Kinderhook-Stuyvesant-Stockport Inter-Municipal Trail Feasibility Study
KSS INTER-MUNICIPAL TRAIL 
FEASIBILITY STUDY

Kinderhook
Stuyvesant
Stockport

December 6, 2010

UAlbany Masters of 
Regional Planning Studio
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Summary</td>
<td>1</td>
</tr>
<tr>
<td>Introduction</td>
<td>4</td>
</tr>
<tr>
<td>National Grid Right of Way</td>
<td></td>
</tr>
<tr>
<td> Village Playground to Smith Road</td>
<td>5</td>
</tr>
<tr>
<td> Smith Road to Stuyvesant Falls</td>
<td>9</td>
</tr>
<tr>
<td> Stuyvesant Falls to Rossman Road</td>
<td>13</td>
</tr>
<tr>
<td> Alternate: CR-25 to East of National Grid Right-of-Way</td>
<td>17</td>
</tr>
<tr>
<td>Creek Trail</td>
<td></td>
</tr>
<tr>
<td> Village Playground to Hudson Street Bridge</td>
<td>18</td>
</tr>
<tr>
<td> Bridge—9H to Lindenwald</td>
<td>21</td>
</tr>
<tr>
<td> Lindenwald to Stuyvesant Falls</td>
<td>24</td>
</tr>
<tr>
<td>Maintenance/Sustainability</td>
<td>27</td>
</tr>
<tr>
<td>Cost Estimation</td>
<td>36</td>
</tr>
<tr>
<td>Public Involvement and Outreach</td>
<td>37</td>
</tr>
</tbody>
</table>
TABLE OF CONTENTS (CONTINUED)

<table>
<thead>
<tr>
<th>Appendix</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A: Site Analysis</td>
<td>48</td>
</tr>
<tr>
<td>B: Schematic Design</td>
<td>54</td>
</tr>
<tr>
<td>C: Cost Estimation</td>
<td>58</td>
</tr>
<tr>
<td>D: Addressing Common Concerns</td>
<td>65</td>
</tr>
<tr>
<td>E: Schematic Design Illustrations</td>
<td>69</td>
</tr>
<tr>
<td>F: Additional Maps</td>
<td>76</td>
</tr>
</tbody>
</table>
EXECUTIVE SUMMARY

Introduction

This report is the feasibility study of an inter-municipal trail to connect the Towns of Kinderhook, Stuyvesant and Stockport (KSS), New York. The study identified and examined a series of corridors for multi-use trail access along an existing National Grid right-of-way and the Kinderhook Creek. The proposed trail network totals 13.7 miles, which includes 5.6 miles along the National Grid right-of-way, a 2.4-mile trail alternative along County Route 25, and 5.7 miles along the Creek. The UAlbany Masters of Regional Planning Studio, the study consultant, has divided the trail into six sections, indicating the sections’ differing levels of feasibility. Potential user groups include pedestrians, cyclists, and equestrians. Overall, the study has revealed that development of the KSS Inter-Municipal Trail is a realistic endeavor for the three communities to undertake.

Planning Process

The Planning Studio and the Kinderhook-Stuyvesant-Stockport Trail Committee undertook a four-month process to evaluate the feasibility of the six trail sections. The existing conditions of the proposed right-of-ways were examined and an accompanying site analysis was performed to identify the opportunities and challenges to trail development of each section. Additionally, a schematic design depicting trail widths, composition, major drainage facilities and other special engineering features was developed, along with an estimated cost to construct and maintain the trail. The Planning Studio also researched the history and cultural aspects of the three communities along the proposed trail to further identify opportunities for educational interpretation and expression. Finally, two public meetings, landowner focus meetings and a survey were conducted to ascertain residents and landowners’ support and desire for a trail system.

The Six Sections

1. Village Playground to Smith Road (along National Grid right-of-way)
   - This section has great potential for pedestrian, bicycle, and equestrian use. Potential challenges include preserving privacy of adjacent properties and two road crossings.
   - The Village Playground can be utilized as a trailhead and additional opportunities for interpretation include history of the railroad and partnerships with nearby farms.
   - This section is well-graded and drained, requiring minimal engineering work to install a trail surface.

2. Smith Road to Stuyvesant Falls (along National Grid right-of-way)
   - This section intersects with the Creek and can serve as a hub for the system. Potential challenges include a diversion to Sunnyside Rd to preserve farm operations along the right-of-way.
   - The Stuyvesant Falls is an ideal centerpiece area for the system with opportunities for interpretation at the waterfalls, historic mill buildings, and the white iron bridge.
   - This section can support pedestrian and bicycle activities with minimal engineering, although support from highway agencies will be required for the on-road section of the route.

3. Stuyvesant Falls to Rossman Road (along National Grid right-of-way)
   - This section has potential for its natural and historical character. Geographic characteristics such as a deep ravine and washouts present significant challenges.
   - Several opportunities for interpretation exist such as natural scenic areas, historical train derailments, and the history of power generation.
EXECUTIVE SUMMARY

- This section will require extensive reengineering for trail use.

3A. County Route to East of National Grid Right-of-Way (an alternative to National Grid RoW)
- This section is a potential alternative to the challenges along the Stuyvesant Falls to Rossman Rd section. County Route 25 lacks a substantial shoulder but can be modified into a feasible trail corridor after further additional examination.

4. Village Playground to Hudson Street Bridge (Creek Trail)
- This section has potential for its connection through the Village of Kinderhook historic center with little substantive challenges.
- Opportunities to partner with Kinderhook's downtown businesses and a trailhead for at the bridge for parking and kiosk exist.
- This section can support pedestrian and bicycle activities with minimal engineering, although support from highway agencies will be required for on-road facilities.

5. Hudson Street Bridge to Lindenwald (Creek Trail)
- This section has potential for its natural vistas. Potential challenges include washout from flooding and areas of overgrown vegetation.
- Opportunities for interpretation include bird watching, fishing, connections to the Luykas Van Alen House and Roxbury Farm, and farming education.
- This section will require significant engineering effort to support pedestrian and bicycling.

6. Lindenwald to Stuyvesant Falls (Creek Trail)
- This section has potential for its access to natural areas, Lindenwald and Stuyvesant Falls. Potential challenges include overgrown vegetation and unresolved land access.
- Natural viewpoints, open areas and connection to the Martin Van Buren National Historic Site present excellent opportunities for interpretation.
- This section will require significant engineering effort for pedestrian and bicycle use. Short term efforts to establish a moderate difficulty hiking trail are feasible.
EXECUTIVE SUMMARY

KSS Inter-Municipal Trail Sections

Legend
- Proposed Trail by Sections
- Lindenwald - Creek Trail Connector
- National Historic Landmarks
INTRODUCTION

This project, conducted by graduate students in a regional planning studio class at the University at Albany, is a feasibility study for the establishment of a multiple-use trail system connecting the towns of Kinderhook, Stuyvesant Falls, and Stockport in Columbia County, New York. The construction of such a system is important not only to the towns in which it could operate, but as a component of a much larger, integrated system of trails that will ultimately connect communities throughout the Hudson Valley.

A feasibility study, by its very nature, avoids making specific recommendations or attempting to persuade its reader in one direction or another. Rather, the results of this study detail the opportunities and challenges to the construction of a trail in the future, and identify what it might take to complete such a project. The study also identified alternatives for investigation in areas where challenges seemed particularly significant.

The study was conducted in two potential corridors between Kinderhook and Stockport. The first of these spans historic rail corridor, the Albany & Hudson Rail Road. Today, the corridor is wholly owned and operated by National Grid as the right-of-way for its power lines, as are many former rail rights-of-way across the country. Such an arrangement has been the catalyst for many “rail-to-trail” conversions that have reused these corridors for active transportation.

The other studied area runs along the Kinderhook Creek, which borders these communities to the east. This trail section would be much more rugged and nature-oriented, taking its users “off the beaten path” into areas of limited human encroachment. This particular trail could also access the Martin Van Buren National Historic Site (also known as Lindenwald), where the eighth President of the United States farmed and lived throughout his retirement.

Maps accompanying each segment description will further detail this routing. Specific details and illustrations are shown in the appendices at the close of this document.
NATIONAL GRID RIGHT OF WAY

Village Playground to Smith Road

Segment 1: Village Playground to Smith Road
NATIONAL GRID RIGHT OF WAY

Village Playground to Smith Road

This section of the trail stretches along the National Grid right-of-way from the heart of the village of Kinderhook to the edge of its rural hinterlands to the south. It would be the most “urban” piece of the trail in character, skirting the edge of the village and highlighting historic buildings and quaint neighborhoods.

Existing Conditions & Site Analysis

The northern head of the right-of-way trail lies adjacent to the Kinderhook Village Playground, a well-frequented public park with ample recreational infrastructure. The playground, which already has parking and seating areas, is a natural location for users to begin their journey along the trail.

As the trail moves south of the playground toward Smith Road, it begins to abut private homes along the east side of the right-of-way, but these properties are partially buffered from the right-of-way with brush and plantings. The trail must cross two moderately traveled neighborhood roads, Eichybush Road and Gaffney Lane, before emerging at the more rural southern end of this section. Gaffney Lane approaches the trail in a potentially dangerous blind corner.
South of these neighborhoods, open fields afford breathtaking views of the Catskill Mountains, which lie across the Hudson River to the west. As the trail crosses Pin Oak Drive, it passes an equestrian facility called Dot-Mar Stables. From this point south to Smith Road, equestrian riders use the existing right-of-way.

For most of this section, the existing surface is regularly maintained and cut, or relatively free of overgrowth. It is also largely built on a flat fill, owing to the right-of-way's history as a railroad corridor. These characteristics greatly enhance the feasibility of a trail along this section of the right-of-way.

Further analysis and existing conditions are described in greater detail in Appendix A.

Schematic Design

With the National Grid right-of-way having been built over a former railroad right-of-way, this section has great potential for shared use among pedestrians, bicyclists, and equestrians. Running parallel to US 9, this section is likely to see heavy use for local pedestrian and bicycle traffic. The presence of stables at Smith Road suggest additional use of this section as an equestrian run. Touring cyclists will rely on this section to connect Kinderhook and Stockport.

The trail is well-graded and drained, requiring minimal engineering work to install a trail surface. Paved surfaces may require additional base coursework, pending engineering studies. Illustration 1 in Appendix E details a typical cross-section for this section with a paved travelway. It is important to note the separation of equestrian use from pedestrian and bicycle activity at the recommendation of the Federal Highway Administration. Due to width constrictions, the equestrian tread has been abbreviated from full-width opposing lanes to an oversized single lane requiring equestrians to reduce speed while passing.

It is expected that this section will support pedestrian, bicycle, and equestrian activities with minimal additional engineering effort.

Specific design opportunities and challenges regarding this section are described in Appendix B.

Education & Interpretation

- The Kinderhook Albany and Hudson Railroad Station lies approximately a quarter-mile north of the Village Playground at the intersection of CR 21 and Railroad Avenue. Though it was moved across the street from its original location, the station has been fully restored and is in use as a private home.

- Parking spaces at the Village Playground make it an excellent location for users to begin the trail. Signage and maps should indicate that the route begins here.

- A kiosk detailing the trail project and its history should be set up to educate trail users on the importance of the trail to Kinderhook, Stuyvesant, Stockport and the Hudson River Valley. This would include a map of
the region, showing the Right-of-Way Trail and Creek Trail, the history of the Dutch, and the surrounding important historical buildings.

- At the intersection of the right-of-way and Eichybush Road, the Albany and Hudson Railroad serviced a flag stop called Ogden. At flag stops, trains would stop if residents waved them down with a newspaper, usually lit on fire at night. This could be highlighted with historic signage and relevant information.

- The main gate of Samascott Orchards lies just northwest of the trail, along Eichybush Road. This presents an opportunity for a partnership with the Orchard, which could provide a vending cart of apples, cider and other related products for sale to trail and park users.

- Further along Eichybush Road is a breathtaking view of the Catskill Mountains to the west. It is an ideal area to rest, take photos, or enjoy a picnic lunch. Trail signage could point this area out and encourage further exploration.

- At Dot-Mar Stables, an interpretive panel might discuss the historic use and importance of horses to this area.

- At the intersection of the trail and Smith Road, a grassy, open area could be used as a resting place, possibly with basic benches. Limited space also exists for a parking area.

Apple trees at Samascott Orchards.
National Grid Right of Way

Smith Road to Stuyvesant Falls

Segment 2: Smith Road to Stuyvesant Falls
The middle section of the right-of-way trail is largely rural in character, highlighting farms and open fields with excellent views of the surrounding countryside. It approaches Stuyvesant Falls at its southern end, a historic mill area built around a unique two-step waterfall as the Kinderhook Creek cascades downward. This area intersects with the southern terminus of the Kinderhook Creek trail and could serve as a natural “hub” for a potential trail system.

