

Canalway Trail Gap Segment
Assessment Report
Syracuse Metropolitan Area
Onondaga County, New York

November 1998

Report Prepared by:
Canalway Trail Partnership Project
New York Parks and Conservation Association
29 Elk Street
Albany, NY 12207
(518) 434-1583



Contents

Introduction	3
<i>Location</i>	3
<i>Landscape Character</i>	5
<i>From Canal Recreationway Plan</i>	5
<i>Trail Partners</i>	6
Resources	7
Economic Opportunities	8
Proposed Routing/Ownership/Condition of Trail	9
<i>Ownership</i>	9
<i>Acquisition needs</i>	10
Constraints	16
<i>Thompson Road</i>	16
<i>Wetlands</i>	16
Cost Estimates	17
Key Needs and Opportunities	18
<i>Wetland Delineation</i>	18
<i>Property Line Survey</i>	18
<i>Volunteer Organization</i>	18

Acknowledgments

New York Parks and Conservation Association gratefully acknowledges the organizations whose financial support for the Canalway Trail Partnership Project has made this report possible:

New York State Senate
 U.S. Department of Housing and Urban Development
 through the
 National Park Service Rivers, Trails and Conservation Assistance Program
 Philip Morris Companies, Inc.

This assessment was prepared by David P. Adler, RLA, Canalway Trail Partnership Project Coordinator.

Introduction

This report is a product of the Canalway Trail Partnership Project which has been providing technical assistance to further the planning and development of this segment of the Canalway Trail. Under the Canalway Trail Partnership Project, New York Parks and Conservation Association (NYPCA), in partnership with the NYS Canal Corporation and the National Park Service Rivers, Trails and Conservation Assistance Program, is organizing and assisting canal communities to plan and develop the Canalway Trail where critical gaps exist. When completed, the Canalway Trail will be a 524 mile continuous multi-use pathway along the New York State Canal System.

As canal communities complete trails to link the canal both to their downtowns and to other canal communities, the economic benefits of the Canalway Trail will mushroom.

NYPCA is a statewide non-profit citizens' organization dedicated to protecting New York's parks and helping communities create innovative and popular forms of park lands such as greenways, rail and canal trails and heritage corridors.

Location

The trail segment in this assessment is a fifteen mile route in the Syracuse metropolitan area. The trail generally follows the route of the old Erie Canal which is no longer visible. The current Erie Canal passes to the north, utilizing the Seneca River and Oneida Lake. The Canalway Trail here will go through the heart of Syracuse and historic canal towns to the east and west of the metropolitan area.

The trail section is entirely in Onondaga County and is situated south of Onondaga Lake. Syracuse is the approximate mid point between the two ends of the Erie Canal. From west to east it includes those parts of the trail that are in the Towns of Camillus, Geddes, Village of Solvay, the City of Syracuse, and the Town of DeWitt. The City of Syracuse is situated advantageously near the intersection of the Erie and Oswego Canals, the New York State Thruway, interstate 81 and lies between two heavily used completed sections of the trail. These sections are the Camillus Erie Canal Park to the West and the Erie Canal State Park which begins in the Town of DeWitt in the East. (See figures 1-2)



