APPENDIX A: 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:

- 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
- ROW has poor drainage and is uneven across the conservation easement.
- 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 is located in a 5’-15’ rock cut for a portion of this 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 has some marshy areas north of New St. and is partly washed away to the south. 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 Chittenden 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 difference
- 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 B: COST ESTIMATIONS

**Section:** 1 - Village playground to Smith Road  
**Use:** Pedestrian; Bicycle  
**Length:** 1.60  
**Width:** 10'-0"  
**Surface:** 4" Crushed Stone  
**Labor:** Contracted

<table>
<thead>
<tr>
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<th>DESCRIPTION</th>
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<th>QTY</th>
<th>RATE</th>
<th>TOTAL</th>
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<tbody>
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<td>Signage</td>
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<td></td>
<td>Provide Ballards, signage and stripping</td>
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<td>4</td>
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<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>
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<td></td>
<td>Provide and install mirrors at relevant intersections-acrylic face with steel coated poles.</td>
<td>No.</td>
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<td>$504</td>
<td>$504</td>
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<tr>
<td>Trail Surface</td>
<td>Prepare surface, provide, place and compact crushed stone to trail</td>
<td>Miles</td>
<td>1.6</td>
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<tr>
<td>N.Grid</td>
<td>Provide sum for the inspection of works and relocation of guy wires</td>
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<td></td>
<td>$15,000</td>
<td>$15,000</td>
</tr>
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Carried to Summary $261,563.00
## COST ESTIMATES

### Section: 2 - Smith Road to Stuyvesant Falls
- **Use:** Pedestrian; Bicycle
- **Length:** 1.97
- **Width:** 10'-0"
- **Surface:** 4" Crushed Stone
- **Labor:** Contracted

### KSS CONNECT

**INTER-MUNICIPAL TRAIL**  
Cost Estimate

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<th>ITEM</th>
<th>DESCRIPTION</th>
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<th>RATE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
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<tr>
<td>Mirror</td>
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<tr>
<td>Trail Surface</td>
<td>Prepare surface, provide, place and compact crushed stone to trail</td>
<td>Miles</td>
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<td>Fill*</td>
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<td>N.Grid</td>
<td>Provide sum for the inspection of works and relocation of guy wires</td>
<td>Ps</td>
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<td>$25,000</td>
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<tr>
<td>Culvert</td>
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<td>No.</td>
<td>1</td>
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<td>Rails</td>
<td>Prepare for, provide and install guardrails as needed</td>
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**Carried to Summary**  
$418,208.00

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

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

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<td>$1,500.00</td>
</tr>
<tr>
<td>Fill*</td>
<td>Provide fill stone at various locations</td>
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<td>$80.00</td>
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<tr>
<td>Railing</td>
<td>Provide railin on both side of large fill areas</td>
<td>If</td>
<td>60</td>
<td>$100.00</td>
<td>$6,000.00</td>
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<tr>
<td>Culverts</td>
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<td>4</td>
<td>$4,500.00</td>
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<td>Washout*</td>
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<td>2</td>
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<td>N.G. Work</td>
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<td>$10,000.00</td>
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<td>1</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
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**Carried to Summary** $1,134,300.00

*Will require design and engineering beyond this scope*
COST ESTIMATES

Section: 3 - Stuyvesant Falls to Rossman Rd
Use: Hiking only
Length: 2.27 miles
Width: 10'-0"
Surface: Compacted Earth
Labor: Contracted

This cost estimate is for a hiking alternative to the "full build" pedestrian and bicycle estimate for the Stuyvesant Falls to Rossman Rd portion of the National Grid ROW. It assumes a surface for hiking, along with hiking detours around washouts and ravines. It should be noted that some detours will require permission of landowners.

<table>
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<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
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<th>QTY</th>
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<td>Intersection</td>
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<td>3</td>
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<tr>
<td>Clearing</td>
<td>Brush hog and trim</td>
<td>ls</td>
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<td>$1,500.00</td>
</tr>
<tr>
<td>Fill*</td>
<td>Provide fill stone at various locations</td>
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</tr>
<tr>
<td>Railing</td>
<td>Provide railing on both sides of large fill areas</td>
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<td>$6,000.00</td>
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<tr>
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<td>4</td>
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<td>$18,000.00</td>
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<tr>
<td>Washout*</td>
<td>Detour off ROW and provide material for crossing drainage on walking trail (may require permission of landowners)</td>
<td>ea</td>
<td>2</td>
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<td>$3,000.00</td>
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<tr>
<td>N.G. Work</td>
<td>National Grid to move guy 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>Detour off ROW and provide material for crossing drainage on walking trail (may require permission of landowners)</td>
<td>ls</td>
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<td>$1,500.00</td>
</tr>
<tr>
<td>Stream</td>
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<td>ls</td>
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<td><strong>Total: separate from summary.</strong></td>
<td></td>
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<td>$98,300</td>
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</table>
# Cost Estimates

**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

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<td>Signage</td>
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## Cost Estimates

### KSS CONNECT

INTER-MUNICIPAL TRAIL

Cost Estimate

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<td>Handicap</td>
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</table>

Kinderhook-Stuyvesant-Stockport Inter-Municipal Trail Feasibility Study
## Cost Estimates

**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>
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</tr>
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<td>Signage</td>
<td>Provide way finding signs at road intersections</td>
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<td>$75.00</td>
<td>$225.00</td>
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<td>$1,800.00</td>
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<td>Items required for trail</td>
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APPENDIX C: 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 landowner 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 effect 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 projects create 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!

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APPENDIX D: SCHEMATIC DESIGN ILLUSTRATIONS

ILLUSTRATION 1
ILLUSTRATION 2

TYPICAL SECTION WITH MULTIUSE TRAIL AND EQUESTRIAN TRAIL
ILLUSTRATION 3

PROPOSED TYPICAL SECTIONS
Albany Ave (Sunset Ave to Route 9)
Hudson St (Route 9 to Sylvester St)

EXISTING TYPICAL SECTIONS
Hudson Street
(Sylvester St to Bridge over Kinderhook Creek)
ILLUSTRATION 4
Illustration 5
ILLUSTRATION 6

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

Cycling 3’ minimum Hiking 4’ minimum

8’

ILLUSTRATION 7

Cycling Cycling Walking

5’ 3’ 5’ 3’ 4’

minimum minimum minimum minimum
APPENDIX E: ADDITIONAL MAPS

Kinderhook, Stockport, Stuyvesant Inter-Municipal Recreational Trail Feasibility Study
Local Trail Systems

State University of New York at Albany
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