TOWN OF CANANDAIGUA
TRAILS MASTER PLAN

A VISION FOR CANANDAIGUA'S FUTURE

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Town of Canandaigua
Trails Master Plan

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Cover Photo of Onanda Park Trail provided by Dennis Brewer

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Overview

A Trails Master Plan is essential for guiding the Town in the development of a network of trails linked with those in adjacent municipalities, the region and the state. The plan identifies and prioritizes key land parcels/ trail corridors, and informs and involves the public.

The plan contains recommendations for improvements to expand the existing trail system, fill gaps and connect neighborhoods. The "Town of Canandaigua Trails Master Plan: A Vision for Canandaigua's Future" is not a static recommendation, but rather a work in progress. As a dynamic document, it will evolve over time. It addresses, principally, the Town of Canandaigua's off-road system, which also creates a network of non-motorized routes for bicycles and pedestrians. Construction of trails is recommended to be an integral part of future projects (e.g. building, roadway and sewer improvements) throughout the Town.

Trail Benefits

Trails have multiple values with many benefits. Trails can enrich quality of life, make communities more livable, and protect nature and green space. The town will benefit from trails in that they:

- Encourage alternative transportation
- Improve and increase recreational opportunities
- Improve health
- Reduce stress
- Increase property values
- Enhance quality of life
- Provide safe places to walk, jog, and bike
- Provide an enjoyable place for people of all ages to experience the outdoors
- Protect open space
- Provide natural classrooms
- Provide opportunities for outdoor activity by those of all ages and physical abilities

Goals

Our primary goal is to create a grid of trails that unifies existing trails and reaches outward to existing and future parks and destinations. The trails committee plans to provide non-motorized trails for recreational opportunities throughout the Town of Canandaigua for walking, jogging, cross country skiing, snowshoeing, bicycling and simple enjoyment of the outdoors. These trails will also provide routes for alternatives to motorized transportation.

In addition, this master plan contains recommendations for:

- Improving parks with additional trails
- Enhancing access to environmental features.
- Acquiring property rights in various areas to improve the flow of the inter-municipal trail systems, fill in gaps and connect neighborhoods
- Improving pedestrian safety around Finger Lakes Community College (FLCC)
- Encouraging walkways in heavily-used pedestrian areas
- Linking trails in the Town of Canandaigua with those in adjacent municipalities, the region, and the state.
- Utilizing accepted trail design, construction, maintenance standards and guidance to enhance safety.
- Meeting or exceeding minimum standards for accessibility as defined by the Americans with Disabilities Act and the US Department of Transportation.

The trail system will use existing trails and easements where they are available.

Mission Statement

The Town of Canandaigua Trails Committee promotes the development of trail systems within the town as well as connections to other trail systems for the enjoyment and transportation of residents and visitors.

Background

On October 16, 2007, the Town of Canandaigua Parks and Recreation Master Plan was finalized. The Parks Master Plan stated: “The town should establish a Trails Committee and provide the committee with adequate resources to prepare a long range plan for acquiring, financing, developing, maintaining and promoting a network of trails for walking, hiking, jogging, biking, nature study, cross country skiing, and other activities. Municipal and independent trails committees in nearby communities are likely resources to assist in the formation and direction of the proposed trails committee.”

On April 29, 2008, Dennis Brewer, Director of Parks and Recreation, requested the formation of a Trails Committee by the Town of Canandaigua Town Board. The committee was approved and contains the following members:

Dennis Brewer (Chairperson), Gary Castine, Kevin Reynolds, Barb Rose and Adeline Rudolph. The first meeting was held on June 9, 2008. On December 16, 2008, there was a general consensus in the Canandaigua Town Board that sidewalk recommendations should be included in the Trails Master Plan.

Existing Parks

(See maps in appendixes)

As of the spring of 2010, the Town of Canandaigua contains the following parks:

Onanda Park

See map Appendix B

Onanda Park is located about eight miles south of the City of Canandaigua on West Lake Road (County Rd. #16). Canandaigua's largest park, Onanda consists of approximately eighty acres, with seven of these at the lakeside. Originally started as a YMCA Camp, it was purchased in 1989 in a cooperative effort between the New York State Department of Environmental Conservation and the Town of Canandaigua.

The park consists of sixteen cabins, five pavilions and three lodges that are available for rent. The lakeside section of Onanda Park is one of two lakeshore parks in the Town of Canandaigua that offers seasonal swimming access to the public. The upland area also has parking for about sixty vehicles, an area for sledding and one hiking trail extending two miles.

McJannett Park

See map Appendix C

This one-acre park is a picnic and rest stop area located on the eastern side of Route 21 South. Offering scenic views of the lake, it is approximately two miles south of the Hamlet of Cheshire and west of Onanda Park. The land was deeded to the Town by the New York State Department of Transportation in 1995.

Leonard R. Pierce Memorial Park

See map Appendix D

This park is located on Goodale Road in the Hamlet of Cheshire approximately five miles south of the City of Canandaigua. The park is approximately seven acres and contains two picnic pavilions, a playground, softball field, and one soccer field.

West Lake Road Schoolhouse and Beach

See map Appendix E

This approximately one acre park is situated at the corners of Butler and West Lake Roads about four miles south of the City of Canandaigua. The schoolhouse is used for group rentals and summer recreation programs. The beach is one of two lakeshore parks within the Town of Canandaigua that is open to the public for swimming during the summer months.

Richard Outhouse Park

See map Appendix F

Located along Buffalo Street Extension near the border with the City of Canandaigua, this park is currently in development. The Town has recently acquired additional open space land adjacent to the existing park that could also be used for trails.

Blue Heron Park

See map Appendix G

Located off of Parkside Drive in the northern section of Canandaigua, this park continues to be developed. It currently has approximately 20 acres with looped walking trails available. Pavilions and volleyball courts are planned.