Fig. 1 Location of Syracuse in New York State

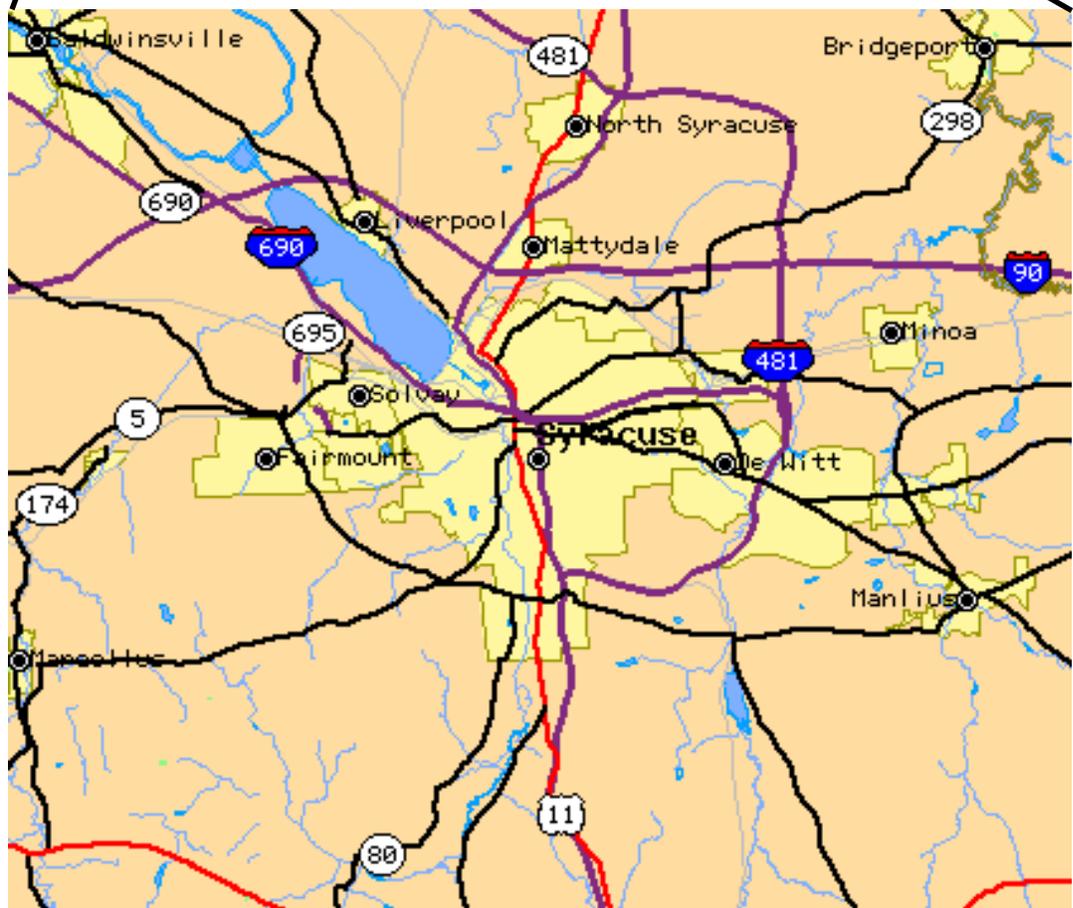


Fig 2. Syracuse Metropolitan Area

Landscape Character

The character of landscape that this trail segment passes through varies from suburban and urban to industrial. While passing through these conditions the trail passes through scrub vegetation, second growth open fields, suburban streets, city streets, bridges over interstate highways, state fairgrounds, creek beds, utility rights of way, abandoned railroad right-of-way (R.O.W.), and rural small towns. Because the Erie Barge Canal passes north of this area, and the historic Erie Canal has long been filled in, the route through this area does not follow either route exactly. There are segments of this section which do, however follow the historic route of the Erie Canal and even pass through the remains of it.

On the western end of the segment the trail comes east from the Camillus Erie Canal Park. This park contains a restored section of the enlarged Erie Canal and the Canalway Trail travels along the canal's north shore through this park. After leaving the park the trail will follow the route of the canal but passes through industrial waste beds which have grown into secondary growth fields.

It can be said that the landscape character of this section of the trail comprises the many varied experiences of a typical medium sized city. The traveler's enjoyment of the city and suburban experience will be enhanced because the trail has been routed through relatively reduced traffic areas yet close to many of Syracuse's rich cultural and historic resources.

From Canal Recreationway Plan

The Canal Recreationway Plan of 1995 identifies this section as composed of the following segments in exhibit 7-7 Canal Trail Route Segments:

1. ET-16; Reed Webster Park to Onondaga Lake. 6 miles; ownership and route undefined. R.O.W. status 4¹.
2. ET-17; Trail around Onondaga Lake. 18 miles; owned by Onondaga County. Trail on north side of lake exists. Trail on south side is proposed. R.O.W. status 2¹
3. ET-18; Onondaga Lake to Old Erie Canal State Park - Cedar Bay, DeWitt. 5 miles; ownership and route undefined. R.O.W. status 4¹

These characterizations correctly describe the state of the Canalway Trail planning in this area in 1995 and up to 1998. This document updates the information based on the work done in 1998 by various parties to determine a route for the trail through the Syracuse area.

