

Who's on the Trail?

The Erie Canalway Trail User Count 2013



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Executive Summary

Extending 524 miles across New York, the Canalway Trail system offers economic, public health, tourism, and quality of life benefits to the 4.3 million New Yorkers living in the 18 upstate counties where it is located. With new segments being developed and the reputation of the Canalway Trail growing as a world-class resource, it is likely that the number of Canalway Trail visitors is increasing, but objective information is needed to substantiate those claims.

2013 marks the ninth annual trail count conducted by the New York State Canal Corporation and Parks & Trails New York in an effort to develop a comprehensive picture of trail use throughout the Canalway Trail System. This year trail counts were conducted in the villages of Brockport and Albion, west of Rochester at four locations. Resulting estimates for the four count locations varied from a low of approximately 31,000 annual users at the Albion Canal Park to 72,000 users at the Main Street Bridge in Brockport. Estimates at the Park Avenue Bridge and 148 Lyman Street in Brockport were 64,000 and 63,000 respectively.

In a continuing trend from recent years, walkers were again the dominant users observed on the trail. While surveys prior to 2010 found that the Canalway Trail was popular with walkers, the predominant users were bicyclists.

Understanding the volume and nature of trail use is critical when deciding how best to maintain, enhance and promote this unique resource. It is the hope of both the New York State Canal Corporation and Parks & Trails New York that this trail count data will justify current and future levels of support for the trail, encourage local involvement in its enhancement and promotion, and provide a base from which to evaluate its impact on the local economies of the towns, villages, cities, and counties that it connects.

Background

Extending 524 miles across New York, the Canalway Trail System brings economic, public health, tourism, and quality of life benefits to the 4.3 Million New Yorkers living in the 18 upstate counties where it is located.

Decisions regarding design, funding, operation, maintenance and promotion of the Canalway Trail system are based in large part on understanding the volume and nature of trail use. Estimates of annual trail traffic volume are critically important to justifying current and future expenditures for construction and maintenance as well as gauging the impact that the trail has on the economy of the counties, towns, villages, and cities along its length.

Annual user counts were initiated on the Erie Canalway Trail in Monroe County in 2005 to begin to quantify and characterize the nature of trail users at varying locations. While anecdotal evidence had suggested that the Erie Canalway Trail was popular with walkers and cyclists, Parks & Trails New York and the New York State Canal Corporation felt more objective information was needed to substantiate those claims.

The 2005 and 2006 counts did not employ standardized count protocols and pre-determined count locations and thus provided only a snapshot of trail use at the time counts were taken. No attempt was made to use this data to estimate weekly, monthly, or yearly trail traffic volume.

Beginning in 2007, in an effort to generate data with greater validity and predictive value, a new approach to counting was undertaken using the methodology and equations developed by Dr. Greg Lindsey and colleagues at Indiana University (Lindsey, Greg, Jeff Wilson, Elena Rubchinskaya, Jihui Yang, Yuling Han, 2007). Lindsey used infrared counts obtained on multi-use trails in the Indianapolis area to design a counting process that could both be easily undertaken by volunteers with a minimum of time expenditure, and also yield valid and highly accurate estimates of annual trail traffic volume.

In 2010, Parks & Trails New York and the New York State Canal Corporation decided to employ the count protocol and annual trail usage estimation methodology developed for the National Bicycle and Pedestrian Documentation Project (NBPD) (National Bicycle & Pedestrian Documentation Project Count Adjustment Factors, 2009). The NBPD is a nationwide effort designed to provide consistent data collection as well as adjustment factors that will produce annual usage estimates based on counts conducted on multi-use paths and pedestrian districts throughout the country. The NBPD methodology differs from that presented by Lindsey et al. in that it relies on weekend as well as weekday hourly counts. It also includes a set of Adjustment Factors that account for season (April to September or October to March); type of resource (multi-use paths or higher density pedestrian and entertainment areas); day of the week and month when the count was conducted; and type of climate. Additionally, since NBPD methodology is becoming a national standard for these types of studies, it allows the Canalway Trail data to be compared with other annual estimates of trail use from around the country.

Since 2005, counts have been conducted by volunteers in Erie, Monroe, Cayuga, Onondaga, Oneida, Herkimer, Montgomery, Schenectady, Albany, Warren, Orleans and Washington Counties. 2012 was the first year where counts were conducted on a portion of the Canalway Trail system other than the Erie.