Existing Conditions & Site Analysis

This section begins at the intersection of the National Grid right-of-way and Smith Road. From here to Sunnyside Road, the right-of-way bisects two large farms, which use it for general farm operation, plantings, and as an access road to US 9. Several people who own homes in the area also use it as a driveway for access to US 9. Because of these significant difficulties, an on-road alternative should be considered. This specific alternative is described in the section on schematic design.

For nearly a mile south of Sunnyside Road to Hotaling Lane, near the falls, the right-of-way traverses relatively level topography. However, the trail encounters several other challenges before emerging near the falls. Just south of Sunnyside road, a portion is used as an access road to farm properties on either side of the right-of-way. Areas of intermittent but thick brush, as well as a 20-foot-long ravine, stand in the way of a trail near the southern end of the section.

Just to the east of the right-of-way at Stuyvesant Falls, a small park overlooks the creek, waterfall, and a historic white iron bridge that carries CR-25A across the creek. Attention has already been paid to the historic signifi-
cance of this area. A kiosk describes the nearby Albany and Hudson Railroad power plant that provided the first electric power to the region, and historic markers highlight important areas.

Further analysis and existing conditions are described in greater detail in Appendix A.

Schematic Design

The National Grid right-of-way divides the fields of an active farm, south of US 9 and north of Sunnyside Road. While it is possible to build a surface course through this territory, it is also felt that, due to the activity of farm equipment in the area, a more sound approach would be to re-route the path around the farm. The trail deviates from the right-of-way east along Smith Road to US 9. The trail turns south on US 9 for approximately 800 feet to Sunnyside Road. Following Sunnyside Road, the trail progresses south for about 3,500 feet and returns to the right-of-way. The trail follows the right-of-way to Keil Road, in the vicinity of Stuyvesant Falls.

While the presence of Dot-Mar Stables on Smith Road suggests equestrian use, routing the path along the road network discourages extending the path for this activity. Provision may be made for an exclusive equestrian tread to be maintained along the National Grid ROW between Smith Road and US 9. Future equestrian use should be considered for the ROW south of US 9, should a land sharing agreement be reached concerning the farm.

Routing the pedestrian and bicycle activity along the road network will require coordination with the state and county highway departments for signage, striping, and crossing facilities. However, given the trail would cross US 9 at some point, this coordination was to be expected. By relocating the trail crossing to Smith Road, the trail gains increased highway sight distance, allowing a safer crossing zone for all traffic modes. Deviation onto a low trafficked side road (Sunnyside Road) will also help mitigate safety concerns for crossing US 9. On-road shared use is detailed in Illustrations 2, 3, and 4 in Appendix E.

For the right-of-way, the trail remains well-graded and drained, requiring minimal engineering work to install a trail surface. Illustrations 5, 6, and 7 in Appendix E detail cross-sections for this section. Due to the decreased density of business and housing, this section is less likely to carry pedestrian traffic.

It is expected that this section will support pedestrian and bicycle activities with minimal additional engineering
effort. Support from highway authorities will be required.
Specific design opportunities and challenges regarding this section are described in Appendix B.

Education/Interpretation

- The farm along Sunnyside Road should be posted on the trail map, with a specific reminder that trespassing is prohibited. Historic markers highlighting the importance of this area and the farm already exist. From here to Stuyvesant Falls, the trail weaves through a scenic expanse of alternating open space and forest.

- The trail’s approach to Stuyvesant Falls is an ideal “centerpiece” area for the entire system. The two-step waterfall, historic mill buildings, and white iron bridge all present fantastic opportunities for rest, education, and photography.

- The iron bridge across the Kinderhook Creek serves as a natural access point for those continuing onto the Creek Trail. Therefore, signage should indicate the crossing, with a map of the Creek Trail. On or near the bridge, a plaque or sign might describe the creek’s significance to the entire Hudson Valley Region.
NATIONAL GRID RIGHT OF WAY

Stuyvesant Falls to Rossman Road

Segment 3: Stuyvesant to Rossman Road (and Route 25 Alt.)
National Grid Right of Way

Stuyvesant Falls to Rossman Road

The final section of the Right-of-Way Trail, which lies between the falls and Rossman Road in the town of Stockport, traverses a swath of overgrown areas and outright forest. It presents an impressive array of opportunities for appreciation of nature and history, but is also the most potentially treacherous section of the Right-of-Way Trail. Several geographic challenges along the way may require more extensive re-engineering of the trail area than sections to the north.

Existing Conditions & Site Analysis

Between Woods Lane at Stuyvesant Falls and Keil Road to the immediate south, the right-of-way passes through a cut and a large ravine, which is marshy and overgrown. There is no evidence of bridge abutments and no historic records or pictures of any bridge by which the old railroad might have crossed this ravine, though a wooden trestle may have carried the railroad and decayed in the following years.

After crossing Keil Road, the right-of-way is used as an access road for the adjacent farm. The area near Keil Road affords scenic views of Kinderhook Creek and the historic power station to the east, but the topography of the ravine makes it difficult to access at all.

Just south of this area, the National Grid right-of-way actually diverts from the historic railroad right-of-way. The railroad right-of-way is more level and appropriate for redevelopment into a trail, but lies within private property and outside the National Grid-owned area identified within the feasibility study.

After the two right-of-ways rejoin, the trail encounters several eroding areas, washouts, and ravines, which cannot be bypassed without a steep descent that is currently unsafe for uses other than intense hiking. Along this...
section, the right-of-way is crossed by several other power lines owned by National Grid. These areas should be identified as opportunities for potential avenues of expansion to the trail system.

The right-of-way ends at Rossman Road near a second bridge across the Kinderhook Creek and Chittenden Falls, where another hydropower station provides electricity to the region and several areas overlooking the falls might provide impressive views. However, most of these areas are currently owned by private entities or are otherwise closed to the general public. Therefore, specific agreements would have to be in place before including them as part of a public trail system.

Further analysis and existing conditions are described in greater detail in Appendix A.

Schematic Design

Just south of Keil Road, the right-of-way presents some significant engineering challenges, which must be addressed to complete the trail to Stockport. A number of ravines, draws, and washouts necessitate repairs prior to laying a surface course. For the larger gaps, structural culverts or bridges may be required to extend the path. For smaller gaps, drainage culverts and cross-slope fill (rip-rap) should suffice. Anecdotal evidence points to a questionable fill composition underneath this section (i.e. potential for cinder fill).

The presence of marshy terrain also presents a challenge, both in terms of environment and engineering. It is recommended that a drainage study be performed to determine how to route both the standing water and the inevitable storm-water overflow. Results of the study will determine where overly saturated soil should be removed and replaced, and the locations of additional culverts required to mitigate erosion.

Should these challenges be overcome, the trail could be continued as a shared use pedestrian and bicycle trail, with consideration for future equestrian build-out. Illustrations 5, 6, and 7 in Appendix E remain the templates for this section. Immediate use of the section could support a ruggedized hiking trail with bicycle traffic rerouted to CR 25 from Stuyvesant Falls to Chittenden Falls.

It is expected that this section will support pedestrian, bicycle, and equestrian activities with significant additional engineering effort. Short term efforts point to establishing a moderate difficulty hiking trail and rerouting bicycle use along CR 25.

Specific design opportunities and challenges regarding this section are described in Appendix B.

Education/Interpretation

- South of the intersection of the trail and Keil Road, a viewing area overlooks part of the Creek, at which trail users may stop to take photos of the view over the water. This area abuts private property, which should be identified with a no-trespassing sign.
- This view also includes the 1901 power station, which is currently undergoing rehabilitation. A plaque specifically identifying the station could describe the history of power generation, for transportation and other uses in this area, and the use of hydropower to generate local, sustainable electricity in the future.

- Near this viewing area, a second National Grid power line and right-of-way cross the trail. This intersection represents a potential transfer point to future trails. Also, an interpretive panel or kiosk could describe how National Grid disperses power throughout the state and the area.

- Furniture for a rest area here could be salvaged from downed trees in the creek trail and strategically placed as a seating area without compromising the integrity of this area’s scenic beauty.

- At the southern end of the trail, near the intersection with Rossman Road, a historical marker should identify the location of Rossman Mills, across the creek. Here, industries printed wrapping, bank note paper, and other high quality papers.

- Many trains wrecked near Rossman. Historic plaques with pictures can describe the wrecks. The most famous wrecks occurred in August of 1902, when a rear-end collision killed two children from Hudson. Additional wrecks happened in 1906 and 1907.
**NATIONAL GRID RIGHT OF WAY**

Alternate: CR-25 to East of National Grid Right-of-Way

Due to the significant challenges determined with the Stuyvesant Falls section, a potential alternative route has been identified for a trail south of Stuyvesant Falls. Such a route could leave the right-of-way and continue across the Kinderhook Creek onto Hudson Ave, traveling along County Route 25 on the east side of the creek until the trail’s terminus at Rossman Road. CR-25 is hilly and the road lacks a substantial shoulder, but it could be modified into a feasible trail corridor. This study recommends that such an alternative be examined in greater detail, as a means of reaching the trail’s southern end.

Farming activity near alternative routing of Right-of-Way Trail.
CREEK TRAIL

Village Playground to Hudson Street Bridge
CREEK TRAIL

Village Playground to Hudson Street Bridge

The first section of the Kinderhook Creek Trail connects Village Playground to the principle corridor on the creek by operating across local roads in the village of Kinderhook. At its eastern end, a bridge carries County Route 21 and the trail across the creek. Highlights include the historic center of Kinderhook and access to local shops, restaurants, and historic sites.

Existing Conditions & Site Analysis

The roads connecting Kinderhook Village Playground to the bridge are already well-designed for pedestrians and could be adapted to bicycles with limited modifications. Broad Street (US 9) has sidewalks on both sides, as does Hudson Street (CR 21) until its intersection with Maiden Lane, beyond which the sidewalk continues on one side.

At the eastern end of this section, a parking area lies on the northwest corner of the bridge. This area also includes seating and direct access to the creek.

Further analysis and existing conditions are described in greater detail in Appendix A.

Schematic Design

This section of trail links the Village Playground to the east side of Kinderhook Creek. Development of this link will require signage and striping Albany Avenue for pedestrian and bicycle activity. Figures 1, 2, and 3 in Appendix E detail typical cross-sections for this section. Local highway authorities must be consulted for extensive specifications and requirements.
It is expected that this section will support pedestrian and bicycle activities with minimal additional engineering effort. Support from highway authorities will be required.

Specific design opportunities and challenges regarding this section are described in Appendix B.

Education/Interpretation

- After leaving Village Playground, the potential routing of this section brings it alongside the historic "downtown" in the village of Kinderhook. This connects trail users to a variety of local businesses.

- Adequate parking is available by the bridge on CR 21. This area also has room to post a kiosk with a map of the trail, marked with destination points. On the other side of the map, photos and information should describe the history of the creek, its early usage, and the flooding. Additional seating, picnic tables and bike racks should be installed at the parking area.
CREEK TRAIL

Hudson Street Bridge to Lindenwald
CREEK TRAIL

Hudson Street Bridge to Lindenwald

This section, which takes the Creek Trail off of Kinderhook village roads and into its primary forested corridor, brings trail users into close contact with unique natural features and scenic vistas. Users are taken from the denser surroundings of the village into a relatively untouched slice of local ecology.

Existing Conditions & Site Analysis

The primary alignment of the Creek Trail begins on the southeast side of the CR-21 bridge. Tractor paths provide one potential type of access to the interior of this area. The other option is to travel along the creek. Most of that area, however, is a floodplain, which continues the length of the entire trail. A great deal of evidence suggests that washouts occur during significant floods. Drainage ditches sporadically run from operational farm fields to the creek. These characteristics make the development of a multi-use trail that directly follows the creek a much more difficult, though not impossible, proposition.

The tractor path option enters into the farm fields. The fields exist at a level that is high enough to avoid damage from most major rain and water events. They are flat and clear for and avoid much of the brush, fallen trees and roughage that has accumulated in the lower elevation during floods. Eventually, however, it becomes unavoidable to move through some trees. The fields present a much smoother option, but might require access paths to carefully suggested “vignettes” along the creek. At these locations, trail users might leave the trail and temporarily descend to lower elevation to appreciate the views.

As the trail approaches an intersection with Wagon Wheel drive, approximately two-thirds of the way through this section, more evidence suggests flooding and washouts. At just over a mile from the start of this section, a large opening provides an impressive viewshed for trail users. The west bank of the creek shows evidence of a pre-existing or historic trail.

As this section of the trail ends, the creek becomes almost completely inaccessible due to overgrowth. A trail that continues to run along the creek would require considerable clearing. Three-quarters of a mile south of
Wagon Wheel Road, the creek goes behind the Lindenwald Historic Site and Roxbury Farm. A path here provides access to a fenced area for grazing. However, the path along this fence is not well kept. Another path that runs into Roxbury Farm is well maintained and offers beautiful views of mountains in the distance and the farmland below.