The Recreationway Plan also identifies several facilities in the Syracuse area as trail support facilities. In Exhibit 7-8 Proposed Canalway Trail Support Facilities, Hiking and Cycling the plan identifies the Erie Canal Towpath Park in Camillus as a

¹ The Recreationway Plan divides the status of trail R.O.W.s into four groups as follows:

- 1 Improved Trail in use
- 2 R.O.W. assembled-Trail needs improvement
- 3 Trail sited, R.O.W. or easement to be acquired
- 4 Trail not sited.

half-day hiking stop and a full-day bicycling stop. It also identifies the Erie Canal Museum in Syracuse as a full-day hiking stop and the Old Erie Canal State Park - Cedar Bay in DeWitt as a half-day hiking stop.

Trail Partners

The primary entity involved in the routing and planning of the Canalway Trail in this section has been the Bicycle/Pedestrian Advisory Committee (B/PAC) of the Syracuse Metropolitan Transportation Commission (SMTC). The volunteer members of this committee come from diverse interests.

The Onondaga County Parks Department, the Town of DeWitt and New York Parks and Conservation Association participate in advisory capacities on the committee. Other offices participating in an advisory capacity are regional offices of NYS Department of Transportation (DOT) and NYS Department of Environmental Conservation (DEC). Lakefront Development Corporation (LDC) has also given invaluable guidance and support of the committee's work. Other entities having input are Central New York Regional Transit Authority, Town of Camillus, New York State Canal Corporation and the City of Syracuse.

Niagara Mohawk Power Corporation and Allied Signal, Inc. are participating in their capacity as owners of land on which the route has been proposed. Their cooperation has helped the process of routing go forward.

A plan for a county-wide hiking and bicycling trail system is an approach that Onondaga County has approved. This plan would define a network of multi-use trails of varying recreation and transportation uses. The most immediate need that the county has identified is completion of the trail around Onondaga Lake. This trail represents a recreation and transportation amenity that will greatly benefit the county. Part of this trail, on the eastern and northern shore of Onondaga Lake, is completed. The preferred Canalway Trail route determined by the B/PAC uses the western and southern portion of the circumferential trail.

Resources

Many important and interesting resources in this segment are within easy walking and cycling distance from the trail. Starting in the west, the trail connects directly with the Camillus Erie Canal Park. This park is constructed on the towpath of the Old Erie Canal and forms part of the Canalway Trail. The park includes a water filled section of the canal, a restored canal store, which is now a canal museum, boat tours, and several historic renovations and reproductions of canal related paraphernalia. The park is also in the process of restoring an historic aqueduct that carried the canal over Nine Mile Creek. At that point the canal will be open and water filled from Thompson Road to Route 173. After the trail crosses over the Allied Signal property it will rejoin a section of the towpath of the historic Old Erie Canal at Gerelock Road.

The trail will border the New York State Fairgrounds which is the largest exhibition facility in the state. The fairgrounds hosts the New York State Fair in August, a strong time of trail use, and many other shows during the year.

The trail will join the proposed trail around Onondaga Lake and the entire network of multi-use trails being planned for Onondaga County. These trails will allow access to many different types of natural areas such as streams, lakeshore, wetlands, and fields. The trail network will also provide alternative transportation to many suburban areas of Onondaga County and north to the villages of Oswego County and the City of Oswego. The county operates many parks and recreational areas that will be linked by this trail system and therefore to the Canalway Trail.

The City of Syracuse offers numerous historic, recreational and retail opportunities for Canalway Trail users. The trail will be routed through or near the historic Armory Square and Franklin Square areas of the city. These areas offer restaurants, shopping, tourist facilities and historic amenities. The city also offers many choices for overnight accommodations such as the historic Hotel Syracuse. The trail will also run through the Inner Harbor of the LDC and City of Syracuse which will accommodate eating, retail, entertainment and waterfront related activities. The Creekwalk will continue the trail through to the historic Armory Square area.

The significant Erie Canal Museum is located on the proposed trail route in the City of Syracuse. This museum has exhibits on the history of the canal and on the importance of the canal to the development of Syracuse and the Upstate New York region. The museum is noted for the quality of its historic exhibits and is listed in the 1995 Canalway Recreation Plan as an important resource.

Services of interest to persons travelling through the area on a long trip are within close proximity to the trail throughout the entire section east of downtown Syracuse. Super markets, drugstores, restaurants, and various other retail establishments are available. At its eastern terminus, in the Town of DeWitt, the trail joins the existing Canalway Trail in the Old Erie Canal State Park. This park has many picnic areas and a trail which continues to Erie Canal Village in the east near the City of Rome.

