lansing greenways.

Libertyville Trail, a multiuse trail in the planning stages, will connect the Town of Lansing center (formerly called Libertyville) with the Lansing community schools, play fields, and public beaches at Myers Park. This trail would provide a much-needed alternate route for the community away from the hazardous traffic of Route 34B.

Lansing Trail would follow the abandoned Short Line Railroad line southward from the Town of Lansing center to the City of Ithaca. The northern section, built on the abandoned Murdock Railroad Grade, would extend from the center of Lansing to the Cortland County line. The trail would join the Libertyville Trail to provide a safe off-road commuter route to the Lansing ball fields and schools, or to downtown Ithaca.

Village of Lansing Greenway is a planned network of trails connecting residential areas, commercial and business centers, and parks. The village greenway may also serve as a connector between the proposed Lansing and East Shore Trails and with the existing Northeast Bikeway/Walkway and nature trails at Sapsucker Woods. The proposed Monkey Run Connector would also join the Village of Lansing Greenway with the Cayuga Trail and the proposed Dryden Trail Extension.

Greenways for Tompkins County: Pedestrian Trails

EXISTING PEDESTRIAN TRAILS

Map 2 includes both existing and proposed pedestrian trails. Pedestrian trails in Tompkins County cross the most remote parts of the county as well as some of the most urban. Long or short, the county's pedestrian trails are maintained in a variety of ways: some are cared for by volunteers on public or private land, others by private organizations, municipalities, or the State of New York. Major trail routes are shown on the map, while only the locations of facilities or sites of shorter trails are noted.

Finger Lakes Trail extends 550 miles from Allegany State Park eastward to the Catskill Mountains. The Cayuga Trails Club, our local affiliate of the Finger Lakes Trail Conference, maintains 75 miles of the Finger Lakes Trail between Watkins Glen, in Schuyler County, and Caroline, in Tompkins County. About 50 miles of the **Finger Lakes Trail** crosses the southern part of Tompkins County, connecting Cayuta Lake in Schuyler County with the Connecticut Hill Wildlife Management Area, Robert H. Treman State Park, Lick Brook's Sweedler Nature Preserve, the Danby State Forest, Shindagin Hollow State Forest, and Potato Hill State Forest, before continuing into Tioga County. The latest trail addition to the Finger Lakes Trail System is the 7.5-mile **Abbott Loop Trail** in the Danby State Forest. Efforts are ongoing to move sections of the Finger Lakes Trail away from roads and deeper into the woods. The Finger Lakes Land Trust holds permanent trail easements for three sections of the Finger Lakes Trail crossing private property in Tompkins County.

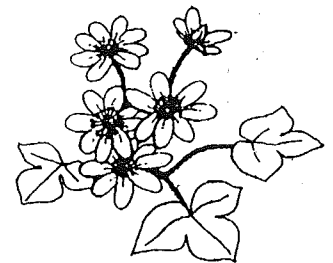
Sections of the Finger Lakes Trail are part of the **North Country National Scenic Trail (NST)**. NST was authorized by Congress in 1980 as part of the National Trails System to link the outstanding scenic, natural, recreational, historic, and cultural resources of our northern states. When completed, the NST will extend more than 3,200 miles across seven states from Lake Champlain in New York, to Lake Sakakawea in North Dakota. The trail is a cooperative effort of many federal, state, and local government agencies, of individual and corporate landowners, and of private volunteer trail organizations. To date, approximately 19 miles of the Tompkins County's Finger Lakes Trail have been certified by the National Park System as an official component of the NST. About one-third completed, the NST will be America's longest foot trail, connecting Tompkins County's rolling hills to the vast and varied landscapes of the northern United States (see *Map 5. Nationwide Greenway System*).

Cayuga Trail is built and maintained by the Cayuga Trails Club, Inc. Tompkins County's seven mile long Cayuga Trail spans the Cornell University Campus from the Stewart Avenue Bridge over Fall Creek in the City of Ithaca, eastward through the Cornell Arboretum and Cornell Plantations Natural Areas. The trail wanders along Fall Creek, through Monkey Run to Route 13, and then back to Varna. Since 1993, Cayuga Trails Club has built a foot bridge on the Cayuga Trail and cleared and marked two miles of new trail.

"A dream that's being realized... a continuous trail through the boreal forests of the northeast and upper midwest... It was not until the 1960's that serious planning began... Authorized as a National Park Service project, approximately 20% had been completed by 1960 and much other work was under way."
North Country National Scenic Trail Association



"The Finger Lakes Trail System: A system of wilderness foot trails across beautiful New York State from Canada to the Allegheny Mountains to the Catskills for hikers, backpackers, cross-country skiers, nature lovers, bird watchers, photographers, & snowshoers."
Finger Lakes Trail Conference



"The Cayuga Trails Club was founded in 1962 "to explore, enjoy, and preserve wild lands and places of natural beauty and interest through informal study of the natural and historical features of the out-of-doors by walks and related activities."
Cayuga Trails Club, Inc.

"Cornell Plantations has 200 acres of intensely managed plant collections and gardens, and manages nearly 3000 acres of natural areas including sites of geological, hydrological, and biological importance. We are eager to see the development of a greenway system that connects with trails through some of our natural areas and increases their availability to the public, thereby adding immeasurably to the impact of our educational and interpretative programs."

Carl F. Gortzig, Director,
Cornell Plantations

OTHER PEDESTRIAN TRAILS

Many institutions, organizations, and government bodies in Tompkins County maintain pedestrian trails through their facilities. These trails are primarily used for outdoor education and recreation. For example, the New York State Parks, Recreation and Historic Preservation maintains an extensive system of trails along gorges, woodlands, and meadows throughout Buttermilk Falls, Robert H. Treman, and Taughannock Falls State Parks. All three parks have impressive gorges, waterfalls, and other remnants of their glacial heritage and the early settlement of the county. Supervised swimming areas and campgrounds are also available at each park.

The following trails, denoted according to their facility or site name, are described below and shown on Map 2 in approximately clockwise order starting at 12:00.

Sapsucker Woods Bird Sanctuary provides opportunities for watching birds from an indoor observatory and along trails and boardwalks that wander through woodlands, wetlands, and around ponds. The 220-acre sanctuary in the Town of Ithaca is home of the Cornell Laboratory of Ornithology, an international center for the study, appreciation, and conservation of birds.

4-H Acres maintains the **Rotary Nature Trail** on Lower Creek Road, off Route 13, in the Town of Dryden. This pedestrian trail passes through several habitats including upland and stream-side forests, spruce thicket, and wetland. The trail has self-guided interpretive stations along the mapped route and is maintained by volunteers. Students from Cornell University and 4-H families recently resurfaced several sections of the trail and added new interpretative stations.

Dryden School and the Youth Conservation Corps maintains a nature trail that is used as an outdoor laboratory for sciences classes at Dryden High School.

Etna Nature Preserve is an 11.5-acre Finger Lakes Land Trust nature preserve along Six-Mile Creek in the hamlet of Etna. Trails, built by volunteers, wander through fields, woods, and wetlands and are open to the public for nature study.

Cornell Plantations maintains **Plantations Path**, composed of seven miles of self-guided walkways, roads, and paths on Cornell University land. A series of seven loops, the Plantations Path begins at Treman Triangle, (a small park at the base of Cascadilla Gorge in the City of Ithaca), and extends eastward through Cascadilla Gorge, crosses the Cornell campus, circles Beebe Lake, and wanders through the Cornell Plantations' botanical gardens, natural areas, and arboretum. The trail ends at the Newman overlook in Cornell's arboretum. At both ends the path connects with other regional walking trails, including Circle Greenway in downtown Ithaca and the Cayuga Trail along Fall Creek. Maps and interpretive information are found at orientation stations along the path. *Cornell Plantations Path Guide*, a self-guided tour with extensive natural and cultural history information, is available at local bookstores.

Mulholland Wildflower Preserve is managed by the City of Ithaca to protect the Six Mile Creek watershed and the Six Mile Creek Reservoir. Trails cross the floodplain forest with its abundant spring wildflowers.



Eldridge Preserve (The Nature Conservancy) owned by the Central/Western New York Chapter of the Nature Conservancy is located on the Town of Ithaca's South Hill. A trail circles through the preserve, passing beneath a tall forest canopy, skirting the edge of a ravine, and leading visitors across a hilltop meadow.

Buttermilk Falls State Park located in the Town of Ithaca, has 751 acres of varying woodland, stream-side, and deep gorge habitat. There are five hiking trails covering 5.25 miles, including the Larch Meadows nature trail through wetlands, floodplain, and woodlands.

Lick Brook (Sweedler Nature Preserve) is reached by the Finger Lakes Trail, which runs along the gorge rim affording breathtaking views of the waterfalls. The 127-acre nature preserve on the north side of the Lick Brook in the Town of Ithaca, is owned and managed by the Finger Lakes Land Trust. The site is rich in rare species including nesting ravens on the gorge cliffs.

Robert H. Treman State Park located within the towns of Ithaca and Enfield, has 1,025 acres of woodlands, deep gorges, and meadows including the spectacular 115-foot Lucifer Falls. The park has three walking trails around the gorge totaling five miles and comprising three miles of the Finger Lakes Trail.

Cayuga Nature Center provides five miles of trails for hiking, cross-country skiing, snowshoeing, and nature study. The center, dedicated to outdoor and environmental education, has a facility with 133 acres of fields, streams, wetlands, woodland, and a horse farm. A hike down the History Trail leads to the barn, cabin, and farm animals of the Pioneer Homestead. The Nature Center, headquartered in Ulysses, also owns an 85-acre summer camp (formerly Camp Ketapilua) on Hammond Hill in Dryden, which is surrounded by state forest.

Taughannock Falls State Park best known for its 215-foot waterfall, has 783 acres of woodlands, deep gorges, and meadows near the Village of Trumansburg. There are three hiking trails around the gorge totaling 3.75 miles and a two mile long multiuse trail.

Fuertes Bird Sanctuary at Stewart Park is an important floodplain bird habitat for resident species and spring and fall migrants. The shady sanctuary trails, maintained by the Cayuga Bird Club, pass through rich forest on the delta formed by Fall Creek next to Stewart Park in the City of Ithaca.

City of Ithaca hosts **Circle Greenway**, a popular walking tour of the City of Ithaca. Created in 1976 to celebrate the national bicentennial, Circle Greenway has become an important feature of the city. This tour gives the newcomer and visitor glimpses of the city's character, from its nature trails to its commercial center, and from the university campus to its industrial core. Maps of the greenway route are available at City Hall, the Corner Bookstore, and the Chamber of Commerce.

"Why does the City of Ithaca have such a diverse landscape?"

One reason is that it occupies a site that was shaped by, not one, but two glacial events. The result is a very deep lake surrounded by higher countryside... etched by streams producing gorges and glens as they made their way to Cayuga Lake.

Ithaca's neighborhoods take on widely differing characters: gorges with steep rock walls, waterfalls and wooded slopes... rolling wooded and open fields... and level shores and wetlands around the lake. In general, the steep slopes remain wild, the gentler slopes and uplands are residential, and the flats and old wetlands are commercial."

**City of Ithaca's
Circle Greenway Guide Book**



"The small tree to your left and the huge tree in front of you are oaks. The large tree is probably over 200 years old and in the Black Oak family. Can you think of something that happened 200 years ago when this tree was just a seedling?"

**4-H Acres Rotary Nature Trail
Guide Book**

"The time for trails is now, and, if we all act now, we can begin to see results. We can realize the vision of a system of trails, connecting people and communities. This can be the era of the recreational interstate system — with a trail within 15 minutes of most of our homes."
American Hiking Society

The City of Ithaca is also featured in the self-guided *DeWitt Historic District Walking Tour* and *Downtown Ithaca: An Architectural Walking Tour*. These tours, designed to give residents and visitors an appreciation of Ithaca's history and architecture, lead visitors through two nearby districts in downtown Ithaca. Guides are available from Historic Ithaca, the DeWitt Historical Society, and the Chamber of Commerce.

PROPOSED PEDESTRIAN TRAILS

The pedestrian trails we propose provide connections to and between wild areas in remote parts of the county. Some of these trails cross state lands, while others cross private lands or follow abandoned or seasonal-use roads. These trails provide an opportunity for users to experience the quiet beauty of the countryside, see and learn about wildlife, hear the birds, and commune with nature.

Most pedestrian trails traverse difficult terrain for much of their distance and give the hiker a wilderness experience. We have recommended the continued use of pedestrian rather than multiuse trails in these rugged habitats to protect the environmental integrity of these less accessible areas. Like the Finger Lakes Trail and Cayuga Trail, we expect that these pedestrian trails will be unimproved for the most part.

The new trails we propose connect existing pedestrian or multiuse trails. Occasionally, bicyclists and other multiuse trail users could add a walking excursion to their trip to reach scenic or remote areas. Whenever possible, we recommend that these pedestrian trails have connections with community centers, neighborhoods or villages so people can reach the quiet countryside directly from their homes and workplaces, and, conversely, so trail users have access to public amenities. We have proposed several walking loops so that the trail would bring hikers back to their starting place. Occasionally the walking trails are a series of loops, which would allow hikers to make trips of varying lengths on the system.

Again, trail descriptions below are approximately in a clockwise order, as shown on Map 2, starting at 12:00.

Monkey Run Connector would connect the trails through the Monkey Run Natural Area, the Cayuga Trail and the proposed Dryden Trail, with the nature trails at Sapsucker Woods and the Village of Lansing Greenway. Part of this trail would follow the abandoned Monkey Run Road.

Mount Pleasant Trail would connect the Cayuga Trail and the Dryden Trail at Monkey Run with the Hammond Hill Nordic Ski Trail. Extensions of the Hammond Hill trail would take hikers onto the Finger Lakes Trail and to the Six Mile Creek Trail at Slaterville Springs.

Slaterville Trail, located in the Town of Caroline, would connect the Village of Slaterville Springs with the Hammond Hill Nordic Ski Trail in the Town of Dryden. The proposed trail follows Six Mile Creek and the abandoned Old 600 Road to the large wilderness tract on



Hammond Hill. It would connect with the Hammond Hill Nordic Ski Trail and the Six Mile Creek Multiuse Trail.

Chaffee Creek Trail, located in the southwestern part of the county, would follow the Chaffee Creek Valley and Van Buskirk Gulf. The proposed route passes through the Newfield State Forest, along abandoned roads and across private land much like the Finger Lakes Trail does. The trail would make a loop of wilderness trail, meeting the Finger Lakes Trail in two locations. The trail would intersect with the proposed multiuse Cayuga Inlet Trail.



Greenways for Tompkins County: Special-use Trails

EXISTING SPECIAL-USE TRAILS



Special-use trails, such as fitness trails, mountain bike courses, and snowmobile trails, are as varied as the needs of their user groups. Special-use trails are generally required for trail activities that cannot be accommodated on standard multiuse or pedestrian trails and are designed using appropriate safety guidelines for the trail alignment, grade, level of difficulty, turning radius, and sight distances that are required for a particular sport. These specially designed trails allow users to fully enjoy specific trail pursuits. Mountain bike trails, for example, should be designed on challenging and rugged terrain with trail surfaces that do not easily erode and with varying levels of difficulty and travel distance. While both hikers and cross-country skiers enjoy varied terrain and good views of the countryside, the types of trails best suited to these two activities are different. Many hiking trails in our area are too narrow, steep, and twisting for optimum cross-country skiing. Cross-country ski trails also follow areas with a longer period of snow cover such as ridgelines and snowy hilltops.

In some circumstances, special-use trails can solve multiuser conflicts by separating incompatible activities. Clashes that arise between pedestrians and motorized trail activities can best (or only) be solved by directing some trail users to separate facilities. We recommend that communities work with individuals and groups with special trail requirements to plan, develop, and maintain trails for their recreational needs.

Cass Park Exercise Course offers a paved trail with exercise stations along the Cayuga Inlet.

DeWitt Middle School Fitness Trail, located on the school grounds, has specifically designed exercise stations along its route for use by the students, faculty, staff, and the community. This trail is readily reached by the Town of Ithaca's Northeast Bikeway/Walkway and will have connections with the proposed Village of Lansing Greenway.

Sampson Trail (Cornell Plantations) cared for by Cornell University's Plantations and Athletics Department, is a beautifully landscaped fitness trail situated above the north shore of Beebe Lake near Helen Newman Hall.

PROPOSED SPECIAL-USE TRAILS

Hammond Hill Nordic Ski Trail was designed with the needs of cross-country skiers in mind. It will be wider than most pedestrian trails with more gradual turns. Pedestrians may use the trail for hiking when there is no snow cover. When the plan is implemented, the trail will connect with the Mount Pleasant Trail and the Finger Lakes Trail.

There are no formal public snowmobile or mountain bike trails in Tompkins County; however, many seasonal roads are used for this purpose. At a future date, we may follow the example of towns and counties in northern New York State, which have developed cooperative snowmobile and mountain bike trail systems for residents and tourists. We recommend that communities work with special interest trail groups, such as mountain bike and snowmobile enthusiasts, to plan, develop, and maintain trails for their specific recreational needs.

Greenways for Tompkins County: Biological Corridors

We are fortunate to have an abundance of publicly held land in Tompkins County that will serve as core components of a countywide biological corridor system. As development progresses, we can insure the environmental integrity of our region by maintaining designated land bridges or connecting corridors between these large habitat reserves.

Included in this core network of open space are municipal and state parks, private nature preserves, state forests, and wildlife management areas. In addition, there are large institutional land holdings that include undeveloped land and designated natural areas. Several conservation organizations, including the Finger Lakes Land Trust, Cornell Plantations, and the Nature Conservancy, protect expanses of rural land and important natural areas. Other private preserves, such as Reimer's Woods, owned by the Cayuga Trails Club, could also be vital components of an integrated biological corridor system.

Presently, there are no officially designated biological corridors in the county connecting these core habitat reserves, although one has been proposed to protect the Town of Ithaca's Coy Glen watershed. However, the following organizations protect large tracts of land for conservation purposes which form the core areas of the biological corridors we propose.

The New York State Department of Environmental Conservation State Forest and Wildlife Management Areas includes Yellow Barn, Hammond Hill, Potato Hill, Shindagin Hollow, Danby, Newfield, and Cliffside State Forests, and Connecticut Hill Wildlife Management Area.

New York State Parks, Recreation and Historic Preservation manages four local state parks, including Buttermilk Falls State Park, Taughannock Falls State Park, Allan Treman State Marina, and Robert H. Treman State Park.

The Finger Lakes Land Trust protects the natural integrity of over 4,330 acres of land in Tompkins County by holding conservation easements or title to lands. Two properties, the Sweedler Preserve at Lick Brook and the Etna Nature Preserve, have been set aside specifically as ecological preserves.

Cornell Plantations manages 2,900 acres of natural areas for Cornell University. Public trails such as the Plantation Path and the Cayuga Trail cross some of this wild land. Other properties, with restricted access, are held for natural history education and research.

Mulholland Wildflower Preserve (City and Town of Ithaca) has been set aside to protect the Six Mile Creek watershed and Six Mile Creek Reservoir. Trails cross the floodplain forest with its abundant spring wildflowers. The entire Six Mile Creek watershed, could be incorporated into this network of biological corridors.

RULES FOR OFF-ROAD BICYCLING

1. Ride on open trails only.
2. Practice minimum impact bicycling.
3. Control your bike.
4. Always yield.
5. Plan ahead.
6. Wear a helmet.

WHERE TO RIDE:

- Connecticut Hill Wildlife Management Area
- Cass Park Path
- East Ithaca Recreation Way
- Northeast Trail
- South Hill Recreation Way
- Dryden Lake Park Trail
- Arnot Forest
- Danby State Forest
- Hammond Hill State Forest
- Shindagin Hollow State Forest
- Yellow Barn State Forest

WHERE NOT TO RIDE:

All environmentally sensitive areas, on hazardous terrain, labeled foot and ski trails, and private property.

Examples:

- Six Mile Creek Mulholland Wildflower Preserve
- Cayuga Lake Trail
- Finger Lakes Trail
- Designated pedestrian paths of the Cornell Plantations
- Designated pedestrian paths at Robert H. Treman, Allen H. Treman, Buttermilk Falls, and Taughannock State Parks.
- Finger Lakes National Forest

"Off-Road Bicycling in the Ithaca Area" written by the City of Ithaca Bicycle Advisory Council is available City Hall and area bike shops.