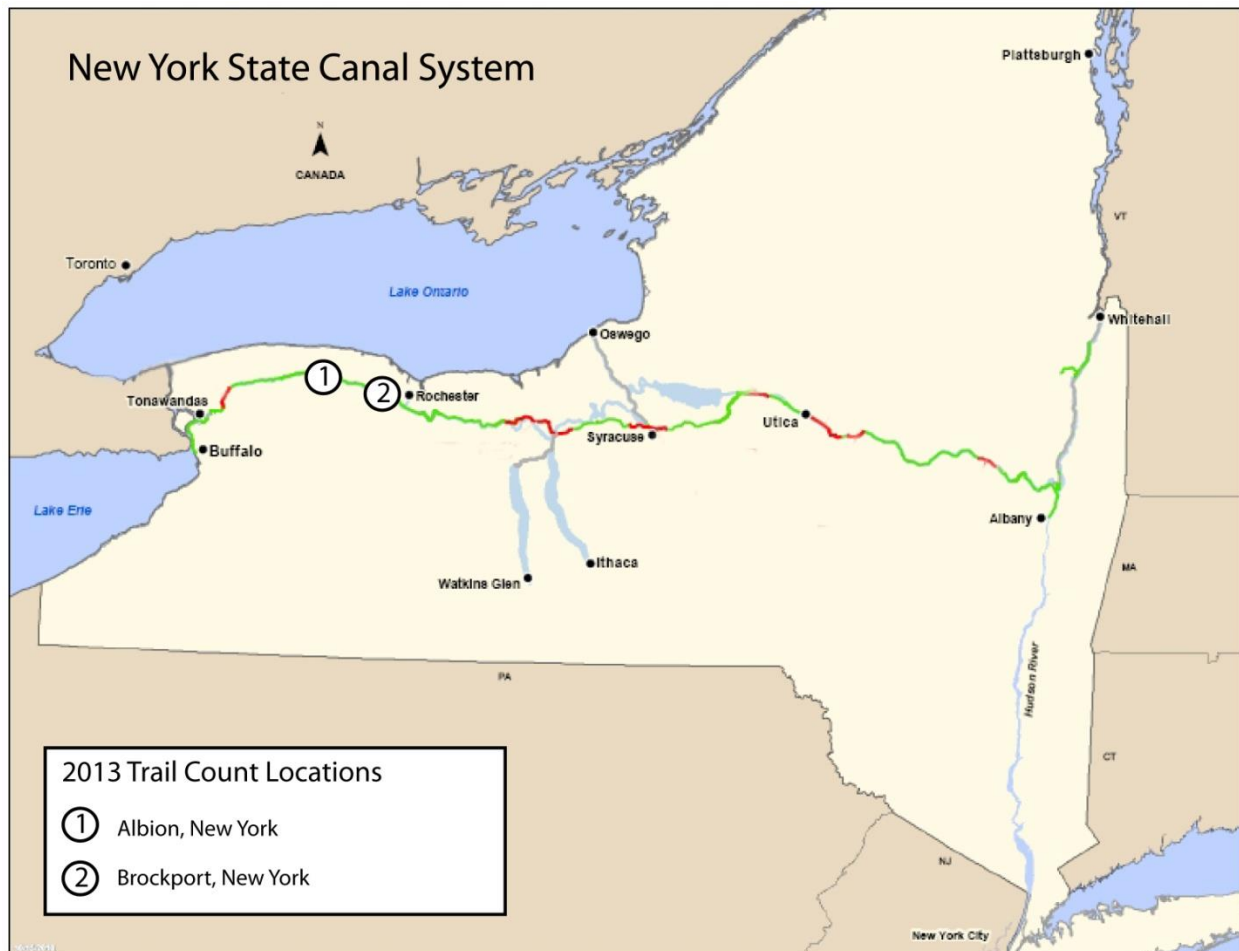
Methodology

Data Collection

All data collected are available in spreadsheet format in Appendix D.

Location

Figure One: 2013 Trail Count Locations



In 2013 counts were taken at four locations in Monroe and Orleans Counties. Three of these sites are within the Village of Brockport: 1) the Park Avenue Bridge, 2) the Main Street Bridge, and 3) 148 Lyman Street. The fourth count location for 2013 is within the Albion Canal Park.

1. Main Street Bridge, Brockport, Monroe County

Counts were conducted at the Main Street Bridge over the Erie Canal which connects the north and south portions of Main Street (Route 19), Brockport's downtown commercial area. The Erie Canalway Trail runs along the north side of canal in this section and many restaurants and shops are clearly visible from the trail.

2. Park Avenue Bridge, Brockport, Monroe County

Counts were conducted at the Park Avenue Bridge over the Erie Canal which connects Park Avenue on the south to Fayette Street on the north, both of which are mixed residential/commercial areas of the village. The Erie Canalway Trail runs along the north side of the canal in this section.

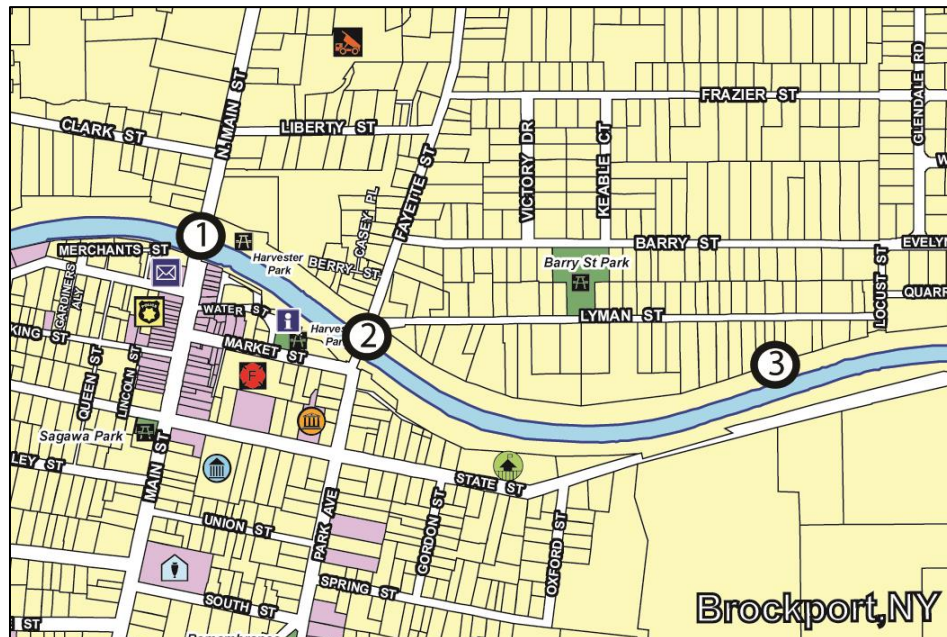
3. 148 Lyman Street, Brockport, Monroe County

148 Lyman Street is east of both the Park Avenue and Main Street Bridge locations in the Village of Brockport. This location is within a walkable, residential part of the Village with homes backing onto the trail.

4. Canal Park, Albion, Orleans County

Counters were stationed at the Albion Canal Park to the east of North Main Street in Albion. The park provides parking, a pavilion, boat docks, restrooms and benches near the center of the village. The trail is on the north side of the canal in Albion and can be viewed from the park. Albion's central business district and many historic Medina sandstone buildings are south of but visible from the trail.

Figure Two: Brockport Trail Count Locations



Month

This year trail counts began in mid-July. Counts at the Main Street and Park Ave Bridges were completed by the end of the month, but counts at 148 Lyman Street and at the Canal Park in Albion continued through August into September and October.

Counters

Sixteen volunteers conducted fifteen separate counts between the four sites. Most counts were conducted in teams of two volunteer counters.

Days of the Week

The table below details the breakdown of count days at each site.

Table One: Number of Counts by Day and Location

Count Days	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Park Ave Bridge - Brockport	0	1	1	1	0	0	1	4
Main Street Bridge - Brockport	0	1	1	0	0	0	2	4
148 Lyman Street - Brockport	0	0	0	0	1	1	1	3
Canal Park - Albion	0	2	0	1	0	0	1	4
Total	0	4	2	2	1	1	5	15

Process

Volunteers were provided a count protocol based on the methodology of the National Bike and Pedestrian Documentation Project (NBPD, <http://bikepeddocumentation.org/>). (See Appendix A). Counters were asked to conduct three counts on successive week days during the same week or on the same days in at least three successive weeks. The protocol stipulated that weekday counts were to be conducted on Tuesday, Wednesday, and/or Thursday, and not on a holiday, Monday, or Friday. Weekend counts could be taken on either day.

The volunteers were asked to survey for two consecutive hours during the period they perceived as the peak time of trail use. Prior to 2010, counts were conducted for one-hour periods. While this means a greater time commitment, the NBPD methodology recommends the use of two-hour survey periods, which can eliminate some of the variability that may be encountered with a single hour of counting.

A detailed counting form identical to that used in previous years (see Appendix B) was employed to standardize data collection and classify the various types of users.

Trail Traffic Estimation

Estimates of annual trail traffic were derived by following the steps outlined by the National Bicycle and Pedestrian Documentation Project.

1. Calculate average weekday and weekend peak counts.

The NBPD methodology strongly recommends that all estimates be based on the average of at least two and preferably three counts during the same two-hour time period and week, especially for lower volume areas. As Table One indicates, this year's trail counts achieved the minimum number of counts at each location. However counts were not obtained from the correct days of the week at 148 Lyman Street in Brockport. Given the close proximity to the other count locations in Brockport, this data is still considered valuable because it can be benchmarked and validated based on the other collected data.