The Town of DeWitt is planning a major north-south multi-use trail which, when completed will link the Canalway Trail with other recreational trails in DeWitt and again with the network of trails planned by the Onondaga County Parks Department.

Economic Opportunities

The Canalway Trail in this section can play a significant role in bringing tourism development to the area. Syracuse is located at the heart of a planned cross state network of bike trails which will bring cycling tourists to Syracuse from the Hudson Valley, Finger Lakes, Rochester and Buffalo. Persons on extended and cross-state trips will not be the only ones to use the trail. It is anticipated that residents of the area will use the trail as an alternative to driving to Syracuse. This will increase the number of persons utilizing the various facilities.

When this section of the trail is completed it will link the broadly spread communities of Onondaga County. It will also link to the City of Rome through the Erie Canal State Park. Syracuse's location already places it strategically between important canal related resources in the heart of Central New York. Area business leaders should be aware that the completion of this segment will result in many bicyclists visiting from the rural and suburban areas to the east, west and north. Hiking and bicycling tourism from the east and west will find this area a fascinating and convenient spot to stop for a meal, shopping, repairs, rest, or overnight. The facilities that exist will enjoy increased usage and new opportunities will appear. The potential for bicycle and hiking based tourism, including rentals and equipment repair and sales will increase. Canal-side restaurants and overnight boarding establishments would enhance the trail experience and encourage visitors and residents to take advantage of the recreation potential of the canal.

The concurrent development of trails linking the suburban centers to the Canalway Trail and each other will bring many additional visitors and tourists to these communities. The recent F.O.C.U.S. 2000 survey identified bicycling trails to be the number one desire of county residents for improvement of the quality of life.

The completion of this segment of the Canalway Trail will provide an important recreational and transportation facility for area residents and showcase the significant historic resources of the canal. This will measurably add to the quality of life and the view that this is a great place to live and work. The economic implications are significant. The perceived quality of life in a community is a major factor in many businesses' decisions either to stay in a community or to relocate there.

Proposed Routing/Ownership/Condition of Trail

This description of the proposed routing proceeds from west to east. The preferred route is presented as well as an option through the Town of DeWitt. (See Figure 3)

The routing descriptions given below are preliminary. The exact routing will be done considering site-specific conditions and may differ from these descriptions.

This proposed routing is the product of many meetings and site visits by individuals representing various interest groups. Organizations that have participated in this process include NYS Canal Corporation, the Bicycle/Pedestrian Advisory Committee of the Syracuse Metropolitan Transportation Commission, NYS Department of Transportation, NYS Department of Environmental Conservation, Onondaga County Parks Department, the Town of DeWitt, The Camillus Erie Canal State Park, The NYS Office of Parks, Recreation and Historic Preservation, Lakefront Development Corporation and New York Parks and Conservation Association. (see also section on Trail Partners)

Ownership

The majority of the land used for the trail in this section is owned by various municipalities. The Towns of Camillus and Geddes own most of the proposed trail R.O.W. to the west of Syracuse.

Allied Signal, Inc. also owns a considerable portion of the land in the western portion of the trail section. This land is a former toxic waste area. DEC and Allied Signal, Inc. are currently deciding the status of the land.

In the central section, the City of Syracuse owns the streets that the trail would use. The Town of DeWitt (Option 1) owns the eastern portion on public streets. that connects with the Old Erie Canal State Park at Cedar Bay. Onondaga County owns the proposed R.O.W. on the southwest shore of Onondaga Lake. In the central and eastern section the Option 1 route proposes to use Niagara Mohawk R.O.W..

Option 2 includes land that is privately owned and land that is owned by NYS DOT, Consolidated Rail or its successor and the Town of DeWitt.

At this time Option 1 is the preferred route, option 2 would be used if either the NIMO R.O.W. could not be used or wetland permitting could not be obtained. Option 2 would also make a nice loop trail in the future, providing an alternate route.

Acquisition needs

- Easements or licenses will be needed where the trail follows NIMO R.O.W. through Syracuse and DeWitt.
- Easements will also be needed where the trail is routed on the Allied Signal waste beds
- The Towns of Geddes and Camillus need to come to an agreement as to the use of the section of the Old Erie Canal along Gerelock and Belle Island Road.
- Easements will be needed for trail routing on NYS DOT R.O.W.'s along I-690 and I-481.
- Consolidated Rail, or its successor, will need to issue permits and/or easements for use of their rail beds.
- An easement will be needed to route the trail through private land if option 2 is used.