Further analysis and existing conditions are described in greater detail in Appendix A.

Schematic Design
As the trail turns south, it begins to pass through a number of private properties buttressing the east side of the Kinderhook Creek. While there is general support for a trail in this section, complete landowner agreement is required to route through these properties. Several landowners have not yet made clear their position with regard to the trail, which prevents a thorough understanding of the secondary path’s viability. Floodplain and wetland surveys for this section indicate a number of significant challenges in developing an east bank trail.

It is expected that this section will support pedestrian and bicycle activities with significant additional engineering effort.

Specific design opportunities and challenges regarding this section are described in Appendix B.

Education/Interpretation

- This location is an excellent bird watching and nature appreciation area. An interpretative panel should indicate the varieties of birds that can be seen.

- At the intersection of the trail and Wagon Wheel Drive, a potential connection exists to the Luykas Van Alen House and Roxbury Farm, both of which are situated to the east of the trail on New York Route 9H. Signage and maps should indicate the route to follow to find the Van Alen House.

- If a fishing access point exists along the trail, signage along the trail should show the type fish present in the creek, and include benches from downed trees from the area.

- Farms in this section may decide to give tours of their livestock to children. Possible signage might indicate farm education in the area, or signs specific to individual farms.

- Just over two miles to the south of the CR 21 bridge lies a potential connection point to the Lindenwald historic site to the east. Signage should indicate routing, hiking trails. A kiosk could describe Martin Van Buren’s presidency and his time at Lindenwald.
CREEK TRAIL

Lindenwald to Stuyvesant Falls

Segment 6: Lindenwald to Stuyvesant Falls
CREEK TRAIL

Lindenwald to Stuyvesant Falls

The final section of the Creek Trail brings it from the Lindenwald site to a logical connection with the Right-of-Way Trail at Stuyvesant Falls. The trail continues to wind through relatively untouched forest, including a brief clearing that would make for an excellent rest and interpretive area.

Existing Conditions & Site Analysis

Accessibility to this area is limited due to heavy brush and the lack of a conservation easement between here and the Lindenwald site. The creek appears to head west of the trail area. At the trail’s intersection with Lindenwald Avenue, there is a parking area and park with picnic tables, barbecuing spots and no-swimming signs. The area includes property owned by Allied Health Care, with a steep climb that accesses scenic views of the falls. Above the falls, there is a clearing that accesses Lindenwald Avenue. A nearby forest grove appears to be used as a picnic area.

Further analysis and existing conditions are described in greater detail in Appendix A.

Schematic Design

Completing the link for the secondary path, this section also faces the challenge of unresolved land access. The southernmost section of the trail is a narrow path with numerous steep drops crossed by small (less than 20 feet long) erosion channels. Developing a trail in this section is likely to be used exclusively for pedestrian activities.
An alternative path to the Martin Van Buren National Historic Site can be reached by routing along Albany Avenue (CR-25) from the Stuyvesant Falls Bridge to the Martin Van Buren National Historic Site. While this detours the trail away from a number of scenic vistas and waterside opportunities, it does provide a linkage to the national park and the regional trails. As previously shown, Illustrations 1, 2, and 3 in Appendix E provide details for the on-road section of the trail.

It is expected that this section will support pedestrian and bicycle activities with significant additional engineering effort. Short term efforts point to establishing a hiking trail of moderate difficulty and rerouting bicycle use along CR-25. Specific design opportunities and challenges regarding this section are described in Appendix B.

Education/Interpretation

- Approximately one mile to the southwest of the connection to Lindenwald, an opportunity exists for an additional connection to the Right-of-Way trail. This would probably require a bridge and signage indicating access to the other trail.

- On the bridge, a plaque or sign might identify the Kinderhook Creek and describe its significance to the entire trail system and the Hudson Valley Region.

- Approximately two-thirds of a mile to the southwest of this connection, an opening in the forested area makes an ideal location for a larger resting and interpretive center. At this location, maps might identify the upcoming connection to the Right-of-Way trail. Seating and bicycle racks could provide a location to park one’s bicycle and rest.

- Just north of the white iron bridge across the Kinderhook Creek, a brief opening in the woods provides an excellent viewshed of the two-step waterfall for which Stuyvesant Falls is named. However, this area requires some safety upgrades to alert users to or protect them from a sudden drop.

- Near the white iron bridge, the Creek Trail connects to the Right-of-Way trail on the other side of the Kinderhook Creek. This connection should be identified with prominent signage.

Potential site rest and interpretive center in forest opening.
MAINTENANCE/SUSTAINABILITY

Sustainability of the Kinderhook-Stuyvesant-Stockport Inter-Municipal Trail

Sustainability

The success and sustainability of the Kinderhook-Stuyvesant-Stockport Intermunicipal Trail will depend upon the cooperation and coordination of all community trail interests. An effective, comprehensive trail maintenance program will be essential to the long-term success of the project, and will ensure both the safety and enjoyment of the residents and visitors who use the trail. Trail maintenance and sustainability will also depend upon trail volunteer groups, sustainable funding sources, trail community fundraising events, and various trail support services. This section will examine and make recommendations concerning trail maintenance and safety, building and maintaining local support for the trail, trail-led economic development, and trail marketing opportunities that will promote overall trail sustainability.

Trail Safety

Safety along this trail is a major concern of both trail users and adjacent property owners along the trail. A safe trail environment will involve good trail design, law enforcement, and the joint cooperation and stewardship of people in the Towns of Kinderhook, Stuyvesant and Stockport. The presence of legitimate trail users will be the most effective deterrent to undesirable activity on the trail. Several components that will encourage trail safety include: providing good trail access, good trail visibility, a high level of trail maintenance, trail safety inspections, and a trail watch program.

Good Trail Access

- Access to community neighborhoods, community centers and points of interest and conveniently located trailheads at various points along the trail are important. Access points should be inviting and signed, so as to welcome the public onto the trail.

Good Visibility

- Both users and residents near the trail can provide surveillance. Although some screening from the trail may be needed to ensure the privacy of adjacent landowners, the presence of willing and interested neighbors will encourage safe use of the trail.

High Level of Maintenance
• A well maintained trail will show that the Towns of Kinderhook, Stockport and Stuyvesant care about the public space and this will tend to discourage undesirable activity along the trail.

**Trail Safety Inspections**

• Regular inspections of the trail and associated amenities is a key factor in trail safety. Periodic trail inspections should be conducted by the Towns of Kinderhook, Stuyvesant and Stockport. These inspections should document the overall condition of the trail and any potential hazards such as erosion, washouts, overgrown vegetation, fallen trees or any other trail obstructions. Corrective maintenance should be scheduled as recommended by the trail operations and maintenance policy.

**Trail Watch Program**

• A trail watch program, involving education on recognizing and reporting suspicious activity, would allow local residents to become actively involved in crime prevention along the trail.

• The Harlem Valley Rail Trail Association has an “Adopt a Trail” program in which volunteers periodically walk a section of the trail and serve as “the eyes and ears” for their particular section.

![Trail users observing surrounding areas.](http://www.hvrt.org/volunteer_00.html)

![Trail users traveling through a rural area.](http://www.hvrt.org/volunteer_00.html)

**Design Elements that Improve Trail Safety**
Below are design safety features that are recommended along the Kinderhook-Stuyvesant-Stockport Intermunicipal Trail:

**Trail Etiquette and Privacy of Adjacent Property Owners**

- Appropriate fencing and landscape buffers should be encouraged. Trail access points should be clearly marked and trails rules should be posted that encourage respect of private property. Signage listing the rules for safe and courteous trail usage should be placed at all trailheads.

**Trail Litter**

- Trash receptacles should be placed at access points such as trailheads along with posting of trail rules for proper disposal of trash. Town staff or volunteers should pick up litter along the trail as needed.
Trail Maintenance

A high level of trail maintenance is important to the overall success and safety of the Kinderhook-Stuyvesant-Stockport Inter-municipal Trail. The trail’s safety and success will depend upon a coordinated management program with an established policy of short-term and long-term maintenance. A successful maintenance program will also require continuing effort and cooperation from the Towns of Kinderhook, Stuyvesant and Stockport, as well as a high level of citizen involvement.

Trail Operations and Maintenance Program

An operations and maintenance program should be established to outline specific rules and tasks for successful trail operation and maintenance. This will serve as a vital guide for the sustainable ongoing maintenance and administration of the trail. The following items are recommended for inclusion in the Trail Operations and Maintenance Program:

- A cooperative operations and maintenance agreement between the Village of Kinderhook, the Town of Kinderhook, the Town of Stuyvesant and the Town of Stockport
- A short-term and long-term trail maintenance schedule
- A seasonal trail maintenance policy
- A trail snow removal policy
- Regularly scheduled trail inspections to identify necessary trail and trail amenity repairs.
- Trail security policy including trail patrols by local law enforcement, community bike patrols and an emergency response plan.
- Trail liability and adequate provision for liability insurance
- Identification of sustainable funding sources
- Guidelines and training for trail maintenance volunteers
- Cooperative maintenance agreements with other government entities or private organizations
<table>
<thead>
<tr>
<th>Frequency</th>
<th>Maintenance</th>
<th>Performed by</th>
</tr>
</thead>
<tbody>
<tr>
<td>As needed</td>
<td>Tree/brush clearing, sweeping &amp; mowing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sign repair &amp; replacement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Trash &amp; litter removal</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Replace &amp; repair trail support amenities</td>
<td>Towns or volunteers</td>
</tr>
<tr>
<td></td>
<td>Repair flood damage, culvert cleanup, etc.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Patching/minor re-grading/stone dust replacement</td>
<td></td>
</tr>
<tr>
<td>Seasonal</td>
<td>Tree &amp; shrub planting and pruning</td>
<td>Towns or volunteers</td>
</tr>
<tr>
<td></td>
<td>Culvert cleanout</td>
<td></td>
</tr>
<tr>
<td>Yearly</td>
<td>Surface evaluation to determine need for</td>
<td></td>
</tr>
<tr>
<td></td>
<td>patching or re-grading</td>
<td>Towns</td>
</tr>
<tr>
<td></td>
<td>Evaluate trail support services to determine the need for repair or replacement</td>
<td></td>
</tr>
<tr>
<td>5-year</td>
<td>Paint/repair benches, bridges, signs, etc</td>
<td>Towns or volunteers</td>
</tr>
<tr>
<td>Year</td>
<td>Action</td>
<td>Responsible Parties</td>
</tr>
<tr>
<td>-------</td>
<td>-----------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>10-year</td>
<td>Resurface/re-grade/restripe trail</td>
<td>Towns, contractors or volunteers</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-year</td>
<td>Replace/reconstruct trail</td>
<td>Towns, contractors or volunteers</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(Irondequoit Creek Valley Multi-Use Trail Feasibility Assessment and Design Recommendations, Environmental Design & Research, October 2008; pgs. 41-42)
Trail Surface Comparison

The description provided here will focus on the advantages and disadvantages of stone dust, asphalt and natural soil trails.

- **Stone Dust Trails** have a soft but firm natural material surface, may be installed at a moderate cost and accommodate multiple uses, but specifically benefit runners and equestrian users. They require consistent regular surface maintenance and replenishment of stones due to erosion susceptibility.

- **Asphalt Trails** have a hard surface that is not as susceptible to erosion and require relatively low routine maintenance. They accommodate most uses, though they specifically benefit cyclists and inline skaters, and provide an all-weather use trail. The disadvantages of asphalt surface trails include high installation costs and costly repairs due to surface cracks.

- **Native Soil Trails** are low cost, low maintenance trails that are the easiest for volunteers to build, alter and maintain. The disadvantages of native soil trails include limited use, uneven surface and not an all-weather surface.

![Construction of a stone dust trail.](image)

Trail Maintenance Costs

Approximate average annual routine short-term trail maintenance costs are listed below (Source: american-trails.org):

- **Stone Dust Trails** $2,042 per mile
- **Asphalt Trails** $2,525 per mile
- **Native Soil Trails** $1,500 per mile

Trail maintenance costs will vary based on current labor rates, material costs and available trail maintenance volunteer support services. (Long-term maintenance costs are not included since they will be based upon future labor rates, material costs and available trail volunteer support.)
Building and Maintaining Local Support for the Trail

Successful trails build relationships with local groups that are interested in providing services to maintain the safety and viability of the trail. The KSS trail should maintain an active trail committee, set up as 501 (c) 3 nonprofit that will be responsible for coordination of maintenance and financial matters. Many trails have friends groups that coordinate activities. These groups are often responsible for managing a trail fund to pay for additional maintenance or insurance needs.

Some maintenance can be completed without cost by local groups. Examples of groups that should be reached to support ongoing maintenance include:

- The Boy and Girl Scouts of America, 4-H Groups, Local Professionals, Local Businesses, Community Institutions, and Residential Neighbors.