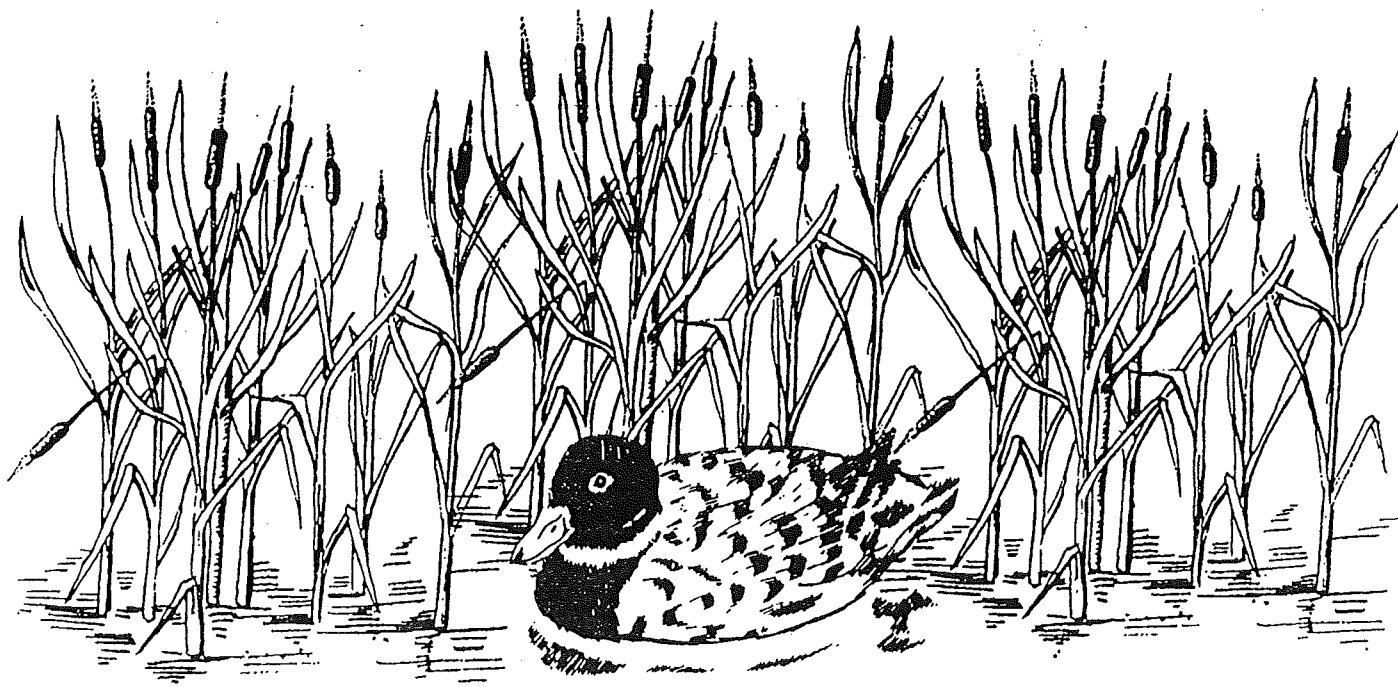
"Trails involve more people in the process of land conservation and help focus the issue."
Wayne Curtis,
American Hiker

PROPOSED BIOLOGICAL CORRIDOR COMPONENTS

From the bounty of preserved and undeveloped land that still exists in the county, we could devise a system of biological corridors for the future — a system that would ensure that the wildlife (both plants and animals) we enjoy today remains in healthy, viable populations. As the human population increases in Tompkins County, the landscape is progressively divided and corridors are interrupted by roads, houses and developments, and shopping centers. Developments fragment natural habitats into increasingly smaller and more isolated patches, changing the plant and animal communities in them. Species may be unable to reach necessary resources and mating, breeding, or dispersal may be interrupted. Disease and disaster have stronger effects on small populations, and isolated populations may never fully recover if dispersal is very limited or impossible.

While New York State sets aside specific areas for forest protection or game management, this method effectively protects only targeted species and may not help other plants and animals outside the protected area. Environmentalists, conservation biologists, and the public at large are asking planners to pay more attention to the effects of development on all native wildlife species. Wisely planned biological corridors are an attractive option to protect intact biological systems and preserve species diversity while allowing development and growth in the county.

Unique Natural Areas of Tompkins County are tracts of land that were inventoried by the Tompkins County Environmental Management Council and were determined to have environmental special significance. Most of these properties are protected only by the individual private property owners and are not open to the public. These unique sites are natural

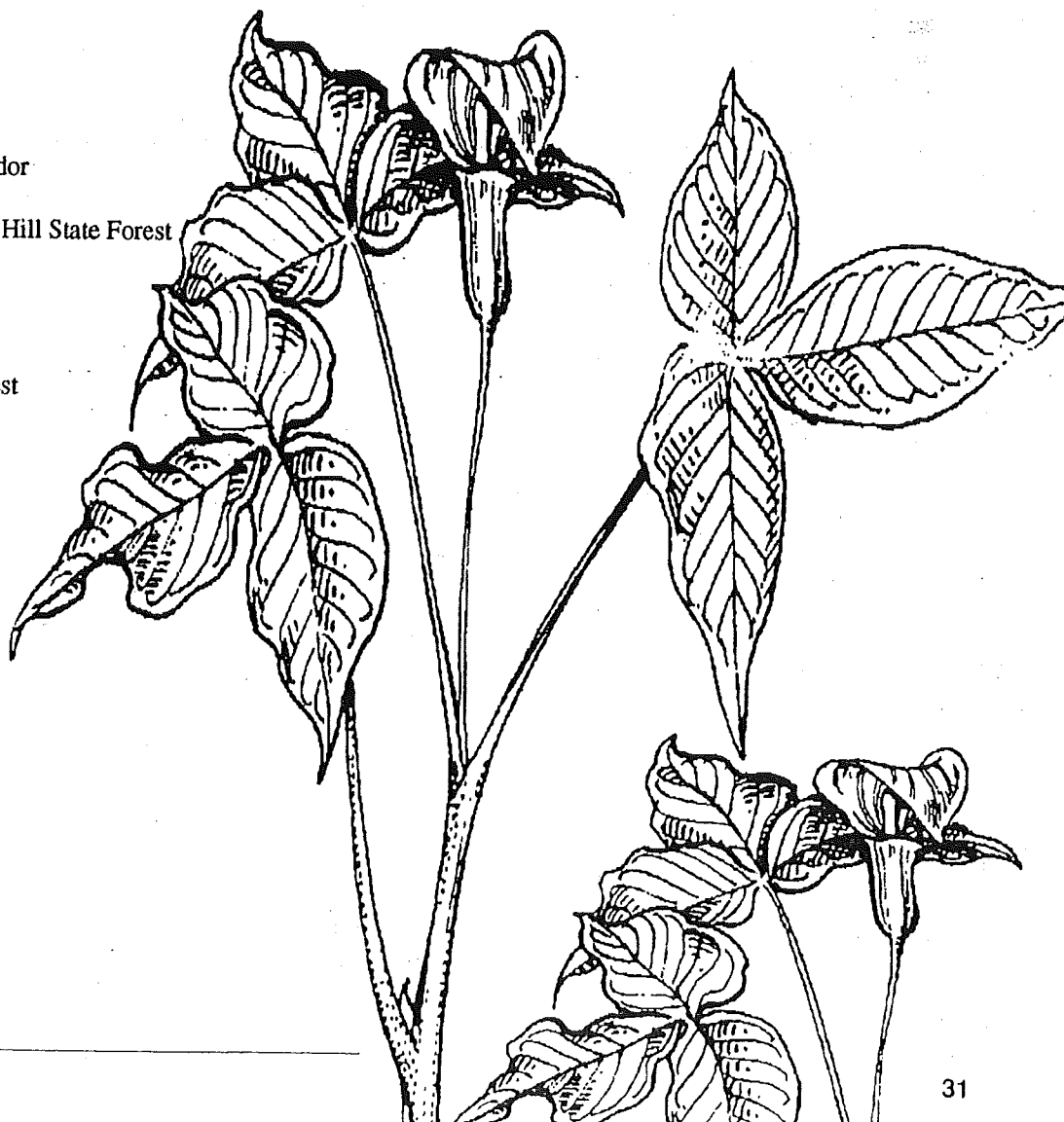


components of the proposed biological corridor system. Landowners and municipalities should be encouraged to protect these valuable resources. Some of these sites might be included in planned and protected biological corridors.

The biological corridors we propose follow natural features such as major creek corridors or ridgetops, and connect large tracts of protected lands such as state parks and forests. We have proposed connections between sites known for their abundance of wildlife. Protecting biological corridors will require a commitment to limited development on fairly large tracts of land. This commitment may require planners to develop special land use districts that permit denser development in some areas to balance limited development in biological corridors. Landowners that secure a biological corridor on their land with a conservation easement should be compensated by lower property taxes.

The Biological Corridors listed below are outlined on Map 3 in approximately clockwise order starting at 12:00.

Mill Creek Wetlands
Owasco Inlet Valley
Fall Creek Valley
Virgil Creek Valley
Dryden Lake Wetland Corridor
Mount Pleasant
Yellow Barn and Hammond Hill State Forest
Cascadilla Creek
Thomas Road Wetlands
Six Mile Creek Valley
Potato Hill State Forest
Shindagin Hollow State Forest
Danby Creek Valley
Danby State Forest
Buttermilk Creek Valley
Lick Brook Valley
Cayuga Inlet Valley
Van Buskirk Gulf
Cornish Hollow
Newfield State Forest
Cliffside State Forest
Pony Hollow
Connecticut Hill
Enfield Creek Valley
Coy Glen
Taughannock Creek Valley
West Banks of Cayuga Lake
East Banks of Cayuga Lake
Salmon Creek Valley
Locke Creek Valley





Greenways for Tompkins County: Comprehensive System

Map 4 of *Building Greenways for Tompkins County: An Action Plan* depicts existing and proposed components of a greenway system, which includes multiuse trails, pedestrian trails, special-use trails, and biological corridors. The system we envision should be interconnected and versatile to provide recreational and educational opportunities for our community while preserving critical wildlife habitat. We hope that communities and organizations will carefully review the plan, make revisions and improvements, and be inspired to begin trail implementation.

Nationwide Greenway System

Whenever possible, greenways should be planned on both a community and regional basis. Map 5 of this report depicts the back bone of trails comprising the national greenway movement in our region and across the United States. The more connections made to this growing network of national trails, the more valuable this recreational system will be.

Several rail-trail conversions have been proposed in neighboring counties that could connect with greenways we have proposed for Tompkins County. For example, the 39-mile Black Diamond Trail, which originates in Tompkins County, is planned to follow the abandoned rail grade north to Geneva. At this point it would join the partially completed 524-mile historic Canal Way Trail System (shown on *Map 5. Nationwide Trail Systems*). The multiuse Canal Way trail crosses New York State from Buffalo to Albany, often following towpaths of the Erie Canal. Other sections of rail-trail in Tompkins County could link Dryden with Harford, Freeville to Cortland, or Groton with Moravia.

Map 5 also traces the path of the North County Trail. This system built on private and public land connects a string of National and State Forests and Parks from New York to North Dakota. In New York State, the North County Trail meanders from the Adirondack Park to the Finger Lakes Region. Here it follows the Finger Lakes Trail west to Watkins Glen and Letchworth State Parks, and then south to the Allegheny National Forest on the Pennsylvania border. Organizations, such as the Rails-to-Trails Conservancy and the National Park Service's River and Trail Conservation Assistance program, and the Finger Lakes State Parks branch of the New York Office of Parks, Recreation, and Historic Preservation, can help update regional greenway planners on trail proposals in their neighboring counties and across the state.

Chapter 4. Greenway Implementation

A. Turning a Plan into Reality













Formulating a countywide greenway plan is the first in a series of steps before trails and biological corridors become a reality. Builders of local greenways may want to take advantage of the trail building experience of other communities that is documented in a growing literature on the process of planning, designing, and maintaining trails (see Appendix A). The planning phase often begins with an analysis of local demand for greenspaces and recreational facilities. Potential corridor sites are then identified and evaluated for physical attributes and limitations and feasibility. In siting trails, local topography, water courses, drainage patterns, soil types, viewsheds, and environmentally sensitive areas are evaluated with respect to constraints and opportunities. Next may be a detailed cultural assessment of the surrounding communities and their character, local history, and special needs.

Initial contact with all those who will hold a stake in the trail corridor should be made early in the planning process. At this stage, it is important to consider the fears and concerns of adjacent landowners and community members. Nearby property owners have much to gain if a trail is well planned and the most to lose if it is not. Practical experience and formal research show that once a trail is in place most neighbors find that the problems they feared do not materialize. The Tompkins County Greenway Coalition researched commonly expressed landowner concerns to prepare facts sheets addressing these issues (see Appendix D: *The Benefits of Greenways; Adjacent Landowners' Concerns: Public Access, Safety, and Security; Liability Issues; Trail Etiquette: A Solution to Multiuser Conflicts; and Safety During Deer Hunting Season.*)

It is vital to build a strong coalition of supporters by raising positive awareness through media and community outreach. Public involvement in the planning and design phases is essential to building trust and support. Community planning workshops, meetings with individual landowners, and public hearings are useful ways to develop a sense of local ownership and investment. Landowners affected by a planned trail will understandably have concerns and questions that must be addressed.

The design phase should build on the local involvement fostered in the planning phase. Community participants in trail design workshops should consider highlighting special vistas, interesting land forms, and historic landmarks. If landscaping is part of the trail design, native vegetation should be selected for seasonal color, wildlife value, and privacy and wind screening. Local history can be highlighted with interpretive signs near historic buildings or sites. Rest stops and benches should be provided at regular intervals along the trail. Trails can reflect the community character by using locally available materials and building styles in trail construction. A formal design plan can be drawn by local staff and volunteers or by a paid consultant. Local college classes in planning and landscape architecture are often willing to do community designs projects. Trail construction standards, such as trail width, vertical clearances, stopping sight distances, design speed, and trail surfaces, have been published in the trail literature (see publication list in Appendix A).

SUGGESTED STEPS TO LOCAL GREENWAY PLANNING

-  1. Get organized
-  2. Establish goals
-  3. Involve the public throughout the planning process
-  4. Engage in intra and inter-municipal coordination
-  5. Collect information about issues and resources
-  6. Prepare maps to display the existing trail components and the proposed greenway system
-  7. Analyze the information
-  8. Prepare an action program/schedule
-  9. Write, illustrate, and publish the plan
-  10. Adapt the plan.
-  11. Implement the plan
-  12. Periodically update the plan



"The City of Ithaca Parks Commission strives to maintain high standards for the parks and green spaces within our jurisdiction as well as to guide various city agencies in planning and maintenance. Currently, various municipalities in Tompkins County are joining forces in the hopes of providing optimum services to all residents of the county. By working with the Tompkins County Greenway Coalition, the Parks Commission hopes to connect its recreation ways with a greenway that will lead out of our city and into other areas of the county."

JoAnn Cornish, Chair, City of Ithaca Parks Commission

B. Securing Land

Often a first major step in implementing a greenway is the acquisition of land rights for the proposed corridor. Purchasing property outright is only one of many ways municipalities and citizen groups can protect or acquire land for greenways. The most commonly used techniques for securing land for trails and greenways are development exactions, cluster subdivisions, trail and conservation easements, fee simple acquisition, and the establishment of a municipal land bank. These methods are introduced below with a comprehensive discussion of land protection strategies available to communities in Tompkins County presented in Appendix E. Land protection methods are especially effective when used in combinations designed for a specific greenway project and the character of the municipality.

Development Exactions

Subdivision regulations, as part of local land use regulations, are widely used to regulate development and provide standards for subdivision design, topography, parks, open space, public utilities, streets, sidewalks, landscaping, storm water management, and safety access. Once a municipality has evaluated its present and anticipated future needs for park and recreational facilities, it can acquire land for greenways through subdivision exactions. As a condition of subdivision approval, a local government can require a developer to dedicate land to a designated municipal trust for open space or pay a fee.

Clustered Subdivisions

Cluster zoning enables developers to build the same number of dwelling units that would be permitted in a conventional layout, but to build them on undersized lots. This method provides design flexibility and allows planners to site houses away from environmentally sensitive areas and preserve open space and farmland. Clustering also lowers housing costs by reducing the overall cost of road construction, utilities, and public services. Developers can use a greenway as an important landscape feature in clustered developments, siting houses along a trail.

Conservation Easements

Conservation easements are voluntary, legally binding agreements between a landowner and a qualified not-for-profit or public agency to restrict specific uses of the land in perpetuity. They have been used successfully for open space conservation in New York State to protect the scenic, open, historic, archaeological, or natural values of a property without preventing the sale, lease, or mortgage of the property. Conservation easements can be individually tailored to protect specific natural or cultural values of a property by restricting selected activities, such as development, timber harvests, agriculture, or natural resource extraction on all or a portion of the property. The land owner benefits by permanently preserving the land and by reduced income, estate, and property taxes. The holder of a conservation easement, usually a local land trust or municipality, is responsible for seeing that landowners abide by the easement terms. Three active private organizations, the Finger Lakes Land Trust, the Trust for Public Lands, and the Nature Conservancy, are prominent regional agencies that establish conservation easements with local landowners. Conservation easements could be the cornerstone of the county's biological corridor system by securing ecologically sensitive lands in permanent open space.



Right-of-way Trail Easements

Right-of-way Trail Easements provide legal access across privately held lands and are commonly used to secure trail and utility corridors. Trail users are only allowed on the designated rights-of-way and must respect the rights of the property owner. Trail easements can be as informal as a handshake or permanently recorded in the property deed (see Appendix F for sample trail easements).

Full and Partial Ownership Rights

The ownership of land has numerous components including the right to control access to the land, the right to develop the property, mining rights, and hunting rights. If a single person owns all the rights to a piece of property it is called "fee simple." However, the rights to a property can be divided and owned separately by different parties. Each portion of these rights is called a "less-than-fee-simple interest."

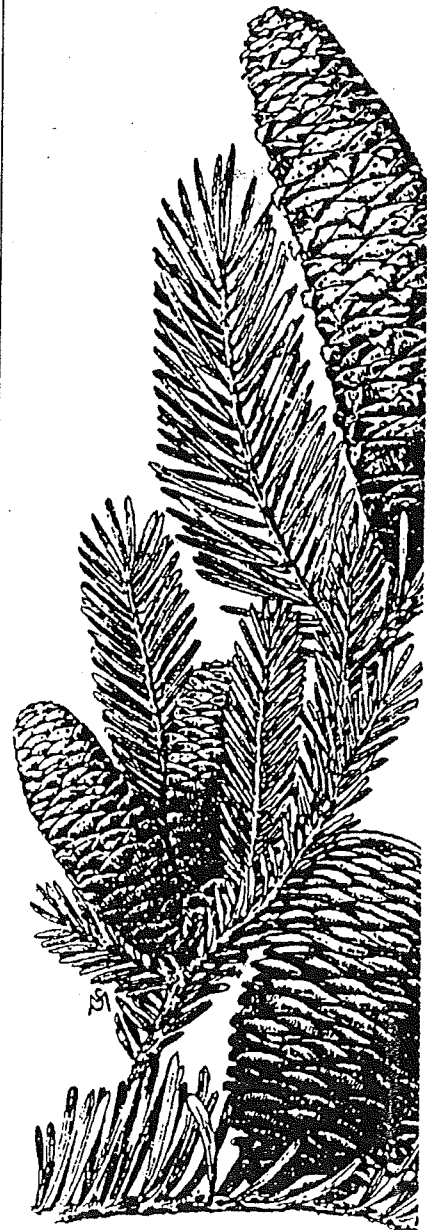
Local governments generally acquire fee simple ownership of properties needed by the community for uses such as parks, trails, schools, roads, and landfills. Fee simple ownership provides the greatest number of rights to a parcel of land but is also the most costly method of acquisition. In addition to the initial costs, fee simple acquisition by municipalities completely removes the land from the tax rolls and can result in significant maintenance costs.

Many municipalities and land trusts can only afford the alternative partial rights ownership of land by "less-than-fee-simple interest." In this way, the municipality or conservation organization can purchase the development rights to a property for its preservation while other owners retain rights to use the land for hunting, access, or other activities.

Establishing a Municipal Land Bank

Many municipalities across the state and country have established land banks to accumulate funds for land acquisition. The New York State General Municipal Law allows municipalities to acquire interest and rights in real property for the preservation of open spaces. Land acquisition funds can be used to purchase or transfer development rights or to buy outright a property with important open space value to the community.

It is important for municipalities to have a rational connection between a source of revenue and an open space conservation program. For example, real estate transfer taxes can be levied on sales of unimproved land slated for development. These fees can then be used to purchase other lands for permanent open space uses. In some New York State municipalities, taxes levied from the transfer of developed land is used to purchase permanent open space for the entire community. Developers could also contribute to a land acquisition fund in lieu of donating the park land required by subdivision exactions. Other mechanisms used to generate funds for land acquisition include selling less valuable public lands, imposing fees on public services for new development, creating special tax districts with localized real estate taxes, and using a fractional percentage of sales taxes. Occasionally, grants from the state, federal, and the private sector are made available for land acquisition programs.



"Greenways are an excellent way to increase public awareness of the "public value" of scenic working land. However, farmers can be leery of greenways because they are concerned about the effect public access will have on their land and farming operations. For that reason, public access to greenway trails must be carefully managed to protect farm property. One of the simplest safeguards is to limit trail uses to passive recreation and prohibit motorized uses, which can have a greater impact on farmland and farm operations."

**Jeremiah P. Cosgrove, NY
Field Office, American
Farmland Trust**



**Section 9-103 of New York's
General Obligations Law
Recreational Use Statute**

"The premise underlying Section 9-103 [of New York's General Obligations Law] is simple enough: Outdoor recreation is good; more places will be made available if property owners do not have to worry about liability when recreationists come onto their land . . . the statute implicitly contemplates a tradeoff for the public use; recreationists, if permitted to use the lands of others, must assume the risks of doing so." December 1994

NYS Court of Appeals



"The myth is that criminals will get on their bikes and rob your homes, carrying away your TVs on their bicycles."

**David S. Boyd, AICP, Director,
Ithaca-Tompkins County
Transportation Council**

C. Greenway Management

Each community and trail organization taking part in this countywide greenway system will maintain local control and responsibility for trail building and management. The managing agency may be a community or recreational organization, a local governmental body, a public agency, or a local land trust. Trails will vary across the county in trail design, depending on factors such as site resources, proposed uses, population density, and funding for implementation. This emphasis on local control means that different segments of the greenway may have varying purposes, allowed uses, and management styles. One segment might be open for horseback riding while another might only allow hiking and biking.

Once the greenway plan is in place, a comprehensive greenway management and maintenance plan should be established to minimize safety problems and trail grooming while maximizing trail use and enjoyment. Trail and corridor management depends on well thought out policies for use, safety, and maintenance, a way to communicate those policies to users, and a plan for carrying those policies out. Because biological corridor and trail management often depends on the "eyes and ears" of adjacent landowners and frequent users, establishing a "Good Neighbor Program" or a nonprofit "Friends of the Trail" can be an effective management tool and increase community commitment to the greenway. Public trails, with their frequent use, require significantly more management and maintenance than do biological corridors.

Local support groups can provide essential trail services such as litter pickup, surveillance, fundraising, education, and promotion of the trail or corridor. Periodic management and maintenance meetings with adjacent landowners and greenway users can provide opportunities to strengthen the communication among users and improve management and maintenance protocols. Well advertised greenway events can inform the public about trail management and maintenance protocols while enabling the community to celebrate their accomplishments.

Signs and public education will be needed to inform users of trail difficulty, regulations, risks, trail etiquette, and who to call to report concerns about trail use or condition and will help prevent accidents and trail conflicts. Adjacent landowners should be given clearly defined procedures for contacting trail managers or emergency services in case of problems or accidents. Risk management and personal safety must be addressed so that problem areas in a greenway are identified before anyone is injured. Accurate records should be kept to track citizen complaints, suggestions, maintenance requests, and trail inspections and repairs. Periodic inspection helps remedy dangerous conditions, such as a fallen tree or a washed out area more quickly. For more detail, please refer to the fact sheets on *Liability Issues*, *Safety During Hunting Season*, and *Trails Etiquette: A Solution to Multiuser Conflicts* in Appendix D and *New York's Recreational Use Statute* (General Obligations Law Section 9-103) in Appendix H).