Proposed Route Description	Present Condition of Trail	Ownership
Town of Camillus		
<p>The trail starts on the west side of Rt. 173 (Warner's Road) at the end of the Camillus Erie Canal Park trail. The trail crosses Rt. 173 and proceeds east through the Allied Signal, Inc. waste beds on Central Berm Road, past the town sanitary landfill, under I-695 and onto Gerelock Road. At this point the trail proceeds east on the towpath of an existing segment of the Old Erie Canal on the south side of Belle Island Road. The town line crosses through this section of the trail.</p>	<p>The beginning of the trail at Rt. 173 is cleared and easily developed. As the trail continues east it moves to the shoulder of Central Berm Road. This section will need grading and some clearing. Additionally, because this section goes over a toxic waste site which has undergone capping. Additional mitigation and remediation work may need to occur on the trail route before construction. This mitigation and remediation should not be the responsibility of the trail developers.</p> <p>The trail will proceed on roads from the end of the Camillus town sanitary landfill to the towpath of the canal segment in the east. The towpath section (including that in Geddes below) is very overgrown and in many places has become a dump for surrounding residents. The trail will need extensive clearing of brush and debris. The canal prism will also need to be cleared and cleaned to bring it up to the standards of an historical facility.</p>	<p>The trail through the waste beds is currently owned by Allied Signal, Inc. Allied Signal, Inc. is in negotiations with the State of New York concerning the eventual disposition of this land. Remediation and final ownership still needs to be established.</p> <p>The on-road portion of the trail in this section is owned by the Town of Camillus as is the extreme western section of the old Erie Canal segment.</p>

Proposed Route Description	Present Condition of Trail	Ownership
Town of Geddes		
<p>The trail continues to the eastern end of the existing canal segment and continues on Matthews and Bridge Streets to the New York State Fairgrounds, crosses I-690 on existing footbridges and paths to the route of the proposed Onondaga Lake Loop Trail. The trail will then follow the Lake Loop Trail south and east to the City of Syracuse line.</p>	<p>The beginning of the trail in Geddes is a continuation of the condition as described above in the Town of Camillus. After the end of the old Erie Canal Section The trail will be on road which will require striping and signage for a bicycle/pedestrian way. The existing bridge over I-690 will require signage.</p> <p>The completion of this section of the trail is related to completion of the Lake Loop Trail. Currently, the trail R.O.W. has a small footpath or unimproved road over some of it's length to the city line but will need grading, clearing, signage and paving to bring it up to Canalway Trail standards. In another section.</p>	<p>The Town of Geddes owns the portion of the trail in this end of the Old Erie canal segment along Belle Island Road. The Town and New York State Department of Transportation (DOT) own roads in this section. DOT owns the pedestrian bridge over Interstate 690.</p> <p>Onondaga County owns the land that the Lake Loop Trail will be on.</p>

Proposed Route Description	Present Condition of Trail	Ownership
City of Syracuse		
<p>From the city line on the Lake Loop Trail, the Canalway Trail continues south and east concurrently with the Lake Loop Trail. The trail continues down the west side of Onondaga Creek and the Inner Harbor. The trail will continue south of the harbor across a city street onto the Onondaga Creek Walk and will come onto city streets in the Armory Square district of the city.</p> <p>The trail then continues east on Water Street to Beech Street, south on Beech street to Lombard Ave. The trail follows Lombard Ave. east to Divine Street, north to cross Erie Boulevard and continues on Divine Street to where it intersects with Niagara Mohawk Power Corporation (NIMO) R.O.W.. The trail proceeds east to the eastern city line on the power company R.O.W..</p>	<p>The condition of the trail R.O.W. near the lake is the same as above until the lakeshore turns to the east. At this point, and to the point where Onondaga Creek empties into Onondaga Lake, the trail is on a narrow strip of land between active railroad tracks and the lake shore. This land is rocky, generally open and needs extensive grading to prepare the way for the trail.</p> <p>The Creekwalk from the lake outlet to the Inner Harbor has been completed by Lakefront Development Corporation and the City of Syracuse. Beyond the Inner Harbor the trail crosses a city street which will need striping for the cross walk, and on city property behind the DPW along the course of Onondaga Creek. This area is overgrown and needs clearing, grading and paving as well as signage.</p> <p>The length along the creek walk that is not already completed, will need major work to become multi-use trail. The area is below grade, overgrown and, in some places, too narrow to accommodate the trail standard specification. Additionally, to get the trail to the Armory Square area, it must pass underneath Niagara Mohawk Power Corporation Headquarters. The trail will be highly engineered</p>	<p>The county owns the trail R.O.W. around the lake. The section of the trail on the Onondaga Creek Walk is owned by the City of Syracuse. All sections on city streets are owned by the City of Syracuse.</p> <p>Niagara Mohawk Power Corporation owns the R.O.W. in the eastern section through Syracuse to the line with the Town of DeWitt.</p> <p>in this section. An accessible means of ingress and egress will also be needed at the Armory Square terminus of the creek walk.</p> <p>The section of the trail on city streets will need striping and signage.</p> <p>The section on power company R.O.W. is varied from unimproved road to overgrown secondary field to wetland.</p>