John Miller Farm Park

See map Appendix A

The Town has just acquired land of the John Miller Farm for use as passive recreation parkland. Located near the southwest corner of the intersection of County Road 32 and NY Route 21, plans for this park are now being developed.

Trails Master Plan

A Trails Master Plan is essential for accomplishing the community trails vision, which is to provide the Town of Canandaigua with a diverse network of trails that connects with existing trails in surrounding areas, brings neighborhoods together, provides recreational opportunities for our residents and protects scenic vistas.

This plan addresses, principally, the Town of Canandaigua's off-road trail system, which could also create a network of non-motorized routes for bicycles and pedestrians. Additionally, it recommends acquiring property rights to specific regions for trail improvements to fill gaps, connect neighborhoods, business districts, parks, and environmental features. Finally, the trails committee encourages walkways in heavily used pedestrian areas. The Trails Master Plan should be seen as a dynamic document that will evolve over time.

Types of Trails

Current and future trails fall into three general categories: multi-use trails, nature trails and sidewalks. Width, surfacing, and other trail standards may vary from proposed standards based on such things as available land, adjacent development, site-specific concerns, appropriate uses, or wetland and wildlife concerns. See Recommended Trail Standards section for further details. Since trails are developed to a level appropriate to their surroundings, all trail users are not accommodated on all trails.

Multi-use Trails

Trails that have regional or community-wide significance are usually this type. Improvements are necessary to assure that the trail accommodates two-direction traffic including wheelchairs, strollers, bicycles, skaters, pedestrians, and others, as well as maintenance, security, and emergency vehicles. Multi-use trails are designed to provide safety for each user group. Design considerations shall include, but not be limited to, site lines, grade, erosion, and regulation development. Soft shoulders of crushed rock or woodchips may be provided for runners. Some Multi-use Trails may also be designed to accommodate equestrian use.

Nature Trails

Nature Trails are traditional trails in wooded or off road settings. Users will include walkers, hikers, runners, cross-country skiers, and mountain bikers. In the placement of nature trails, first consideration shall be given to environmental impacts. Nature trails shall have two designations: unimproved and improved.

Unimproved trail surfacing shall be compacted native soils. Occasional wood chip surfacing to limit erosion is allowed in areas associated with environmental need, safety, or other circumstances identified by Parks and Recreation staff. Trails will be well marked, using blazes or other signage appropriate to trail users. Trails in undeveloped open spaces that provide a natural outdoor experience will often be of this type.

Sidewalks

Sidewalks are generally located alongside a public road within the right of way and are primarily for pedestrians and related users, including wheelchairs and strollers. Sidewalks should be provided wherever more than just occasional pedestrian activity is expected. Pedestrian activity can be expected within and between neighborhoods and neighborhood destinations.

Accessibility

Since trails are developed to a level appropriate to their surroundings, not all trails will be open for all uses. Trails are designed and installed to applicable accessibility standards, best practices, and current guidelines at the time of implementation. Every attempt will be made to comply with Americans with Disabilities Act (ADA) grade requirements; however, this will not always be practical or reasonable. Trails may be exempt from certain ADA requirements where “reasonable accommodation” cannot be met.

Hubs and Destinations

Destinations are locations that command frequent visitors and encourage transportation to and from that place. A hub is a centrally located area where trails from destinations and other hubs come together. A properly designed network of trails is like the spokes

of a wheel coming out of a hub and connecting to other hubs and destinations in the area.

The Town of Canandaigua Trails Committee recommends connecting via a network of off-road trails and sidewalks the following hubs and destinations:

- City of Canandaigua
- Hamlet of Cheshire
- Finger Lakes Community College (FLCC)
- Existing trails in and near the Town of Canandaigua
- Existing parks within the Town of Canandaigua
- Canandaigua Lake

Linkages

Linkages are trails that connect between hubs and destinations .

The following linkages are proposed:

- Nature trail: Connecting Onanda Park to McJannett Park.
- Multi-use trails: Trails connecting Cheshire to Canandaigua Lake and nearby parks as well as pedestrian improvements within the Hamlet of Cheshire
- Multi-use trails: Middle Cheshire Rd. to West Lake Rd.
- Multi-use trail: Richard Outhouse Park to John Miller Farm
- Sidewalk: FLCC corridor sidewalk. Requires inter-municipal coordination.
- Multi-use trail: Auburn Line trail connecting to existing trails in Victor and Blue Heron Park
- Multi-use trail: Peanut Line connecting the City of Canandaigua, Bloomfield, Old Brookside and Richard Outhouse Park

Onanda Park to McJannett Park

See map Appendix H

Connecting Onanda Park to McJannett Park would add approximately two miles of additional trails in this scenic area. A nature trail would showcase sweeping vistas of Canandaigua Lake and protect the rural character of the immediate area. In addition, parking is already available in both McJannett Park and Onanda Park.

Cheshire Multi-use Trail/ Pedestrian Improvements within the Hamlet of Cheshire.

See map Appendix I

The Trails committee recommends pedestrian improvements within the Hamlet of Cheshire to ensure a safe environment for pedestrians and bicyclists and provide alternative transportation to those frequenting businesses in the Hamlet. In addition, following the Cheshire Master Plan, the trails committee recommends an effort to link Cheshire to the lake through one or more multi-use nature trails. These trails may also connect to Leonard R. Pierce Park.

Middle Cheshire Rd. to West Lake Rd. trail

See map Appendix J

Significant daily pedestrian traffic warrants the creation of one or more trails linking Middle Cheshire Rd. to County Rd. 16 (West Lake Rd.) These trails may be built along existing roads or may follow easements linking the two roads. The trails committee also recommends extending sidewalk or multi-use trails along County Road 16 (West Lake Rd.) and Middle Cheshire Road.