Peak Period Selections

Volunteers were instructed to select the two-hour period that they felt best represented the time of peak use. In Brockport, the peak weekday period was determined to be 4 – 6 PM and the peak weekend period was 4:30 – 6:30 PM. In Albion, peak weekday period was 5 – 7 PM and the peak weekend period was 3 – 5 PM. As counts were conducted solely by volunteers, there was some variability in the time of day that counts were conducted, but this variability is not expected to invalidate the results.

Once the respective weekday and weekend average counts are determined, the NBPD project recommends multiplying the average counts by 1.05 if the trail is used between 11:00 PM and 6:00 AM. Consistent with the methodology used in previous years of Canalway Trail counts, the 1.05 factor was omitted from the calculations used in this study. This was done to ensure the most conservative estimates of Canalway Trail usage and because it is unlikely that 5% of Canalway Trail use occurs during these hours.

2. Estimate of total weekday and weekend daily traffic.

The average weekday and weekend peak hourly counts were divided by the percentage of total daily traffic represented by the two-hour period when the counts were conducted. The NBPD has developed Hourly Adjustment Factors representing percentages of daily traffic for hourly intervals between 6:00 AM and 9:00 PM which vary by type of trail and season. The methodology has been tailored to calculate estimates for two very different areas: multi-use paths (PATH) and high density pedestrian or entertainment districts (PED). Since none of the count locations resemble the high density development indicative of PED areas, the PATH coefficients were used for all calculations.

The NBPD methodology considers each hour to represent a proportion of that day's use, with the proportions varying between weekdays and weekends.

Once the percentage of daily use was determined, the average two-hour weekday count was divided by this percentage to determine an estimate for a typical weekday. The calculations were then repeated with the average two-hour weekend count to determine daily weekend estimates.

3. Estimate average weekly traffic volumes.

To arrive at an average weekly trail traffic volume, the daily weekday and weekend estimates were adjusted for the days of the week on which counts were taken. This was accomplished by dividing each number by an average of the NBPD project's Daily Adjustment Factors (Appendix D: Table 2) for the days included in the average weekday count calculation.

The adjusted weekday and weekend counts were then added and divided by two to arrive at the average weekly trail traffic volume.

4. Estimate average monthly traffic volumes.

The average weekly volume was multiplied by the average weeks in a month (4.33) to obtain the estimated monthly trail traffic volume. While current guidance from NBPD suggests multiplying by the actual number of weeks (4.43 for July and August), this study continued using the 4.33 coefficient to provide slightly more conservative estimates while preserving the exact methodology used in previous years.

5. Estimate average annual traffic volumes.

The average monthly volume was divided by the NBPD's Monthly Adjustment Factors for the long winter, short summer climate area and the month in which the counts were taken (Appendix D: Table 3). Monthly Adjustment Factors were applied to each count location based on the month in which the counting occurred.

Results

Modes of Use

Figure Two illustrates that 47% of observed trail users were walkers, 40% were cyclists, and 9% were joggers. Other users and persons with baby carriages each represented 2%. In-line skaters made up less than one half of a percent. As the trail in Brockport and Albion is primarily stone dust, it is not conducive to in-line skating.

The 2013 results continue the trend observed since 2010 of walkers being the majority user type. While the percentage of cyclists increased significantly from last year (33% to 40%), the percentage of cyclists was lower than every year between 2005 and 2010. No explanation for this lower proportion of cyclists is presently apparent. However this shift may suggest that the trail is receiving more local use as it becomes better integrated into the life and fabric of each community.

As Figure Three and Table Four indicate, the great majority of cyclists were using bicycles. However, small numbers of recumbent cyclists, bicyclists with children on child seats, and tricyclists were noted as well.