Proposed Route Description	Present Condition of Trail	Ownership
Town of DeWitt Option 1 (Preferred)		
<p>The trail continues east on NIMO R.O.W. and crosses Thompson Rd, continues on NIMO R.O.W., crosses Bridge St. and proceeds east on Enterprise Parkway to an existing bike lane on Towpath Road. The trail follows Towpath Road east and south to Kinne Rd which crosses Interstate 481. At that point the trail joins the existing Canalway Trail at the western end of the Old Erie Canal State Park at Cedar Bay.</p>	<p>The NIMO R.O.W. in this section is as above, needing clearing, grading and paving along its entire length. Both the sections in Syracuse and DeWitt will need wetland permitting.</p>	<p>Niagara Mohawk Power Corporation owns the utility R.O.W. in the western section. The remainder is on public streets owned by the Town of DeWitt.</p>
Town of DeWitt Option 2		
<p>This route leaves the NIMO R.O.W. before Thompson Road. It proceeds north under I-690 through a railroad underpass. It then follows I-690 along the north side of the highway R.O.W., through another railroad underpass to Bridge Street. It continues east along the north side of I-690 and curving north along the I-481 southbound exit ramp R.O.W. to Manlius Center Road. The trail goes east on Manlius Center Road under I-481 to an abandoned railroad row which it follows east and south, crossing Butternut Creek and connecting with the existing trail head at Old Erie Canal State Park.</p>	<p>This route is generally clear, with a moderate amount of grading needed. The areas on road will need striping and signage. The railroad underpasses will need barriers to separate trail and train traffic or separately built trails.</p> <p>It is also possible that this route of the trail passes through regulated wetlands. Again, it will be important to assess these conditions, and apply for any permits needed.</p>	<p>The R.O.W. in the western portion of the trail, between Teal Ave. and Thompson Road, is owned by Niagara Mohawk Power Corporation. As the trail leaves the R.O.W. it enters several privately owned parcels and land owned by NYS Department of Transportation (underpasses and highway R.O.W.). Some of the railroad bed in the eastern section is owned by Consolidated Rail, or its successor, some by New York State and then returns to NIMO property.</p>



Fig. 3 Canalway Trail Route and Options

Constraints

Thompson Road

Both of the options through the Town of DeWitt cross Thompson road. This is more of a constraint for option 1 than option 2. On option 1 the trail is on the south of I-690 and the only inexpensive solution to getting past Thompson Road is to bring the trail up to the intersection with Erie Boulevard, cross Thompson Road and then return to the NIMO R.O.W.. A much more expensive and difficult solution would be to tunnel under Thompson Road and bring the trail through the tunnel. This solution is extremely problematic as there are issues of safety, cost, drainage and engineering that must be considered.

On option 2 the trail will cross Thompson Road through an active railroad underpass. This causes a constraint due to the proximity of the trail to an active rail line. The trail must be separated from the rail traffic and this presents engineering and safety issues.

Wetlands

The section of the trail between Syracuse and DeWitt passes in the vicinity of regulated wetlands. These wetlands need to be delineated in order to determine where the trail passes through them or within the buffer zone. The regional DEC office can perform this delineation but has to be asked to do so. After this is accomplished and the proximity of the proposed trail route to the wetland is determined the appropriate action will be taken. If the trail goes through the wetland or within the buffer zone a permit for this construction will be necessary. It may also be necessary to apply for an Army Corps of Engineers permit. The presence of other, non-state regulated wetlands will determine this.