Finally, a greenway needs a strong protection policy. Planners should be sure to adopt strategies and policies that protect the trail corridor and lessen the likelihood of future conflicts. Protection strategies could include the establishment of buffer zones between

trail and adjacent properties and the creation of access points from new developments where appropriate. To maintain the sense of greenspace within the corridor, buffer zones may need to be landscaped to screen unpleasant views that result from development.

Development and growth in adjacent areas may put pressure on the greenway's integrity and aesthetic appeal, add legal liabilities, affect management options, and limit planned trail or corridor connections. Public support for the trail may be overshadowed by pressure to accommodate sewer systems, roads, and power lines. Proposed roads to new developments may sever a trail's continuity. To guard against these impacts, the managing greenway agency and local community should develop a trail protection policy that sets out the primary use of the corridor—transportation, recreation, or preservation. The compatibility of proposed development projects and land use changes near the greenway can be evaluated in light of the greenway's paramount use. "Friends of the Trail" groups can effectively offer support to trail managers facing political pressure to compromise the trail's primary function.

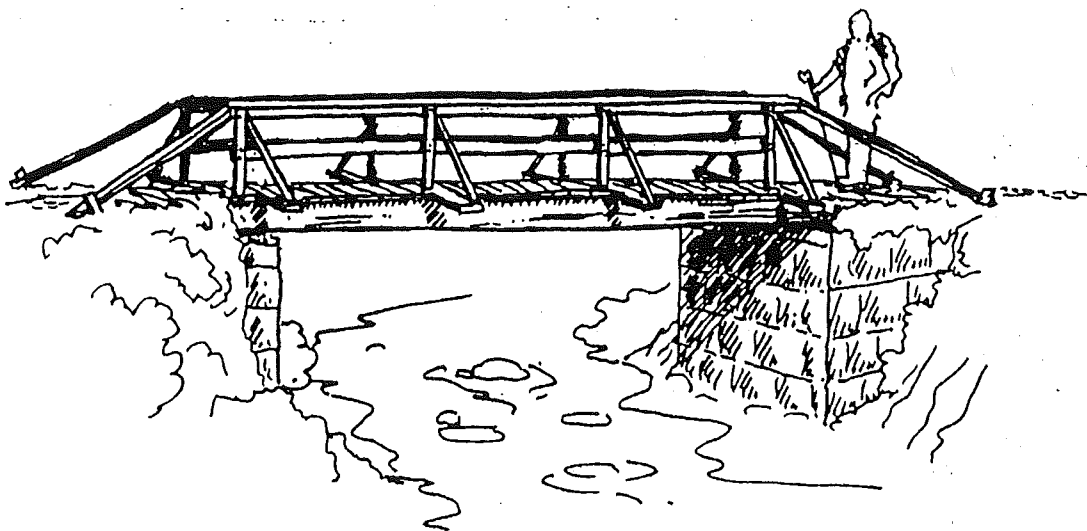
Once a trail is open, the community begins to develop a tremendous sense of ownership towards the trail. Consequently, citizens frequently are the first to recognize opportunities to expand the trail corridor and possible threats to the existing corridor. At their best, greenways strengthen the sense of community and promote greater appreciation for the places where we live.



"The Ithaca Youth Employment Service has been involved in summer projects where teens work together improving trails, park structures, and green spaces. These work projects are an excellent vehicle for introducing teens and other county residents to the environmental and recreational resources of our community and are always coupled with a strong environmental education component . . . The prospect of working toward a more coordinated plan for greenways is exciting for our program."

Jackie Merwin, Youth Program Coordinator, City of Ithaca Youth Bureau

Bridges for road and stream crossings can often be built using intact existing railroad abutments and pressure-treated lumber.



"Note the nearby passthrough to the Wildflower Preserve footpath and "No Bikes" sign. This barrier is designed to steer bicycles away from the steeply sloped and ecologically fragile trails of the Mulholland Wildflower Preserve. Mountain bike traffic causes trail erosion by destroying vegetation and wearing away soils."

A warning printed in *Six Mile Creek Gorge: A Vegetative Heritage Nature Trail on the South Hill Recreation Way, Town of Ithaca*



"Citizen involvement and public education are important strategies in the initial stages of planning a trail. A trail sponsor needs to get a quick start in establishing a good neighbor policy. . . The first thing we did was establish a trail advisory board that consisted of property owners, local officials in communities along the way, and trail user groups. We were successful in getting people from Iowa to come down and speak at town meetings — farmers who had previously been opposed to their trail."

Tom Lange, Missouri Dept. of Natural Resources



"Now its up to you to help protect the gorge."

Six Mile Creek Gorge: A Vegetative Heritage Nature Trail on the South Hill Recreation Way, Town of Ithaca

Recommended Management Ideas:

- Follow the Americans with Disabilities Act guidelines to keep trails universally accessible for all users to the greatest extent practicable (see ADA guidelines in Appendix B).
- Remain flexible about uses on multiuse trails and do not allow conflicting trail uses on the same section of trail. Consider allowing walking, hiking, cross-country skiing on all sections of trail, and bicycling and horseback riding on sections that can meet trail development standards. Experience from other trails has shown that horseback riding, at moderate levels, is compatible with other uses such as hiking and bicycling on well built multiuse trails.
- Endorse the use of greenways by farmers to access their fields with farm machinery. Precautionary signs should be installed to alert trail users of farm crossings. Barriers may be installed to prevent trespass onto farm fields.
- Designate most trails for day use only with no overnight facilities for camping. Provide listings of nearby community centers that provide services such as restaurants, grocery stores, hotels, and bed and breakfasts in trail literature.
- Develop special-use trails in appropriate sites for snowmobiles and other motorized recreational vehicles that can destroy trail surfaces and be hazardous for other trail users. If appropriate, allow limited use of snowmobiles to groom cross-country ski trails.
- Support use restrictions on existing facilities, e.g., "pedestrian use only" on state park trails and "no motorized vehicles off road" on state forest or wildlife management lands unless posted otherwise. The Cayuga Trails Club does not permit mountain bikes on their trails and the Finger Lakes Trail leaves the decision to the individual landowners and trail sponsors.
- Use signs, brochures, and guidebooks to publicize allowed trail uses, encourage respect among different trail users, develop a trail ethic, and urge users to report inappropriate activities.
- Provide bike racks or tying posts at intersections between multiuse and pedestrian trails to encourage riders to dismount and take sections of the pedestrian trails on foot. Evaluate needs of trail users to encourage compliance with trail regulations.
- Municipalities should consider passing a trail use ordinance that would provide legal grounds for enforcing trail regulations. (See Sample Ordinances in Appendix G). Experience has shown that a single fine or confiscation of equipment goes a long way in discouraging further violations. Experience also shows that frequent legitimate uses such as hiking and bicycling help prevent illegal uses.

D. Maintenance and Sources of Labor for Community Greenways

Once a trail has been developed, most of the maintenance can be handled by volunteers. Over half of the trail maintenance in New York State is done on a volunteer basis. Much of the trail work is removal of blow down trees and brush that can be dealt with by hand and light tools. Other basic tasks that can be handled by volunteers include restoring trail signs and traffic markings, removing litter, repairing trail surfaces and parking areas, and correcting drainage and erosion problems. Regular engineering inspections of all bridges, culverts, and other trail structures, is important. Most multiuse trails need only periodic mowing with occasional repairs to culverts and bridges. These chores are well within the capabilities of local parks and highway departments.

“Adopt a Trail” clubs can be organized to share maintenance responsibilities with the management team. These partnerships reduce maintenance costs as well as develop a sense of community trail ownership. Volunteers could form a new municipal greenway committee, or work under the auspices of existing municipal or community organizations, to develop and maintain sections of the greenway. A greenway committee could oversee and coordinate the involvement of other active community organizations such as garden and senior citizen clubs, the local historical society, Kiwanas, and scouts.

Several sources of labor have been used on trails in Tompkins County and in adjacent counties. Existing sections of the Dryden Trail Extension were developed and are maintained by the Cayuga Trails Club, the Village of Freeville, the Town of Dryden, and the Cornell Plantations. Other community trails were developed with the help of correctional facility work crews, Youth Job Corps, and local citizens, with local businesses and local contractors donating the use of heavy equipment. The Cayuga Trails and Finger Lakes Trail are maintained by volunteers, scouts, and Cornell University students.

Trail training sessions are important to insure the safety and effectiveness of volunteers. Technical assistance on trail work is available from several sources, including New York State Parks and Conservation Association, National Park Service Rivers, Trails, and Conservation Assistance Program, the Finger Lakes Trail Conference, and other hiking, biking, and cross-country ski groups in the region. A great deal can be accomplished by scheduling one or more special large-scale workdays. Work days involve and bring together many people, lead to excellent publicity, increase public awareness of trails, and encourage new trail advocates.

ORGANIZING COMMUNITY INVOLVEMENT

- Landowners can donate trail easements, biological corridor easements, and gifts of land in strategic areas for greenways.
- Individuals and community groups can contact other greenway organizations to learn how their trails were built. (See Greenway Related Organizations in Appendix A for names and addresses.)
- Local businesses and community organizations can adopt sections of greenways.
- Utility companies can open some of their rights-of-way to hikers or bicyclist.
- Developers can integrate greenways into their landscape plans linking residential areas with adjoining parks and greenways.
- Municipalities can reserve floodplains for a greenway network and adopt stream corridor protection programs.
- State and municipal governments can provide economic incentives for permanent conservation easements by reducing the donor's income and property taxes.

- Planners can continue to encourage and solicit strong countywide community involvement and public participation in all phases of the greenway planning process.



Chapter 5. The Next Steps

"The Town of Dryden supports the Tompkins County Greenway Coalition . . . This project is important to local greenway development efforts to disseminate information to communities and to gain their support . . . The success of local greenway projects over the past year has stimulated other communities to begin discussing greenway projects."

**James F. Schug, Supervisor,
Town of Dryden**



PARTNERSHIPS: the Success of Portland Trails

"Portland Trails, an emerging trail system in Portland Maine, credits much of their success to the working partnerships forged with Maine's Coast Heritage Trust, Audubon, Trust for Public Land, Department of Transportation, Youth Conservation Corps, Maine Olmsted Alliance, Maine Outdoor Adventure Club, Portland High School Environmental Club, Appalachian Mountain Club, and the National Park Service's Rivers, Trails, and Conservation Assistance Program. With NPS' guidance, Portland Trails planned a trail system linking the city's neighborhoods and parks to the shoreline... and acquired the 30-acre abandoned rail line to create a linear park connecting one of Portland's most heavily used recreational trails with to the heart of the city... To date \$1.5 million in federal ISTEA enhancement funds have been allocated for both acquisition and trail development costs."

**Alix Hopkins, Exchange:
Journal of the Land Trust
Alliance Fall 1993**

Only by challenging local governments and organizations to work together will the Tompkins County Greenway Coalition realize its goal. Building Greenways for Tompkins County: An Action Plan will require a substantial commitment of time, effort, money, and cooperation on everyone's part. Building strong countywide alliances between local governments, businesses, organizations, and individuals is vital to our success! Enduring partnerships must be formed among:

- local government officials and community leaders,
- environmental conservation organizations and recreation enthusiasts,
- regional and local planners and homebuilders' associations,
- entrepreneurs and business leaders,
- Chambers of Commerce and local tourism promoters,
- neighborhood associations and ethnic organizations,
- fine arts councils and historic preservation groups,
- youth groups and senior citizen councils,
- educators and community activists, and
- farmers and land trusts.

With each community taking responsibility for different sections of the greenway system — from the design phase to its implementation and maintenance — the Tompkins County greenway system will reflect the diversity of our county. Intermunicipal cooperation will bind this network as trails and biological corridors weave across political boundaries.

The Ithaca-Tompkins County Transportation Council is developing a Transportation Trail/Corridors Study that will identify and prioritize future bicycle and pedestrian corridors throughout the county. Once completed and incorporated into the long range Metropolitan Area Transportation Plan, this study will enable local governments and greenway advocates to compete for Federal ISTEA funding. Because a successful countywide greenway system will depend on visible private and public partnerships as well as regional planning efforts, ISTEA grants favoring regional cooperation will be available. Cross-jurisdictional partnerships will provide more and higher quality recreational facilities than would be affordable by a single municipal entity. Many other grants for trail design and implementation are available through local and state governments and private foundations. (See Funding Resources in Appendix A for grant program addresses.)

Twenty years ago, Tompkins County planners proposed reserving a corridor of open space, or greenbelt, encircling Cayuga Lake and reaching south into the Cayuga Inlet. They also studied the feasibility of purchasing and converting the abandoned Lehigh Valley railbed into a northeast recreational trail. These reports were put in storage and forgotten. The county was less developed then and time seemed to be on our side. Not so now. The suburbs are encroaching upon farm lands. Quaint country roads have become major transportation arteries. The Lehigh Valley line has been minced and sold into private ownership. The hilltop views of the greenbelt plan are broken by housing projects.

All is not lost. This report identifies many areas appropriate for trails and biological corridors. However, we do not have the luxury of waiting another twenty years to act. It is essential that open space conservation efforts proceed even in fiscally challenging times. Once land is developed, it seldom reverts to its unspoiled condition. We should take this opportunity to build our network of trails and biological corridors. This will be the legacy we pass on to future generations.

Appendix A: Useful Resources — Publications, Organizations, and Grants

Publications

A Guide for Planning Greenway Trails. Mcbrayer, E. 1993. PATH Foundation, P.O. Box 14327, Atlanta, GA 30324; (404) 355-6438.

A Guide to America's Rail-Trails. Nevel, B., J. Holmes, and D. Hintz. 1988. Rails-to-Trails Conservancy, Washington, D.C. 20036; (202) 797-5400.

Americans Outdoors: The Legacy, The Challenge. Report of the President's Commission with Case Studies. 1987. Island Press, P.O. Box 7, Covelo, CA 95428-0007; (800) 828-1302.

Americans with Disabilities Act Accessibility Guidelines. 1991. Access Board, 1331 F Street, NW, Suite 1000, Washington, D.C. 20004-111; (202) 272-5434.

Bikeway Planning & Design Standards. Caltrans Publications, 1900 Royal Oaks, Sacramento, CA 95815-3800; (914) 445-3520.

Building Greenways in the Hudson River Valley: A Guide for Action. Scenic Hudson, Inc. and the National Park Service. 1989. Poughkeepsie, NY 12601; (914) 473-4440.

Central New York Mountain Biking: The 30 Best Back Road & Trail Rides in Upstate New York. Mansfield, D. 1994. Acorn Publishing, 1063 Talmadge Hill South, Waverly, NY 14892.

Community Trail Planning: A Training Handbook. Gibson, P. 1991. Bay Area Ridge Trail Council, 311 California St. Suite 300, San Francisco, CA 94104; (415) 391-0697.

Conflicts on Multiple-Use Trails: Synthesis of the Literature and State of the Practice. Moore, R.L. 1994. Sponsored by the Federal Highway Administration and National Recreational Trails Advisory Committee. Available from the Federal Highway Administration, Intermodal Division (HEP-50), 400 Seventh St. SW, Washington, D.C. (Report No. FHWA-PD-94-031).

Construction & Maintenance of Horse Trails. Miller, J.S. 1983. Arkansas Department of Parks and Tourism, Outdoor Grants Office, One Capitol Mall, Little Rock, AR 72201; (501) 682-1301.

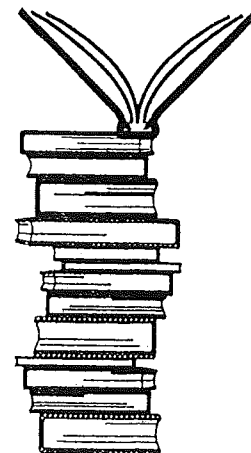
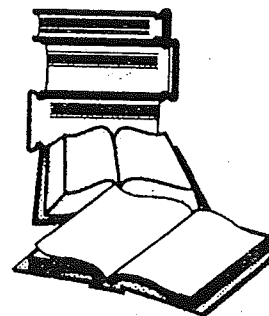
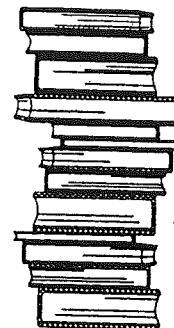
Creating Successful Communities, A Guidebook to Growth Management Strategies. Mantrell, M.A., Harper, S.F., and L. Propst. 1989. Island Press, P.O. Box 7, Covelo, CA 95428-0007; (800) 828-1302.

Cross Country Close to Home : A X-C Skiing Development Manual. Lohr, R. 1989. Ski Industries America, 8377-B Greensboro Dr., McLean, VA 22102; (703) 821-8276.

Design & Maintenance Guidelines for Hard Surface Trails. PATH Foundation. 1993. PATH Foundation, P.O. Box 14327, Atlanta, GA 30324; (404) 355-6438.

Ecology of Greenways. Smith, D.S., and P.C. Hellmund, eds. 1993. University of Minnesota Press, MN.

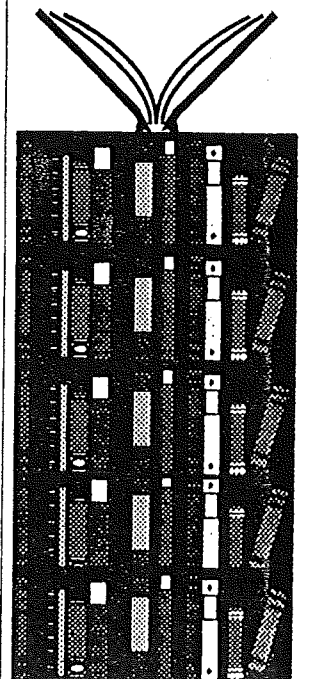
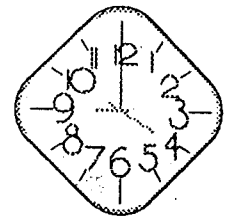
Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors: A Resource Book. National Parks Service. 1991. U.S. Government Printing Office: 1991-587-588. To order: National Park Service Rivers, Trails and Conservation Assistance Program, P.O. Box 37127, Washington, D.C. 20013.



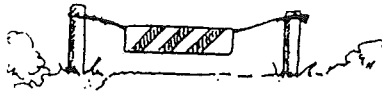
- Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime.* Punchowar, R. and P. Lagerwey. 1987. Seattle Engineering Department, Office for Planning, Seattle, WA.
- 500 Great Rail-Trails: Directory of Multi-use Paths Created from Abandoned Railroads.* Winterich, J. A. and K. Ryan. 1994. Rails-to-Trails Conservancy, Washington, D.C. 20036; (202) 797-5400.
- Genesee Valley Greenway Guidelines for Action: A Handbook for Development.* Dropkin, R. and K. Beard. 1993. National Park Service Rivers, Trails and Conservation Assistance Program (914) 229-9115 or New York Parks and Conservation Association (518) 434-1583.
- Greenbelt Working Group Report and Recommendations to Tompkins Co. Environmental Management Council.* 1972. Tompkins Co. Resource Development Committee, 121 E. Court St., Ithaca, NY 14850; (607) 274-5560.
- Greenway Conservancy for the Hudson River Valley, Inc.: Strategic Plan 1995-2005.* Greenway Conservancy for the Hudson River Valley, Inc. Capitol Station Room 254, Albany, NY 12224; (800) TRAIL 92 or (518) 473-3835.
- Greenway Fact Sheet #2: Trail Construction and Maintenance,* Scenic Hudson, Inc., Poughkeepsie, NY 12601; (914) 473-4440.
- Greenways: A Guide to Planning, Design, and Development.* Schwarz, L., ed. 1993. Island Press, P.O. Box 7, Covelo, CA 95428-0007; (800) 828-1302.
- Greenways for America.* Little, C. E. 1990. The Johns Hopkins University Press, Baltimore MD.
- How Greenways Work: A Handbook on Ecology.* Labaree, J. M. 1992. National Park Service and Atlantic Center for the Environment, Ipswich, MA. Available from the Government Printing Office; (202) 783-3238 (Stock #024 005 01118-8).
- In Support of Trails: A Guide to Successful Trail Advocacy.* Roberts, M. J., 1993. Bay Area Ridge Trail Council, 311 California St. Suite 300, San Francisco, CA 94104; (415) 391-0697.
- Land Conservation Through Public/Private Partnerships.* Endicott, E., ed. 1993. Island Press, P.O. Box 7, Covelo, CA 95428-0007; (800) 828-1302.
- Landowner Options: A Guide for Private Landowners.* 1992. Bay Area Ridge Trail Council, 311 California St. Suite 300, San Francisco, CA 94104; (415) 391-0697.
- Land Saving Action: A Written Symposium by 29 Experts on Private Land Conservation in the 1980's.* Brenneman, R. L. and S. M. Bates. 1984. Island Press, P.O. Box 7, Covelo, CA 95428; (800) 828-1302.
- Living Along Trails: What People Expect and Find.* 1987. Minnesota Dept. of Natural Resources, Trails, and Waterways Unit, 500 Lafayette Rd., St. Paul, MN 55155-4001; (612) 287-1151.
- LVRR Abandoned Rails for Recreational Trails.* Winters, D.A. 1979. Tompkins Co. Planning Department-Environmental Management Council, 121 East Court St., Ithaca, NY 14850; (607) 274-5560.