Figure Two: Trail Usage by Mode as a Percent of Total Count

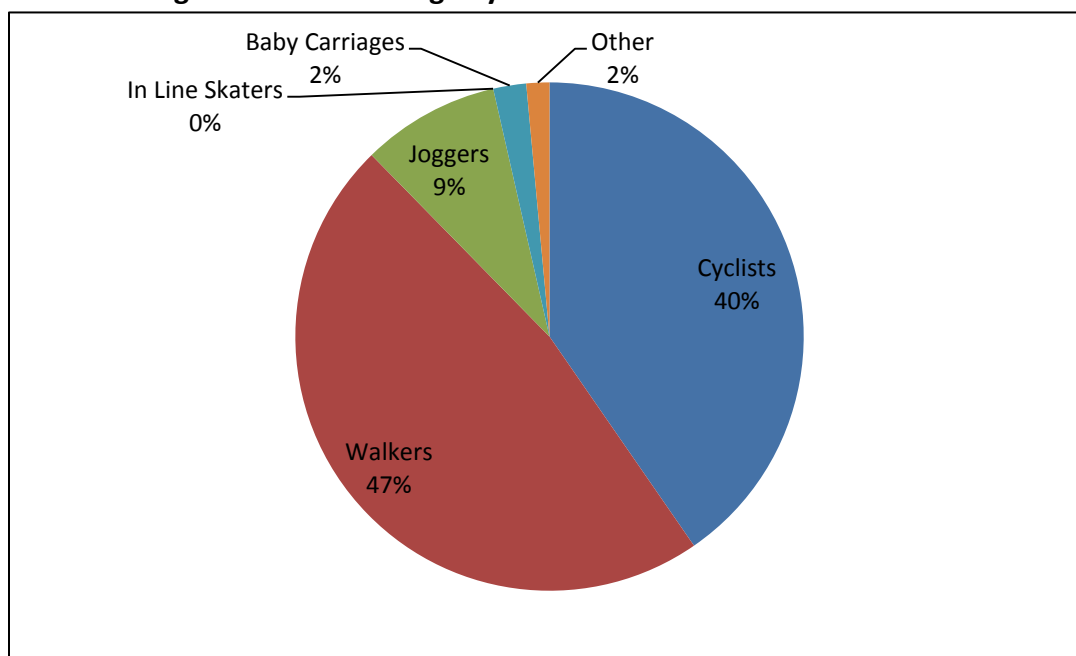


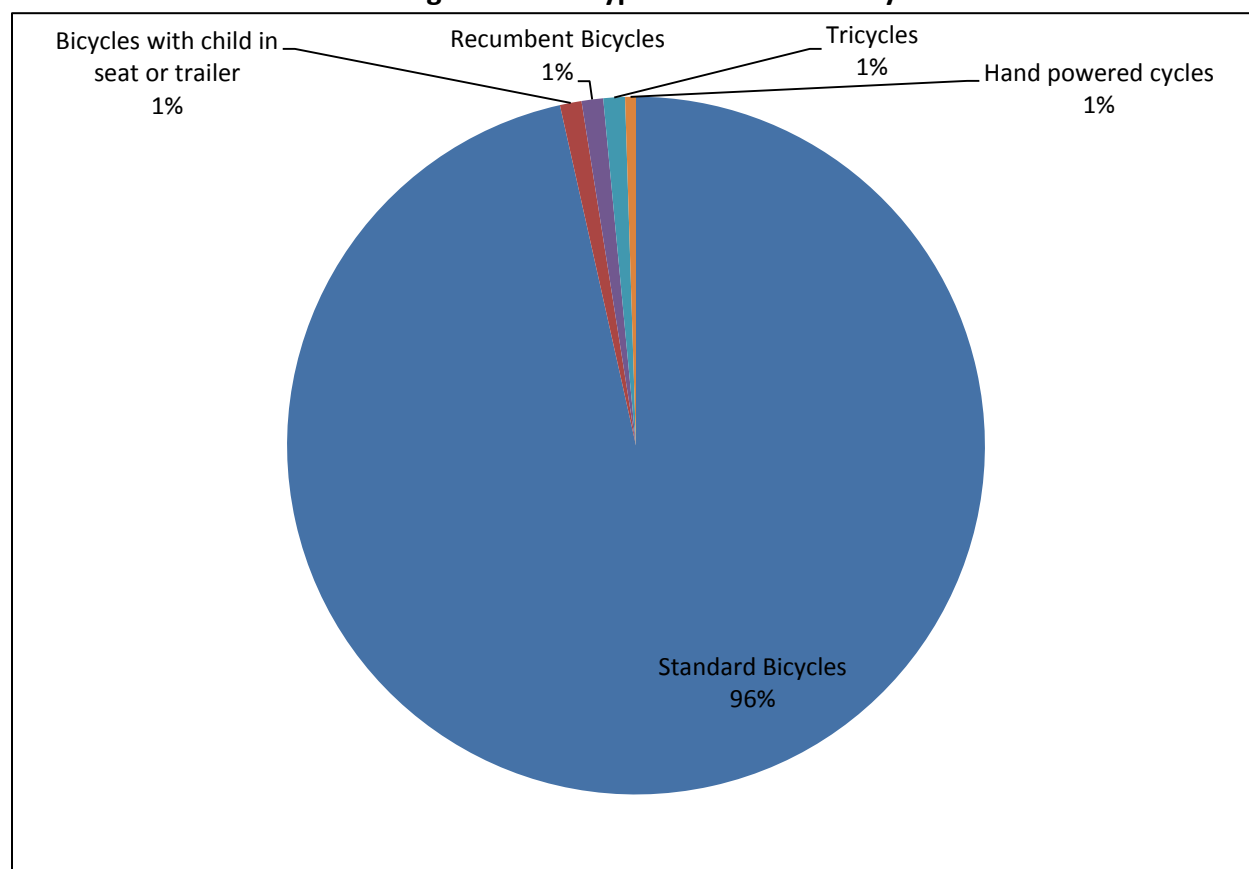
Table Two: Trail Use by Location

	Cyclists	Walkers	Joggers	In Line Skaters	Baby Carriages	Other	Total
Park Ave Bridge, Brockport	81	64	6	0	0	0	151
Main Street Bridge, Brockport	63	109	16	0	8	4	200
148 Lyman Street, Brockport	30	34	7	0	1	3	75
Canal Park, Albion	19	19	13	0	1	0	52

Table Three: Modes of Trail Use Comparison 2005 – 2013

	Percentage of Total Trail Users Counted								
<i>Type of Trail User</i>	2005	2006	2007	2008	2009	2010	2011	2012	2013
Bicyclists*	64.00%	43.00%	49.00%	52.00%	53.00%	21.00%	30.00%	33.00%	40.38%
Walkers	24.00%	36.00%	38.00%	35.00%	30.00%	55.00%	56.00%	55.00%	47.28%
Joggers	8.00%	20.00%	8.00%	9.00%	12.00%	22.00%	10.00%	8.00%	8.79%
In Line Skaters	2.00%	0.00%	2.00%	2.00%	4.00%	0.00%	2.00%	0.00%	0.00%
Baby Carriages	2.00%	2.00%	3.00%	2.00%	0.30%	1.00%	2.00%	3.00%	2.09%
Wheelchair Users	n/a	0.00%	0.00%	0.10%	0.10%	0.00%	0.00%	1.00%	0.00%
Equestrians	0.00%	0.00%	0.00%	<0.1%	0.00%	0.00%	0.00%	0.00%	0.00%
Scooters	n/a	n/a	n/a	0.10%	n/a	0.00%	0.00%	0.00%	0.00%
Other	n/a	n/a	n/a	n/a	0.90%	0.00%	<0.1%	0.00%	0.84%

*The Bicyclist category for 2009 - 2013 represents all cyclists including bicyclists, tri-cyclists, tandem cyclists, and bicyclists with a child seat or trailer.

Figure Three: Type and Number of Cyclists**Table Four: Number and Nature of Cyclists**

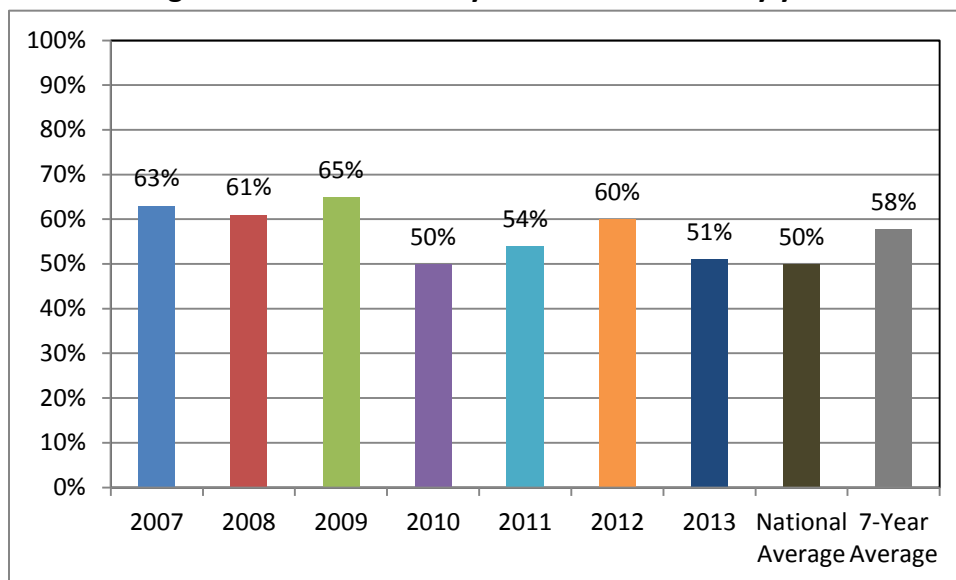
Number and Nature of Cyclists	Bicyclists with helmets	Bicyclists with child in seat or trailer with helmet	Tandem bicyclists with helmets	Recumbent Bicyclists with helmet	Tricyclists with helmet	Bicyclists Without helmets
Park Ave Bridge, Brockport	53	0	0	0	2	26
Main Street Bridge, Brockport	16	1	0	0	0	46
148 Lyman Street, Brockport	17	0	0	2	0	13
Canal Park, Albion	8	0	0	0	0	11
Total	94	1	0	2	2	96