The Erie Canal Trail, for example, has annual clean up events along the trail. Over thirty communities participate along the trail from Albany to Buffalo.

To engage these groups trail events can be created to promote use and cleanup of the trail. Some examples of these events include: Trail Fundraiser, Bicycle and Running races, School Trail events, Historical tours.

The Hudson Valley Rail Trail includes a wide variety of programming that engages the community. This includes a learn-to-run program, a Harvest Moon Walk, a gala under the stars, a 5K Race/Walk, a Winter-fest and breakfast along the Black Creek.

Trail Led Local Economic Development

The success of any trail will be based on how much it improves the lives of the local community. One way this can be done is by generating local economic development. Trails support the tourism of local historic sites, and agro-tourism, which is defined as any agriculturally-based operation that brings tourists onto farms. Trail related tourism has grown throughout the country, and specifically in New York State along the Canal Trail. The price of gasoline as well as the continuation of stagnant wages and higher costs has made people think twice about where they vacation.

With increasing popularity, people are staying closer to home and looking for historical and active adventure opportunities that are inexpensive. Specifically, bicycle tourism and other adventure based tourism have been growing rapidly. According to the US Travel Association, bicycling has now become the third most common vacation activity. The combination of all of these factors should be seen as an interesting opportunity for towns with interactive multi-use trails.

To benefit from the trends, the area surrounding the trail should look into developing strategies that use the trail as a thoroughfare to experience the region. Increasing tourism can bring new dollars into the region that will help sustain farms, stores, and the trail. Examples of potential economic development opportunities that may be supported around a trail include:

- Bed & Breakfasts within villages and along the trail that are bicycle friendly and tailored to the outdoor en-
thusiast

- Restaurants that focus on the local food produced along an interpretive trail
- Other food establishments, potentially including ice cream shops and microbreweries, that promote local foods

![Ice cream shop along the Harlem Valley Rail Trail.](image)

- Bicycle, fish and tackle, canoe and kayak rental retail stores
- Farm stands or farmers markets selling local produce along the farms and orchards
- Albany and Hudson Railroad power plant tours
- Local business promotional opportunities such as “Adopt a Trail” or “Friends of the Trail”
- Horseback riding lessons, tours, and a shop to buy an horseback riding gear

**Trail Marketing Opportunities**

Many agencies provide information in publications and on the internet on trails throughout the state. A Kinderhook, Stuyvesant, Stockport trail would be featured by agencies such as: Parks and Trails NY, Columbia Land Trust, Columbia County Tourism, as well as private trail resources.

These organizations offer potential users a wide range of information from the difficulty of the terrain, the rules of the trail, to the local sites.

Local groups should also be recruited to increase the visibility of the trail during the building and throughout the lifetime of the trail.
Cost Estimation

Acquisition/Easement Costs

The hard costs associated with the acquisition of land or easements can fluctuate for a variety of reasons, including size, location, development or farming value and enthusiasm of current owners for the project. Soft costs for acquisition, including land surveying and legal fees, tend to be more stable. Land surveying for an easement or purchase would include boundary mapping and legal description of the parcel. As any land acquisition for the KSS Inter-municipal Trail would be relatively small in size, expected costs for land surveying should fall in the $2,500 to $3,500 range per parcel. There would also be legal fees and filing charges. These costs run between $1,500 and $2,500 per parcel.

Engineering Costs

There are many items that can be included in the cost of engineering a project of this type. They include:

- Project design.
- Planning and permitting in accordance with local codes.
- Preparing construction/contract documents.
- Administration and oversight of contract work.

The fees associated with these services typically run from seven to thirteen percent of construction value. The range in fees can vary, depending on the overall budget and phasing of the project. Much of the overhead and administrative costs remain similar when design costs can fluctuate, due to the size and complexity of a project. For this reason, larger projects with fewer phases will see over all engineering costs as a percentage of construction costs go down, and will be toward the lower end of the estimated design fees. Conversely, when a project is made of many small phases, the fees associated with administration and oversight will go up.

Construction Costs

The cost estimate for construction of this project has been prepared using data collected from on-site verification of existing conditions, information provided by the local Trails Committee on use and required surface type, current standard prices for NYSDOT items, and recent costs for similar local projects. The costs proposed may vary, depending on final design solutions for various items including bridges, drainage, landscaping and project phasing. All values are current as of the date of this report.

<table>
<thead>
<tr>
<th>SECTION</th>
<th>LOCATION</th>
<th>LENGTH (miles)</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - NG ROW</td>
<td>Village Playground to Smith Rd</td>
<td>1.29</td>
<td>$261,563.00</td>
</tr>
<tr>
<td>2- NG ROW</td>
<td>Smith Rd to Stuyvesant Falls (with detour)</td>
<td>1.97</td>
<td>$418,208.00</td>
</tr>
<tr>
<td>3- NG ROW</td>
<td>Stuyvesant Falls to Rossman Rd</td>
<td>2.27</td>
<td>$1,134,300.00</td>
</tr>
<tr>
<td>3A- NG ROW</td>
<td>Alt: along County Route 25 to East of NG ROW</td>
<td>2.39</td>
<td>$1,575.00</td>
</tr>
<tr>
<td><strong>Total NG ROW Cost</strong></td>
<td></td>
<td><strong>7.92</strong></td>
<td><strong>$1,815,646</strong></td>
</tr>
<tr>
<td>4- Creek</td>
<td>Village Playground to Bridge - 9H</td>
<td>0.76</td>
<td>$1,675.00</td>
</tr>
<tr>
<td>5- Creek</td>
<td>Bridge - 9H to Lindenwald</td>
<td>2.12</td>
<td>$9,825.00</td>
</tr>
<tr>
<td>6- Creek</td>
<td>Lindenwald to Stuyvesant Falls</td>
<td>1.94</td>
<td>$5,325.00</td>
</tr>
<tr>
<td><strong>Total Creek Cost</strong></td>
<td></td>
<td><strong>4.82</strong></td>
<td><strong>$16,825.00</strong></td>
</tr>
<tr>
<td><strong>Total Trail Cost</strong>*</td>
<td></td>
<td></td>
<td><strong>$1,832,471.00</strong></td>
</tr>
</tbody>
</table>

*see appendix for detailed section break downs
PUBLIC INVOLVEMENT AND OUTREACH

Introduction and Background

“Public involvement is the key to any successful trail planning effort. If you institute and carry out a comprehensive public involvement campaign, you will create a plan that meets the needs of the local community, while generating trust and support between your agency or organization and the public.”

-Charles Fink, Kristine Olka, Robert Searns

A critical element of this feasibility study, as with any trail planning process, is extensive and sustained public involvement and outreach. With community participation and support, the process of planning and building a trail can be a uniting and enriching experience for all residents. Without it, the chance for long-term trail success and community-building is greatly diminished.

Scope of Work

The Studio’s first step in gathering public involvement and outreach began by forming a strong relationship with the Kinderhook-Stuyvesant-Stockport Trail Committee. This committee serves as the governing body on the KSS trailway planning process. As the Studio’s client in the project, it provides the team with key insights into techniques for trail analysis, schematics, historical and cultural connections, and public outreach. The two groups have established regular meeting patterns, attending both Studio-led and Committee-led meetings, satisfying the contract’s Task 7, to “attend Trail Committee meetings as needed”.

Trail education, acceptance, and relevance within the wider community, though, are the larger goals of both the Studio team and the Trail Committee. Task 9 and Deliverable 7 of the contract clearly indicate the importance of the public in the trail study’s development. Task 9, concerning the “outreach” component of the study, directs studio members to “obtain public input on the preliminary feasibility report, including (the hosting of) at least one public information meeting”. Deliverable 7, on the subject of “site visits”, similarly centers on public input and presentation, specifying visits to be made “at the mid-term point, to present draft concepts and additional field work” and “at the conclusion of the semester, to present the final report”.

Community Involvement Background

In order to have proper context for future public meetings and outreach, it was important that Studio members receive an accurate understanding of public involvement and opinion on the trail, to date. This was provided by Trails Committee members in a series of meetings with Studio members and by way of public documents on previous trail-related community meetings. Early public knowledge of a trail system was attained through personal interactions with Trail Committee members, or information gathered during Saratoga Associates’ initial 2003 Feasibility Study.
Widespread public awareness and education about a trailway system did not officially occur until the first public meeting, held on May 19, 2009. Thirty-five community residents were present at this meeting and expressed varying points of support and concern. The overall tenor of this meeting was largely positive, with attendees generally expressing interest in the project. Several concerns were raised, however, throughout the course of the evening. The majority of these comments regarded the potential loss of, or general concerns about, privacy. Other trail-related issues raised by both landowners and general community members were: the potential expansion of all-terrain-vehicle use (ATV’s) throughout the trail and adjacent farms, safety and security threats to farms, and issues of development and maintenance costs of the trail.

Although the few landowners at the May 2009 public meeting were generally in support of the project, there were a large number of landowners with properties adjacent to the trail who were adamantly opposed to any trail, the Studio was told. This group, though small in number, was almost certainly the most important stakeholder group from which to elicit trail support, and also the most challenging. This largely results from the fact that the trails run directly through some landowners’ properties, and adjacent to others. Along the Kinderhook Creek portion of the trail, land easements granting potential access to land for such uses as a trail had been established along a majority of the properties. A small handful of owners, though, had no formal easement recognition by the time of the Studio’s inclusion in the Study, and were disinterested in the plan overall.

The other portion of the trail, the National Grid Right-of-Way, also poses its own difficulties. While the corridor is wholly owned by National Grid, the path had been frequently used by landowners for farm-related business, and these areas, the Studio was told, could be major obstacles to the public support process. Outreach efforts to this stakeholder group would, therefore, need to be handled very delicately, and specific planning details very tightly controlled, until fully explained in the mid-point Public Meeting.

Public Meeting Preparations

With this background knowledge in hand, the Studio team set to work, making preparations for the Public Meeting. It seemed logical to Studio and Trail Committee members that the public input on the preliminary feasibility report and mid-point site visit to present draft concepts and additional field work, could all be combined into one meeting. Dates for the mid-point and final meeting were the first priority for both groups, and after discussion of schedules and community events, the dates of October 25th and December 6th were selected.

Location and a targeted number of attendees were other preliminary planning considerations that needed settling. After an analysis of various hosting sites, and the unavailability of the Committee’s initial selection, the Stuyvesant Falls Firehouse was selected as a central location, capable of handling a large group. Regarding turnout, Studio members were also told that they should aim for as many attendees as possible.
Advertising

To begin outlining the major methods of meeting awareness and advertising, and to gather insight into this process, Outreach team members held a series of meetings independently, with the Studio team, and with Committee members during the month prior to the meeting. Full page and quarter-page paper flyers were determined to be the first critical means of spreading meeting awareness. The team’s action item was to design a flyer. After a series of various iterations, a landscape oriented flyer with the region’s waterfall as its logo, was selected.

Between 100-200 full page color flyers, and over 500 quarter-page flyers were printed for distribution throughout the three communities. Key public locations for flyer distribution were discussed and revised by both Committee members and the Studio throughout the two weeks prior to the meeting. Initial locations for distribution included: individual houses, town halls, libraries, post offices, grocery stores, churches, businesses, firehouses, Lindenwald, the Van Alen House, farm & horse oriented businesses, bicycle shops, and Hiking/running related shops. In total, five advertising trips by Studio members were made, posting flyers and leaving quarter-page copies at over 50 businesses, churches, and other public locations in the week prior to the October 25th meeting. While actual meeting turnout cannot be attributed to any specific source, it is believed that this comprehensive approach greatly aided the overall awareness campaign.

Email invitations, though not as tangible as an actual flyer, were another key component of outreach methods due to their cost-effectiveness and potential for wide distribution. Similar to flyer-location discussion, Studio members and Trail Committee picked targeted listservs that relate to trails or have wide distribution potential. The initial list included: The Committee listserv/connections, Town Hall listserv, library, school listservs, churches, major business listservs, Colombia Land Trust, Town Board list serve, Hudson River Valley Greenway, Lindenwald, Allied Health Care KSS runners/joggers/hikers listserv, KSS equestrian users, and the KSS cyclists list serve.

Modeled directly from the meeting’s Press Release, the email invitation was sent to every viable and existing listserv that could have influence into meeting attendance, and in particular: the Columbia Land Conservancy, Hudson River Valley Greenway, and local town hall distribution lists.

Multi-media coverage, always critical to attract meeting interest, and provide follow-up coverage, was also selected as an important piece of advertisement preparation. The first step in this process was the creation of a Media Advisory, which was a joint production between the Committee and Studio. After several modifications, this was sent out to the regional newspaper; the Register-Star, one week prior to the event. The next day, it made the local paper, giving six days worth of advertisement time, before the meeting. Local access cable chan-
nels were also sent copies of the flyer and press release several days prior to the meeting.