Richard Outhouse Park to Town Hall and to John Miller Farm

See map Appendix K

This is a unique linkage, as it could involve a variety of types of trails, including multi-use, sidewalk and nature trails.

Richard Outhouse is a planned park that will include playgrounds, softball diamonds, pavilions, bathrooms, and a game field in addition to a fitness trail. The fitness trail will include stations for physical activities.

The area also includes sidewalk connections to areas of the City of Canandaigua (including Baker Park), Old Brookside Development and the Canandaigua Town Hall. The open space set aside in the Old Brookside Development could provide a loop nature trail along Sucker Brook and preserved wetlands.

The Town of Canandaigua has recently acquired approximately 23 hilltop acres of the John Miller farm on County Rd. 32. This planned new park will provide passive recreation opportunities with spectacular scenic hilltop vistas and may also serve as a hub with linkages to Middle Cheshire Rd and the hamlet of Cheshire.

FLCC Corridor Sidewalk

See map Appendix L

Additional pedestrian access around FLCC is becoming more crucial every day. Approximately 5,750 full and part-time students currently attend FLCC. College students are among the most likely populations to require multi-use trails for non-motorized transportation. These students need sidewalk access to their homes, workplaces, shopping and other services.

In addition, in 2009 over 63,000 people visited CMAC concerts at FLCC. Many of those patrons utilize parking outside of the CMAC parking lot and walk in large groups along the side of the road. No sidewalks are currently present in the surrounding town roads, including Lakeshore Drive, Moran Rd., County Rd. 10 from Routes 5&20 to Recreation Drive, Route 364, and Lincoln Hill Rd.

The Trails Committee recommends sidewalks on Moran Rd, Lakeshore Drive from 364 to the Town border, State Route 364 from Lincoln Hill Rd. to Lakeshore Drive, and Lincoln Hill Rd. from the entrance of the FLCC campus to Route 364. The Town should encourage the Town of Hopewell to extend the sidewalks on Lakeshore Drive to State Routes 5&20 and should coordinate paving with Hopewell.

Auburn Line Trail

See map Appendix M

The Auburn Line Trail is proposed to be a Multi-use trail on the old Auburn Line railroad bed. It would connect the northern part of the City of Canandaigua through the Town of Canandaigua to the Town of Farmington. Existing portions of the Auburn line Trail now connect Farmington to Victor and intersect with many other trails in Victor including the Lehigh Trail. (Using the Auburn Line, Lehigh Trail and the Genesee Valley Greenway Trail it is possible to travel from Farmington to Rochester entirely on Multi-use trails.) A planned extension would take the Auburn Line into the Powder Mills Park area of Perinton.

The portion of this trail in the Town of Canandaigua would pass through the northeast part of town providing connections to Blue Heron Park and the Route 332 Business Corridor. A connection to the Peanut Line Trail and Trails in the City of Canandaigua would also be possible.

As of this writing, Farmington is applying for a Genesee Transportation Council grant to fund planning for the completion of the Auburn Line through the Towns of Farmington and Canandaigua continuing into the City of Canandaigua.

Peanut Line Trail

See map Appendix N

The Peanut Line Trail is proposed to be a Multi-use trail on the old Peanut Line railroad bed. (Officially known as the Batavia Branch of the New York Central Railroad it came to be known as the Peanut Line.) It would connect the northwest corner of the City of Canandaigua through the Town of Canandaigua to the Town of Bloomfield. It is hoped that this trail would eventually be continued through the Village of Bloomfield to the hamlet of Ionia and on to Honeoye Falls.

In the Town of Canandaigua this trail would provide connections to northwest portions of the town and Richard Outhouse Park.

A section of the Peanut Line rail bed between North Bloomfield Rd. (County Rd. 30) at Thomas Rd and Cooley Rd. has already been donated to the Town by Jim Judkins for use as a trail.

Trail Acquisition Options

A consistent approach to the acquisition of public land and easements is important for the creation of new trails in the Town of Canandaigua. The Town should be prepared to sustain a long-range land acquisition program to meet its trail goals.

In its efforts to acquire land and easements, the Town must deal with land availability, high land costs, and competitive bidding with private developers. The Town's ability to compete for land depends on its ability to raise or maintain the cash reserves necessary to purchase key parcels of land as they become available on the real estate market. If cash reserves earmarked for the purchase of land are low, the Town may not have the financial means to purchase land at the critical moment that it is available for sale. In such a case, the land may be lost to private development. Substantial land acquisitions or easements are needed to complete the trail segments identified in this Master Plan.

While outright purchase is the best method for the acquisition of some lands, many other acquisition options exist. It is fortunate that the very types of lands that are important for trail development are often considered marginal or unusable for private development. Lands needed for the Town's trail system may be located on steep slopes or railroad beds or in other areas not suitable for development. Such lands may on occasion constitute a tax burden to some landowners. The Town may take advantage of this situation by the use of alternate land acquisition methods that could benefit the Town and the private landowner. Several important acquisition methods are listed below:

Fee Simple Purchase

The outright purchase of property is an important method for acquiring trail land. This would require use of Town of Canandaigua Open Space Fund, Parks Fund or General Fund or the use of grants from the Federal or State Governments.

Mandatory Dedication

The Town can require developers of major subdivisions to dedicate a portion of a project's land for active recreation purposes *for all town residents*. The Town should investigate making this a priority for any new development. If there is no land in the proposed development suitable for trails, the Town could require the developer to do one of the following instead:

- Payment-in-Lieu – Require developers to pay a fee in-lieu of dedication of land. Under certain conditions the Town may not desire the dedication of land on

certain construction sites. In some cases the Town would be better served if money were received in-lieu of land dedication. The money received from payment-in-lieu could be used to buy land in other nearby locations for trails. Currently, the Town requires developers to pay $1,000 for each new home built for deposit into a trust fund per Section 277 of New York Town Law, Subdivision 4 (c). This fee is actually passed on to the buyer. Developers could also be required to contribute to this trust fund.