Cyclists Helmet Usage

Cyclists with helmets made up 51% of those observed, continuing a fluctuating trend observed on the Canalway Trail since 2007. The percentage of observed cyclists with helmets since 2007 is provided in Figure Four, below. Although percentages as low as 50% or as high as 65% have been

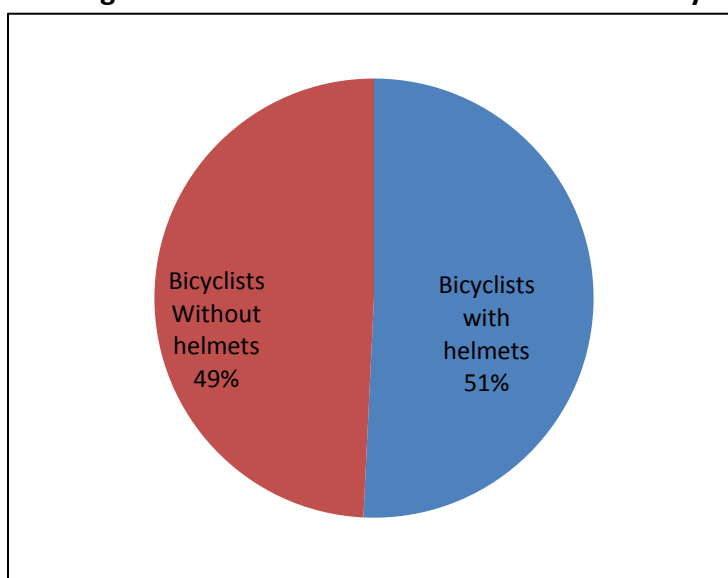
observed, the seven-year average of 58% is significantly higher than the national average of 50% (National Survey of Bicyclist and Pedestrian Attitudes and Behavior, 2008).

Figure Four: Percent of cyclists with helmets by year



As can be noted from Figures Five through Nine below, the lowest rates of helmet use were observed at the Main Street Bridge location in Brockport. The reason for this is unclear, but a local resident headed to the Main Street commercial area for a quick lunch or stop at the shops may be less likely to wear a helmet than a cycling enthusiast who is riding the trail as part of their regular recreational/exercise routine, which might contribute to the lower percentage of helmet use at this location.

Figure Five: Percent Helmet use in Observed Cyclists



Analysis and Comparison by Location

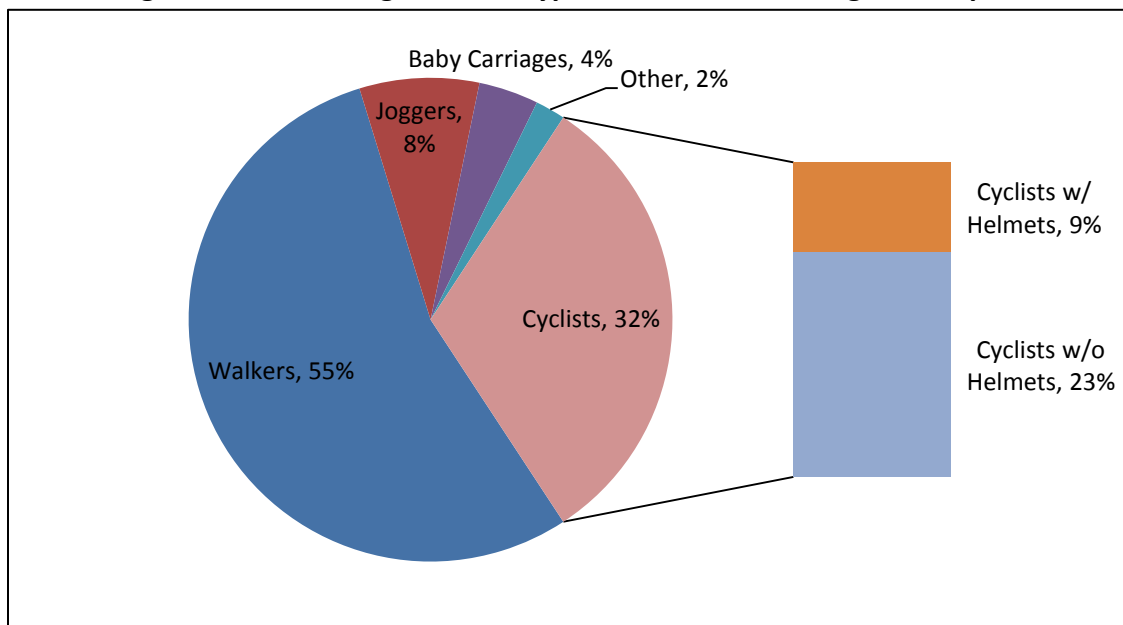
1. Main Street Bridge, Brockport, Monroe County

At 55%, pedestrians were the dominant users at the Main Street Bridge in Brockport. As a vibrant commercial district, visitors to the Brockport Main Street may represent a significant portion of walkers noted in this year's counts. However the large number of cyclists (32%) as well as those jogging (18%) and walking with a stroller (4%) illustrates the appeal of this trailhead for both fitness and recreation.

32% of all users observed at this location were cyclists, 71% of which were not wearing helmets. Observed helmet use at this location was relatively low in 2013.



Figure Six: Percentage of User Types – Main Street Bridge, Brockport



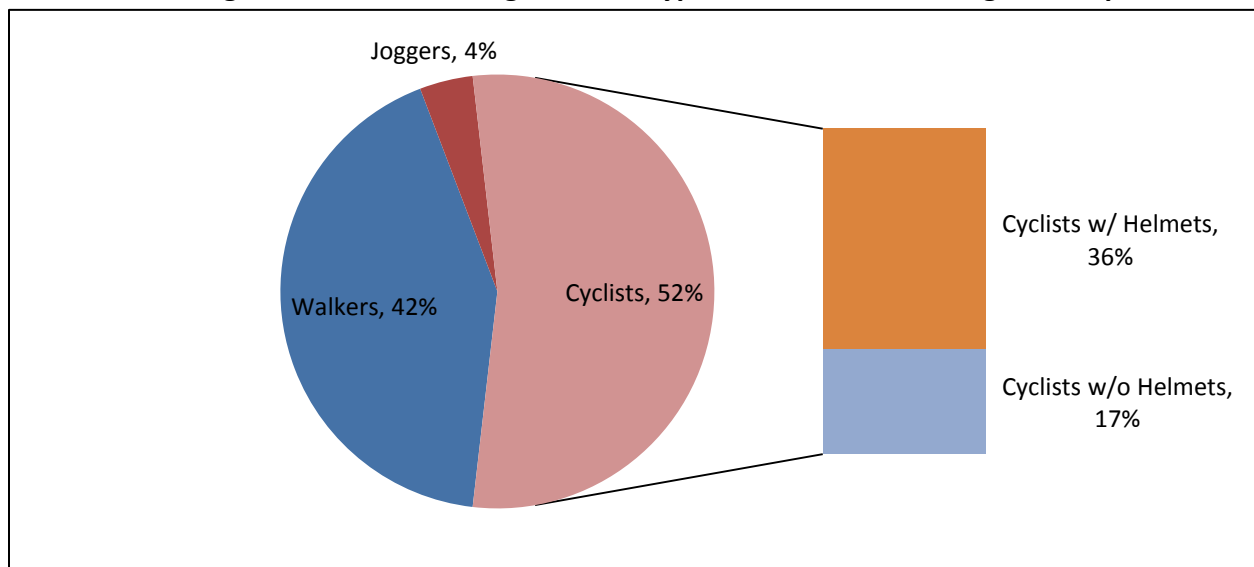
2. Park Avenue Bridge, Brockport, Monroe County