Aware of the delicate position of the adjacent landowners, it was also decided that members of this group should be contacted individually and in person well ahead of the posting of any public meeting notices. During the two weeks prior to the public meeting, Trail Committee members elected to do this specialized outreach. These discussions were reportedly amiable, and likely led to the high number of landowners present at the public meeting.

**KSS Trailway Survey**

Very early in the meeting planning stages, it was understood that a high percentage of community members would simply be unlikely to come to a public meeting because of work, family needs, or other various scheduling conflicts. It was decided therefore, that one solution to this challenge would be a survey that community members could take prior-to, during, or following the October meeting. General survey topics, important to both Studio and Committee member included: overall interest, specific types of uses desired, respondents location in relation to the trail, and overarching concerns.

Over a series of internal Studio, and joint Studio-Committee meetings, a full survey was completed. The survey contained 8 total questions, covering each topic of interest, and had room for open-ended answers.

1. In which town do you currently live?
2. Do you think a multi-use trail would be beneficial to the region?
3. What trail uses do you enjoy?
4. How often would you like to use the trail?
5. During which seasons do you plan to use the proposed trail?
6. If you own property adjacent to the proposed trails, what are your main concerns?
7. Would you like to learn more about the following (economically benefiting) trail opportunities?
8. Additional comments, and an area for continued contact via email.

Although the survey was originally intended for distribution prior to the meeting, it was deemed essential that survey respondents fully understand the concept and details of the trails. The survey was saved, instead, until the public meeting, where attendees could respond after having received full trail-plan disclosure.
Website Creation

Early on in the Study, Studio members discussed the idea of developing a Trail Study website. The site was created by the communications Studio team member on a free host-site, Wordpress.com, with full image, text, photo, and video capabilities. The impetus for the website’s creation was initially as a host-site for the online survey, but the website quickly expanded to much more than that. The site currently serves as a storehouse for everything “public” about the trail including: photos, video and responses from October 25th, survey poll results, background on the study, contact information for the Studio, and a platform for responses to the project. This site will certainly continue to be an integral element for the storage and distribution of information in all trail-related matters and long-term operations. The website is currently hosted at: http://ksstrailstudy.wordpress.com
PUBLIC INVOLVEMENT AND OUTREACH

Meeting Content and Planning

In addition to meeting advertisement and awareness, meeting preparations and content-planning also comprised much of the remaining time prior to October 25th, for Studio and Committee members. The main theme of the meeting, listed in Deliverable 7 as the “presentation of draft concepts and additional field work”, was primarily intended to be an explanation of Tasks 1 and 2 – Existing Conditions and Site Analysis. Significantly more research had been done, however, on components such as historical and educational connections between the trail and town, and health and economic benefits of trails to rural communities. All of these components, the Teams agreed, should somehow be incorporated into the Studio’s presentation.

Most important of all, though, Committee and Studio leaders believed, this session should be emphasized as a “listening session” for the community. In the event that landowners did show up, this would give them, and others attendees present, the chance to give their much-desired input into this very fluid portion of the trail planning process.

The format and timeframe of the meeting was selected over a series of joint discussions between the two teams. Initially set as an evening meeting only, it was determined better to space out the programming to allow community members the chance to attend during various points throughout the evening, between the hours of 5:30pm and 8:00pm. The first period was set to be an open house, where attendees could mingle with trail committee members, Studio students, and fellow residents, while looking in depth into the various portions of the trails displayed on maps throughout the room. This provided attendees the opportunity to see and discuss, at their leisure, sections with which they were most familiar, and their interests or concerns about specific locations.

To aid in this process, residents were offered “post-it” notes and markers to specify certain areas; a technique used in other similar community meetings. The Studio and Trail committee teams were also joined by regional organizations and departments, who held tables on other existing trails, and provided a broader context for the locally proposed trail.

The formal presentation component of the evening was selected for 7:00pm through 8:00pm. To open the presentation, it was mutually agreed by both the studio team and trail committee that Trail Committee members would give opening remarks; welcoming everyone, providing historical context to the trail process in the region, and answering a few questions audience members were likely to have, such as “what kind of surface would likely be used?” The Studio Instructor, as well, provided some introductory remarks, give national context to trails and formally recognize the time length often necessary to achieve public acceptance and support.
Although the main theme of the studio presentation was that of analyses and trail concepts thus far, the initial goal for the presentation was to create a sense of unity via shared history within the room. By striving for this unified origin, the belief was that the region could again be unified in its outlook towards a regional future, connected in this case by an inter-municipal trailway. The first presenter planned to achieve this by focusing on historical and cultural themes such as traditional trail paths of the Native Americans and the centrality of railroads paths to these towns during the turn of the century.

After this portion of the presentation, the second section was set to cover the specific analyses of the trail, to date. Although time did not allow for a full virtual tour of the entire trail path, specific key points were highlighted; some as areas of “opportunity” and others as design “challenges”. The final portion planned to cover examples of model trails throughout the nation, and other beneficial aspects of trails, such as health improvement. Aside from questionnaire distribution following the presentation, the remaining time in the meeting, was to be used as a question and answer period.
PUBLIC INVOLVEMENT AND OUTREACH

Public Opinion

Successes

The Studio and Trail Committee’s October 25th Public meeting was in many ways, a resounding success. One of the initial concerns of the meeting for both groups – public turnout, is always an unknown prior to the start of any meeting. The collective efforts of the trail committee, studio team, and partnership organizations produced a very robust turnout: 58 attendees signed in to the registration sheet. Actual attendance was undoubtedly even higher as some attendees and several Studio members chose not to sign in.

In addition to steady presentations by Committee members and Studio speakers, a number of other highlights took place either that evening, or in the following days, as a result of the meeting. Certainly the most notable success of the evening occurred when several landowners called for an impromptu vote of “public support”. Nearly two-thirds of attendees present raised their hands in favor of the trail, temporarily quieting the discontent building among some audience members.

Other comments from audience members also echoed this overall sentiment. One community resident expressed her desire for better trail access, noting the irony in having to “drive to trails” from which she can then “walk or ride her bicycle”. Other community members, adjacent to the trail, also expressed their support, but noted that uninformed liability concerns often preclude landowners from supporting trail projects. Another audience member proudly championed the system of shared land access found in his hometown in Europe, stating that this network of central corridors and nodes actually helps keep the farming community economically vibrant. Descriptions of his current successes through organic farming also led Studio members to develop other Project breakthroughs, such as the branding of the trail as an “agri-tourism” destination.

Successes were also seen in the survey results from the meeting and in the responses of subsequent online questionnaires. Out of a total of fourteen survey respondents, thirteen (93 percent) believed that the trail would be beneficial, overall, to the region. In two other questions, six out of nine respondents commenting in the open-ended section spoke in favor of the trail; and one out of the two landowners answering the survey indicated their support, as well. Other results from the survey include 67 to 83 percent of respondents expressing interest in economically beneficial trail related programs, such as “tax breaks”, “economic development” mechanisms, and “trail-oriented businesses”; and 57 percent of community members indicating their intended use of the trail “multiple times during the week”.

Continuing Challenges

Although programming throughout the meeting ran smoothly, those opposed to the trailway came out in force. The farmer who initially called for the first “support/non-support” vote quickly shot back a more pointed question directly after: “How many landowners support this trail?” Slightly under half of those voting this time, indicated their project support. Those opposing the trail, in addition, were significantly more vocal in their opposi-
tion. Out of a total of nearly 20 comments throughout the 40 minute question and answer period, just four were voiced in full support of the trail.

Similar to the May 2009 Public Meeting, the main concern was, again: privacy. Comments on this issue ranged from “[not wanting the] public on my land”, to the fact that the “no trespassing signs [already] do not work”, to the likelihood that people would veer “off the trail and into their land”. Security to farms and liability were also major issues with landowners. Fear of mistreatment of animals, already a common problem for farmers, was seen as a major threat to their livestock’s well-being; and several farmers indicated that they have already been, or could easily be seen as, liable for damages when trespassers injure themselves on the farmer’s property. Issues of crime and safety, terrain incompatibility, and under-utilization of public spaces by youth, were also discussed as significant reasons against any new trail developments.

Similar concerns were also expressed on both the survey forms and trail study website, as well. One survey respondent, reporting on the Tuesday morning following the meeting, described a number of concerns as a property owner, including: “privacy, safety [mine and that of my family]” and “littering”. Other survey takers also had similar concerns such as: inattention to landowner wishes, and the questioning of how it affected other communities that currently have trails. One website response addressing the issue of safety even brought up the concern of possible health risks when in close proximity to power lines.
PUBLIC INVOLVEMENT AND OUTREACH

Moving Forward

Landowner Concerns Document

It was clear that public sentiment was not universally supportive, and that much work and education were needed. While all of the farmers’ fears and concerns were certainly valid, a great deal of misinformation on the trail’s actual economic benefits to regions and owner liability was common, and was now creating barriers for many farmers.

One of the first steps proposed by the Studio leader was the creation of a fact sheet addressing the various concerns of landowners, with the attempt at dispelling any of the myths associated with trails. This document uses a variety of techniques and answers found in *Getting Involved: A Community Trail Handbook for Landowners*, a joint publication of the Greenway Conservancy for the Hudson River Valley and Parks & Trails New York. With decades of landowner, community group, and public trust negotiations under their belt, the guidebook developed by these two organizations was instrumental in providing detailed instruction, and creative thinking for solving landowner concerns.

This document will play a key role in the final public meeting, set for December 6th, and is also set to become available online, through the feasibility study website, as well as by other means of online distribution.

Small Group Approach

In the traditional presenter/audience format, an “us vs. them” dichotomy is almost an inevitability in large-scale meetings. Studio and Committee members, however, found that amiable, productive discussion could be reached quite quickly through independent, small group discussions. This was experienced directly following the end of the formal meeting period, where many vocal, discontented landowners remained to further express their concerns and wishes to Studio members and Committee leaders. Members of both the Studio team and Trails Committee were surprised at the noticeable difference in the tenor of their discussion. Many of the discussions went so smoothly, in fact, that landowners began discussing the root of their concerns, often financial instability, and...
invited members of the Studio and Committee to visit their farms and experience them first hand.

In the subsequent three weeks following the public meeting, committee members and studio team students had lengthy conversations with, and visited, at least three farms. Many of the same issues were repeated, such as liability, areas unsuitable for trail use, and the attractive nuisance of livestock. Much new information, however, was uncovered due to these meetings as well. Some of these issues include: discussion of economic hardship due to falling values of crops, the need for “hard” data on planned police patrols in the trails; and the need for access to key corridors for equipment transportation. Some farmers even began to express that there could be some personal benefits to having a trail, such as new drainage ditches built alongside one farmer’s path.

**Format Improvements for Final Public Presentation**

To capitalize on the successes of the interactive approach found during both the end of the first public meeting and in the interim period, both the Studio and Committee agreed that the Studio team’s final December 6th Presentation should reflect this new and improved method of discussion.

After the opening address, audience members circulated through a visual display of “the Final Report” tables: *Welcome and Introduction; Existing Conditions & Schematics; Cultural & Historical Connections; Local Economic Development; Cost Estimation & Maintenance; Addressing Trail Concerns; and Public Comment*. At every table, at least one studio member, fluent in their respective topic, directly engaged participants and answered questions.

Although “trail concerns” were addressed both in the 20 minute opening presentation at 6:05, and again at 7:30, the table addressing this theme was by far the most highly visited. Trail Committee and Studio members, therefore, specifically designated two tables to addressing this issue. By having trusted members of the community there as well; representatives from the sheriffs’ department and fellow farmers, initial reactions from participants and landowners seemed more receptive to information given. Conversations were more candid but also arguably more civil.

Table discussion generated the following new ideas:

- **Existing Conditions & Schematics**: A need for considerable safety infrastructure and means of restricting the trail to vehicular access (e.g. bollards)
- **Cultural & Historical Connections**: Highlighting the unique historic characteristics of this community through increased coordination with town historic resources. Participants were exceptionally familiar with the history of the Albany & Hudson Rail Line in particular and were eager to discuss and share stories.
- **Local Economic Development**: Highlighting the unique cultural attributes in this rural community; not just farmstands and bed & breakfasts, but attractions tied into local history and culture.
- **Addressing Trail Concerns**: Some participants suggested a trail “hotline” to report issues regarding the trail (e.g. damage, misuse). Concerns were again raised about potential land ownership disputes around the right-of-way. This discrepancy necessitates some further investigation in later phases of a trail plan.