APPENDIX A: USEFUL RESOURCES — PUBLICATIONS, ORGANIZATIONS, AND GRANTS

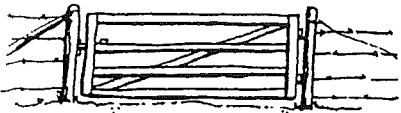
- Mountain Bike Trails: Techniques for Design, Construction and Maintenance.* McCoy, M. and M.A. Stoner. 1992. Bikecentennial, P.O. Box 8308, Missoula, MT 59807; (406) 721-1776.
- NYS DOT Interim Guidelines for Bicycle and Pedestrian Transportation Planning. 1994. NYS Department of Transportation Bicycle and Pedestrian Program, 1220 Washington Avenue, Albany, NY 12232.
- NPS Trails Management Handbook.* Hooper, L. 1983. USDI, National Park Service, Denver Service Center, P.O. Box 25287, Denver, CO 80225; (303) 987-6658.
- Private Options: Tools and Concepts for Land Conservation.* 1982. Island Press, P.O. Box 7, Covelo, CA 95428-000; (800) 828-1302.
- Railroads Recycled: How Local Initiative and Federal Support Launched the Rails-to-Trails Movement 1965-1990.* Nevel, B. and P. Harnik. 1990. Rails-to-Trails Conservancy, Washington, D.C. 20036; (202) 797-5400.
- The Benefits of Parks and Recreation: A Catalogue.* 1992. National Recreation and Park Association, 2775 S. Quincy ST., Suite 300, Arlington, VA 22206-2204; (800) 626-NRPA.
- The Conservation Easement Handbook: Mznaginh Land Conservation and Historic Preservation Easement Programs.* Diehl, J. and T.S.. Barrett. 1988. Trust for Public Land. San Francisco, CA. Land Trust Alliance (202) 785-1410
- The Economic Benefits of Rail-Trail Conversions to Local Economies.* Wengert, J. 1989. Informational fact sheets compiled by the Rails-to-Trails Conservancy, Washington, D.C. 20036; (202) 797-5400.
- The Impacts of Rail-trails: A Study of the Users and Property Owners from Three Trails.* Moore, R. L., A. Graefe, R. Gitelson, and E. Porter. 1992. National Park Service Rivers, Trails and Conservation Assistance Program. Available from U.S. Government Printing Office, Superintendent of Documents, Mail Stop: SSOP, Washington, D.C. 20402-93208.
- Saving America's Countryside, A Guide to Rural Conservation.* Stokes, Samuel N., Watson, E., Keller, G.P., and J.T. Keller. 1989 The Johns Hopkins University Press, Baltimore, MD.
- Tools of the Trail: a Bibliography on Planning, Advocating, Designing, Building, Maintaining, and Managing Trails Throughout America.* Ward, P., ed. 1994. American Hiking Society, Washington, D.C. 20041-2160; (703) 255-9304.
- Trail Building and Maintenance.* Proudman, R.D. and R. Rajala. 1989. Appalachian Mountain Club Books, P.O. Box 298, Gorham, NH 03581; (800) 262-4455.
- Trails for the Twenty-first Century: Planning, Design, and Management Manual for Multi-Use Trails.* Ryan, K., ed. 1993. Island Press, Washington, D.C. Available through the Rails-to-Trails Conservancy, Washington, D.C. 20036; (202) 797-5400.
- Universal Access to Outdoor Recreation: A Design Guide.* PLAE, Inc., 1993. MIG Communications, 1802 Fifth St., Berkeley, CA 94710; (510) 845-0953.



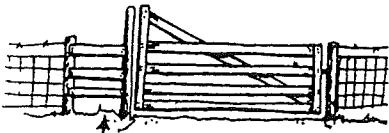
Gates and Tiles



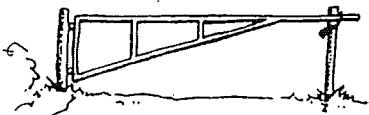
simple steel cable gate



metal farm-style gate



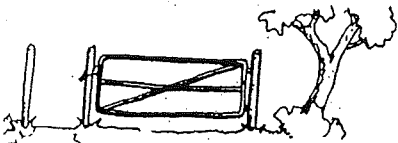
ladder built into fence



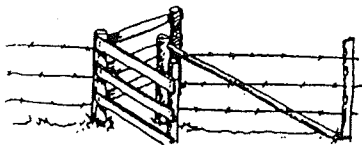
metal pipe access-road gate



bollards with removable wood barrier



bollards with metal gate



walk-through stile in fence

Various trailhead gate designs to enable wheelchairs and other permitted vehicles to access greenways that prohibit motor vehicles.

Greenway Related Organizations

American Hiking Society P.O. Box 20160, Washington, D.C. 20041-2160; (703) 255-9304.
Brooklyn-Queens Greenway c/o Neighborhood Open Space Coalition, 72 Reade St., NYC, NY 10007. Contact: Anne McClellan (212) 513-7555.

Canalway Trail System NYS Canal Corp., P.O. Box 189, Albany, NY 12201-0189; (800) 4-CANAL-4.

Cayuga Bird Club 159 Sapsucker Woods Rd., Ithaca, NY 14850; (607) 254-2473.

Cayuga Nature Center 1420 Taughannock Blvd., Ithaca, NY 14850; (607) 273-6260.

Cayuga Nordic Ski Club Contact: P.C.T. deBoer, 818 Cayuga Heights Rd, Ithaca, NY 14850; (607) 257-7252.

Cayuga Trails Club P.O. Box 754, Ithaca, NY 14851. Contact: Tom Reimers (607) 272-8679.

Circle Greenway City Hall, 108 Green St., Ithaca, NY 14850; (607) 274-6570 or John Ullberg (607) 273-3079.

City of Ithaca Parks Commission City Hall, 108 Green St., Ithaca, NY 14850; (607) 274-6570

City of Ithaca Bicycle Coordinator City Hall, 108 Green St., Ithaca, NY 14850; (607) 274-6550.

Cornell Laboratory of Ornithology 159 Sapsucker Woods Rd., Ithaca, NY 14850; (607) 254-2473.

Cornell Mountain Bike Club mtb-1@cornell.edu.

Cornell Outdoor Program Alberding Field House, Cornell University, Ithaca, NY 14853. Contact: Dan Tillemans (607) 255-6415.

Cornell Plantations One Plantations Rd., Ithaca, NY 14850; (607) 255-3020 or (607) 255-9638.

Crescent Trail Association P.O. Box 1354, Fairport, NY 14450. Contact: David Schaeffer (716) 223-3878 or Joy Barnitz (716) 248-5122.

East Coast Greenway 245 W. 25 St., NYC, NY 10001.

Finger Lakes Association, Inc. 309 Lake St., Penn Yan, NY 14527-1831. Contact: Gilbert Smith (315) 536-7488.

Finger Lakes Chapter Adirondack Mountain Club Contact: Nick Vandam (607) 539-6313.

Finger Lakes Cycling Club 1431 Mecklenburg Rd., Ithaca, NY 14850. Contact: Dan Fravil (607) 273-0779.

Finger Lakes Land Trust 121 E. Buffalo St., Ithaca, NY 14850-4222; (607) 275-9487.

Finger Lakes State Parks NYS Office of Parks, Recreation, and Historic Preservation, Trumansburg, NY 14886; (607) 387-7041.

Finger Lakes Trail Conference P.O. Box 18048, Rochester, NY 14618-0048; (716) 288-7191.

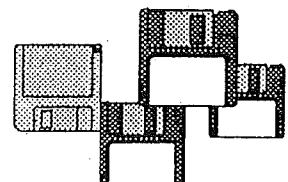
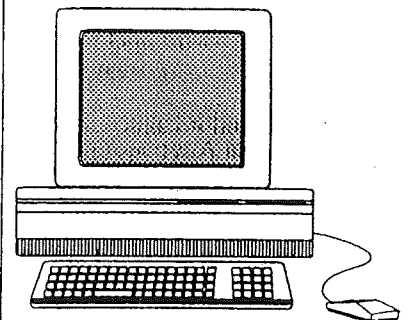
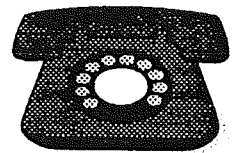
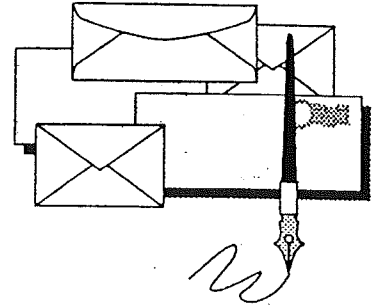
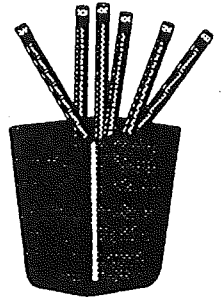
Finger Lakes Region Volkspport Club 9 Sharon Dr., Lansing, NY 14882. Contact: Jim Storelli (607) 257-3421.

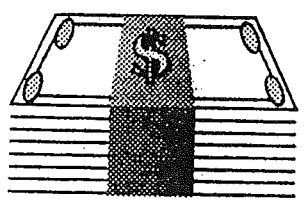
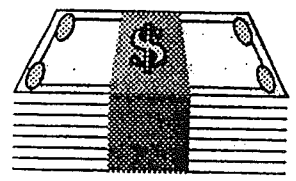
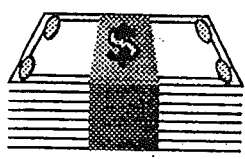
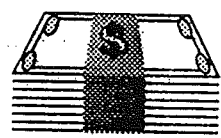
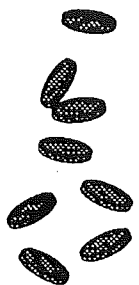
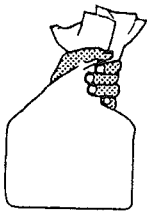
4-H Acres Rotary Nature Trail Cornell Cooperative Extension, 615 Willow Ave., NY 14850; (607) 272-2292.

Friends of the Genesee Valley Greenway c/o NY Parks and Conservation Assoc., 35 Maiden Ln., Albany, NY 12207; (716) 624-2484.

Genesee Valley Greenway Project 7364 E. Main St., Lima, NY 14485. Contact: Fran Gotcsik (716) 624-2484.

- Greenway Conservancy for the Hudson River Valley, Inc.** Capitol Station Room 254, Albany, NY 12224; (800) TRAIL 92 or (518) 473-3835.
- Greenway Heritage Conservancy — Hudson River Valley** 21 South Putt Corners Rd., New Paltz, NY 12561; (914) 255-9187.
- Ithaca-Tompkins County Transportation Council** 121 E. Court St., Ithaca, NY 14850.
Contact: David Boyd, Director (607) 274-5578.
- Lansing TrailWays Committee** One Maple Avenue, Lansing, NY 14882. Contact: Gay Nicholson (607) 533-7312 or Dan Broadway (607) 533-7078.
- Macedon Trail System Association** 1009 Mayflower Drive, Macedon, NY 14502.
- National Park Service Recreational Assistance Division** P.O. Box 37127, Washington, D.C. 20013-7127; (202) 343-3780.
- NY Bicycling Coalition** P.O. Box 7335, Albany, NY 12224; (518) 373-1831.
- NYS Department of Conservation Region 7**, 615 Erie Blvd. West, Syracuse, NY 13204; (315) 426-7400 or Region 7C, 1285 Fisher Ave., Cortland, NY 13045-1090; (607) 753-3095.
- NYS Department of Conservation, Division of Lands and Forests** 50 Wolf Rd., Albany, NY 12233; (518) 457-7433.
- NYS Office of Parks, Recreation, and Historic Preservation Trails Coordinator** ESP-Agency Building #1, 17th Floor, Albany NY 12238; (518) 474-0414.
- North Country Trail** P.O. Box 311, White Cloud, MI 49349
- Ontario Pathways** P.O. Box 996, Canandaigua, NY 14424. Contact: Betsy Russell (716) 394-7968.
- Outlet Trail Friends of the Outlet**, Yates Co. Historian, 110 Court St., Penn Yan, NY 14527.
Contact: Fran Dumas (315) 536-5170.
- Rails-to-Trails Conservancy** 1400 16th St., N.W., Suite 300, Washington, D.C. 20036; (202) 797-5400.
- River and Trail Conservation Assistance National Park Service Roosevelt-Vanderbilt NHS**, 519 Albany Post Rd., Hyde Park, NY 12538. Contact: Karl Beard, NY Field Office Director (914) 229-9115.
- Scenic Hudson, Inc.** 9 Vassar St. Poughkeepsie, NY 12601; (914) 473-4440.
- Stowe Recreation Path** RD 1, Box 3780, Stowe, VT 05672. Contact: Anne Lusk (802) 253-7758.
- The Nature Conservancy**, Central/Western New York Chapter, Suite 301, 315 Alexander St., Rochester, NY 14604; (716) 546-8030.
- Tompkins Coalition for Bicycle Transportation** City Hall, 108 Green St., Ithaca, NY 14850. Contact: Jon Meigs (607) 274-6550 or Sue Poelvoorde (607) 387-7041.
- Town of Dryden** 65 E. Main St., Dryden, NY 13053. Contact: Jim Schug, Supervisor (607) 844-8619.
- Town of Ithaca** 126 E. Seneca St., Ithaca, NY 14850. Contact: Jonathan Kanter, Planning Department (607) 273-1747 or Rich Schoch, Parks Department (607) 273-8035.
- Vermont Trails and Greenways Council** 103 S. Main St. 8 South, Waterbury, VT 05676; (802) 244-8713.
- Victor Hiking Trails** 85 E. Main St., Victor, NY 14564-1397. Contact: Marcia Bryan (716) 924-2936.
- Village of Lansing Greenway Committee** 2405 N. Triphammer Rd., Lansing, NY 14850.
Contact: Carol Klepack (607) 257-8310 or Edward Hickey (607) 257-0865.





Grant Resources

Conservation Fund/DuPont American Greenway Grants Contact: The Conservation Fund, Suite 1120, 1800 North Kent St., Arlington, VA 22209; (703) 525-6300.

Intermodal Surface Enhancement Transportation Act (ISTEA) Contact: David Boyd, Director, *Ithaca-Tompkins County Transportation Council* (607) 274-5578 or NYS Dept. of Transportation, 1530 Jefferson Rd., Rochester, NY 14623-3161; (716) 272-3318.

Ithaca-Tompkins County Transportation Council 121 E. Court St., Ithaca, NY 14850. Contact: David Boyd, Director (607) 274-5578.

Land and Water Conservation Fund Office of Parks, Recreation and Historic Preservation, Empire State Plaza, Albany, NY 12238; (518) 457-0456.

National Recreation Trails Trust Fund (SYMMMS Act) NYS Trails Council, Empire State Plaza, Albany, NY 12238; (518) 474-0456.

REI Rivers Grant American Rivers 801 Pennsylvania Ave., SE, #400, Washington, D.C. 20003; (202) 547-6900.

Rural New York Environmental Action Grant Program Open Space Institute, 145 Main St. Ossining, NY 10562; (914) 762-4630.

Rural New York Historic Preservation Grant Program Preservation League of New York State, Technical Assistance Center, Suite 302, Fleet Building, Ithaca, NY 14850; (607) 272-6510.

Rural New York Land Trust Grant Program Land Trust Alliance of New York, P.O. Box 47, Stanfordville, NY 12581; (914) 868-1425.

Rural New York Planning Grant Program New York Planning Federation, 488 Broadway Suite 313, Albany, NY 12207; (518) 432-4094.

Walking Magazine Trail Restoration Funds Trail Restoration Fund, Walking Inc., 9-11 Harcourt St., Boston, MA 02116; (617) 266-7373.

Appendix B: The 1991 Americans With Disabilities Act

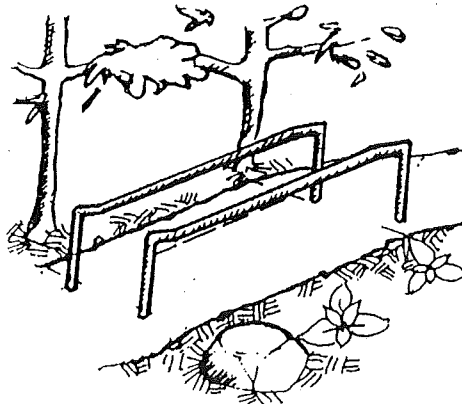
The range of human abilities is vast, making the idea of an "average" person outdated. Some people are tall while others are short; some are ambulatory and others use crutches, canes, or wheelchairs; and many individuals have keen senses and others have visual or auditory impairments. Health problems aside, people in wheelchairs or with other handicaps enjoy hunting, fishing, nature study, outdoor exercise, snowmobiling, sightseeing, kayaking, four-wheel driving and most other trail-related recreation activities.

The Americans with Disabilities Act of 1991 (ADA) prohibits discrimination on the basis of disability. The act requires that, to the extent practicable, all facilities opened to the general public, regardless of whether they are publicly or privately owned, must be accessible to all persons regardless of their physical capabilities. It is intended, among other things, to open up local government services such as parks and recreational facilities to the 43 million Americans with disabilities.

If greenways in Tompkins County are to meet the ADA's goal to provide for adequate recreational services for all county residents, all municipalities need to integrate the accessibility requirements of the ADA into the planning and design of future park and greenway facilities. In addition, municipalities need to evaluate all existing facilities for compliance with ADA requirements, and embark on a program to upgrade those facilities to meet the new standards for accessibility. Two important features that must be taken into consideration when planning future trails and retrofitting existing greenways are accessible routes and assembly areas.

Accessible routes of suitable surfacing are required between all accessible buildings, places of assembly, comfort facilities, and other recreational, cultural, or scenic elements of a park. An accessible route must have a continuous unobstructed path connecting all accessible elements of a building or facility such as corridors, floors, ramps, elevators, lifts, and have clear floor space at fixtures, parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts. Accessible routes must have firm, stable, and slip resistant surfaces in all types of weather conditions and should not exceed a 1:12 slope. Routes must be wide enough to accommodate a wheelchair or personal walker and connect all activity areas within a park or recreation facility.

An assembly area is any space where people get together for recreational, educational, political, social, or amusement purposes. It can be a picnic table, a play structure, or bleachers at a



"Access to recreation facilities and outdoor developed recreation areas is a valuable right for people with and without disabilities."

1991 Recreation Access Advisory Committee, ADA Access Board



easy



moderate



difficult



most difficult

Universal Design Symbols can be used to inform visitors of outdoor site conditions related to accessibility. Whenever possible, more in-depth information on universal design symbols and signs should be provided in displays, brochures, and maps to help people better understand the levels of accessibility system.

baseball diamond or other sports facility. At a park, an assembly area can take a variety of forms, such as an open lawn area or a picnic pavilion. Assembly areas must accommodate the needs of the disabled, including, for instance, a fixed companion seat adjacent to each wheelchair seating area.

In order to provide barrier-free access, a trail must be clearly and consistently marked indicating its level of difficulty and unavoidable obstacles along the way. The New York State Department of Environmental Conservation and the New York State Parks, Recreation and Historic Preservation have developed a permit system to allow mobility impaired individuals to access certain state lands using self-propelled or motorized wheelchairs or ATVs.

Tompkins County's terrain can be a major obstacle to achieving compliance with ADA standards. The steep Coddington Road entrance to the Town of Ithaca's new South Hill Recreation Way is an example of the difficulty of balancing compliance with ADA standards against the local terrain. In order to meet ADA standards for accessible maximum grade, the trail's 1,500 foot sloped entrance would have had to be extended to 4,000 feet in order to achieve the acceptable gradual grade. This modification would have significantly increased the project cost and environmental disruption. Instead, the trail has an accessible entrance at Crescent Place and numerous benches and level pull-off rest areas for the benefit of trail users.

Copies of the Americans with Disabilities Act and the ADA's recommended design standards for outdoor recreation facilities may be obtained by contacting the Americans with Disabilities Act Information Line at (202) 514-0301 (Voice), (202) 514-0381 (TDD), or (202) 514-0383 (TDD).



Appendix C: Map Resources

THE FOLLOWING INFORMATION WAS USED IN PREPARING A BASE MAP FOR DELINEATING MULTIUSE, PEDESTRIAN, AND SPECIAL-USE TRAILS:

United States Geological Survey Topographic Maps for Tompkins County (most recent available), 7.5 minute scale quadrangles.

Map of Ithaca & Tompkins County, (1994) Map Works, Inc., Rochester, New York.

Tompkins County Greenway Coalition Planning Maps, Tompkins County Greenway Coalition Planning Workshop, December 3, 1993, resource information collected from participants.

Guide to Trails of the Finger Lakes Region, 7th Edition (1993), Cayuga Trails Club, Inc.

Guide to Cross Country Ski Trails (1994), Cayuga Nordic Ski Club.

South Hill Recreation Way Map (1994), Town of Ithaca Planning Department.

Libertyville Trail Map (1994), Lansing 2010 Parks and Recreation Advisory Committee.

Village of Lansing Greenway Long Range Plan (1994), Village of Lansing Greenway Committee.

History of Railroads in Tompkins County (1977), by Hardy Campbell Lee and Winton Rossiter, DeWitt Historical Society of Tompkins County.

THE FOLLOWING MAPS WERE USED TO PREPARE A BASE MAP FOR OUTLINING A BIOLOGICAL CORRIDOR SYSTEM:

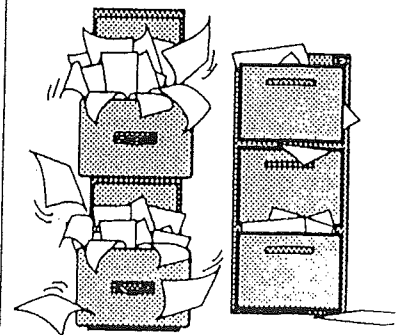
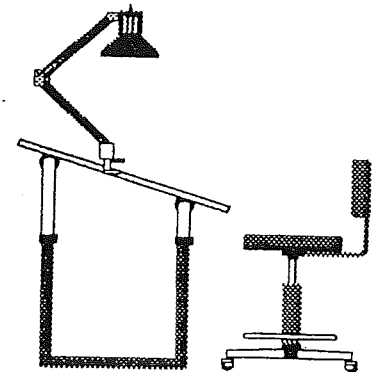
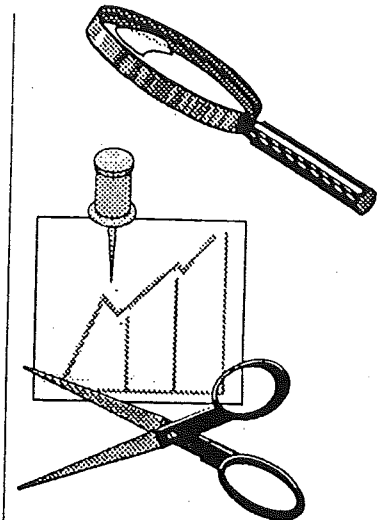
United States Geological Survey Topographic Maps for Tompkins County (most recent available), 7.5 minute scale quadrangles were used to delineate infrastructure and physiographic features.