Trail use at the Park Avenue Bridge was predominantly cyclists (52%) as opposed to pedestrians (42%). Despite being less than a mile away from the Main Street Bridge, this location experiences much less commercial foot traffic, which may provide some explanation for the lower proportion of pedestrians on the trail at this location. Joggers made up about 4% of the trail users at this location, with no strollers or other user types recorded. 69% of all cyclists were wearing helmets at this location, a significantly higher proportion than at the Main Street Bridge. The discrepancies between the two locations suggest different trail users utilize the trail at each location.



One explanation for this could be the increased commercial foot traffic at the Main Street Bridge.

Figure Seven: Percentage of User Types – Park Avenue Bridge, Brockport

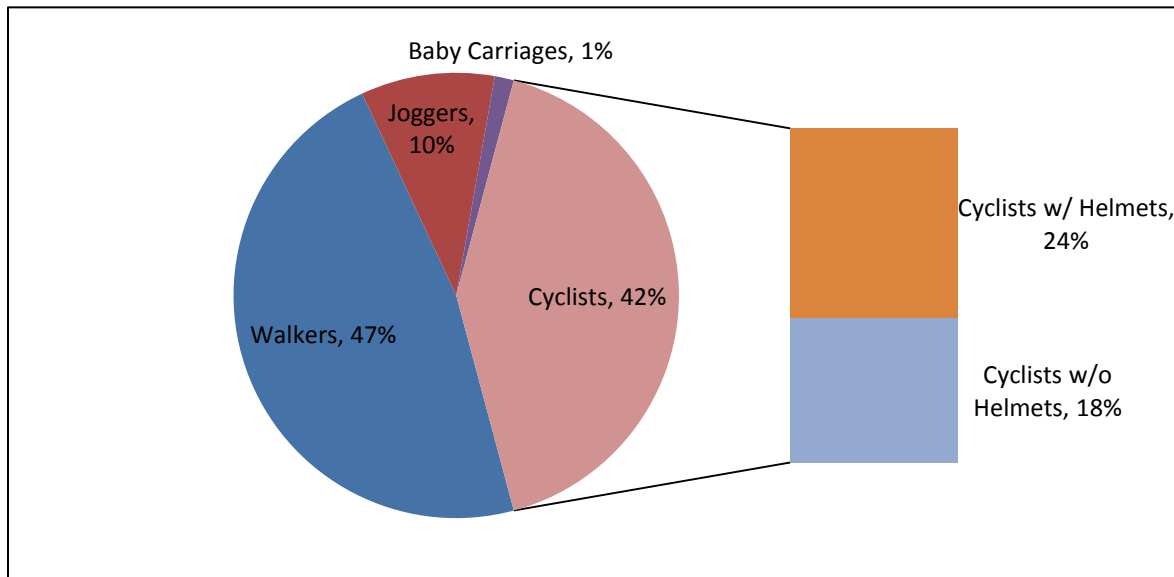


3. 148 Lyman Street, Brockport, Monroe County

Observations at this primarily residential location in Brockport were relatively similar to those at the Park Avenue Bridge location, further suggesting that commercial foot traffic from the Main Street Bridge location is affecting the observations there. Walkers made up the majority (47%) at this location, but at a small margin with 42% of users cycling. Joggers and people with strollers made up 10% and 1% of the trail use at this location, respectively. A slight majority (57%) of the cyclists were wearing helmets at this location



Figure Eight: Percentage of User Types – 148 Lyman Street, Brockport

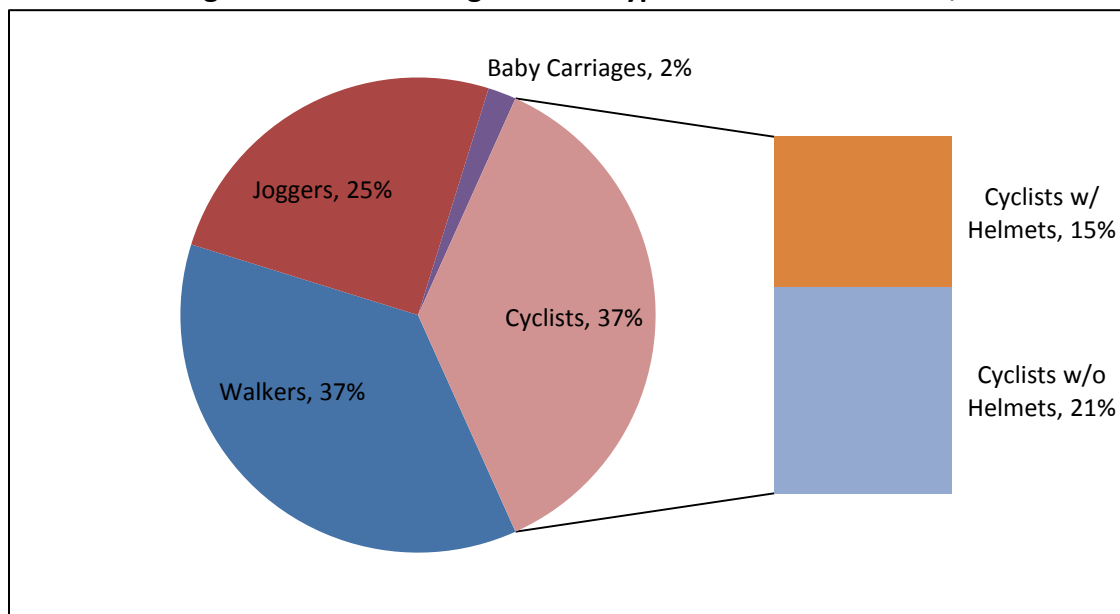


4. Albion Canal Park, Albion, Orleans County

Walkers and cyclists were evenly split as the dominate use at this location, with 37% of all trail users in each category. Joggers also made up a relatively large proportion of trail use in Albion at 25%. This suggests use of the trail in this area is more geared toward recreation and exercise than leisure or enjoying nature. Only 42% of cyclists at this location were wearing helmets.