The final component of the public meeting is a smooth and public transition of project ownership to the trail committee. Although a small group of students will stay on as assistants, seeing the contact through to June of 2011, it is important that the public know of the transition of study leadership, website ownership, and general program continuity.
APPENDIX A

Existing Conditions & Site Analysis

Right-of-Way Trail: Village Playground to Smith Road

- The northern end of the trail, adjacent to the Kinderhook Village Playground, is flat, with a regularly maintained grass surface. The playground has three baseball diamonds, a soccer field, a tennis court, a basketball court, a batting cage, a food pavilion, a play area with benches, a picnic pavilion with grills, public restrooms, two water fountains, two parking lots, bicycle parking, and a concession stand that opens during events.

- As the playground ends to the south, private property begins along the east side of the right-of-way. These properties are partially buffered from the trail area with brush and plantings. The ground remains flat and the grass is regularly cut. A single gate and a few trees about 215 feet north of the intersection with Eichybush Road restrict access to motor vehicles.

- Eichybush Road is low to moderately traveled, with a speed limit of 30 to 40mph. It is a flat road in generally good condition.

- After the trail crosses Eichybush Road, it continues to back up to private homes off of Gaffney Lane. Some homeowners appear to mow grass up to the power line but do not cross it. Access is limited by brush, small trees, and tall grass. Between Eichybush Road and Gaffney Lane, the trail area is occupied by the two power lines which run parallel to one another, with a separation of approximately fifteen feet. Private homes continue to be buffered from the trail area with heavy brush and trees.

- Gaffney Lane intersects the right-of-way in a potentially dangerous blind corner. Though Gaffney Lane is a lightly traveled, low-speed road, this intersection should be signed for both trail users and motorists.

- South of Gaffney Lane, the right-of-way abuts private residences on Cortland Drive to the east, but a relatively open farm field to the west affords excellent views of the Catskill Mountains. Here the right-of-way is built on fill. Thick brush prevents unauthorized entry onto private property.

- Dot-Mar Stables lie near the intersection of the trail and Pin Oak Drive. From this point south to Smith Road, equestrian riders use the trail area.

- South of Dot-Mar Stables, the right-of-way is again elevated on a fill to the area where Allen Circle begins to parallel the right-of-way. Most houses are blocked from view by trees, although one owner appears to have worked on stabilizing the fill and removing growth.

Right-of-Way Trail: Smith Road to Stuyvesant Falls

- The intersection of Smith Road, Allen Circle and the right-of-way is lightly traveled and low-speed. Smith Road is a dead-end road with a farm on the west.
The right-of-way bisects this farm, which operates across it regularly for the first 650 feet south of Smith Road, after which it provides access to fields and US 9 to the south. Several people who own homes in the area also use it. The homes face US 9, but the right-of-way provides access to their driveways.

South of US 9, the right-of-way bisects another farm, which seeds and operates across the potential trail area.

The intersection of Smith Road and US 9 is a 35-mph zone, but traffic approaches the area at 55mph around a curve where Sunnyside Road merges with US 9. Sunnyside Road is a pleasant, low-speed road with houses and trees at the north end that give way to farm surroundings.

For nearly a mile south from Sunnyside Road to Hotaling Lane, the right-of-way continues along similar flat topography to previous sections. For approximately the first quarter-mile, it is used as an access road to farm properties on either side of the right-of-way. Past this point, a gate indicates the start of a conservation easement.

Past the gate is an area of intermittent brush three to four feet high, and a slight incline of 3 feet above level. From here, the trail primarily navigates unoccupied farming areas. Approximately two-thirds of a mile south of Sunnyside Road, the trail passes a private, occupied home to the west.

Near the approach to Stuyvesant Falls, an area of thick brush prevents access for the remainder of the right-of-way until its intersection with County Route 25A. A nearby pond just to the west of the right-of-way used to supply the fire department with water. Because of this, a 20-foot-long ravine cuts across the right-of-way at this point.

South of County Route 25A, the right-of-way has heavy brush growth and curves to the West as it is intersected by Frisbee Lane and New Street, which descend from US 9 towards the Kinderhook Creek. After crossing New Street going south, the RoW runs along Woods Lane for approximately one-tenth of a mile.

Just off the right-of-way, a small park overlooks Stuyvesant Falls. A kiosk describes the Albany and Hudson Railroad power plant that provided the first electric power to the region. Continuing south on Route 25A, historical markers describe the falls, the white iron bridge over the creek, and the mills built in 1888 that still stand along the creek.

**Right-of-Way Trail: Stuyvesant Falls to Rossman Road**

The most challenging portion of the entire Right of Way trail lies between Woods Lane and Keil Road. In this area, the right-of-way turns west, just to the north of apartments on Woods Lane. It then begins to turn again to the south, passing through a cut and across a ravine, then back into another cut before it crosses Keil Road.

The area from Woods Lane to the ravine is heavy with growth and difficult to access. The cut to the north of the ravine is a marsh with a drainage ditch that begins near the top of the ravine and heads east towards the Kinderhook Creek.
• The ravine itself is at least 170 feet across and about 70 feet deep. The ground at the bottom of the ravine is marshy and contains a drainage area that runs towards the Creek, joining the drainage from the cut in the forest to the east of the ravine. The cut to the south of the ravine appears in good condition, and has a wire fence across the right-of-way to prevent access.

• There is no evidence of bridge abutments and no historical records or pictures of any bridge by which the old railroad might have crossed this ravine. Possibility, a wood trestle carrying the railroad has since decayed, since the Albany and Hudson Railroad is known to have had wood trestles at other locations. Another possibility is that the area was an embankment or culvert that washed out. This theory is supported by the ample evidence of erosion at the site.

• The right-of-way crosses Keil Road, a private farm road, about 200 yards south of the ravine. Here, it is used as a farm access road for the adjacent farm. This area is very scenic. A pond and wetland area with wildflowers lies on the west side, while a panoramic view of the Creek valley and the Albany and Hudson Railroad power plant is to the east.

• At this location, power lines cross the valley from the railroad power plant to the right-of-way lines. The right-of-way continues south through the woods for three-tenths of a mile to a farm gate and area with rip-rap and a culvert, where the National Grid right-of-way diverges from the original railroad right-of-way in a “jug-handle” for approximately one-quarter of a mile.

• The National Grid right-of-way traverses a hill and crosses a 150-foot-wide 30-foot-deep washout or ravine with steep embankments. The railroad right-of-way, which is used as a farm road, bypasses these hills in the woods to the east and crosses the ravine on a culvert. However, the culvert appears to be in danger of being washed out. The two routes rejoin where the farm road ends behind a large parking lot off US 9.

• Just south of the area where the National Grid and railroad rights-of-way rejoin, the trail area is eroding off the side of a hill and has been filled with rip-rap. There also appears to be a small culvert from the railroad at this location.

• About one-fifth of a mile south of the confluence of the two rights-of-way, a second National Grid power line crosses above the trail. A National Grid natural gas line runs beneath this power line. The area has been cleared, providing a wide swath of land with a panoramic view of the creek.

• About one-quarter of a mile south of the crossing power line is a major washout or ravine, which measures approximately 70 feet wide and 30 feet deep. Currently, this washout can only be bypassed via a steep descent and climbing onto private property.

• Approximately two-fifths of a mile north of the terminus at Rossman Road, another power line cross the right-of-way from a water treatment plan across the creek. At this location, the a large 30-foot-deep washout lies where a culvert failed within the past year. This washout does not span the entire right-of-way, but erosion evidence suggests that it may in the near future.

• As the right-of-way approaches Rossman Road, it enters a cut and then an open area, which provides driveway access for several residences.

• Just to the south of Rossman Road, Chittenden Falls offers numerous recreational and historical opportunities to visitors. A trail provides access to the base of the waterfall, which is a pleasant area with a rocky
beach and a good view of the falls, a hydropower plant and a mill building. A higher trail leads to a clearing that overlooks the top of the falls and provides access by way of a wooden stairway.

- It should be noted that all of these properties are private or otherwise off-limits to the general public. Therefore, an agreement with landowners must be in place before they are opened to general access.

- A small potential parking area lies to the south of the trail terminus, across the bridge on the east side of the creek.

Creek Trail: Village Playground to Hudson Street Bridge

- The roads connecting Kinderhook Village Playground to the bridge are already well-designed for pedestrians and could be adapted to bicycles with limited modifications. Broad Street (US 9) has sidewalks on both sides, as does Hudson Street (CR 21) until its intersection with Maiden Lane, beyond which the sidewalk continues on one side.

- There is a parking area on the northwest side of the CR-21 bridge that goes over Kinderhook Creek. The primary alignment of the Creek Trail begins on the southeast side of the bridge.

Creek Trail: 9H to Lindenwald

- The creek trail begins on the southeast side of the bridge. There is a tractor access road from the road, opening up in front of a causeway for overflow water. This area is large, flat, packed down, free from washout. It is roughly 100 feet by 100 feet.

- However it is a floodplain, as is the entire trail. From this area a tractor access path is the higher ground; flat, free from erosion, and aesthetically pleasing to walk on. 620 feet from the parking area there is a stone beach area off the west side of the creek. 300 later feet later, off the tractor path to the right, the elevation is lower.

- This lower elevation is dry most of the year, but is used for overflow during high water events (HWE). At the 1,250 foot mark there is a clear, flat, and pleasant area to stop. The creek is not in sight of the tractor path due to trees and distance, so vignettes like the previous one are needed, at times, to enjoy the creek up close. 130 ft later there is more evidence of the elevation difference from the creek’s overflow area, to the tractor access road for the next 200 feet, and the thick brush that grows in this lower elevation.

- After coming down the tractor path through some trees the area opens to a second working field, and the tractor path moves due south and the creek moves west. The trees and brush continue to restrict direct sight of the creek.

- Moving west along the creek near the edge of a field there is a ditch that runs for 1,600 feet perpendicular into the creek from a field. This ditch is not deep but is runoff from the field during high water.

- The area to the north, between the field and creek, has a flowing secondary creek running through it with large amount of washout evidence during the recent flood. This area is where the secondary stream ends, combining with the main stream. There is evidence 600 feet later, in this area of trees there is another drainage ditch from the field.
The field is at a level that is high enough to avoid damage from most major rain and water events, flat and clear for safety, and avoids much of the brush, fallen trees and roughage that has accumulated in the lower elevation during floods. However it is unavoidable at the 3,300 foot mark to move through some trees. The ground is higher for the passage through this short, 700 feet of tree cover, and does not seem to be in immediate danger; however there is evidence closer to the river as the elevation slowly drops of washout.

After passing through the trees, and staying near the river there is a working field, accessed from Wagon Wheel Drive. Walking along the river and around this field is 400 feet. Continuing along the outer edge of the field, 600 feet later there is more evidence of washout and flooding, like downed trees up against standing trees for the next 500 feet. At just over a mile from the start there is large view shed to the east for the next 1000 feet along the trail. 200 feet later the area to the west is the creek, and is not visible. There is also a large water pipe emerging from the ground.

The West bank of the Kinderhook Creek shows evidence of an existing trail. There is a greater elevation change on the west bank compared to the East bank. There is evidence of strong flooding and erosion issues along portions of the trail. There are trees up to 2’ in diameter have been torn down due to previous storms and flooding. There is a small waterfront beach on the west bank in this portion of the trail.

The maintained trail on the east bank appears to turn south, from the creek. To access the creek requires crossing a field thick with grass and weeds. Once across this 200 foot field the river has steep embankment.

Currently the banks on the west and east sides of the creek are exposed but evidence that the water has recently been at least 2 feet higher. The creek turns north, and creates a land area thick with brier bushes, and inaccessible. This area is not intended to be used in the original trail layout and instead moves south from the creek, toward Lindenwald.

Heading south from this point along Kinderhook Creek is difficult to assess due to overgrown bushes and shrubs. As a result a well maintained path, 1,200 feet southwest of Wagon Wheels terminus at the creek, leads away from the creek through fields, With evidence of deer and hunting.

On the well maintained path there is a rut that is may be caused from a vehicle, possibly a motor bike.

The creek is largely inaccessible from the East Bank due to overgrowth. It may be possible to better assess the creek trail in cooler weather when brush has cleared or by boat on the creek itself.

To the south is a property with no conservation easement and was not accessible.

Three-quarters of a mile south of Wagon Wheel Road, the creek goes behind the Lindenwald Historic site and Roxbury Farm. This area is terraced with an approximately 35’ elevation difference. There is a path that goes to the lower terrace where there is a fenced area for grazing. The path along the fence is not well kept and is abundant with brush.

There is a path that runs south along the higher terrace which is on Roxbury Farm. This path is well maintained and offers beautiful views of mountains in the distance and the farmland below.

Creek Trail: Lindenwald to Stuyvesant Falls
• This area has limited accessibility due to brush and the lack of conservation easement. The creek appears to head west of the trail area.

• At Lindenwald Ave there is a parking area and park with picnic tables, barbecue spots and no swimming signs.