Tompkins County Tax Maps for all municipalities (the most recent available), the Tompkins County Assessment Department, were used to delineate public lands and institutional lands.

Tompkins County Quadrangles (the most recent available) from the State of New York Department of Environmental Conservation, were used to outline the county's state forests.

Map of Ithaca and Tompkins County, New York (1994), Tompkins County Chamber of Commerce, was used to delineate the institutional lands in the county.

Protected Land Map (1994), the Finger Lakes Land Trust, was consulted to locate the lands owned, held in conservation easements, or secured with stewardship agreements by the Land Trust.



Unique Natural Areas of Tompkins County Inventory Map (1990), Tompkins County Environmental Management Council, was used to outline the county's Unique Natural Areas.

Unique Physiographic Formations, Map #5, (1974), Comprehensive Plan Studies 1972 Environmental Image: Land Use— Physical Environment Phase III, Tompkins County Planning Department, was used to locate unique features of the county's landscape including valley head moraines, hanging deltas, eskers, waterfalls, and gorges.

Watersheds and Surface Drainage, Map #13 (1974), Comprehensive Plan Studies 1972 Environmental Image: Land Use— Physical Environment Phase III, Tompkins County Planning Department, was used to depict the major streams and rivers, major and minor watersheds, lakes, bogs, and marshes.

Unique Wildlife Habitats, Map #17 (1974), Comprehensive Plan Studies 1972 Environmental Image: Land Use— Physical Environment Phase III, Tompkins County Planning Department, was used to identify habitats of rare or unusual avian and herpetological species considered to have important research and study value.

Forest Land and Unique Floral Regions, Map #18 (1974), Comprehensive Plan Studies 1972 Environmental Image: Land Use— Physical Environment Phase III, Tompkins County Planning Department, was used to identify rare community types as described by Wiegand and Eames.

Fragile Natural Resources, Map #24 (1974), Comprehensive Plan Studies 1972 Environmental Image: Land Use— Physical Environment Phase III, Tompkins County Planning Department. This map is a compilation of Map #25 Physiographic Research Value, Map #26 Hunting Value, Map #27 Flora and Fauna Research Value, and Map #28 Forest Value from the Comprehensive Plan Studies 1972 Environmental Image: Land Use— Physical Environment Phase III.

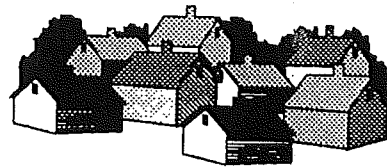
An Evaluation of Cornell's Natural Areas (1990), Nancy Ostman and Peter Marks, Cornell Natural Areas Committee, Cornell Plantations.



Appendix D: Tompkins County Greenway Coalition Fact Sheets

TOMPKINS COUNTY GREENWAY COALITION FACT SHEET:

ADJACENT LANDOWNERS' CONCERNS: PUBLIC ACCESS, SAFETY, AND SECURITY



At all phases of greenway development, from design to construction, it is important to include nearby neighbors and landowners in the process. Nearby property owners have much to gain if a trail is well planned and the most to lose if it is not. Adjacent property owners usually express understandable concerns when trail development is proposed in their area. In order for a trail to be a successful community project, it is essential that these apprehensions are addressed. Practical experience and formal research efforts indicate that once a trail is in place, most neighbors find that the problems they feared do not materialize. One-time vocal opponents to trails often become enthusiastic trail users and vocal proponents of the trail.

Common concerns include greenway usage, loss of privacy, trespassing, litter, crime, vandalism, loss of property value, and a general reduction of their quality of life. These issues have been studied on a number of rail-trails (trails made on abandoned railbeds) including the Heritage Trail in Iowa; St. Mark's Trail in Florida; the Lafayette/Moraga Trail in California; the Sugar River and Sparta-Elroy Trails in Wisconsin; the Burke-Gilman Trail in Seattle, and the Root River and Luce Line Trails in Minnesota. Specific research results are summarized below.

GREENWAY USAGE

- Greenways are used primarily by residents living nearby. In areas that are especially scenic, greenways are also attractions for tourists.
- Multiuse trails are often rail-to-trail conversions. Because of their level to gentle grades these corridors are easily accessible to people with disabilities and families with young children. These versatile trails can be used for a variety of activities such as nature walks, jogging, snowshoeing, or horseback riding. However, they are predominantly used for bicycling, cross-country skiing, and walking.
- Most greenways prohibit motorized vehicles in order to retain their quiet natural surroundings, and maintain their safe, smooth-surfaced trails.
- Camping, campfires, and loitering are rarely found along greenways connecting larger park areas. These activities depend upon a sense of privacy which larger park areas provide.

LOSS OF PRIVACY

- The overwhelming majority of adjacent property owners do not experience serious privacy problems because of nearby trails. Occasionally, some landowners are approached by trail users asking for help. The most frequent requests are for directions, telephone service, or drinking water.
- Combinations of design options, such as vegetative screening, grade changes, or fencing, can be installed along the trail right-of-way (the area between the path and the private property line) to conceal the trail from the view of adjacent property owners. Raised earthen berms along the trail right-of-way with dense plantings of evergreens provide a substantial visual and physical barrier between the trail and adjacent neighbors.
- Strategically placed trees and shrubs can mitigate noise, create wind screens, provide erosion control, and serve as a visual buffer.

PROPERTY VALUES

- Most adjacent landowners believe that trails make their land more attractive and increase their property value.
- Appraisers and real estate agents report that "trails are a positive selling point for suburban residential property, hobby farms, farmland proposed for development and some types of small town residential property." Property near trails can be significantly easier to sell and command higher prices as a result of its proximity to the trail.
- The slight increase in property values and local tax revenues can help offset trail acquisition fees and maintenance costs.

TRESPASSING, CRIME, AND VANDALISM

- Neighborhood greenways are primarily used by local residents who keep a watchful eye out for each other. Greenways promote community participation in outdoor activities and facilitate communication, respect, and trust between neighbors.
- Most seasoned landowners along existing trails believe that trail users would never steal, trespass, damage their property, or harass their farm animals.
- Homeowners immediately next to greenways report little if any effect on neighborhood crime rates and vandalism. In fact, burglary usually decreases in homes immediately adjacent to greenways.
- Typically, properly managed greenways either decrease neighborhood crime rates or have no effect at all. Crime rates are correlated more with the character of the neighborhoods the trails traverse than with the presence of the trails themselves.
- Dense plantings of shrubs and trees can form effective and affordable barriers to prevent trail trespass onto adjacent properties. Landscaping can also provide attractive privacy screening for nearby homeowners. Fences are expensive and should only be used in situations that warrant this level of security.

QUALITY OF LIFE

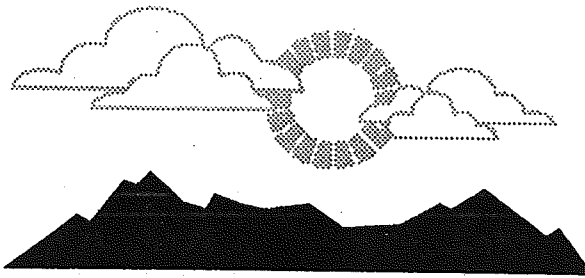
- Most landowners regularly use nearby trails and feel that the greenway improves the quality of life in their neighborhood.
- Neighbors along rail-trail conversions find that living by a trail is much better than they expected and is far more desirable than living by an abandoned rail line.
- There are high levels of acceptance and support for greenways by nearby residents.
- Greenways are an immense source of pride for surrounding neighborhoods and markedly enhance their community image.
- Residents surveyed said they had led the opposition against the trail and that they now believe the trail is the best thing that has happened to their neighborhood.

REFERENCES

The Impacts of Rail-Trails: A Study of Users and Nearby Property Owners from Three Trails. February 1992. R.L. Moore, A.R. Graefe, R.J. Gitelson, and E. Porter. A joint study conducted by the National Park Service's Rivers & Trails Conservation Program and Penn State University for the purpose of assisting in the planning, development, and management of rail-trails. This study analyzed the benefits and impacts, from 1991-92, of the Heritage Trail (an 8-year old, 26-mile trail surfaced in crushed limestone which traverses rural farmland in eastern Iowa); the St. Marks Trail (a 2-year old, 16-mile paved trail beginning in the outskirts of Tallahassee, Florida); and the Lafayette/Moraga Trail (a 14 year old, 7.6-mile paved trail 25 miles east of San Francisco; California which passes almost exclusively through developed suburban areas.)

Burke-Gilman Trail. May 1987. G. Zarker, J.M. Bourey, and P. Lagerwey, Seattle Engineering Department, Washington. A survey of Seattle's 12.1 mile long multi-use Burke-Gilman Trail studied the effect the trail has had on nearby property values, crime, and the quality of life. The Burke-Gilman Trail, built on a former railroad bed, passes through residential areas and is used by over 750,000 people a year. Despite initial worries and opposition, the study documented few problems and many benefits to nearby residents.

**TOMPKINS COUNTY GREENWAY COALITION
FACT SHEET:
THE BENEFITS OF GREENWAYS**



WHAT ARE THE BENEFITS OF GREENWAYS?

No other conservation initiative provides so many ecological, economic, and quality of life benefits to the communities that create them. Greenways protect environmentally important lands and native plants and animals. They also link people with the natural world and outdoor recreational opportunities. Greenways can also:

- Enhance health, fitness, and recreational opportunities for the community.
- Boost the local economy by increasing the market for recreation-oriented goods and services.
- Improve the overall appeal of a community to visitors and increase tourism.
- Increase local employment opportunities for trail planners, designers, local landscaping businesses, and construction crews when new greenways are built.
- Contribute to the community's quality of life, which is an important factor in retaining and attracting corporations and business.
- Serve as buffers between waterways, open space, and developed areas, which helps protect the quality and quantity of vital water resources.
- Help preserve the biological diversity of plant and animal species by maintaining connections between natural communities.
- Link fragmented habitats to allow the movement of wildlife.
- Provide routes for alternative transportation (such as bicycling, horseback riding, and walking) to connect people, communities, and the countryside.
- Soften urban and suburban landscapes with ribbons of green to improve quality of life and enhance property values.
- Preserve scenic beauty and allow access to scenic areas and undeveloped open space.
- Bring neighborhoods and villages together by providing pleasant routes for walking and biking.
- Help communities develop pride and cohesiveness.

**TOMPKINS COUNTY GREENWAY COALITION
FACT SHEET: LIABILITY ISSUES**



LIABILITY ISSUES ASSOCIATED WITH GREENWAYS

The following discussion is intended to present some of the basic concepts of liability associated with greenways. The information presented only covers generalities and cannot be applied directly to individual cases. It is not intended to be legal advice for any particular landowner. For more specific information about trail-related liability issues, contact the New York State Attorney General's office or your own legal counsel and insurance agent.

Issues of responsibility, risk, and liability are serious considerations in all recreational and greenway planning efforts. Landowners want to protect themselves against lawsuits in the event that trail users wander onto their property and injure themselves. Consequently, some municipalities and private property owners are reluctant to allow a trail to cross their land for fear of being held liable in case of an accident. Fortunately, this type of litigation is uncommon.

Anyone who owns land, whether or not it is open to the public, has a degree of responsibility and exposure if someone is injured on his or her property. Under New York State law, the degree of the landowner's exposure to liability depends on what the injured person was doing at the time of the injury. New York State has adopted the Recreational Use Statute to reduce the liability burden on landowners and encourage them to allow their land to be used for public recreation. If a person is injured while participating in one of the common recreational activities enumerated in the Recreational Use Statutes, the landowner's exposure to liability is reduced.

New York's Recreational Use Statute (General Obligations Law Section 9-103) provides that a landowner (who does not receive any gain from the use of the land) is generally not liable for injuries sustained by someone who is using the land for (among other things) hunting, fishing, canoeing, tobogganing, speleological activities, hang gliding, boating, hiking, cross-country skiing, sledding, horseback riding, bicycling, and motorized recreational vehicle or snowmobile operation. Swimming is not covered by the statute. However, a landowner may be liable if he or she knew of, but failed to warn or guard against, dangerous conditions that were not readily observable by recreational users.

If an injury is sustained by a user not involved in one of the enumerated activities or on lands not suitable for the recreational use, the Recreational Use Statute does not apply. In this instance, the landowner may be liable if he or she failed to take reasonable steps to protect the user from injury, even if the user was a trespasser. Under this standard, the owner should take reasonable steps to discover unsafe conditions and to either correct them or to warn against them. (See risk assessment below.) If the owner does not and someone is injured, the owner may be liable.

The following example will clarify the two standards. Assume a landowner knows that there is a visibly dead tree on his or her land and does not remove it. One day, a limb from the dead tree falls and hits someone passing below. If the injured person was a hiker on a trail passing through a wooded area deemed appropriate for hiking, the landowner probably would be protected from liability by the Recreational Use Statute. Since falling tree limbs are typically found in wooded areas, we can assume the dangerous condition of the dead tree would be obvious to the hiker. On the other hand, if the injured person was a mail deliverer walking on a sidewalk, the landowner probably would be liable because he or she failed to guard or warn against the known danger of the dead tree. Walking on sidewalks is not a specified activity covered by the Recreational Use Statute and therefore would not apply in this instance.

Even with the protection of the Recreational Use Statute, there is always some exposure for liability. Therefore, municipalities and private landowners may want to reduce their liability even further by conducting a risk assessment, adhering to a management plan, and purchasing liability insurance.

REDUCING DEGREE OF LIABILITY: RISK ASSESSMENT AND MANAGEMENT

The best way to reduce liability is to prevent accidents from happening. By conducting voluntary risk assessments of their properties, landowners and trail managers can discover situations that pose inherent dangers and potential risks

to themselves and visitors. Management analyses provide landowners with plans to remove potential hazards and offer methods to warn visitors of dangers that cannot be eliminated.

Risk assessments and management analyses should:

- Identify all potentially hazardous conditions on a property
- Develop an accident reporting system
- Schedule regular monitoring of the property
- Correct dangerous situations before accidents occur
- Educate and train any personnel to reduce risks
- Alert trails users of potential risks in all trail literature and by posting warning signs at trailheads, along the trail, and at the sites of potential hazards
- Document all risk assessments, management practices, and remedial actions

After careful risk assessment and management analysis, the types of greenway uses and activities to permit on a property should be decided in consultation with legal counsel. Once the usage has been decided, the appropriate maintenance and monitoring plans for the site should be developed. The landowners or trail managers should mark the property with adequate signage delineating areas that are off-limit to users and any activities prohibited on the trail, such as snowmobiling, horse back riding, camping, or campfires. These signs are important to protect visitors as well as fragile natural areas on the property. Warning signs are essential to alert trail users of nearby hazardous conditions, such as fragile slopes, slippery rocks, rock slides, or steep grades. By taking reasonable steps to assess and manage risks, landowners can protect themselves and those that use their property.

LIABILITY INSURANCE

Municipalities routinely have liability insurance for their parks, paths, town greens, and all other public land, even spaces as small as a 3-foot long walkway or a stair case leading to the government offices. According to the nationwide Rails-to-Trails Conservancy, most municipalities find that adding trails, recreationways, greenways, or bike paths to insurance policies has a negligible effect on their liability premiums. The recent addition of the Town of Ithaca's 3.3-mile South Hill Recreation Way did not increase the municipality's insurance premiums.

Private property owners who allow trails and greenways to cross their land can also have liability protection. By working closely with knowledgeable insurance agents, landowners can ensure that they have the appropriate insurance coverage for their needs. By working with others interested in greenways and land protection, landowners can find creative ways to reduce their legal exposure as well as the cost of liability insurance premiums.

- **Joint Insurance Coverage:** For example, if a landowner gives a trail easement to a land trust, the land trust can add the landowner to its liability policy to provide an added measure of security for the landowner. On the other hand, if a land trust manages a greenway trail for a private landowner, the land trust could be additionally insured on the landowner's homeowner policy.
- **Insurance Pooling:** Groups of similar functions, such as ski facilities, trail conferences, or land trusts, can combine their resources and insurance needs to obtain reasonably priced "umbrella" coverage.
- **Indemnification:** A landowner can offer the use of his property for a trail or greenway in exchange for liability exemption from any claims and costs that may arise from an accident or vandalism on the property. A local government, land trust, or recreation group can agree to indemnify a landowner (hold him harmless) for any claims, costs, or liability under their liability coverage.
- **Self-Insurance:** An entity can assume responsibility for risk and reserve a contingency fund to cover potential losses. This method is not realistic for individual landowners or land trusts. However, municipalities are repeatedly using this system when insurance coverage is too costly or if they are denied coverage.

THE TOMPKINS COUNTY GREENWAY COALITION is dedicated to creating a comprehensive greenway plan for the county. Since its inception in April of 1993, the coalition has been gathering information, highlighting local resources, stimulating discussions on greenways, encouraging communities to develop connections between sections of existing greenway, and collecting ideas for a flexible county-wide greenway plan.

TOMPKINS COUNTY GREENWAY COALITION FACT SHEET
TRAIL ETIQUETTE: A Solution to Multiuser Conflicts



Many communities are discovering that greenways are affordable solutions to their growing need for more recreational facilities. The most popular trails throughout urban and rural areas of New York State are multiuse greenways. These trails are designed for a variety of *non-motorized* uses such as walking, jogging, running, in-line skating, bicycling, skiing, and horseback riding. An important exception is the permitted use of motorized wheelchairs and other devices that enable individuals with mobility impairments to have access to greenways. These trails may serve as commuter routes, favorite spots to exercise or unwind each day, or places to meet and visit with friends and neighbors.

As the number of trail users grows and the diversity of trail activities increases, the potential for conflicts among users grows as well. Although user conflicts can arise on any type of trail, they are more prevalent on heavily used multi-purpose greenways. Conflicts among trail users usually stem from intolerance of others, disregard for the environment, and irresponsible, reckless, or inconsiderate behavior. Trail users can also have occasional confrontations with wildlife or adjacent landowners. In order to build stronger, mutually supportive trail communities, trail managers must resolve these conflicts and promote trail sharing among all user groups. At the same time, trail managers must maintain user safety, protect natural resources, and provide high-quality user experiences.

To meet these challenges, trail managers can advise greenway users and their trail neighbors about greenway ethics, regulations, and conflict resolution. Periodic neighborhood meetings or newsletters can effectively enhance communication within trail communities. As new recreational activities and technologies, such as mountain bikes, snowmobiles, trail motorcycles, all-terrain vehicles, and off-road vehicles, become popular, additional motorized vehicle and non-motorized vehicle trails can be built to accommodate (separate) incompatible trail uses.

The most fundamental, and perhaps most effective, means of minimizing conflicts is to instill an understanding of and commitment to proper trail use. Municipalities are also encouraged to adopt discrete codes of conduct supported by enforceable trail use ordinances to protect the health, safety, and welfare of all users.

PROMOTING TRAIL ETIQUETTE

In an effort to avoid conflict, trail managers, nearby neighbors, and user groups should work together to develop rules governing public conduct, techniques for conflict resolution, and methods to enforce trail regulations. Trail etiquette can promote courtesy and cooperation among users to create a more enjoyable trail experience. It can also encourage compliance with regulations and facilitate efficient and safe circulation on the trail. Rules of conduct should be posted at trailheads and depicted on signs along the trail. The "Rules of the Trail" should be included in all trail brochures and maps and distributed at nearby municipal offices and park headquarters; at bicycle, ski, sporting goods, and outdoor recreation stores; and at the Tompkins County Visitor Center, Chamber of Commerce, municipal offices, public libraries, and youth centers.

The fundamental trail hierarchy of rights-of-way is "wheels yield to heels" or rather, bicycles must yield to all trail users, both pedestrians and equestrians. Pedestrians must yield the right-of-way to equestrians. Other common tenets of trail etiquette are:

- Keep all pets on a short leash and clean up after them;
- Do not litter;
- Respect the natural environment and do not harm the trail or its surroundings;
- Motorized vehicles are prohibited (except electric wheelchairs and emergency vehicles);
- Be courteous to other trail users;
- Alcoholic beverages and illegal drugs are not permitted on the trail;
- Firearms, fireworks, and fires are prohibited on trails;
- All trail users should use a light and reflectors after dusk and before dawn;

- When stopping on a trail, move to the side to allow others to pass;
- Stay to the right except when passing;
- Before passing, look ahead and behind and give a clear warning signal;
- Yield to oncoming traffic when passing and pass slower traffic on their left;
- Yield to other users when entering and crossing trails; and
- Travel at reasonable and safe speeds, remain in control of oneself and equipment, and be prepared to stop at all times.

To ensure compliance with a desired code of conduct, municipalities may develop fair trail use regulations that can be uniformly enforced. A municipality can adopt a trail-use ordinance and impose civil penalties including fines, trail maintenance and support duties, and other community service obligations, for noncompliance.

A trail ordinance should:

- Define the expected rules of conduct while using a trail.
- Define where the regulations apply and the specific uses permitted on the trail (example: bicycles are permitted but skateboards and horses are not allowed);
- State the days and hours the trail is open to the public (example: trail is open for public use each day beginning one-half hour before sunrise until one-half hour after sunset; the trail is closed during hunting season — the first Monday after November 15 until the first Tuesday after December 7).