Figure Nine: Percentage of User Types – Albion Canal Park, Albion



Estimates of Traffic and Trail Volumes

Table Five presents estimates of weekday, weekend day, monthly, and annual trail traffic volumes calculated following the five steps summarized in the Data Analysis section (see pages 10 through 11) and outlined in the Methodology of the National Bicycle and Pedestrian Documentation Project (National Bicycle & Pedestrian Documentation Project Count Adjustment Factors, 2009). The annual trail traffic estimates ranged from approximately 31,024 annual visitors at the Canal Park in Albion to more than 72,000 annual visitors at the Main Street Bridge in Brockport

Table Five: Estimate of Weekly, Monthly, and Annual Use

Location	Ave weekday two-hour count	Ave weekend two-hour count	Ave weekly volume	Monthly volume	Annual Total
Main Street Bridge, Brockport	34	66	255	9,411	72,390
Park Avenue Bridge, Brockport	30	62	225	8,304	63,874
148 Lyman Street, Brockport	37	19	278	8,778	62,700
Albion Canal Park, Albion	17	2	128	4,343	31,024

Note: low average weekend counts observed in Albion and at 148 Lyman Street can both be attributed to rain on the day of the weekend observations in these locations. To account for these environmental factors, weekly, monthly and annual total calculations at these locations utilized only weekday observations.

Conclusions

This report represents the seventh year of using trail count data to predict the amount of trail traffic at specific locations on the Canalway Trail System. Table Six presents the estimated annual trail traffic volumes for multiple locations derived from counts conducted between 2007 and 2013. While the data are equally presented here, comparison between pre and post 2010 data must be done with caution due to the use of different methodologies (Lindsey et al. and NBPD).

Trail traffic in Brockport and Albion is estimated at relatively low volumes when compared to other locations along the trail system (all are below the 33 percentile). This is not surprising as these villages are just beginning to position and market themselves as Canalway Trail communities, whereas many previous counts were taken in areas with a more established association with the Canalway Trail.

The efforts of both communities are exemplary. Brockport has constructed a Welcome Center, one of only two along the Canal, and established a Canalfront Hospitality Program staffed by 100 volunteers. Brockport also makes bikes available for visitors. In 2008, Albion was one of three villages in the state selected for the National Trust for Historic Preservation's Main Street Program. Albion also recently received a New York Main Street grant to improve their main street buildings and include amenities that cater to Canalway Trail tourists. Additionally, Albion hosted the *Bicyclists*

Bring Business workshop in 2012 and is currently working on implementing the recommendations from that effort.

Therefore, these initial counts in Brockport and Albion can serve as a baseline for which to evaluate the progress of these “emerging communities” as they work to become more well-known as Canalway Trail communities. They also contribute to a fuller understanding of trail-wide visitation by adding data on locations never previously surveyed as well as places believed to be less frequently visited. .

Table Six: Estimated Annual Use by Trail Location 2007 – 2013

Location and Year	Estimated Annual Traffic
Centerport, Brutus, Cayuga County 2010	19,453
The Silos, Hudson Falls, Washington County, 2012	25,246
Albion Canal Park, Albion, Orleans County, 2013	31,024
The Five Combines, Kingsbury, Washington County, 2012	38,610
Haviland Cove Park, Glens Falls, 2012	51,209
Kiwanis Park, Rotterdam, Schenectady County 2009	56,715
148 Lyman Street, Brockport, Monroe County 2013	62,700
Park Avenue Bridge, Brockport, Monroe County 2013	63,874
Newport Road (Warners), Camillus, Onondaga County 2010	68,264
Main Street Bridge, Brockport, Monroe County 2013	72,390
Colonie Town Park, Albany County 2009	95,471
Genesee Valley Park, Monroe County 2007	98,240
Schenectady Community College Schenectady County 2009	105,869
Genesee Valley Park, Monroe County 2008	106,073
Henpeck Park, Greece, Monroe County 2011	107,143
Schoen Place, Monroe County 2007	145,520
Perinton Park, Monroe County, 2008	156,565
Perinton Park, Monroe County, 2007	158,144
JCC/Lock 33, Monroe County 2008	163,654
Route 173, Camillus, Onondaga County 2010	165,333
Train Station, Niskayuna, Schenectady County 2009	173,927
Sims Store, Camillus, Onondaga County 2010	174,663
Schoen Place, Monroe County 2008	184,281
JCC/Lock 33, Monroe County 2007	190,591
Nine Mile Creek Aqueduct, Camillus, Onondaga County 2011	198,270
Sims Store, Camillus, Onondaga County 2011	207,381
Old Erie Canal State Park, Dewitt-Manlius, Onondaga County 2010	233,732
Nine Mile Creek Aqueduct, Camillus, Onondaga County 2010	237,834
Niawanda Park, Tonawanda, Erie County 2011	605,033

Recommendations for Next Steps

Installation of automated counters

In 2014 and 2015, the NYS Canal Corporation will purchase and install one automated Eco-Counter to gather data over a longer period of time and better determine the hours of peak usage for weekdays and weekends. However, the purchase and installation of additional automated counters is still recommended to aid in gathering data from multiple locations and to continue to improve trail traffic estimation.

Addition of new count locations

Counts need to be conducted in the Mohawk Valley between Little Falls and Amsterdam, between Chittenango and Rome within Old Erie Canal State Park, in Wayne County, and between Albion and Lockport in western New York as there are no annual estimates available for these trail sections.

Revisiting previous count locations

An effort should be made to perform counts at those sites in Monroe County and the Capital Region that were evaluated using the Lindsey Method to obtain not only more up-to-date information, but also data that can provide more reliable comparisons between locations. Conducting additional counts in Albion and Brockport would also be helpful to provide a more robust set of data from these locations and track progress in these communities as they work to promote the trail and enhance the experience of trail users.

Demographic and economic data collection

In 2012, Parks & Trails New York and SUNY Geneseo conducted a comprehensive study of the background and spending habits of trail users on the Erie Canalway Trail. In 2013, Brockport volunteers interviewed a small number of trail users using a similar survey. This data will aid in developing a more complete picture of Canalway Trail users and the economic benefits they bring to Canalway Trail communities.

Appendices

Appendix A: Trail Count Protocol

Who's On the Trail? Canalway Trail User Count – 2013 Count Protocol

Locations

1. Brockport, NY
2. Albion, NY

Time

1. Counts should be conducted in August.
2. At least five counts should be taken at each location.
3. Ideally, three counts should be taken during the same week or on the same days in successive weeks.
4. Weekday counts should always be done on Tuesday, Wednesday, and/ or Thursday, and never on a holiday, Monday, or Friday.
5. Weekend counts can be done on either day.

Conducting Counts

1. Count for at least two full hours at a time that you judge to be the time of peak activity. You can determine the time of peak activity from your experience or that of others who are familiar with the trail. It is expected that the weekend day hour of peak activity will be different from that during the week. ***Please let Parks & Trails New York know what weekday and weekend hours of peak activity you select.***
2. Counts can be conducted on consecutive weekdays (Tuesday through Thursday) during the same week and at the peak time on the Saturday or Sunday of that week. **OR** Counts can be conducted on the same week day and weekend day in at least three consecutive weeks. Each count must be taken during the time of peak usage for weekdays and weekend days.
3. Do not worry if you count someone twice because they pass you going in both directions. The formulas used at the end will take that into consideration.