- Off-Site Dedication - The Town can allow developers to dedicate land off-site. With this method the developer would provide land of equal value at another location. This would work if the developed land had little park, open space or trail potential.

Gift

The Town can greatly benefit from land gifts or easements. Gifts should be pursued whenever possible. In some cases gifts may come with simple or extensive conditions for use of the land. The Trails Committee will review these possibilities as they arise.

Exchange of Land

In some cases, it may be possible to exchange unused Town-owned land for private property held by other governmental agencies. In this way, the Town may be able to trade idle land for property, which is desired for open space, trails and parks.

Purchase or Gift of Easement

Easements are legally recorded rights to use land in a specific way; such as the right to locate sewers, electric power lines, gas lines, roads, and other purposes. Three types of easements are of special concern to the Trails Committee:

- Conservation easements are usually given by landowners to prevent development.
- Pedestrian, motorized wheelchair, and non-motorized vehicle easements are granted to allow the public to walk or ride wheelchairs and bicycles across private land.
- Construction easements are usually temporary and allow access for construction activities.
- Cemetery maintenance easements

It is important to realize that one form of easement does not automatically include another use. For instance, sewer easements cannot legally be used for public

pedestrian purposes unless that right is specifically given to the public by the owner of the property. The donor or seller of an easement retains title to the land, pays taxes on the property, and may use the land for any purpose not inconsistent with the use of the easement. For example, the owner of the property may not build a fence across a public pedestrian easement. Easements may be given for a specific number of years or in perpetuity. A person donating an easement may be eligible for substantial tax benefits from both the state and federal governments. By acquiring easements, the Town can avoid the costly process of buying land. Easements leave the lands in private hands for private purposes, allowing the Town to continue to receive taxes on the property. Some landowners are more receptive to the idea of donating or selling easements rather than selling their land.

Reserved Life Estate

Reserved life estates are gifts of land that the donor may use until he or she dies. In most cases, donors continue to live on a tract of land until their death. Reserved life estate agreements are usually structured such that heirs may not inherit or use the property after the donor's death. This form of gift has tax benefits, but is generally used only by persons who are absolutely certain they do not wish to pass on property to relatives or friends after their death.

Bargain Sale

In this form of sale, the owner of the property sells it at a price below market value. The lost capital gain, which is the appraised value less the sale price, could be taken as an income tax deduction. Persons interested in enhancing the Trails program may do so and benefit from a reduction in taxes.

Rent and Leaseback

It may be possible to purchase land well in advance of its need as a trail. In some cases it may be possible to lease or rent the land back to its previous owner, or another party, for use until it is needed. The activity allowed under the lease should be consistent with its future use as park or trail.

License to Use

The Town may wish to use or protect a property for a short period of time. A license to use may provide a temporary easement until such time as the Town can raise the necessary funds to purchase the land.

Tax Foreclosures

Occasionally lands useful for trails may be foreclosed due to failure of the private landowner to pay property taxes. This method may allow the Town to purchase land at a very low price.

Acquisition Options Conclusion

There are many ways to acquire land for trail use. Which method to use will be determined as each situation arises. What is required is a consistent, comprehensive and long term approach by the elected officials and appropriate Town committees to march in the same direction with the same goals in mind. Only with this cooperation can the right lands be acquired in the right way and at the right time to build the trails for the benefit of all Town residents.

Funding Sources

To accomplish the recommendations cited in this plan, the Town of Canandaigua needs to rely on both consistent and recurrent funding from multiple sources. No single funding source meets the goals cited and as such the town must work cooperatively with landowners, neighboring towns, city, county, state and federal partners to implement the plan.

The ability of the town to generate a source of funding depends on a variety of factors, such as budgetary resources, tax revenues, resident preferences and concerns, as well as commitment of the town administration.

Roadway projects, which may incorporate sidewalks, roadside trails, widening of shoulders or bicycle lane improvements, are often completed through the use of capital improvement plans (CIPs). The items included in CIPs are most often expensive and/or of large scale and thus would require the town to budget and plan in advance for such improvements. Smaller less expensive projects could be evaluated on an as-needed basis and the cost involved undertaken by the town. Alternately, a project may be divided into smaller phases, allowing for more manageable and achievable funding possibilities.

Listed below are potential funding sources that could be used by the Town of Canandaigua to support trails and trail projects/amenities:

- Local funds such as tax revenues, capital improvement budgets or special bonds.

- Town of Canandaigua funds, currently generated by in-lieu-of fees, which are to be used exclusively for park, playground or other recreational purposes, including the acquisition of property. [Town of Canandaigua, Chapter 90-26 (E), Reservation of Lands for Recreational Use and Section 277 of New York Town Law, Subdivision (c)]

- Federal transportation funds for surface transportation improvements for pedestrians and bicycle users.

- Federal non-transportation funds for trails or other projects that would be community based.

- State transportation funds for programs and projects serving the needs of pedestrians, and bicyclists. New York State Department of Transportation: www.nysdot/divisions/operating/opdm/local-programs-bureau/srts/funding

- State non-transportation funds for limited pedestrian activities.

- Private sector donations from local nonprofit organizations, environmental/land trust groups.

- Business community or corporate donations/funds from organizations such as banks, stores, or local manufacturers.

- Community donations from civic organizations, or health and safety organizations.

- Foundations, providing private funding sources. See http://foundationcenter.org

- Sponsorship from trail supporters, both individuals and businesses, for certain construction or acquisition projects. The types of gifts could also include donations of services, equipment, labor or reduced cost for supplies.