COMMUNICATING TRAIL ETIQUETTE

Trail managers and trail user groups should work together to instill trail etiquette and educate trail users on outdoor safety, proper clothing and equipment, and environmental protection. Common methods of getting these messages across to the general public are:

- **Signs:** Simple, graphically illustrated, and easily understood advisory signs, posted at trail heads and at regular intervals along trails, can be very effective at conveying important information quickly. Signs can indicate allowable trail uses, promote trail etiquette, and communicate the degree of trail difficulty and its handicapped accessibility. Simple safety precautions, painting center lines along heavily-used greenways, will remind users of two-way traffic.
- **Printed Material:** Use trail publications, such as brochures, pamphlets, and newsletters, to cultivate a positive trail user ethic and reiterate trail regulations whenever possible. Whenever possible, include informative articles on greenways in the newsletters of other trail user clubs and civic groups.
- **Safety Days:** Organize enjoyable community events to promote trail safety and proper trail use during peak seasons. Set up trailside information booths to provide free refreshments, safety literature, copies of the trail user regulations, brochures on helmet safety, and information concerning membership in area bicycle, equestrian, hiking, naturalists, cross-country skiing, in-line skating, and walking clubs. Invite local law-enforcement officers to perform radar gun checks to provide bicyclists with their actual speed, and give bicycle safety checks and maintenance assistance.
- **Presentations:** Use every opportunity to present trail issues to recreation clubs, schools, civic groups, and religious and service organizations. Promote the community benefits of greenways, reinforce the necessity for trail-use etiquette, and foster safe riding and walking practices on trails. An effective technique to illustrate why the regulations were established is to set up a few mock conflicts and discuss how the conflicts could have been avoided.
- **Public forums:** Always present trail policy changes or budget needs in a public forum. Demonstrate conflict-prevention techniques and advocate trail etiquette as a primary tool for avoiding conflict. Establish a dialogue with the public and encourage them to voice their concerns about trail user conflicts.
- **Mass Media:** Utilize local radio and television stations and newspapers to keep the community informed about trail issues and activities. Use every publicity opportunity to include information on proper trail use. Promote the value of trail etiquette and broadcast images of people riding and walking safely and courteously along the trail.

TOMPKINS COUNTY GREENWAY COALITION
FACT SHEET:
SAFETY DURING HUNTING SEASON



SAFETY DURING HUNTING SEASON

Hunting is a traditional activity in rural central New York State and is permitted in most undeveloped areas. Although hunting is a safety concern for all those who walk in the woods during hunting season, it has not deterred the development and enjoyment of trails across the state. Most trails located on public land remain open during hunting season. The DEC stresses that education of both hunters and trail users has resulted in a remarkable safety record. There has never been an incident of a hiker being shot by a hunter in New York State.

However, there are some things wary trail users should know!

- **TREAD NOISILY IN THE WOODS AND WEAR LOTS OF BLAZE ORANGE!**
Avoid wearing brown or dull red clothing and never flutter a white kerchief or sport a white hat or mittens. In the eyes of a hunter, you could look like a white tailed deer! Debunk the idea of enjoying the peaceful sounds of nature. Talk loudly, sing and clap your hands, play a radio or bang pots and pans, whatever... make lots of human-sounding noises!
- **KNOW THE HUNTING SEASON**
Hunting, in some form or another, lasts through the fall into late December in Tompkins County. Bow & arrow season begins early in the fall and runs through the middle of December, except while shotgun season is open. Shotgun season for deer usually begins in the third week of November and lasts about three weeks. Muzzle-loader season is usually the third week of December, beginning immediately after shotgun season closes.
- **SUNDAY HUNTING**
During this second year of a three-year trial period, deer hunting is allowed on Sundays in parts of Tompkins County. Sunday hunting is currently allowed in Lansing, Groton, Dryden, Caroline, the eastern half of the Town of Ithaca, and most of Danby. However, Sunday hunting is prohibited in Trumansburg, Ulysses, Enfield, the western half of the Town of Ithaca, and most of Newfield.
- **KNOW THE STATE AND LOCAL HUNTING REGULATIONS**
Across most of New York State, the DEC prohibits discharging firearms and longbows within 500 feet of houses, farm structures and outbuildings, churches, factories, and schools unless by special permission of a private property owner. In addition, many suburban and urban municipalities such as the City of Ithaca and the Villages of Cayuga Heights and Lansing, prohibit hunting entirely within their boundaries.
- **AN OPEN TRAIL DOESN'T MEAN YOU WON'T ENCOUNTER HUNTERS**
Hiking trails remain open during hunting season on some public lands where hunting is permitted. Even if hunting is prohibited on a trail, hunters can unknowingly trespass, so trail users should take care not to

develop a false sense of security. Ultimately, trail users must remain wary whenever they are out in the woods during hunting season and should act and dress accordingly.

- **KNOW WHETHER HUNTING IS PERMITTED ON TRAILS OR ADJACENT PROPERTIES.**

Many existing and proposed trails in Tompkins County border or cross private farms and woodlands as well as university and state owned land. For their personal safety, trail users need to be aware of the hunting regulations that apply to the trail itself and its adjacent land.

- **STATE LANDS**

The NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) prohibits hunting on state park lands except in designated areas. Some state parks, such as Buttermilk Falls, Taughannock Falls, and Upper Robert H. Treman, have very specific hunting schedules and regulations. For example, hunting waterfowl and geese is allowed along the Allan Treman State Park shoreline outside the City of Ithaca limits. Check with the DEC or the NYS OPRHP office. The DEC allows licensed bow and gun hunting within most state reforestation areas. Hunting is also allowed by the DEC within wildlife management areas such as Connecticut Hill during species-specific seasons.

- **LOCAL MUNICIPALITIES**

In the Town of Ithaca, all parks and recreation ways, except the South Hill Recreation Way, remain open year round. This trail passes through a popular hunting area. As a precaution, the Town closes the South Hill Recreation Way during deer season. On the other hand, the Village and Town of Dryden's rail-trail remains open all year. If you are uncertain about hunting policies, call the local law enforcement agency before venturing out on a hike.

- **CORNELL UNIVERSITY LANDS**

Cornell University, a major land owner in the county, also enforces hunting restrictions. For example, no hunting is allowed in any of the Cornell Plantations Natural Areas. However, hunting by permit is allowed on some rural farm properties. To find out where hunting is permitted and how to obtain a permit, call the Cornell Real Estate Office (607) 254-4660.

Appendix E: Greenway Implementation

A. Methods for Securing Land for Trails and Greenways

As discussed in Chapter 4, "Greenway Implementation," the five most common methods for obtaining land for greenways are development exactions, cluster subdivisions, conservation easements, municipal land banks, and acquisition of full and partial ownership rights. Below is a comprehensive discussion of land protection mechanisms available to communities in Tompkins County.

LOCAL LAND USE REGULATIONS

Development Exactions are discussed in Chapter 4. Municipalities are empowered to require park land dedications or payment in lieu of under New York State General Municipal Law. For example, under Section 277.4 of the NYS Town Law, the Town of Ithaca Planning Board may require 10% of land being subdivided be set aside for park land. In the Village of Lansing, the Planning Board may ask for 6% of the land being subdivided for use as park land or greenway. Both of these municipalities are in the process of establishing fee schedules for accepting money in lieu of land dedications.

Zoning Ordinances are the most commonly used local tools for regulating land uses, lot sizes and setbacks, development densities, landscape features, signage, and traffic circulation. Specific zones may be created for the protection of areas of environmental significance or prime agricultural land. A comprehensive strategy should be developed to realistically plan for the future of each municipality in the county.

Clustered Subdivisions (see Chapter 4)

Incentive Zoning or development bonuses, can be given to developers by municipalities in exchange for specific physical, social, or cultural benefits or amenities for the community. Incentives could be adjustments in the permissible height, density, open space, or other provisions of the zoning law. In return, the community could derive benefits such as additional open space or park land, low income housing, elder day care, or a monetary benefit.

Overlay Zones apply an additional set of restrictions to the underlying zoning in effect. This feature-specific zoning technique has been used to create historic overlay districts, stream corridor and flood plain zones, and Environmentally Protected Overlay Districts.

An **Environmentally Protected Overlay District (EPOD)** is a zone of specific environmentally sensitive areas, such as steep slopes, wetlands, and stream corridors that are important to keep in open space or large lot use. The review criteria of EPODs are designed to minimize adverse effects on the sensitive resource for the integrity of the natural environment and for the public's safety and welfare. EPODs can be used to protect biological corridors that follow specific features such as watercourses. EPOD legislation is most effective in agricultural and moderate-density residential districts where development has been minimal.

Conservation District Zoning can provide comprehensive protection for large areas with important combinations of environmentally sensitive features. Several large tracts in the county with rare plants and animals, representative old growth trees, unique geomorphology, and important stream corridors would be appropriate for conservation zoning and designation as biological corridors. These areas are especially vulnerable to recreational overuse, destruction of sensitive habitats, heavy erosion, and declining water quality. The important difference between EPODs and conservation district zoning is that EPODs are designed to protect a specific environmental feature while conservation districts encompass large combinations of habitats and features.

Critical Environmental Area (CEA) Designation can be used to protect an environmentally important area as a CEA under Article 8 of New York's Environmental Conservation Law. All projects in CEAs are considered Type I Actions and subject to a full Environmental Assessment Form (EAF), public comment, and a higher level of review. Although a CEA designation does not guarantee protection, it ensures thorough scrutiny during review and allows for ample public comment on the project. While several municipalities are considering designating Tompkins County's Unique Natural Areas within their borders as CEAs, the Town of Ithaca's Coy Glen is the only designated CEA in Tompkins County at this time.

EASEMENTS

Easements provide a right of passage or other limited use of a property and are typically purchased or donated to land trusts, municipalities, or utility companies. The easement becomes a permanent part of the land title, recorded by the County Clerk, to ensure that future owners comply with all terms of the easement. The landowner retains most rights to the land, including the right to sell, lease, transfer, or mortgage the property and any other uses consistent with the established easement and local regulations.

Conservation Easements (see Chapter 4)

Right-of-way Trail Easements (see Chapter 4)

Permanent Deed Restrictions are a strong form of voluntary private protection and can be placed on properties to prohibit or limit development. These restrictions are passed on to future owners within the deed to the property. However, there is no overseer group administering the deed restriction as in the case of a conservation easement.

LEASES AND MANAGEMENT AGREEMENTS

Leases and management agreements are flexible legal instruments that can be tailored to satisfy the landowner and the party leasing or managing the property. In many cases, the second agent is a land trust, such as the Finger Lakes Land Trust. These agreements provide temporary control or influence over a property without the expense of ownership. Leases specify an amount of time that the second party oversees the land, while management agreements specify the terms and restrictions under which the landowner continues to manage the property. Both devices are recorded in the land records and remain in force for their full term even if the land changes ownership.

ACQUISITION METHODS

Public ownership is the most widely used form of open space protection at this time. Land owned by public entities should be managed not only for the public benefit but also for the protection of its sensitive ecosystems. Unfortunately, many public lands, such as State Parks, are showing the effects of human overuse resulting in serious degradation of indigenous plant and animal species and their habitats. It is critical to acquire more public lands and establish programs for sensible public land maintenance.

Occasionally, problems arise when governments change their policies of land protection. A local example was the proposed sale of the Hector Land Use Area in the 1980s. Local citizens presented a strong case to the government for keeping these lands under federal protection. The land was not sold and became the Finger Lakes National Forest.

Funding for land acquisition by a public entity is often generated by local property and sales taxes, real estate transfer taxes, development or subdivision exactions (fees in lieu of park land donations), bond issues, and qualifying state, federal, and local government grants.

MUNICIPAL AND ORGANIZATIONAL LAND ACQUISITION PROGRAM

Full and Partial Ownership Rights (Fee-Simple and Less-Than-Fee-Simple Interest)(see Chapter 4.)

Donations of Land by individuals, companies, or institutions is an extremely valuable resource for greenway and open space preservation. Land gifts can be in the form of direct donations or testamentary gifts to the conservation organization or municipality. These lands can also be earmarked by the donor to be sold to generate funds for other land acquisition.

Rights-of-First-Refusal is an arrangement between a landowner and a second party in which the landowner agrees that if he or she receives a legitimate offer from a third party to buy the property, the owner will notify the second party in order to allow the second party to make an offer on the land. Land trusts accept purchase or accept donations of Rights-of-First-Refusal to facilitate land acquisition. If a potential buyer with conservation intentions for the property makes an offer, the land trust may decide not to exercise this right. To strengthen the land trust's legal position, there is usually a written contract for Right-of-First-Refusal prepared by a lawyer at a minimal cost.

Donation of Bargain Sale provides for land acquisition for conservation purposes at highly reduced rates. Land donation is an attractive option for conservation because it affords the donor numerous and substantial tax benefits. The selling prices of bargain-sale properties are substantially below fair market value and may give the seller tax benefits as well as direct cash payment.

Establishing a Municipal Land Bank (see Chapter 4.)

Transfer of Development Rights (TDR) programs allow landowners to sell their land's development rights to other landowners whose properties can sustain an increased density. This allows landowners to preserve open space, biological corridors, trails, and sensitive natural areas without incurring financial hardship. The development rights become a separate article of the property, which can be sold to a landowner whose property is better suited to greater densities. After selling the development rights, the land owner retains title and all other rights to the land. These remaining rights may permit farming, forestry, some recreational uses, and other low impact uses. The owner may sell or exchange the title on the open market at anytime. Since the development rights are only a portion of the property value, this type of acquisition is economical for municipalities with limited land conservation funds.

Purchase of Development Rights (PDR) is a more expensive land protection measure than a TDR but is also effective. Instead of transferring development potential to another parcel, the potential rights are purchased outright by the municipality. PDRs are especially effective if the municipality has designated certain areas as highly valued greenway or open space and is unable to purchase the land outright.

Special Park Districts can be petitioned for by residents to create special neighborhood park or open space district. The cost of acquisition and maintenance is added to the taxes of the nearby property owners. Park districts for open space and active park land can be established when open space is of primary value to adjacent landowners. Special park districts can be established to protect scenic views, shorelines, or natural areas, which can be important components of a greenway system.

NON-MUNICIPAL LAND ACQUISITION PROGRAM

Private Preserves can be established by institutions and individuals in order to protect specific tracts of land. The Nature Conservancy owns the Town of Ithaca's Eldridge Preserve on South Hill and allows public access. A developing trail system on South Hill will make this preserve a node of interest in the countywide system.

Cornell University owns and maintains many valuable areas of significant environmental importance in the Tompkins County and neighboring communities. Many of these sites, designated as Cornell Natural Areas (CNA), are ecologically fragile, restricted for educational purposes, and are not officially open to the public. These sites add significantly to the ecological diversity of the county and biological corridor system.

The Finger Lakes Land Trust accepts donations of land for preservation or for resale with deed restrictions, depending on the wishes of the donor. Proceeds from these sales enables the Land Trust to continue preserving valuable habitat in our area. The Land Trust also purchases land in valuable habitats when it is necessary.

Appendix F: Sample Trail Easements

THE FINGER LAKES LAND TRUST

TRAIL ACCESS EASEMENT

THIS TRAIL ACCESS EASEMENT is made this _____ day of _____, 19____, by and between:
(i) ("Grantor"), having an address at _____, and
(ii) the FINGER LAKES LAND TRUST ("Grantee"), a New York State Not-for-Profit Corporation, duly authorized under the Laws of the State of New York, with principal offices at 121 E. Buffalo St., Ithaca, NY 14850.

RECITALS

WHEREAS, Grantor is the sole owner in fee simple of certain real property (the "Servient Estate"), consisting of approximately _____ acres in the Town of _____, _____ County, State of New York, more particularly described in SCHEDULE A, attached hereto and incorporated herein; and

WHEREAS, Grantee is a publicly supported, tax-exempt nonprofit organization, qualified under Section 501(c)(3) and 170(h) of the Internal Revenue Code, whose primary purpose is the preservation, protection, or enhancement of land in its natural, scenic, educational, historical, agricultural, forested, and/or open space condition; and

WHEREAS, Grantor desires to grant to Grantee an easement (the "Trails Easement Area") across that portion of the Servient Estate, more particularly described in SCHEDULE B and shown on the attached Sketch, both being attached hereto and made a part hereof, to maintain a public recreation trail, and Grantee desires to accept said easement; and

WHEREAS, the trail is intended to enhance local and regional hiking and recreational opportunities for the general public by providing an attractive and scenic section of the regional trail known at the time of this grant as the Finger Lakes Trail.

NOW, THEREFORE, in consideration of the foregoing Recitals and for \$1 and other good and valuable consideration, receipt of which is hereby acknowledged by Grantor, the parties agree as follows:

1. Grant of Easement.

Grantor hereby grants, transfers and conveys to Grantee, for the benefit of the public, a perpetual easement and right-of-way (the "Easement") for ingress, egress, and access by the public over and across the Trail Easement Area.

2. Purposes, Conditions, and Restrictions.

a. The Easement is established for non-motorized, passive recreational trail purposes, such as walking, hiking, jogging, running, and cross-country skiing. Should any question arise regarding the propriety of any use of the Trail Easement Area, this Trail Access Easement shall be construed liberally in favor of such use; provided, however, that the Grantee or its designee, in its sole discretion, shall have the right to regulate or restrict uses (including but not limited to those specific uses listed above) which Grantee determines to be unsafe or otherwise detrimental to the continued use and vitality of the Finger Lakes Trail or the condition of the Trail Easement Area.

b. The "trail" shall be indicated on the ground by blazes or other standard markings. The location of the Trail Easement Area on the Servient Estate may be changed from time to time, with the written consent of both parties. Any such change shall be recorded in the official records of the Office of the Clerk of Steuben County, New York State. All costs in connection with such change shall be borne by Grantor unless Grantee waives this requirement.

c. Within the Trail Easement Area, no structures shall be erected by Grantor or Grantee, other than one lean-to or other open-air shelter, not to exceed 150 sq. ft. in footprint; provided, however, that said structure shall be erected only with the written consent of both parties;

d. If the Trail Easement Area or any part thereof, is forested at the time of this grant, or subsequently becomes forested, no trees may be cut within said zone except as needed to improve the trail, to remove a hazardous or diseased condition, to improve the health or species diversity of the stand; or, with the written consent of both parties, to provide a scenic view;

3. Right to Suspend Trail Use; Maintenance of Trail Easement Area.

a. Grantee or its designee, in its sole discretion, shall have the right to suspend public use of the Trail Easement Area from time-to-time.

APPENDIX F: SAMPLE TRAIL EASEMENTS — THE FINGER LAKES LAND TRUST

b. Grantor has no responsibilities for trail maintenance except to the extent necessary to repair damage caused by grantor, nor does Grantee have such responsibilities except as needed for repair of damage caused by Grantee.

4. Easement Runs with Land; Successors and Assigns.

This Easement shall bind and run with title to the Servient Estate forever, and shall inure to the benefit of Grantee and Grantee's successors and assigns; provided, however, that any successor or assign of the Grantee must be a Not-for Profit Corporation qualified under the laws of New York State to hold such easements; and further provided that Grantee may terminate this Easement as provided under Paragraph 5, below.

5. Termination/Modification.

In the event that the Grantee determines that the Trail Easement Area is no longer needed or desirable across the Servient Estate, Grantee may terminate said easement by written instrument duly signed by Grantee and fully acknowledged, and recorded in the land records of Steuben County, New York. This Trail Access Easement may only be modified or amended by written instrument executed by the parties (or their successors in interest) and recorded in the land records of Steuben County, New York.

6. Governing Law.

This Trail Access Easement shall be governed by and construed in accordance with the laws of the State of New York.

TO HAVE AND TO HOLD unto grantee, its successors, and assigns forever.
IN WITNESS WHEREOF grantors and grantee have set their hands on the day and year first above written.

_____ Grantor

Finger Lakes Land Trust, Grantee,
by _____

its
State of New York, County of Steuben, ss. On this _____ day of _____, in the year nineteen hundred and ninety four, before me came IRENE SZABO, to me known to be the individuals described in, and who executed, the foregoing instrument, and acknowledged that they executed the same.
Before me,

, Notary Public
(Type or print name of Notary)

State of New York, County of Tompkins, ss. On this _____ day of _____, in the year nineteen hundred and ninety four, before me came _____ and, duly sworn, did depose and say that s/he resides at _____, NY; that s/he is the Director of Land Protection of the Finger Lakes Land Trust, the corporation described in, and which executed the above instrument; that s/he knows the seal of said corporation; that the seal was affixed by order of the Board of Directors of said corporation and that s/he signed his/her name thereto by like order.

, Notary Public
(Type or print name of Notary)

SCENIC HUDSON LAND TRUST

TRAIL ACCESS EASEMENT

THIS TRAIL ACCESS EASEMENT is made as of the 26th day of March, 1994 (the "Effective Date"), by and between: Jr. (i) (the "Grantor"), having an address at _____, and (ii) THE SCENIC HUDSON LAND TRUST, INC. ("SHLT"), having an address at 9 Vassar Street, Poughkeepsie, NY 12601, and TOWN OF HYDE PARK, NEW YORK ("Town"), having an address at Town Hall, Town of Hyde Park, NY 12538 (SHLT and Town, together, the "Grantee").

R E C I T A L S :

R-1. Grantor owns approximately 86 acres of real property (the "Servient Estate") in the Town of Hyde Park, New York, located between the Vanderbilt National Historic Site and the Franklin D. Roosevelt National Historic Site, along the eastern shore of the Hudson River, as more particularly described on Exhibit A attached hereto.

R-2. SHLT, formerly known as "The Hudson River Conservation Land Trust, Inc.", is a New York not-for-profit corporation created under section 509(a)(3) of the Internal Revenue Code as a "supporting organization" of Scenic Hudson, Inc., a section 501(c)(3) New York not-for-profit corporation which has as its purpose the preservation, restoration and enhancement of the scenic, ecological, historic and recreational resources of the Hudson River.

R-3. Town is a town organized, existing and governed by and in accordance with the laws of the State of New York.

R-4. Grantee is working to establish a trail (the "Hyde Park Trail") for public use linking the Franklin D. Roosevelt National Historic Site to the Vanderbilt National Historic Site in cooperation with the Mid-Hudson Chapter of the Adirondack Mountain Club, Dutchess Council of the Boy Scouts of America, National Park Service ("NPS") and Winnakee Land Trust, Inc. (the foregoing entities, including Grantee, shall be hereinafter referred to together as the "Trail Managers").

R-5. The Hyde Park Trail is intended to provide the residents of Hyde Park and the general public with visual access to the Hudson River and also to enhance local hiking and recreational opportunities.

R-6. Grantor desires to grant to Grantee an easement across that portion of the Servient Estate (the "Trail Easement Area") more particularly shown on Exhibit B attached hereto to create part of the Hyde Park Trail, and Grantee

desires to accept said easement.

R-7. The parties intend that the Trail Easement Area shall be used for non-motorized, passive recreational uses.

R-8. The Servient Estate is also subject to a certain Conservation Easement, dated Dec. 16, 1985, between Grantor and SHLT, which Conservation Easement Grantor does not intend to violate in any way by virtue of this Trail Access Easement.