Personnel Required

1. One person can conduct the counting. If you are counting at a location with significant trail traffic, it may be advisable to have two people conduct counts and average their results.

Conducting the count

1. Use a new sheet each time you count.
2. Make a tick in the boxes for the type of trail user that passes by. For a tandem, make a tic for each rider. For someone pushing a baby carriage or stroller, make a tic for each child. Record the person pushing the carriage or stroller as a walker.
3. Stand where you do not block the trail but can easily observe users as they pass.
4. ***Send pictures (500 KB in size or larger) of volunteers taking the count and persons using the trail that we can include in publications and presentations.***

THANK YOU FOR YOUR HELP!!!!

Please mail all forms to:

Canalway Trail User Count 2013
Parks & Trails New York
29 Elk Street
Albany, NY 12207
Or FAX to 518-427-0067

Appendix B: Trail Count Form

Who's on the Trail? The Canalway Trail User Count – 2013

Surveyor Name: _____ Phone: _____ Email: _____

Date: _____ Time conducted: _____ to _____ PM Location: _____ Town/Village: _____

Trail surface: asphalt ☐ stone dust ☐ Weather Conditions: sunny ☐ partly cloudy ☐ cloudy ☐ partly rainy ☐ rain ☐ Approximate temperature: _____

Make one "tic mark" for each person passing by in either direction engaged in each activity.

User Type	Counts	
	With helmets	Without helmets
Bicyclists		
Bicyclists with child in seat or trailer One tic for each person		
Tandem bicycles One tic for each person		
Recumbent cycles		
Tricycles		
Hand-powered cycle		
Walkers		
In-line skaters		Joggers
Baby carriages/ Strollers One tic for each person in stroller or carriage. List person pushing as a walker.		Wheelchair users
Equestrians		Other specify

Thanks for your help!!! Please return the form(s) to:

Canalway Trail User Count 2013, Parks & Trails New York, 29 Elk Street, Albany, NY, 12207, 518-434-1583, FAX 518-427-0067

Appendix C: Count Data

Main Street Bridge, Brockport

Name	Date	Day	Time_From	Time_To	Weather Conditions	Approx. temp.	Total Cyclists	Bicyclists with helmets	Bicyclists with child in seat or trailer with helmet	Tandem bicyclists with helmets	Recumbent Bicyclists with helmet	Tricyclists with helmet	Bicyclists Without helmets	Bicyclists with child in seat or trailer without helmet	Hand powered cycle	Walkers	In Line Skaters	Joggers	Equestrians	Baby Carriages	Wheelchair users	Other	Total Users
Eric Vandorn	7/14/2013	Sunday	4:00 PM	6:00 PM	2	94	6	1					5			8		3					17
Roseanne Mascari	7/16/2013	Tuesday	4:00 PM	6:00 PM	1	90	7	1					6			11		7		4		2	31
Sarah Hart/Srira Bakshi	7/17/2013	Wednesday	4:00 PM	6:00 PM	1	92	9	2					7			24		2		2			37
Doug Wolcott/Linda MacLennan	7/21/2013	Sunday	4:30 PM	6:30 PM	1	75	41	12	1				27	1		66		4		2		2	115

Park Avenue Bridge, Brockport

Name	Date	Day	Time_From	Time_To	Weather Conditions	Approx. temp.	Total Cyclists	Bicyclists with helmets	Bicyclists with child in seat or trailer with helmet	Tandem bicyclists with helmets	Recumbent Bicyclists with helmet	Tricyclists with helmet	Bicyclists Without helmets	Bicyclists with child in seat or trailer without helmet	Hand powered cycle	Walkers	In Line Skaters	Joggers	Equestrians	Baby Carriages	Wheelchair users	Other	Total Users
Bill Andrews	7/16/2013	Tuesday	4:00 PM	6:00 PM	1	90	16	8				2	6			16							32
Cecil/Dryad Wilson	7/17/2013	Wednesday	4:00 PM	6:00 PM	1	92	18	8					10			15		2					35
Linda Hall/Victor Rojas	7/21/2013	Sunday	4:00 PM	6:00 PM	1		37	35					2			25							62
Melissa Kleehammer	7/18/2013	Thursday	4:00 PM	6:00 PM	1		10	2					8			8		4					22

148 Lyman Street, Brockport

Name	Date	Day	Time_From	Time_To	Weather Conditions	Approx. temp.	Total Cyclists	Bicyclists with helmets	Bicyclists with child in seat or trailer with helmet	Tandem bicyclists with helmets	Recumbent Bicyclists with helmet	Tricyclists with helmet	Bicyclists Without helmets	Bicyclists with child in seat or trailer without helmet	Hand powered cycle	Walkers	In Line Skaters	Joggers	Equestrians	Baby Carriages	Wheelchair users	Other	Total Users
Dave Ross/Dennis Miller	8/23/2013	Friday	6:30 PM	8:00 PM	1	78	12	7	0	0	2	0	5	0	1	18	0	3	0	1	0	0	37
Dave Ross/Dennis Miller	9/29/2013	Sunday	4:30 PM	6:00 PM	1	70	12	6	0	0	0	0	6	0	0	6	0	2	0	0	0	0	20
Dave Ross/Dennis Miller	10/5/2013	Saturday	1:00 PM	4:00 PM	5	60	6	4	0	0	0	0	2	0	0	10	0	2	0	0	0	0	18

Albion Canal Park, Albion

Name	Date	Day	Time_From	Time_To	Weather Conditions	Approx. temp.	Total Cyclists	Bicyclists with helmets	Bicyclists with child in seat or trailer with helmet	Tandem bicyclists with helmets	Recumbent Bicyclists with helmet	Tricyclists with helmet	Bicyclists Without helmets	Bicyclists with child in seat or trailer without helmet	Hand powered cycle	Walkers	In Line Skaters	Joggers	Equestrians	Baby Carriages	Wheelchair users	Other	Total Users
Maarit Vaga	8/15/2013	Thursday	5:00 PM	7:00 PM	1	73	7	3	0	0	0	0	4	0	0	9	0	2	0	1	0	0	19
Maarit Vaga	8/13/2013	Tuesday	5:00 PM	7:00 PM	1	70	7	2	0	0	0	0	5	0	0	7	0	5	0	0	0	0	19
Matilida Erakare	8/6/2013	Tuesday	3:00 PM	5:00 PM	1	75	5	3	0	0	0	0	2	0	0	3	0	4	0	0	0	0	12
Matilida Erakare	8/8/2013	Sunday	3:00 PM	5:00 PM	4	78	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2

Works Cited

Lindsay, Greg, Jeff Wilson, Elena Rubchinskaya, Jihui Yang, Yuling Han. (2007). Estimating urban trail traffic: Methods for Existing and Proposed Trails. *Landscape Urban Planning* , 299-325.

National Bicycle & Pedestrian Documentation Project Count Adjustment Factors. (2009, March). Retrieved November 22, 2010, from National Bicycle & Pedestrian Documentation Project Count: <http://bikepeddocumentation.org/>

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