- Volunteers for fundraising, development, maintenance and programming needs.

Recommended Trail Standards

Nature (Hiking) Trails

Trail Layout - Trail patterns vary depending on the expectations of the trail user. Day users tend to favor a loop or a series of loops. Design trails to cover a variety of vegetation, land forms, and sights. Frequently occurring curves and grade changes will add interest. Short spur trails may be used to access waterways and summits. Length-Hikers travel at one to three miles per hour depending on the terrain and their ability. Hiking trails should be long enough to afford a meaningful recreational experience and short enough to suit a hiker's ability. Internal connector trails and cutoffs can be used to offer different trail lengths.

Day use:	1/4 to 5 miles (1/2 day) 5 to 15 miles (full day)
Backpacking:	25 or more miles

Clearing Width-Vary clearing widths to avoid the tunnel effect and promote a variety of trail environments such as woodland flowers, meadow openings, and woodland edges. Trails generally should narrow on steep slopes to a minimum width of 3 feet.

Light use:	4 to 6 feet (one-way traffic)
Heavy use:	7 to 10 feet (two-way traffic)

Clearing Height-8 feet. Additional clearance may be needed to compensate for extended backpacks and branches drooping with heavy rain or snow.

Tread Width

Light use:	2 to 3 feet (one-way traffic)
Heavy use:	4 to 6 feet (two-way traffic)

Trail Surface

Light use:	Natural with gravel or corduroy used in wet areas
Heavy use:	Natural if possible; woodchips or gravel

Turning Radius-Turning radius is not critical; however, gentle curves are aesthetically pleasing and easier to maintain. Shortcut trails often will develop prior to sharp-angled turns. Straight sections usually should not exceed 100 feet.

Percent Grade-Grades exceeding 10 percent are difficult for hikers to sustain and, without additional protection, erosion problems often will develop. Steps, switchbacks, or waterbars may be needed on slopes over 25 percent. Occasional grade changes and dips should be incorporated into the trail layout to promote user interest and facilitate natural drainage.

Desired:	0 to 5%
Maximum:	15% (sustained) 40% (shorter than 50 yards)
Outslope:	4% (maximum)

Sight Distance-Sight distances are not especially critical on nature trails. However, motorized road crossings must be carefully located and designed to ensure that trail users and vehicle drivers have good sight distances in all directions.

Water Crossings-Structures for crossing water depend on the flow and length of the crossing and expectations of the hiker - almost all methods will accommodate foot traffic.

Bridges:	Must be located above ordinary high water mark or cabled at one end to prevent washout. Width: 2 to 4 feet (light use) 5 to 6 feet (heavy use) 8 feet or more (maintenance vehicles) Weight capacity: Variable depending on maintenance equipment, bridge length, and alternative trail uses
Fords:	Slow moving water less than 24 inches in depth may be forded. Rocks and stepping stones may be used to assist hikers.

Facilities-Parking area, picnic area, resting areas, overlooks, campsites, water, information board, signs.

Nature viewing trails generally are designed to accommodate a low number of users. Trail patterns should focus attention on the food, water, and cover your woodland provides for wildlife. Learn about the habitat requirements of different wildlife species. Keep in mind that these requirements often fluctuate seasonally. Habitat improvement measures may be necessary to attract desired species. Contact your local department of natural resources wildlife manager for technical assistance and cost-sharing information.

Select trail routes that pass through a diversity of wildlife habitats. Aerial photographs offer a valuable tool for locating different vegetation types and ages, openings, and waterways. Areas between adjoining habitat types tend to offer the greatest species diversity. Uplands between wetlands or waterways are excellent trail locations. Examine the site carefully for deer trails or other wildlife travel routes. Constructed trails often will be used by wildlife. Carefully select vantage points near openings or waterways. Water, especially if it is running or splashing, attracts birds and other species. Avoid routes that cut across open meadows or fields. Woodland edges should be favored. An occasional cut into the open area may be used to observe the forest canopy. Ridges provide excellent spots for viewing birds that inhabit upper parts of the forest canopy. Design the trail to approach prime viewing areas with the sun at the trail user's back. This helps illuminate birds and other wildlife for easy viewing.

Incorporate gradual curves into the trail design. Keep the trail surface as natural as possible, with woodchips, corduroy, or gravel added only in wet areas. Clear trail corridors 3 to 4 feet wide and 6 to 8 feet high. Narrower trails are quickly closed by surrounding vegetation. When safety permits, dead standing trees (commonly known as snags) should be retained as they offer homes and feeding locations for many bird and mammal species. Consider erecting nest boxes or creating artificial snags in woodlands near the trail route. Your local wildlife manager can assist you in locating and designing hunting and nature viewing trails.

Accessibility Trails for Persons with Disabilities

Nature trails often can be made accessible to persons with physical disabilities. Recognize the types and needs of disabled persons before designing the trail. Their outdoor expectations differ little from other trail users. When designing the trail, work closely with potential future users and local groups representing persons with disabilities. Encourage input from persons with a variety of disabilities, including sight, hearing, mental, heart or lung disease, and ambulatory limitations. In many cases, simple steps can be taken to ensure access. For additional guidelines on accessibility trails, refer to the Americans with Disabilities Act.

Loop trails with cutoffs are desirable. Although trail lengths of less than 3/4 mile often are provided, a variety of trail lengths are needed to accommodate different abilities and expectations. Identify routes with a variety of different sights, sounds, odors, and objects. Trails should follow a logical sequence to prevent the user's loss of direction. An able-bodied guide should not be required. Place a trail information sign at the

entrance. Mount it within easy reach of the trail at a height of 30 to 40 inches. Use raised or routed letters to inform users about the length and difficulty of the trail and the locations of rest stops, cutoffs, and potential hazards.