NOW, THEREFORE, in consideration of the foregoing Recitals, the covenants hereinafter set forth and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows.

1. Grant of Easement.

Grantor hereby grants, transfers and conveys to Grantee, for the benefit of the public, a non-exclusive easement and right-of-way (the "Easement") for ingress, egress and access by the public over and across the Trail Easement Area. The easement shall exist on the Effective Date, notwithstanding that other portions of the Hyde Park Trail may not yet have been established.

2. Purposes.

The Easement is established for non-motorized, passive recreational trail purposes, such as viewing the Hudson River, walking, hiking, jogging, running and cross-country skiing. Should any question arise regarding the propriety of any use of the Trail Easement Area, this Trail Access Easement shall be construed liberally in favor of such use; provided, however, that Grantee (or the Trail Managers, if maintenance responsibility for the Trail Easement Area has been assigned to the Trail Managers as provided in paragraph 3.B below), in its sole discretion, shall have the right to regulate or restrict uses (including but not limited to those specific uses listed above) which Grantee determines to be unsafe or otherwise detrimental to the continued use and vitality of the Hyde Park Trail or the condition of the Trail Easement Area.

3. Maintenance of Trail Easement Area; Right to Suspend Trail Use.

A. Grantee shall be responsible to perform routine and periodic maintenance of the Trail Easement Area which Grantee deems necessary or appropriate, all in accordance with generally accepted standards for similar unpaved public recreational trails.

B. Grantee shall have the right to assign its maintenance responsibilities to the Trail Managers (either individually or together in any combination) from time-to-time as Grantee determines. Grantee shall notify Grantor in writing if Grantee assigns its maintenance responsibilities hereunder. The Trail Managers accepting such assignment shall be deemed to have assumed Grantee's maintenance obligations under paragraph 3.A above.

C. Grantee shall have the right to suspend public use of the Trail Easement Area from time-to-time if Grantee, in its sole discretion, determines that it (or the Trail Managers) is unable to maintain the Trail Easement Area as it deems necessary or appropriate.

4. Initial Term; Extension.

The Easement shall have an initial term of twenty-five (25) years from the Effective Date. The term of the Easement shall automatically be extended for successive periods of twenty-five (25) years each unless Grantor (or its successor in interest), not less than one hundred eighty (180) days prior to the expiration of the twenty-five (25) year term then in effect, (a) notifies Grantee in writing that Grantor (or its successor in interest) does not desire to extend said term, and (b) records in the land records of Dutchess County, New York, a statement evidencing Grantor's (or its successor in interest) desire that the Easement shall so expire.

5. Easement Runs with Land; Successors and Assigns.

The Easement shall bind and run with title to the Servient Estate for the term stated herein and shall inure to the benefit of Grantee and Grantee's successors and assigns.

6. Modification.

This Trail Access Easement may only be modified or amended by written instrument executed by the parties (or their successors in interest) and recorded in the land records of Dutchess County, New York.

7. Governing Law.

This Trail Access Easement shall be governed by and construed in accordance with the laws of the State of New York.

8. Relationship of SHLT and the Town.

SHLT and the Town state and acknowledge that they are not partners or joint venturers, and that by executing this Trail Access Easement they do not intend to create any

APPENDIX F: SAMPLE TRAIL EASEMENTS — THE SCENIC HUDSON LAND TRUST

legal relationship or association with each other with respect to the Easement conveyed hereby or otherwise, except only that they are both grantees of the Easement from Grantor.

IN WITNESS WHEREOF, the parties hereto have executed this Trail Access Easement as of the date first set forth above.

GRANTOR:

_____ 0

GRANTEE:

THE SCENIC HUDSON LAND TRUST, INC.

Klara B. Sauer
By: Klara B. Sauer
Its: Asst. Sec.

TOWN OF HYDE PARK, NEW YORK

[Signature]
By: [Signature]
Its: [Signature]



STATE OF ^{Virginia} ~~NEW YORK~~
COUNTY OF Chesterfield

ss:

April

On this 5th day of _____, 1991, before me personally came _____ to me known to be the individual described in and who executed the foregoing instrument and he acknowledged to me that he executed the same.

Linda L. Adams
NOTARY PUBLIC

My Commission Expires December 14, 1991



THE CARANTOUAN GREENWAY

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT made and entered into this ____ day of _____, 1993 by and between _____, hereinafter known as "Land Owner," and CARANTOUAN GREENWAY, a Pennsylvania Non Profit Corporation, hereinafter known as "Carantouan"

For and in consideration of \$1.00 paid by Carantouan to Land Owner, and for other good and valuable consideration, the receipt of which is hereby acknowledged, Land Owner does hereby grant a perpetual easement, hereinafter referred to as the "Easement," over certain land of Land Owner as more particularly described on the attached Exhibit "A," for the use by Carantouan and the public as part of a trail to be developed by Carantouan pursuant to a National Recreational Trails Fund Program (NRTFP) Grant through the Pennsylvania Department of Development Resources and the Borough of Sayre.

Said Easement and right-of-way of the trail shall be deemed to have a width of ____ feet, extending ____ feet on either side of the center line of the trail as more particularly described on the attached Exhibit "B".

Carantouan agrees to:

1. Assume responsibility for maintaining the trail right-of-way so that the public may use the trail as a foot trail and for placing and maintaining trail markers and signs on the premises granted;
2. Recognize the right of the Land Owner to cross or use the granted premises as a means of ingress to or egress from Land Owner's adjoining lands, if any;
3. Discourage the use of motorized vehicles on or about the right-of-way or pertinent scenic areas, and to authorize use of motorized vehicles by employees or independent contractors of Carantouan on the premises granted only for special constructional maintenance work and emergencies necessitating such use;
4. Discourage littering and other spoilage to or encroachment upon the natural features of the granted premises;

APPENDIX F: SAMPLE TRAIL EASEMENTS — THE CARANTOUAN GREENWAY

5. Secure the prior written consent of the Land Owner for the construction of any structure along the right-of-way by Carantouan, and for the cutting of trees thereon, other than for normal maintenance;

6. Indemnify the Land Owner against any loss incurred by reason of liability for personal injury or property damage to any person who uses the granted premises for hiking and related purposes;

7. Encourage use of the right-of-way for foot travel only; and

8. Terminate Carantouan's interest in the premises granted if the trail is relocated off the granted premises, and to provide a written release of such interest to the land owner in such event.

The Land Owner agrees to:

1. Secure the consent of Carantouan prior to cutting any trees within the premises granted;

2. Refrain from the placement or construction of structures and the undertaking of any other alterations to the premises granted or its surrounding which impair the quality of the natural environment; and

3. Bind itself and its successors and assigns to the terms and conditions of this Easement Agreement.

This Easement shall be binding upon and enure to the benefit of the parties hereto and their respective successors and assigns.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year first above written

Land Owner

CARANTOUAN GREENWAY

BY: _____

Appendix G: Sample Trail Ordinances

TOWN OF ITHACA

(Please Use this Form for Filing your Local Law with the Secretary of State)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

~~County~~
~~City~~ of Ithaca
Town
~~Village~~

Local Law No. 1 of the year 19 80

A local law ESTABLISHING AND REGULATING THE USE OF TOWN BIKEWAYS IN THE
(insert title)
TOWN OF ITHACA, NEW YORK.

Be it enacted by the Town Board of the
(Name of Legislative Body)

~~County~~
~~City~~ of Ithaca as follows:
Town
~~Village~~

Section I.

The Town of Ithaca hereby authorizes the Town Board by resolution, to designate certain areas of the Town of Ithaca, Tompkins County, New York, as Town bikeways. The resolution of the Town Board shall include a description of the properties so established as Town bikeways. The Town Clerk shall maintain on file for public inspection a description of the properties so designated and, if available, any maps or aerial photographs of the Town bikeways that may exist.

Section II.

The following rules shall apply to the use of Town bikeways:

- a) The bikeways shall be used only for bicycle traffic and pedestrian traffic either on foot or with snow shoes or with cross-country skis with cross-country-type bindings, and for no other purpose. For purposes of this local law, bicycles shall be defined as every device propelled by the feet acting upon pedals and having wheels any two of which are more than 14 inches in diameter. Specifically excluded from the definition of bicycles shall be any device which is (or may be) motorized notwithstanding the fact that it may also be propelled by the feet acting upon pedals. No other device for travel including without limitation, skates, skate boards, scooters, sleds, toboggans, down hill skis and down hill type bindings, or other devices are permitted.
- b) The bikeways shall be used only for continuous travel and passage. Without limiting the foregoing, the following acts are prohibited on the bikeway: loitering, picnicking, littering or otherwise depositing or dropping objects on the bikeway, the tossing of balls or other objects, playing games or other recreational use.
- c) Both bicycle and pedestrian traffic shall keep to the right of the bikeway. Bicycles shall travel in single file and upon overtaking another bicycle or pedestrian shall signal and proceed to pass with due care. Pedestrians shall yield to bicycles.

APPENDIX G: SAMPLE TRAIL ORDINANCE — TOWN OF ITHACA

d) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

e) Whenever a bikeway intersects a street, highway, walkway or other thoroughfare, traffic on the bikeway shall come to a complete halt before proceeding to cross said thoroughfares. Bicyclists and pedestrians shall observe all other applicable State and local laws, rules and regulations relating to the crossing of any such thoroughfare and the use thereof.

f) Town bikeways shall be open for public use each day beginning one-half hour before sunrise and shall close one-half hour after sunset.

Section III.

Any violation of this local law shall be deemed a "violation" as the same is defined in § 10.00 of the Penal Law of the State of New York.

Anyone found guilty of a violation of this law may be fined up to fifty dollars for such violation or sentenced to a term of imprisonment not to exceed fifteen days.

Section IV.

This local law may be enforced by any police officer authorized to act within the Town of Ithaca, Tompkins County, New York.

Section V.

This local law shall take effect immediately.

BUILDING GREENWAYS FOR TOMPKINS COUNTY: AN ACTION PLAN

(Complete the certification in the paragraph which applies to the filing of this local law and strike out the matter therein which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as local law No. 1 of 1980.

County
of the ~~City~~ of Ithaca was duly passed by the Town Board
Town
Village
(Name of Legislative Body)
on January 7, 1980 in accordance with the applicable provisions of law.

2. (Passage by local legislative body with approval or no disapproval by Elective Chief Executive Officer, * or repassage after disapproval.)

I hereby certify that the local law annexed hereto, designated as local law No. of 19.....

County
of the ~~City~~ of was duly passed by the
Town
Village
(Name of Legislative Body)
on 19..... and was approved by the
not disapproved
repassed after disapproval
Elective Chief Executive Officer *
and was deemed duly adopted on 19....., in accordance with the applicable provisions of law.

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. of 19.....

County
of the ~~City~~ of was duly passed by the
Town
Village
(Name of Legislative Body)
on 19..... and was approved by the
not disapproved
repassed after disapproval
Elective Chief Executive Officer *
on 19..... Such local law was submitted to the people by reason of a
mandatory referendum, and received the affirmative vote of a majority of the qualified electors voting
permissive
general
thereon at the special election held on 19....., in accordance with the appli-
annul
cable provisions of law.

4. (Subject to permissive referendum, and final adoption because no valid petition filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. of 19.....

County
of the ~~City~~ of was duly passed by the on
Town
Village
(Name of Legislative Body)
..... 19..... and was approved by the on
not disapproved
repassed after disapproval
Elective Chief Executive Officer *
..... 19..... Such local law being subject to a permissive referendum and no
valid petition requesting such referendum having been filed, said local law was deemed duly adopted on
..... 19....., in accordance with the applicable provisions of law.

APPENDIX G: SAMPLE TRAIL ORDINANCE — TOWN OF ITHACA

5. (City local law concerning Charter revision proposed by petition.)

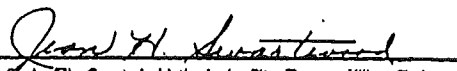
I hereby certify that the local law annexed hereto, designated as local law No. of 19..... of the City of..... having been submitted to referendum pursuant to the provisions of ~~§ 36~~ ^{§ 37} of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the ^{special} ~~general~~ election held on 19..... became operative.

6. (County local law concerning adoption of Charter.)

I hereby certify that the local law annexed hereto, designated as Local Law No. of 19..... of the County of, State of New York, having been submitted to the Electors at the General Election of November, 19, pursuant to subdivisions 5 and 7 of Section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and of a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)

~~6.5~~ I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraphONE..... above.


 Clerk of the County legislative body, City, Town or Village Clerk or
 officer designated by local legislative body

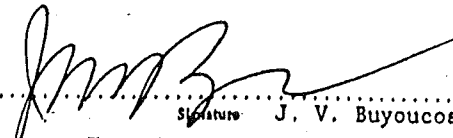
Date: January 14, 1980

(Seal)

(Certification to be executed by ~~County Attorney, Corporation Counsel, Town Attorney, Village Attorney~~ or other authorized Attorney of locality.)

STATE OF NEW YORK
 COUNTY OF Tompkins

I, the undersigned, hereby certify that the foregoing local law contains the correct text and that all proper proceedings have been had or taken for the enactment of the local law annexed hereto.


 Signature J. V. Buyoucos
 Town Attorney
 Title

Date: January 14, 1980

~~County~~
~~City~~ of Ithaca
 Town

CAYUGA COUNTY

LOCAL LAW NO. 2 FOR THE YEAR 1974
COUNTY OF CAYUGA, NEW YORK

A LOCAL LAW FOR THE CREATION AND PROMULGATION OF RULES AND REGULATIONS FOR THE CONTROL OF USES BY THE PUBLIC OF THE CATO - FAIR HAVEN TRAIL, BELONGING TO THE COUNTY OF CAYUGA.

BE IT ENACTED by the County Legislature of the County of Cayuga, New York, as follows:

SECTION 1. DEFINITION - When the term "Trail" is used in this Local Law, the same shall refer to the former Lehigh Valley Railroad Right of Way extending from Cato to Fair Haven acquired by Tax Deed from said Lehigh Valley Railroad Company, the Abalon Corporation, or a subsidiary of the foregoing.

SECTION 2. DISORDERLY CONDUCT - No person shall disobey an order of a State Trooper, Sheriff, Undersheriff or his Deputy, Local Constable or other Peace Officers, when such officials are engaged in enforcing State or Local Laws, or the Rules and Regulations set forth herein, or use threatening, abusive or insulting language to such Officials. No person shall damage or remove any property erected, constructed or allowed by the Cayuga County Legislature on the Trail, including, but not limited to, barricades or fences, trees and bridges, or do any obscene act, throw stones or missiles, set off fireworks of any nature, engage in brawls or fights, annoy or assault other persons, be under the influence of intoxicants, or in any way obstruct or misuse the Trail. No person shall do any other act that may be a source of danger to, or annoyance and interference with, the public using the Trail.

SECTION 3. HUNTING AND FIREARMS - No hunting shall be allowed on the Trail and no person shall carry or have in his possession, any gun, ammunition, explosives (including fireworks), or gas operated, spring operated, or air operated weapons within the Trail area.

SECTION 4. FIRE DANGER - No person shall start or maintain a fire anywhere on the Trail except in designated areas.

SECTION 5. HIKING - The Trail shall be open to the public year-round, for the purpose of hiking. Horseback riding and bicycling are prohibited until trail is in proper condition for these activities as determined by the Chairman of the Legislature.

SECTION 6. MOTOR VEHICLES - Snowmobiles may be used on the Trail between November 15th and April 1st and must be operated in accordance with all State and Local Laws applying thereto, which will be strictly enforced. All other motor vehicles (motorcycles, trail bikes, trucks, cars, etc.) are prohibited.

SECTION 7. LITTERING - No person shall throw or deposit bottles, glass, cans, garbage, refuse or other litter in any place on the Trail and shall be responsible for taking out any such items which they bring with them.

SECTION 8. PARKING AND OBSTRUCTIONS - No person shall place, erect or construct a fence, barricade or other obstruction which shall interfere with free and proper use of the Trail, nor shall any person park or maintain any vehicle, machinery or equipment on said Trail.

SECTION 9. ANIMALS - No person shall keep or pasture any animal or animals on the Trail, except that household pets shall be allowed under owners control.

SECTION 10. PLANT LIFE - No plants or trees adjacent to the Trail are to be cut or destroyed for any purpose whatsoever.

SECTION 11. PENALTIES FOR VIOLATIONS - Notwithstanding any inconsistent provisions, the violation of any ordinance shall be a violation punishable by a fine of not exceeding ONE HUNDRED DOLLARS (\$100.) or by imprisonment for not exceeding THIRTY (30) DAYS, or by both such fine and imprisonment.

SECTION 12. EFFECTIVE DATE - This Local Law shall take effect immediately.

APPENDIX F: SAMPLE TRAIL ORDINANCE — CAYUGA COUNTY

(Please Use this Form for Filing your Local Law with the Secretary of State)

Text of law should be given as amended. Do not use brackets for matter to be eliminated and do not use italics for new matter.

County
~~City~~
~~Town~~ of Cayuga
~~Village~~

Local Law No. 5 of the year 19 87

A local law amending Local Law No. 2 for the Year 1974 for the creation and promulgation of Rules and Regulations for the control of uses by the Public of the Cato-Fair Haven Trail, to extend the control and use to include all trails under County jurisdiction.

Be it enacted by the Cayuga County Legislature of the (Name of Legislative Body)

County
~~City~~
~~Town~~ of Cayuga as follows:
~~Village~~

BE IT ENACTED by the Legislature of the County of Cayuga, New York, as follows:

Section 1. That Section 1 of Local Law No. 2 for the Year 1974, Cayuga County, New York, shall be extended by adding the words, "and all trails under County jurisdiction" to the end of the last sentence thereof.

Section 2. That Section 6 of said Local Law shall be amended by changing the words, "the Trail" at the beginning of the first sentence, to the words, "designated trails".

Section 3. That Section 11 of said Local Law shall be amended by increasing the penalties for violations to a fine of not exceeding TWO HUNDRED and FIFTY DOLLARS (\$250) or by imprisonment for not exceeding SIXTY (60) days, or by both.

Section 4. That Local No. 2 for the year 1974 is the same in all other respects and remains in full force and effect, the same being ratified herewith.

Section 5. That this Local Law shall take effect immediately upon its filing with the Secretary of State.

Appendix H: New York Recreational Use Statute (General Obligations Law Section 9-103)

§ 9-103. No duty to keep premises safe for certain uses; responsibility for acts of such users

1. Except as provided in subdivision two,
 - a. an owner, lessee or occupant of premises, whether or not posted as provided in section 11-2111 of the environmental conservation law, owes no duty to keep the premises safe for entry or use by others for hunting, fishing, organized gleaning as defined in section seventy-one-y of the agriculture and markets law, canoeing, boating, trapping, hiking, cross-country skiing, tobogganing, sledging, speleological activities, horseback riding, bicycle riding, hang gliding, motorized vehicle operation for recreational purposes, snowmobile operation, cutting or gathering of wood for non-commercial purposes or training of dogs, or to give warning of any hazardous condition or use of or structure or activity on such premises to persons entering for such purposes;
 - b. an owner, lessee or occupant of premises who gives permission to another to pursue any such activities upon such premises does not thereby (1) extend any assurance that the premises are safe for such purpose, or (2) constitute the person to whom permission is granted an invitee to whom a duty of care is owed, or (3) assume responsibility for or incur liability for any injury to person or property caused by any act of persons to whom the permission is granted.
 - c. an owner, lessee or occupant of a farm, as defined in section six hundred seventy-one of the labor law, whether or not posted as provided in section 11-2111 of the environmental conservation law, owes no duty to keep such farm safe for entry or use by a person who enters or remains in or upon such farm without consent or privilege, or to give warning of any hazardous condition or use of or structure or activity on such farm to persons so entering or remaining. This shall not be interpreted, or construed, as a limit on liability for acts of gross negligence in addition to those other acts referred to in subdivision two of this section.

2. This section does not limit the liability which would otherwise exist

a. for willful or malicious failure to guard, or to warn against, a dangerous condition, use, structure or activity; or

b. for injury suffered in any case where permission to pursue any of the activities enumerated in this section was granted for a consideration other than the consideration, if any, paid to said landowner by the state or federal government, or permission to train dogs was granted for a consideration other than that provided for in section 11-0925 of the environmental conservation law; or

c. for injury caused, by acts of persons to whom permission to pursue any of the activities enumerated in this section was granted, to other persons as to whom the person granting permission, or the owner, lessee or occupant of the premises, owed a duty to keep the premises safe or to warn of danger.

3. Nothing in this section creates a duty of care or ground of liability for injury to person or property.

(L.1963, c. 576, § 1; amended L.1965, c. 367, § 1; L.1966, c. 886, § 1; L.1968, c. 7, § 1; L.1971, c. 343, § 1; L.1972, c. 106, § 1; L.1977, c. 91, § 1; L.1978, c. 147, § 1; L.1978, c. 187, § 1; L.1978, c. 195, § 1; L.1979, c. 336, § 1; L.1979, c. 408, § 1; L.1980, c. 174, § 1; L.1984, c. 141, § 1; L.1984, c. 286, § 5.)

Historical Note

1984 Amendments. Subd. 1, par. a. L.1984, c. 286, § 5, eff. Oct. 24, 1984, inserted "organized gleaning as defined in section seventy-one-y of the agriculture and markets law,".

Subd. 1, par. a. L.1984, c. 141, § 1, eff. Sept. 1, 1984, incorporated separate amendments by L.1979, c. 336, § 1, and L.1979, c. 408, § 1, inserted "tobogganing, sledding,".

1980 Amendment. Subd. 1, par. c. L.1980, c. 174, § 1, eff. June 2, 1980, added par. c.

1979 Amendments. Subd. 1, par. a. L.1979, c. 408, § 1, eff. Sept. 1, 1979, without incorporating changes made by L.1979, c. 336, § 1, inserted "boating,".