NYP&A has initiated discussions with the Department of Environmental Conservation headquarters to make it possible that a state-wide wetlands permit be issued for the Canalway Trail as a whole. These discussions are at a very preliminary state as of the date of this report, but it may be possible that a permit for all wetland crossings in the entire route may be issued by Spring of 1999. This would eliminate the need for many individual permits being applied for and administered. Similar discussions with ACOE have not taken place. However, ACOE is considering administering all canal related permits out of one office for NYS rather than the present condition which administers canal permits out of both NYS offices. This change of administration would help consolidate and coordinate ACOE permitting.

Cost Estimates

The standard cost estimates being used by NYS Canal Corporation for the Canalway Trail at this date are \$70,000 - \$80,000 per mile for stone dust surfacing and \$110,000-\$125,000 for asphalt surfacing. Asphalt surface would be most appropriate in this area. The stone dust surface encourages slightly slower bicycling than the asphalt surface and requires more maintenance after installation. The maintenance costs should be considered if there is no volunteer group in the area to help with these tasks.

If Option 1 is taken along the streets in the Town of DeWitt some cost is saved. This is because only striping and signage would be needed rather than grading, clearing and paving.

Option 2 will require more grading and trail bed improvement as well as paving. This option will also require engineered solutions for the trail as it passes through railroad underpasses.

The following tables incorporate the above estimates and add in costs of surveys, signage and contingencies. The totals have been rounded up to reflect these additions.

Option 1				
Item	Cost	Amount	Unit	Sub Total
Asphalt Surfaced Trail	\$ 125,000.00	10	mile	\$1,250,000.00
Stone Dust Surfaced Trail	\$ 80,000.00	10	mile	\$800,000.00
Signage	\$ 7,000.00	15	mile	\$105,000.00
Striping Streets for Bike Lane	\$ 5,000.00	5	mile	\$25,000.00
Total for Asphalt Trail	Corrected to include contingencies and rounded up to the nearest million.			\$2,000,000.00
Total for Stonedust Trail				\$2,000,000.00
Option 2				
Item	Cost	Amount	Unit	Sub Total
Asphalt Surfaced Trail	\$ 125,000.00	12	mile	\$1,500,000.00
Stone Dust Surfaced Trail	\$ 80,000.00	12	mile	\$960,000.00
Safety Lanes in underpasses	\$ 100,000.00	1	LS	\$100,000.00
Signage	\$ 7,000.00	15	mile	\$105,000.00
Striping Streets for Bike Lane	\$ 5,000.00	3	mile	\$15,000.00
Total for Asphalt Trail	Corrected to include contingencies and rounded up to the nearest million.			\$3,000,000.00
Total for Stonedust Trail				\$2,000,000.00

Key Needs and Opportunities

The priorities and steps listed below should be followed so that the trail can be designed and built as quickly as possible. Because of the constraints involved it is most important that these tasks be dealt with in a chronologically logical manner so that information they will provide will promote trail development.

Wetland Delineation

The wetlands (both DEC and ACOE regulated) should be delineated and surveyed as soon as possible. The DEC wetlands will be delineated by DEC in the field if requested, but it will still be the responsibility of the landowners or municipalities to survey the delineation. The ACOE should be contacted as soon as possible to determine the method for delineating those wetlands under ACOE regulation.

Property Line Survey

The Niagara Mohawk Power Corporation, Consolidated Rail, or its successor, and all municipalities involved should provide surveys of their property lines and mark these lines in the field. These surveys can be combined with a topographic survey and is also essential to insure that the trail is designed solely on property where permission has been granted for the trail.

Volunteer Organization

One of the first needs in this area would be to expand on the responsibilities of the existing B/PAC trail committee with a volunteer committee that will help support trail development. This group would focus on the entire trail section rather than in any one municipal division. It is important to maintain each municipality's control over its own property and at the same time construct a vision for the section as a whole. This group would be made of a mix of representatives from the businesses, municipal and county officials, and community residents. Participants for this group should be actively recruited and meetings should start as soon as possible.

During routing and development the committee could organize volunteers to help in trail clearing and construction activities. The committee could recruit volunteers and businesses willing to donate time, money and materials to the development of the trail. The committee could also be active in encouraging trail development and helping to overcome impediments.

This group could also be active after the trail is constructed by becoming part of a statewide "Friends of the Canalway Trail" organization. This involvement would mean helping to develop and locally implement statewide trail maintenance standards as part of a statewide organization as well as organizing and administering local trail events and initiatives, which would enhance the economic benefits of the trail.