• Area includes Allied Healthcare Property with a steep climb that goes to scenic views of the falls. There is a narrow trail that has steep drops on either side as you walk above Stuyvesant Falls. Above the falls there is a clearing which has access to Lindenwald Avenue.

• Heading north following Stuyesant Falls and above the creek there is a drainage ditch which continues north and is owned by Allied Heath with no lease to the community at this time. As you head north and above the creek there is a pine grove that appears to be used as a picnic area as evident by garbage on the site.
APPENDIX B

Schematic Design

Right-of-Way Trail: Village Playground to Smith Road

Specific opportunities for this section include:

- Mills Park has sports facilities, a food pavilion, a playground, picnic facilities, public restrooms, and parking lots with bicycle racks
- Pine Oak Drive leads to Dot-Mar Stables

Specific challenges for this section include:

- Light brush with marshy terrain to the west of the ROW near Mills Park
- ROW partially cleared and maintained though to Cortland Drive. Thick brush exists on east side of ROW (less than 1” diameter stems)
- Vehicle access inhibited by a gate at Eichybush Road
- The trail narrows at intersection of Gaffney lane with brush on either side of the trail
- Gaffney Lane’s intersection has reduced sight distance
- The ROW of way has 10’ clearance on each side of the utility poles from Gaffney Street past Pine Oak Drive to Allen Circle

Right-of-Way Trail: Smith Road to Stuyvesant Falls

Specific opportunities for this section include:

- Kinderhook Creek and ROW are less than a ¼ mile from each other just north of Hidden acres Lane and south of Sunnyside Road
- A pond and dock is accessible at Hotaling Lane and is a great scenic/rest opportunity, although it is marked private property of the homeowner
- South of Hudson Avenue there is a single lane bridge with pedestrian access that crosses Kinderhook Creek
- Between Stuyvesant Falls and Hudson Ave there are also historic markers and a picnic table with a scenic view of Stuyvesant Falls
Specific challenges for this section include:

- The ROW crosses the road at Smith Road. Directly south of Smith Road the ROW is used for tractors and trucks.
- Substantial brush along the western edge of the trail (less than 1” diameter) south from Sunnyside Road to Stuyvesant Falls.
- There are two properties within close proximity to the ROW. The first is a barn and farm house 200 yards west of the trail. The other is a house 40 yards to the west of the trail at the end of Hidden Acres Lane.
- ROW has 5’-15’ rock walls at various locations along the corridor.
- As the ROW approaches Hudson Ave/CO Route 25 its condition deteriorates and at Hudson Ave the ROW is blocked by a ditch and a pond to the west.
- The ROW has 2nd year growth and tall trees creating including a great willow tree at Frisbee Lane.
- The ROW at Woods Lane south of Frisbee Lane and north of Keil Road is cordoned off with wire and rope. Approximately 200 yards north of Keil Road there is a ravine that runs West-East. It measures approximately 170ft wide and 70ft deep with a 1:1 slope.

Right-of-Way Trail: Stuyvesant Falls to Rossman Road

Specific opportunities for this section include:

- Pond on southwest side of natural gas line crossing.
- Views and potential access to Kinderhook Creek from the ROW via the natural gas and power line ROW.
- Potential creek access from field clearing near washout area.
- Views of creek near waterway bend.
- Potential rest area directly north of Rossman Road. The ROW enters through a private residence area with lower trail access to a beach and picnic area as well as upper trail access with views of the Chitten- den falls, dam and power plant.

Specific challenges for this section include:

- Ravine with culvert and riprap south of Keil Road.
- Numerous culverts and erosion channels filled with riprap.
- Rocky soil and overgrown vegetation.
- Ravine with culvert and riprap south of natural gas line crossing
- Two large erosion areas at southernmost end of trail

Creek Trail: Village Playground to Hudson Street Bridge

Specific opportunities for this section include:
- Parking area near creek
- Access to the river from tractor road is flat, packed down, free from washout and floodplain

Specific challenges for this section include:
- Incomplete survey due to inaccessible private lands
- It is expected that this section will support pedestrian and bicycle activities with minimal additional engineering effort. Support from highway authorities will be required.

Specific challenges for this section include:
- Incomplete survey due to inaccessible private lands

Creek Trail: 9H to Lindenwald

Specific opportunities for this section include:
- Scenic vistas of the mountains, creek, trees and fields
- Entrance to Kinderhook Creek is accessible from dirt/grass road that follows Wagon Wheel Drive
- There are well maintained paths leading to the creek past Wagon Wheel

Specific challenges for this section include:
- The west bank of the Kinderhook Creek contains a narrow trail that is on rough terrain, but out of the floodplain. In contrast, the east bank is located within the floodplain
- Heading south shows evidence of washouts in the lower elevations, interrupted by low flow and shallow water streams that are 4-5' deep from surrounding elevation
- Currently the banks on the west and east sides of the creek are exposed but evidence that the water has recently been at least 2 feet higher
- Three-quarters of a mile south of Wagon Wheel Road the creek goes behind the Martin Van Buren National Historic Site and Roxbury Farm. This area is terraced with an approximately 35-foot elevation dif-
ference. There is a path that goes to the lower terrace where there is a fenced area for grazing. The path along the fence is not well kept and is abundant with brush

- Incomplete survey due to inaccessible private lands

Creek Trail: Lindenwald to Stuyvesant Falls

Specific opportunities for this section include:

- Creek and ROW access at the a farm, pending permission from owner
- Parking area and park with picnic tables and grills at Lindenwald Avenue
- Trail leads to an overlook with a scenic view of the falls
- Several pine grove openings are present along the trail

Specific challenges for this section include:

- This area has limited accessibility due to heavy brush and the lack of a conservation easement between the farm and the Marten Van Buren National Historic Site
- Overlook trail is narrow with steep drops on both sides requiring railings or similar safety features
### APPENDIX C

**KSS CONNECT**

**INTER-MUNICIPAL TRAIL**

*Cost Estimate*

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QTY</th>
<th>RATE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage</td>
<td>Provide and install signage and other necessities (View areas - Orchard, Mountains)</td>
<td>No.</td>
<td>3</td>
<td>$105</td>
<td>$315</td>
</tr>
<tr>
<td></td>
<td>Provide Ballards, signage and stripping</td>
<td>No.</td>
<td>4</td>
<td>$1,100</td>
<td>$4,400</td>
</tr>
<tr>
<td>Mirrors</td>
<td>Provide and install mirrors at relevant intersections-acrylic face with steel coated poles.</td>
<td>No.</td>
<td>3</td>
<td>$448</td>
<td>$1,344</td>
</tr>
<tr>
<td></td>
<td>Provide and install mirrors at relevant intersections-acrylic face with steel coated poles.</td>
<td>No.</td>
<td>1</td>
<td>$504</td>
<td>$504</td>
</tr>
<tr>
<td>Trail Surface</td>
<td>Prepare surface, provide, place and compact crushed stone to trail</td>
<td>Miles</td>
<td>1.6</td>
<td>$150,000</td>
<td>$240,000</td>
</tr>
<tr>
<td>N.Grid</td>
<td>Provide sum for the inspection of works and relocation of guy wires</td>
<td>Ps</td>
<td></td>
<td>$15,000</td>
<td>$15,000</td>
</tr>
</tbody>
</table>

**Carried to Summary**

$261,563.00
## Cost Estimation

### KSS CONNECT
**INTER-MUNICIPAL TRAIL**
Cost Estimate

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QTY</th>
<th>RATE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage</td>
<td>Provide and install signage and other necessities - scenic views views</td>
<td>No.</td>
<td>4</td>
<td>$105</td>
<td>$420</td>
</tr>
<tr>
<td></td>
<td>Provide Ballards, signage and stripping</td>
<td>No.</td>
<td>6</td>
<td>$1,100</td>
<td>$6,600</td>
</tr>
<tr>
<td>Mirror</td>
<td>Provide and install mirrors at relevant intersections-acrylic face with steel coated poles.</td>
<td>No.</td>
<td>6</td>
<td>$448</td>
<td>$2,688</td>
</tr>
<tr>
<td>Trail Surface</td>
<td>Prepare surface, provide, place and compact crushed stone to trail</td>
<td>Miles</td>
<td>1.97</td>
<td>$150,000</td>
<td>$295,500</td>
</tr>
<tr>
<td>Fill*</td>
<td>Prepare surfaces and provide appropriate fill material whenever necessary</td>
<td>Ps</td>
<td></td>
<td>$80,000</td>
<td>$80,000</td>
</tr>
<tr>
<td>N.Grid</td>
<td>Provide sum for the inspection of works and relocation of guy wires</td>
<td>Ps</td>
<td></td>
<td>$25,000</td>
<td>$25,000</td>
</tr>
<tr>
<td>Culvert</td>
<td>Provide and install cross culvert using 24&quot; HDPE</td>
<td>No.</td>
<td>1</td>
<td>$4,500</td>
<td>$4,500</td>
</tr>
<tr>
<td>Rails</td>
<td>Prepare for, provide and install guardrails as needed</td>
<td>Ls</td>
<td></td>
<td>$3,500</td>
<td>$3,500</td>
</tr>
</tbody>
</table>

### Carried to Summary

$418,208.00

*Will require design and engineering beyond project scope*
## Cost Estimation

### KINDERHOOK-STUYVESANT-STOCKPORT INTER-MUNICIPAL TRAIL

**Section:** 3 - Stuyvesant Falls to Rossman Rd  
**Use:** Pedestrian and Bicycle  
**Length:** 2.27 miles  
**Width:** 10'-0"  
**Surface:** 4" Crushed Stone  
**Labor:** Contracted

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QTY</th>
<th>RATE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trail Surface</td>
<td>provide 10&quot; wide trail of compacted stone</td>
<td>mile</td>
<td>2.27</td>
<td>$150,000.00</td>
<td>$340,500.00</td>
</tr>
<tr>
<td>Intersection</td>
<td>Provide Ballards, signage and stripping</td>
<td>ea</td>
<td>3</td>
<td>$1,100.00</td>
<td>$3,300.00</td>
</tr>
<tr>
<td>Clearing</td>
<td>Brush hog and trim</td>
<td>ls</td>
<td>1</td>
<td>$1,500.00</td>
<td>$1,500.00</td>
</tr>
<tr>
<td>Fill*</td>
<td>Provide fill stone at various locations</td>
<td>yrd</td>
<td>500</td>
<td>$80.00</td>
<td>$40,000.00</td>
</tr>
<tr>
<td>Railing</td>
<td>Provide railing on both side of large fill areas</td>
<td>lf</td>
<td>60</td>
<td>$100.00</td>
<td>$6,000.00</td>
</tr>
<tr>
<td>Culverts</td>
<td>Provide and install required culver piping</td>
<td>ea</td>
<td>4</td>
<td>$4,500.00</td>
<td>$18,000.00</td>
</tr>
<tr>
<td>Washout*</td>
<td>Provide material or bridge for 100' long washout repair</td>
<td>ls</td>
<td>2</td>
<td>$150,000.00</td>
<td>$300,000.00</td>
</tr>
<tr>
<td>N.G. Work</td>
<td>National Grid to move gut wires and inspect trail</td>
<td>ls</td>
<td>1</td>
<td>$10,000.00</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>Ravine*</td>
<td>Provide bridge or switchbacks over 200' long ravine</td>
<td>ls</td>
<td>1</td>
<td>$400,000.00</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Stream</td>
<td>Provide small bridge</td>
<td>ls</td>
<td>1</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
</tbody>
</table>

**Carried to Summary**  
$1,134,300.00

*Will require design and engineering beyond this scope*
Cost Estimation

**KSS CONNECT**
INTER-MUNICIPAL TRAIL
Cost Estimate

Section: 3a - Alt: along County Route 25
Use: Pedestrian and Bicycle
Length: 2.39 miles
Width: N/A
Surface: County Road
Labor: Volunteer

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QTY</th>
<th>RATE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage</td>
<td>Provide way finding signs at road intersections</td>
<td>ea</td>
<td>5</td>
<td>$75.00</td>
<td>$375.00</td>
</tr>
<tr>
<td>Stripping</td>
<td>Provide road Stripping</td>
<td>ls</td>
<td>1</td>
<td>$1,200.00</td>
<td>$1,200.00</td>
</tr>
<tr>
<td>Carried to Summary</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1,575.00</td>
</tr>
</tbody>
</table>
Cost Estimation

KSS CONNECT
INTER-MUNICIPAL TRAIL
Cost Estimate

Section: 4 - Village Playground to Bridge - 9H
Use: Pedestrian and Bicycle
Length: 0.76
Width: N/A
Surface: County Road
Labor: Volunteer