Trails should be free of debris and cleared to a width and height of 8 feet. On trails with one-way traffic, most treadways should be at least 3 feet wide; 5 feet on two-way traffic trails. For wheelchairs, blacktop is almost a necessity for the trail tread, but flagstones, bricks (gaps less than 3/8 inch), or crushed rock that has been rolled and compacted also may be used. Provide boardwalks in wet areas. Visually handicapped persons can use natural trail treads with guide ropes or definite edges such as logs or railroad ties. Although trails usually are located on level terrain with grades rarely exceeding 5 percent, acceptable grades will vary depending on the abilities and expectations of trail users. Provide regular rest stops on steep slopes.

Always avoid motorized roadway crossings and obtain professional assistance when locating and designing bridges and boardwalks. Bridge and boardwalk decks must be flush with the trail surface and handrails should be installed. Position decking boards perpendicular to the trail path with gaps between boards not exceeding 3/8 inch. Design rest rooms, parking lots, and ramps carefully to ensure access. Get professional assistance. At least 36 inches of level, cleared space should be provided to the side of benches for wheelchairs. Provide plenty of space at scenic overlooks for persons to watch and listen. Safety rails must be carefully located to ensure that the sight line of persons in wheelchairs is not blocked. Cassette tapes often can be used to enhance the experience of visually impaired persons. Again, you should always work closely with local groups and other potential users when designing trails for persons with physical disabilities.

Multi-Use Trails

(Bicycling, Snow Shoeing, Cross Country Skiing and Walking)

Trail Layout-Due to the potential dangers involved in bicycle passing, single direction trails should be favored for those types of trails. Loop or linear destination trails often are used. Always favor loop trails over linear trails for snowshoeing or cross-country skiing.

Trail Length-Trail lengths vary depending on the trail use. For bicycle trails, the minimum length should be at least one mile. Cross-country skiers travel 2 to 8 miles per hour with most skiers averaging a little over 3 miles per hour. Desired experiences usually range from 2 to 4 hours with trail lengths ranging from 4 to 8 miles. When possible, provide several short loops ranging from 1/2 to 3 miles in length.

Clearing Width

Mountain bicycle:	6 to 8 feet
Touring bicycle:	8 feet (one-way traffic) 10 to 14 feet (two-way traffic)

Light use cross country skiing:	8 feet (one-way traffic)
Heavy use cross country skiing:	12 to 14 feet (two-way traffic)

Provide additional width on downhill sections and curves.

Clearing Height

8 to 10 feet

Tread Width - Bicycle

Light use:	5 to 6 feet (one-way traffic)
Heavy use:	7 to 8 feet (two-way traffic)
Outslope:	10 to 12 feet

Tread Width – Cross Country Skiing, Snow Shoeing

Snow Shoeing	2 to 3 feet
Cross Country Skiing	3 to 6 feet (one-way traffic) 8 feet (two-way traffic)

Trail Surface - Bicycles

Mountain bicycle:	Natural surface. A professional soil scientist can help you examine the trail route for erosion-prone and impact-resistant soils.
Touring bicycle:	A 2-inch thick asphalt surface with a 3- to 4-inch base of compacted gravel is recommended. Limestone fines and other crushed granular stone (3/8 inch or less) surfaces also are acceptable.

Trail Surface-Cross-country skiing - These trails require regular grooming to maintain a smooth surface. Grooming should begin when snow depth reaches 6 to 12 inches. Specialized equipment such as a large roller or drag with a packer pan may be built or purchased for heavily used trails. However, grooming also can be accomplished using the blade on a small tractor or the tread tracks of snowmobiles, small tractors, or off-road vehicles. The snow base should be built from the bottom up, so regular grooming is critical after any substantial snowfall.

On the trail surface, maintain the natural sod or establish a vegetative covering of mowed grasses or legumes. Vegetation plays a critical role in reducing erosion and catching and retaining the snow cover, especially on sloped sections. Remove rocks, logs, and other debris from the trail surface. Cut woody vegetation on the treadway flush with the ground. Avoid sandy soils on steep slopes as they are susceptible to erosion and tend not to hold the snow cover. If the trail will be used in summer, locate it on stable, well-drained soils and apply woodchips, shredded bark, or gravel in wet areas.

Bicycle Turning Radius-Wide, gentle curves with good forward sight distances are ideal for bicycle travel. Never locate turns on downhill sections or at the base of a hill. Tight turns require installation of runouts and warning signs.

Mountain bicycle:	4 feet (minimum) 8 feet or more (desired)
Touring bicycle:	Ideal minimum radius of curvature can be calculated as follows: R = (1.25 x V) + 1.5 where: R = Radius of curvature in feet V = Velocity in miles per hour *For example:* 14 feet is the minimum radius at 10 miles per hour. 7.75 feet is the minimum radius at 5 miles per hour.

Skiers Turning Radius- Provide gradual curves that allow skiers to glide through them. Avoid sharp turns or provide additional trail width to allow skiers to snowplow and negotiate the turn. Never locate a curve on or at the base of a downhill slope. If a downhill curve is required, install warning signs at least 100 feet prior to entering the turn and provide a runout, widen the trail, or increase the turning radius. The runout length, trail width, and turning radius should increase as the slope becomes steeper.

Desired: 100 feet

Minimum: 50 feet

Percent Grade – Bicycle - Trail grades less than 5 percent generally are acceptable for bicycle travel. Avoid steep downhill grades that endanger trail users and pose erosion problems from continual braking and skidding. When possible, place unavoidable steep grades on uphill climbs. Most riders will be forced to dismount and push their bikes on uphill grades exceeding 15 percent. Switchbacks with barriers and runouts may be used on steep slopes. Motorized roadway approaches should be located on level grades or gentle uphill climbs (less than 3 percent). Because of the trail surfaces used, touring bicycle and mountain bicycle trails have similar grade specifications. On mountain bicycle trails, favor grade dips and rubber water deflectors over potentially dangerous waterbars.