L.1979, c. 336, § 1, eff. Sept. 1, 1979, incorporated separate amendments by L.1978, cc. 147, 187, and 195 and insert-

Trail Index



Building Greenways for Tompkins County: An Action Plan features four categories of trails: multiuse trails, pedestrian trails, special-use trails, and biological corridors. This index lists the existing and proposed trails presented in the report and on each of the following maps:

Map 1. Greenways for Tompkins County: Multiuse Trails
existing multiuse trails (EM)
proposed multiuse trails (PM)

Map 2. Greenways for Tompkins County: Pedestrian and Special-use Trails
existing pedestrian trails (EP)
proposed pedestrian trails (PP)
existing special-use trail (ES)
proposed special-use trail (PS)

Map 3. Greenways for Tompkins County: Biological Corridors
proposed corridors components (PBC)

- A**
Abbott LoopEP
- B**
Besemer TrailPM
Black Diamond Trail.....PM
Bolter CreekPBC
Buttermilk Creek
Valley PBC
Buttermilk Falls State
ParkEP/PBC
- C**
Caroline TrailPM
Cascadilla CreekEP/PBC

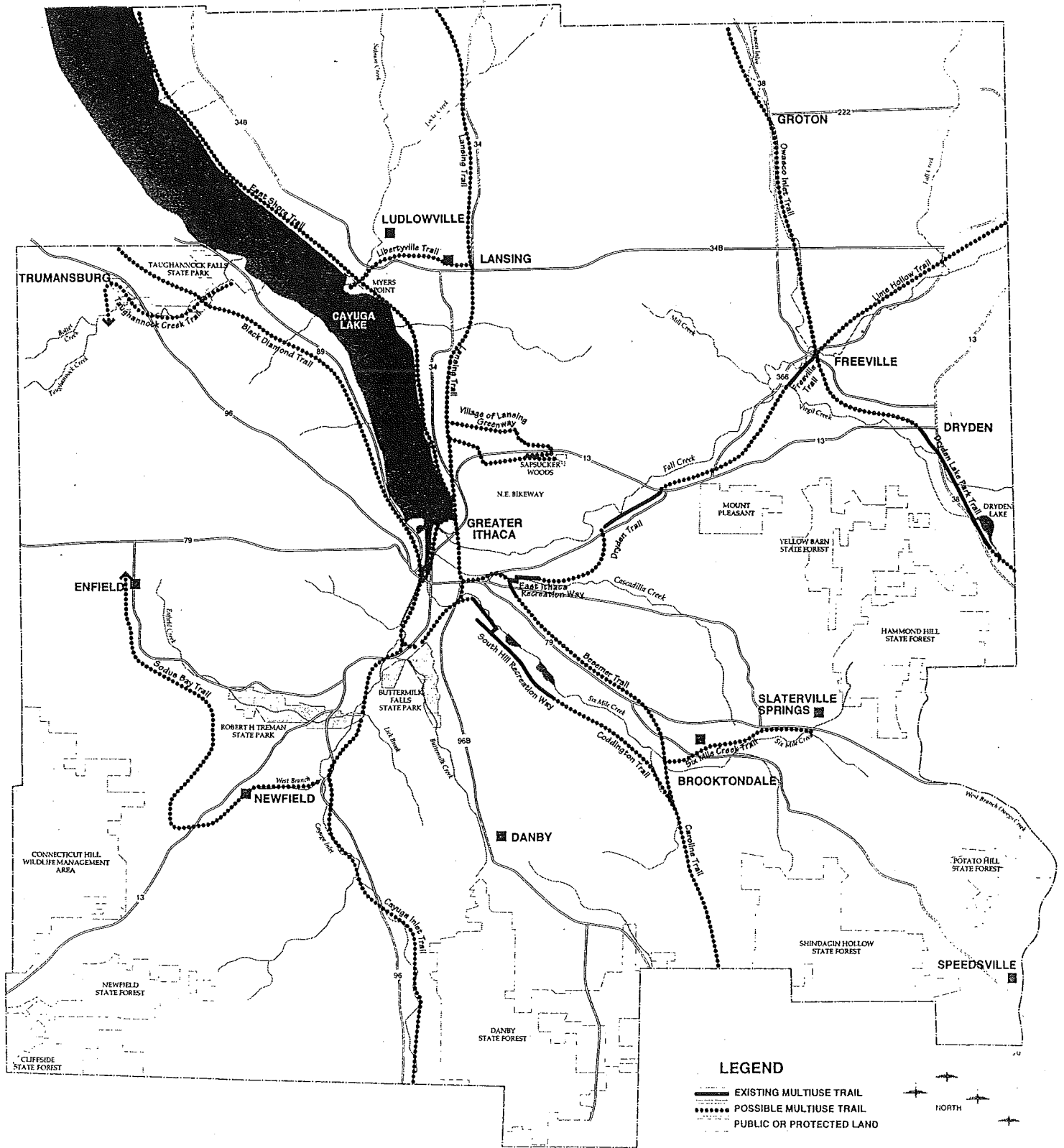
- Cass Park Fitness TrailsES
Cayuga Inlet TrailPM
Cayuga Inlet ValleyPBC
Cayuga Nature CenterEP
Cayuga TrailEP
Chaffee Creek TrailPP
Circle GreenwayEP
Cliffside State ForestPBC
Coddington TrailPM
Connecticut Hill Wildlife
Management Area EP/PBC
Cornish HollowPBC
Coy GlenPBC
- D**
Danby Creek ValleyPBC
Danby State ForestEP/PBC
DeWitt Historic District
Walking TourEP
DeWitt Middle School
Fitness TrailES
Downtown Ithaca: Architec-
tural Walking TourEP
Dryden Lake Park Trail.....EM
Dryden Lake Wetland
CorridorPBC
Dryden School Nature
TrailEP
Dryden TrailPM
- E**
East Bank of Cayuga
LakePBC
East Ithaca Recreation
WayEM
East Shore TrailPM
Eldridge PreserveEP/PBC
Enfield Creek ValleyPBC
Etna Nature
PreserveEP/PBC
- F**
Fall Creek ValleyPBC
Finger Lakes TrailEP
4-H Acres Rotary Nature
TrailEP/PBC

- Freeville TrailEM
Fuertes Bird Sanctuary at
Stewart ParkEP
- H**
Hammond Hill Nordic Ski
TrailPS
Hammond Hill State
ForestEP/PBC
- L**
Lansing TrailPM
Libertyville TrailPM
Lick Brook ValleyEP/PBC
Lime Hollow TrailPM
Locke Creek ValleyPBC
- M**
Meyers PointPM/PBC
Mill Creek WetlandsPBC
Monkey Run ConnectorPP
Mount PleasantPBC
Mount Pleasant TrailPP
Mulholland Wildflower
PreserveEP/PBC
- N**
NE Bikeway/WalkwayEM
Newfield State
ForestEP/PBC
- O**
Owasco Inlet TrailPM
Owasco Inlet ValleyPBC
- P**
Plantations PathEP
Pony HollowPBC
Potato Hill State
ForestEP/PBC
- S**
Salmon Creek ValleyPBC
Sampson (Cornell Plantations)
Fitness TrailsES
Sapsucker Woods Bird

- SanctuaryEP
Shindagin Hollow State
ForestEP/PBC
Six Mile Creek TrailPM
Six Mile Creek ValleyPBC
Slaterville TrailPP
Sodus Bay TrailPM
South Hill Recreation
WayEM
- T**
Taughannock Creek
TrailPM
Taughannock Creek
ValleyPBC
Taughannock Falls State
ParkEP/PBC
Thomas Road Wetlands ...PBC
Town of Ithaca Trail
SystemEM/PM
Allan Treman State
MarinaEP/PBC
Robert H. Treman State
ParkEP/PBC
- V**
Van Buskirk GulfPBC
Village of Lansing
GreenwayPM
Virgil Creek ValleyPBC
- W**
West Bank of Cayuga
LakePBC
- Y**
Yellow Barn State
ForestEP/PBC

GREENWAYS FOR TOMPKINS COUNTY

MAP 1. MULTIUSE TRAILS



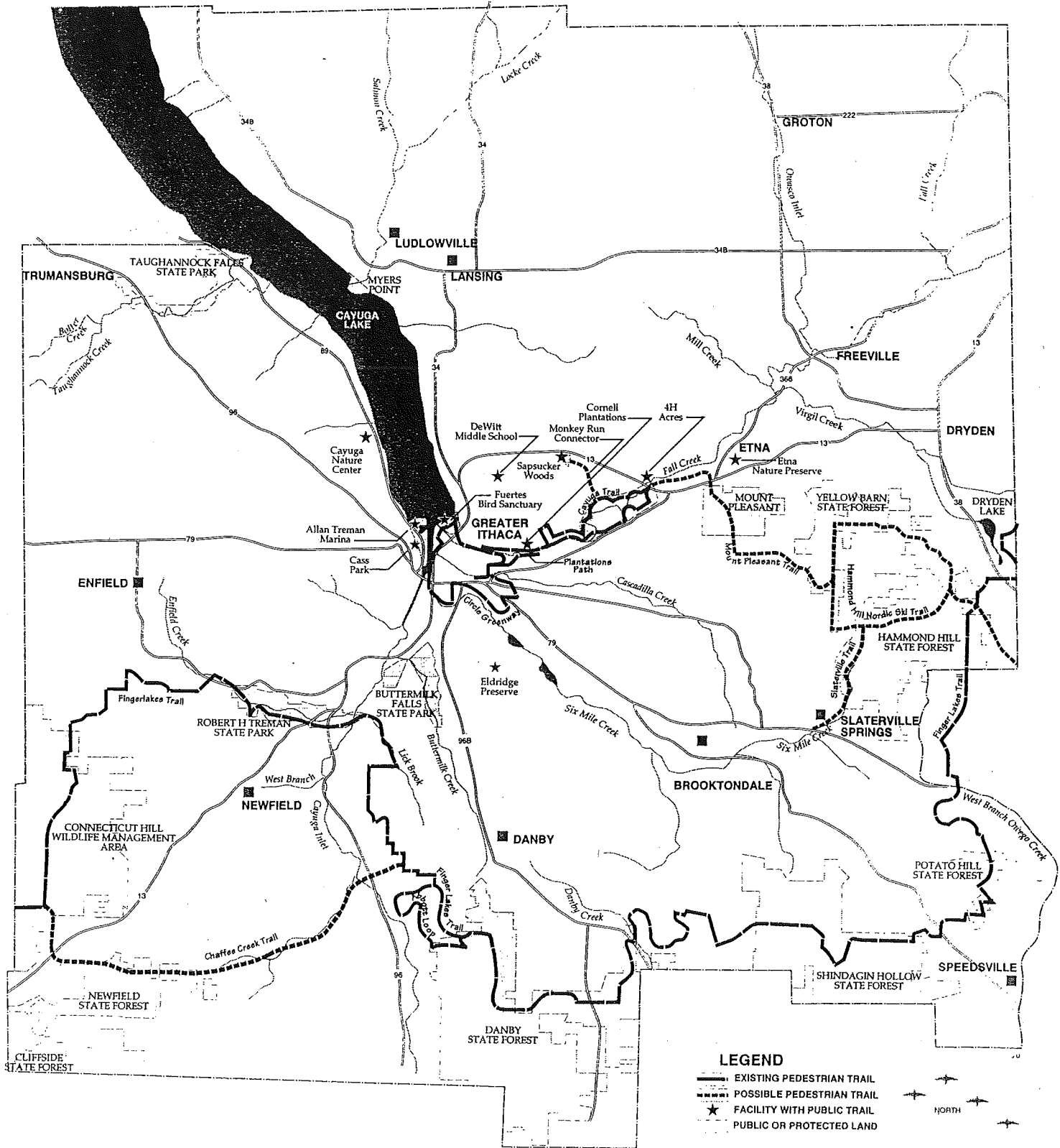
LEGEND

- EXISTING MULTIUSE TRAIL
- POSSIBLE MULTIUSE TRAIL
- - - - PUBLIC OR PROTECTED LAND



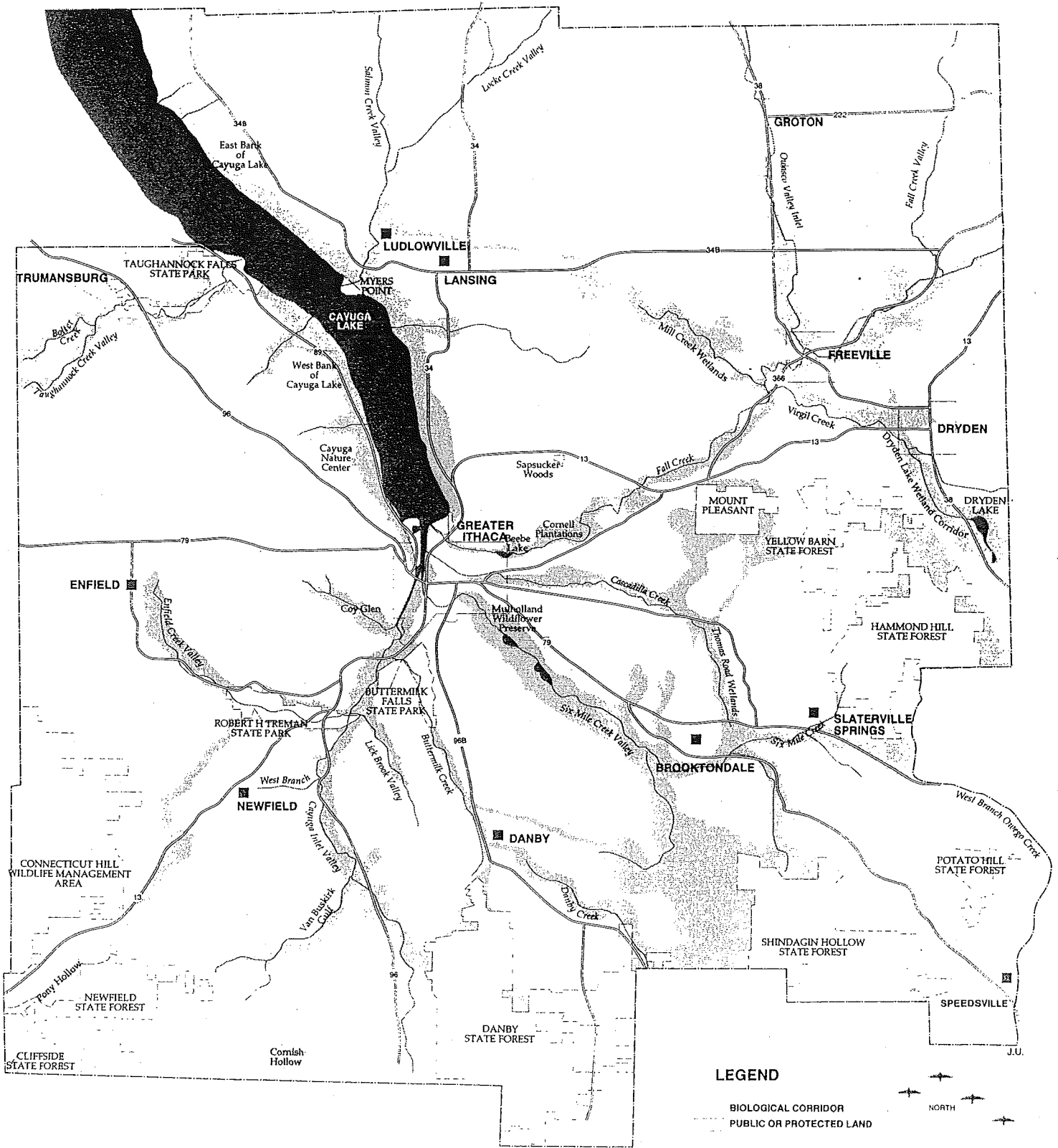
GREENWAYS FOR TOMPKINS COUNTY

MAP 2. PEDESTRIAN AND SPECIAL-USE TRAILS

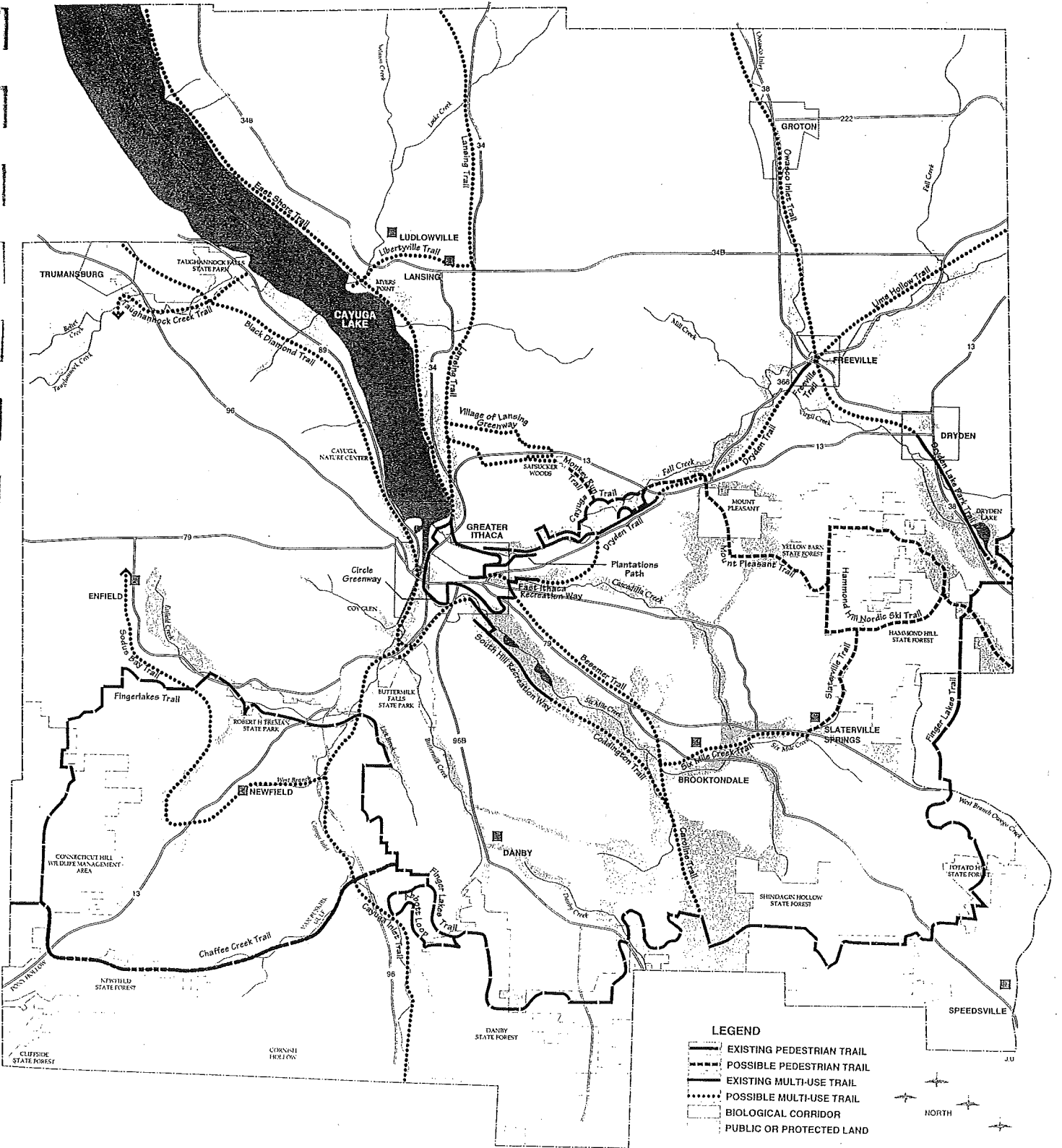


GREENWAYS FOR TOMPKINS COUNTY

MAP 3. BIOLOGICAL CORRIDORS

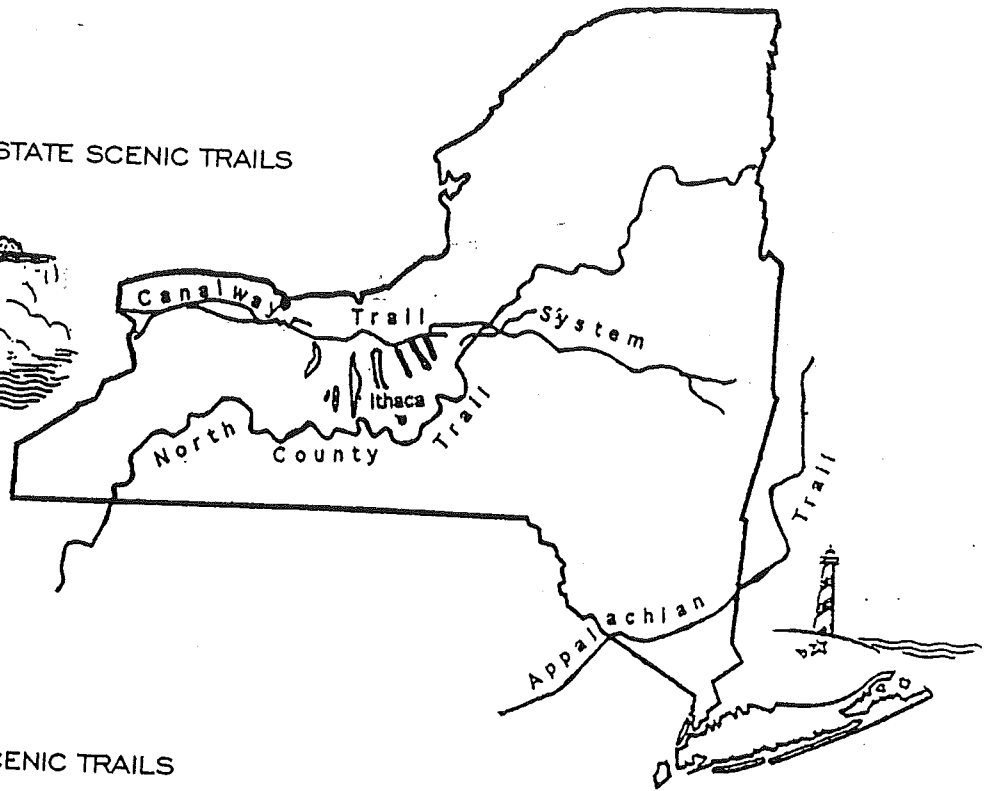


GREENWAYS FOR TOMPKINS COUNTY
 MAP #4. COMPREHENSIVE SYSTEM



GREENWAYS FOR TOMPKINS COUNTY
MAP 5. NATIONWIDE GREENWAY SYSTEM

NEW YORK STATE SCENIC TRAILS



NATIONAL SCENIC TRAILS