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QTY</th>
<th>RATE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage</td>
<td>Provide way finding signs at road intersections</td>
<td>ea</td>
<td>9</td>
<td>$75.00</td>
<td>$675.00</td>
</tr>
<tr>
<td>Stripping</td>
<td>Provide road Stripping</td>
<td>ls</td>
<td>1</td>
<td>$1,000.00</td>
<td>$1,000.00</td>
</tr>
<tr>
<td></td>
<td>Carried to Summary</td>
<td></td>
<td></td>
<td></td>
<td>$1,675.00</td>
</tr>
</tbody>
</table>
Cost Estimation

Section: 5 - Bridge - 9H to Lindenwald
Use: Pedestrian
Length: 2.12 miles
Width: 8'-0"
Surface: Compacted earth
Labor: Volunteer

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QTY</th>
<th>RATE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage</td>
<td>Provide way finding signs at road intersections</td>
<td>ea</td>
<td>3</td>
<td>$75.00</td>
<td>$225.00</td>
</tr>
<tr>
<td>Stream Crossing</td>
<td>Material only for walking trail</td>
<td>ea</td>
<td>3</td>
<td>$1,500.00</td>
<td>$4,500.00</td>
</tr>
<tr>
<td>Culverts</td>
<td>Provide where required</td>
<td>ls</td>
<td>1</td>
<td>$1,800.00</td>
<td>$1,800.00</td>
</tr>
<tr>
<td>Handicap</td>
<td>Provide allowance for handicap access to</td>
<td>ls</td>
<td>1</td>
<td>$3,000.00</td>
<td>$3,000.00</td>
</tr>
<tr>
<td>Misc. material</td>
<td>Items required for trail</td>
<td>ls</td>
<td>1</td>
<td>$300.00</td>
<td>$300.00</td>
</tr>
</tbody>
</table>

Carried to Summary  $9,825.00
Cost Estimation

KSS CONNECT
INTER-MUNICIPAL TRAIL
Cost Estimate

Section: 6 - Lindenwald to Stuyvesant Falls
Use: Pedestrian
Length: 1.94 miles
Width: 8'-0"
Surface: Compacted earth
Labor: Volunteer

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QTY</th>
<th>RATE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage</td>
<td>Provide way finding signs at road intersections</td>
<td>ea</td>
<td>3</td>
<td>$75.00</td>
<td>$225.00</td>
</tr>
<tr>
<td>Stream Crossing</td>
<td>Material only for walking</td>
<td>ea</td>
<td>2</td>
<td>$1,500.00</td>
<td>$3,000.00</td>
</tr>
<tr>
<td>Culverts</td>
<td>Provide where required</td>
<td>ls</td>
<td>1</td>
<td>$1,800.00</td>
<td>$1,800.00</td>
</tr>
<tr>
<td>Misc. material</td>
<td>Items required for trail</td>
<td>ls</td>
<td>1</td>
<td>$300.00</td>
<td>$300.00</td>
</tr>
</tbody>
</table>

Carried to Summary $5,325.00
APPENDIX D

Addressing Common Concerns

On October 25th, 2010 the first public meeting was held to discuss the ongoing feasibility study being conducted by the SUNY Albany Studio team on possibility of a multi-use trail through Kinderhook, Stuyvesant and Stockport.

The primary trail routes that are being assessed include (1) the National Grid right-of-way from the Village of Kinderhook westerly village line to Rossman Road in the Town of Stockport and (2) from the easterly Village of Kinderhook line, at the Hudson St crossing of the Kinderhook Creek, to the Martin Van Buren National Historic Site (Lindenwald) and to the hamlet of Stuyvesant Falls, connecting to National Grid right-of-way, just west of the County Rt. 25 crossing of the Kinderhook Creek.

In response to the most widely expressed questions and concerns, we have generated the following Issues and Facts in hopes to provide some answers. Of course, while this document might help bring a general understanding of some of the major issues, the majority of the concerns will be handled on an individual basis.

Successful trail projects exist throughout our country and New York State that demonstrate that some of the most prevalent issues are more perceived problems that are not actual problems when a trail is built. Your local trail committee and the SUNY Albany Studio Team looks forward to working with you to plan, build, and manage a trail that serves as a good neighbor by minimizing any possible conflicts with adjacent landowners.

**Issues and Facts**

**Issue**: A trail is not the type of “neighbor” that I want next to my land.

**Fact**: Trails make good neighbors! Studies documenting actual experiences from around the nation and New York State demonstrate that well-planned and designed trails can be good neighbors and that living with trails can be highly rewarding.

In a 1998 survey of residents along the Mohawk Hudson Bike-Hike Trail the majority of respondents reported being satisfied with the trail as a neighbor. (Survey results follow the Issues/Facts section)

**Issue**: I do not want to take on any added liability because a trail is adjoining my land. What if someone gets hurt on my property? Can I be sued? Does my insurance cover this?

**Fact**: A concern over personal liability is an issue that arises with every trail project. Luckily mechanisms exist in New York State to protect landowners. New York’s Recreational Use Statute (NYS General Obligations Law subsection 9-103) limits the liability of landowners who voluntarily allow access to their land for certain recreational activities. These recreational activities include the most common trail activities such as hiking, bicycle riding, horseback riding, and cross-country skiing. The Recreational Use Statute offers an important measure of landowner liability protection. The law applies to landowners whether or not the grant permission for use of their property as long as the following two conditions exist: as long as they do not charge a fee and do not maliciously fail to guard against hazards. If these conditions exist the liability of the landowners who allow access is no greater than landowners who post their property against trespass. (More information is found following the Issues/Facts section)

**Issue**: I don’t want to “invite” more crime near my property by providing people a path.
Fact: Trails have excellent safety records compared to other public and private places. Although landowners are often apprehensive about trails bringing an increase in crime, four separate studies conducted between 1979 and 1997 on various trails across the country concluded that landowners adjacent to trails experience negligible (little to no) crime as a result of trails. A 1998 study of 372 rail-trails nationwide— together totaling more than 7,000 miles of trails and more than 45 million estimated annual users—found that trails are among the safest places in communities. As for the safety of trail users, a study of the 1800-mile Appalachian Trail found that a person was more likely to be struck by lightning than be a crime victim on the trail. Any trial will include trail management plans. These will include safety plans, and emergency response strategies. The safety plan will include the County Sheriff, or local police, and would be in place before any trail is completed. Local landowners also find that their input on potential risks and concerns are welcomed and listened to. Experience has shown that neighbors and nearby landowners act as the trail’s local “eyes and ears” playing a key role in maintaining a safe and enjoyable trail.

Issue: My privacy is important and I don’t want it taken away due to a trail.

Fact: Trail use is a very directed, “through” activity, which means users tend to stay on a trail and not loiter or enter adjacent property. In addition, trail users are usually respectful of private property and landowners property. Your local trail partner will work with you to minimize the trail’s impact on your activities and property by siting the trail away from areas of concern such as residences, agricultural fields, or other intensive-use areas. Trails are often located along property boundaries to provide optimum landowner privacy. Natural barriers, topography, landscaping and fencing, when necessary, can also buffer your residence and activities from trail users. Your local trail partner will work with you to ensure that permitted trail uses comply with your wishes. Working with the Trail Committee will insure that your concerns are addressed in an adequate way to protect your interests.

Issue: People are already using my property and the trail corridors for ATVs and four-wheelers, in effect creating damage, being disruptive, and littering.

Fact: The trail will not permit motorized vehicles and will provide infrastructure that prevents the vehicles from entering the trail. National Grid does not permit the operation of motorized vehicles on the corridor. Obviously, some vehicles will be able to circumvent the obstacles. Signage will also be provided to make it very clear to users what the permitted uses are, as per the local landowners’ wishes. By creating a multi-use trail that promotes positives uses, you in effect limit negative uses. The people who want to use the trail for hiking and biking feel strongly about keeping motorized vehicles off the trail. There will be a level of self-policing that takes the pressure off of local landowners who now police the right-of-way. Education of trail uses can prevent many trail problems. Trail users will be educated on the fact that public use of private land is a privilege, and that it is only through the generosity of private landowners, and adjacent landowners, that trails exist. These strategies have worked well with many other trails to limit motorized vehicles that were previously an issue.

Issue: A trail will escalate the litter and vandalism that already plagues the corridor.

Fact: The local trail committee is committed to maintaining any trail. We will encourage local partners, including local young adult groups to become active stewards of the trail. This will in affect get young adults out on the trail, to experience the beauty and learn respect for nature. Trail cleanup can provide a valuable community service and education experience for people of all ages. Most trail users are respectful and considerate of private property. Outdoor enthusiasts are interested in preserving the natural beauty of the area and maintaining recreational access to the landscape. Many trail users are in the habit of carrying trash bags with them, for their
own use and to pick up other litter. In most cases, it has been reported that as trails mature there has been far less trash to pick up. Proper signs, maintenance, and monitoring by your local trail partner and local volunteers can and will help promote well-kept trails.

**Issue:** If I do agree to welcome a trail, I would want to have a say in the management of the trail so that I know the trail will continue to be a good neighbor.

**Fact:** As a landowner, you will have the right to be an active participant in all management decisions. You also have the right to not participate if you so choose. Your concerns will be honored even if you are not an active participant in management decisions. Your local trail partner will usually be responsible for trail management and maintenance, including clearing, surface restoration, signs, monitoring, and safety, and will work closely with you in developing management and maintenance plans for the section of trail. (More information following Issue/Facts section)

**More Information:**

**NYS Recreational Use Statue:**

While the Recreational Use Statute provides protection from liability, nothing can prevent a suit from being brought against a landowner, even if it turns out to be groundless. Fortunately, homeowner insurance usually provides coverage to the owner if someone is injured on their property whether or not the person has permission to be there. If someone is hurt and makes a claim, the insurance company will "defend" the insured owner, which means that the company will select an attorney and handle any litigation. The concept of "residence" is usually interpreted broadly and includes surrounding grounds, other structures, and vacant land, as long as it is not actively farmed or used for timbering purposes. Landowners conducting active farming or timbering operations usually have farm owner commercial liability insurance. The combination of the recreational use statute and coverage available to landowners in their own insurance policies provide a solid shield against the risk of litigation. In addition, your local trail partner should have liability or self-insurance and may be able to name you as an "additional insured" on its policy. You may want to consult a lawyer for more detailed information and advice for your particular situation.

**Examples of Collaboration:**

Many trails are effectively managed through partnerships between landowners, private volunteers associated with a trails organization or friends group, and local and regional government. For example, the New York-New Jersey Trail Conference, a federation of more than 85 hiking clubs and environmental organizations and 10,000 individuals dedicated to building and maintaining marked hiking trails and protecting related open space in the bi-state region, has constructed and maintained over 2,000 miles of trails throughout the Hudson River Valley. Many shorter trails have strong trail organizations that coordinate events and activities to complete appropriate maintenance.

**The Economic Impact and Funding Trails**

Building and maintaining parks and trails not only improve the health and walkability of the community, it can also have a real economic benefit. Research has been conducted that highlights the direct benefit of investing in parks and trails. For every $1 invested studies have shown that there a $5 benefit to the community. The investment does not necessarily have to be only local money. Investments can be monetary or also “in-kind” services. Both the federal and NYS government fund projects that enhance physical health opportunities.
When Concerns Turn into Support

This trail project is not the first, and will not be the last trail project where some harbor ill will or concerns. Famous architect and planner of the World Columbian Exposition in Chicago in 1893 was famously quoted as saying “make no little plans; they have no magic to stir men’s blood”. Ambitious trail project creates a change to the “status quo” for the betterment of the whole community. The Trail Committee expects to work with landowners to address concerns. In other projects, like the Mohawk-Hudson Bike Trail, a survey taken shows that a vast majority of landowners have not experienced any negative impacts from the trail.

Your Input is Important

Continue to provide input, take the online survey, and work with the trail committee to build a truly successful trail!

Contact Us:

SUNY Albany Studio Team: Attention Omar J. Peters
Arts and Science 218
1400 Washington Ave
Albany NY, 12222

http://ksstrailstudy.wordpress.com
APPENDIX E

Schematic Design Illustrations

Illustration 1
APPENDIX E

Schematic Design Illustrations

Illustration 2

Cross-section Typical, Multi-use Paved (Bicycle, Pedestrian, Automotive)

Cross-section Illustrates a single direction of travel, Schematic for opposite direction is expected to be a mirror image of depicted cross-section.
APPENDIX E

Schematic Design Illustrations

Illustration 3
APPENDIX E

Schematic Design Illustrations

Illustration 4
Illustration 5
APPENDIX E

Schematic Design Illustrations

Bicycle Route - Can be combined with hike trail with a minimum of 3’ horizontal separation

Illustration 6
APPENDIX E

Schematic Design Illustrations

Illustration 7
APPENDIX F

Additional Maps
APPENDIX F

Additional Maps
APPENDIX F

Additional Maps
APPENDIX F

Additional Maps
APPENDIX F

Additional Maps
APPENDIX F

Additional Maps
APPENDIX F

Additional Maps
APPENDIX F

Additional Maps
APPENDIX F

Additional Maps