Desired:	0 to 3%
Maximum:	5 to 10% (sustained) 15% (fewer than 50 yards)
Outslope:	2 to 4% (maximum)

Percent Grade-Cross Country Skiing - Grade variations enhance the skier's experience, provided that slopes are not too steep. Novice skiers have trouble negotiating slopes exceeding 10 percent, while experienced skiers often can handle short slopes of 40 percent. Break steep climbs by short, level resting places or sections. Downhill runs should be straight and smooth. Wide switchbacks and gentle grade dips are acceptable methods for climbing steep slopes. End downhill slopes with straight level terrain at least as long as the slope or with a short rise in grade to allow skiers to regain control.

Desired:	0 to 5%
Maximum:	10% (sustained) 15 to 25% (shorter than 50 yards) 25 to 40% (shorter than 50 yards, experts only)
Outslope:	0 to 2% (preferred)

Sight Distance-Bicycles - forward sight distances of at least 100 feet are critical at motorized road and water crossings, and on trails with traffic flowing in both directions. Although curves should be carefully designed to maintain good sight distances, turns and bends tend to help reduce travel speeds.

Desired:	100 feet
Minimum:	50 feet

Sight Distance- Cross Country Skiing - Forward sight distances are not critical on cross-country ski trails except on steep downhill runs or where the trail crosses motorized roads, waterways, or other potential hazards. In these cases, level approaches (less than 5 percent grade) with forward sight distances of at least 50 feet are needed.

Water Crossings-Bicycles - Culverts, bridges, or boardwalks should be used to cross waterways. Always cover bridges and boardwalks with smooth planking oriented at a 45- to 90-degree angle to the direction of travel. Gaps between planking oriented in the direction of travel may trap bicycle tires and endanger trail users. Bridge approaches should be straight, level, and at least 100 feet in length.

Bridges: Must be located above the ordinary high water mark. Bridges should have railings on both sides.

Width:	4 to 8 feet (one-way traffic) 10 feet (two-way traffic)
Weight capacity:	Variable, 5 tons or more for maintenance equipment

Water Crossings-Cross Country Skiers - Use straight, level (less than 5 percent grade) approaches that allow skiers to stop prior to crossings. Never incorporate frozen lakes or rivers into the trail design. Natural water crossings may be used on small, shallow (6 to 12 inches) streams that freeze over early in winter. Ice forms on the bottom of wet skis making further skiing difficult or impossible. Always favor culverts, bridges, and boardwalks, especially if deep water or steep banks are present. Bridge and boardwalk decks must be flush with the trail surface with narrow gaps or no gaps between decking boards to allow for snow accumulation and compaction. The weight and size of grooming equipment play a critical role in bridge design.

Bridges: Must be located above the ordinary high water mark and should have rails at least 42 inches above the snow level.

Width:	6 to 10 feet (bridges often become narrower as snow accumulates)
Weight capacity:	Variable depending on bridge length, 5 tons or more for maintenance equipment

Facilities- Bicycles-Parking area, campsites, bicycle racks, information board, signs.
Cross Country Skiing - Parking areas, resting areas and benches at regular intervals, trail shelters every 8 to 12 miles, information board, signs

Sidewalks

Pedestrian circulation and safety have been increasingly recognized as critical transportation issues in recent years in the United States. With ever increasing congestion, various modes of travel other than motor vehicles are being promoted on national, state and local levels. The widespread absence of pedestrian accommodations, particularly sidewalks, is well known and agencies at all levels of government are recognizing the need to improve conditions for pedestrians.

Sidewalk proponents, along with virtually all planners, architects and transportation engineers, assert that, in fact, lack of sidewalks seriously compromises public safety. The Americans with Disabilities Act and most design standards call for sidewalks for parents with strollers; parents taking a walk with pets; kids walking to school; and anyone ambling along with a cane, walker, a set of crutches or a wheelchair.

Some residents believe adding a sidewalk will change their street's historic character, potentially turning a supposedly rural road into an urban thoroughfare. In addition, many homeowners along sidewalk-free streets have landscaped unpaved portions of the public right-of-way, the area between the street edge and private property lines. Of course, this is public space the Town is legally entitled to use. Yet many homeowners want to protect their landscaping.

While these concerns are understandable, they can be addressed through comprehensive, competent, creative design. Indeed, the functional and aesthetic reasons for walkways along streets are compelling. Thus the issue is not whether to have a pro-sidewalk policy, but rather how to wisely implement such a policy by properly planning and deploying new sidewalks.

Streets in newly planned residential subdivisions invariably include sidewalks on one or both sides. By Town Code, new subdivision streets in the Town of Canandaigua must have a sidewalk on at least one side. Improving streets to include well-designed sidewalks is beneficial economically. Both the visual quality and safety of a street measurably enhance the value of real estate along that street, especially for families with young children.

The aesthetic dimensions of constructing sidewalks elicit the most debate, as homeowners worry that adding a sidewalk will destroy their street's bucolic nature. Depending on the right-of-way, topography, drainage patterns and streetscape context, sidewalks can vary in width, material, texture, color and permeability to rainwater. Most important, their position and alignment relative to the street can vary substantially. Thus, we believe, sidewalk standards should vary depending on the specific situation and be developed accordingly.

The Trails Committee sees sidewalks as sensible and justifiable. It also realizes that sidewalk standards vary substantially. But to do this right, the Committee recommends that the Town seek a transparent street and sidewalk planning process involving local

residents, the Trails Committee, the Town Board, Planning Board, Town Engineer, Developers, Highway Superintendent and others. It must avoid a one-size-fits-all approach. And it must thoughtfully undertake street redesign and sidewalk construction, in detail, to ensure that adding sidewalks produces safe, attractive environments benefiting everyone.

Trail Maintenance Plan

Trail maintenance begins with proper planning, design and construction. Quality workmanship and materials will pay off over the life of the trails. Maintenance is important to prolong the life of the trail, add to people's enjoyment, and provide a safe traveling surface. Regular trail maintenance invites more people to use a trail and reflects positively on the entire community.

There are two kinds of maintenance: routine and remedial. Routine maintenance is the day-to-day regime of weed control, tree trimming, inspection, trash removal and other regularly scheduled activities. Remedial maintenance involves correcting landscape problems and replacing or restoring major components that have deteriorated, been destroyed or damaged.

Key elements of the trails' maintenance schedule should include:

- List of specific maintenance activities
- Frequency of each activity
- Cost of each activity
- Who performed the activity

Maintenance of the proposed new trails in the Town of Canandaigua will be the responsibility of the Department of Public Works (Highway Department) and the Parks Maintenance Supervisor. On occasion, trail user groups, non-profit organizations and individuals may also assist in maintaining trails.

Advantages and Disadvantages of Trail Surface Materials

Surface Material	Advantages	Disadvantages
Native soil	Natural material, lowest cost, low maintenance, can be altered for future improvements	Dusty and dirty, ruts under heavy use, not an all-weather surface, limited use
Soil Cement	Uses natural material, supports more usage than native soils, smoother surface, low cost	Surface wears unevenly, not a stable all-weather surface, costly, erodes, difficult to achieve correct mix
Graded aggregate stone (washed stone, gravel)	Hard surface supports heavy use, moderate costs, natural material, accommodates multiple use	Angular stones can be sharp, continuous maintenance required, uneven surface, erosion, ruts
Granular stone (limestone, cinders)	Soft but firm surface, natural material, moderate costs, smooth surface, accommodate multiple use	Surface can wash away, ruts, erodes, constant maintenance, to keep smooth surface, replenish stone—long term expense, not for steep slopes
Shredded wood fiber	Soft, spongy surface—good for walking, moderate cost, natural material	Decomposes under high temperature, moisture, and sunlight, requires replenishment—long term expense
Wood (boardwalks, bridge decking)	Pliable surface—excellent for multi-use; natural material blends with native landscape, spans streams, ecologically sensitive areas, and soft soils; only surface that places trail user above surrounding grade	High installation cost, easy to damage and vandalize, expensive to maintain, deteriorates with exposure to sun, wind and water, susceptible to fire damage. Can be slippery when wet
Asphalt concrete	Hard surface, supports most types of use, all weather, does not erode, accommodates most users simultaneously, low maintenance	High installation cost, costly to repair, not a natural surface, leaches toxic chemicals, freeze and thaw can crack surface, access of heavy construction vehicles
Concrete	Hardest surface, easy to form to site conditions, supports multiple use, lowest maintenance, resists freezing and thawing the best, can be colored, all weather	Joints result in bumpy surface, high installation cost, costly to repair, not a natural looking surface, access of construction vehicles
Recycled materials	Good use of trash, surface can vary depending on materials, good life expectancy	High purchase and installation cost, aesthetics

Conclusion

The “Town of Canandaigua Trails Master Plan” presents a vision for a network of trails available to town residents and visitors alike. Our efforts address the value of a trail system for health and recreation activities as well as for alternative methods of transportation.

As more heavily developed areas of the Town continue to fill in and expand, it is critical that trail corridors and easements become established and set aside. Trail corridors should link to existing hubs as outlined above in addition to utilizing existing and future easements through subdivision developments. The Town should develop and adopt code to ensure that trail segments through developments are built to standards as part of the land use permitting process. Town planners should be educated about trail standards and alignment guidelines to ensure that trail planning is thoroughly integrated with Town planning and vise versa. In addition, we should create planning guidelines for new trails in subdivisions and rezoned properties, including the creation of a system for flagging parcels of interest for trails.

The Town of Canandaigua Trails Committee encourages and promotes collaborative partnerships regarding trails planning, implementation, management, and maintenance. This document provides a guideline for recommended areas for trail development in the Town of Canandaigua. It is a dynamic document that will evolve as our needs and abilities continue to grow. The trails committee will continue to meet on a regular basis and will amend and update this master plan as needed.

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Encinitas Trails Master Plan: City of Encinitas, 2002

American Association of State and Highway Officials, A Policy on Geometric Designs of Highways and Streets, 1984

Design of Pedestrian Facilities - Recommended Practices, Institute of Transportation Engineer, 2001

Creating a Mission Statement Setting Goals and Developing Strategies, www.extension.iastate.edu

Kevin Schultz, Senior Planner Ontario County.

City of Ashland, Oregon - Trails Master Plan: http://www.ashland.or.us/Page.asp?NavID=9063

Federal Transportation funds are available for a variety of bicycle and pedestrian projects through the SAFTEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) signed into law in 2005. An overview of Bicycle/Pedestrian Funding Opportunities follows as Figure 1 and offers guidance as to the most appropriate potential funding category for a range of typical projects and programs. Further information may be found at: http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm#bp4
The Recreational Trails Program (RTP) is a State-administered, Federal assistance program to provide and maintain recreational trails for both motorized and non-motorized recreational trails use. In New York State, it is a program of the NYS Department of Transportation and administered by the office of Parks, Recreation and Historic Preservation (OPRHP) with funds provided by the SAFETEA-LU. The RTP legislation requires that States use 40% of their funds apportioned in a fiscal year for diverse recreational trail use, 30% for motorized recreation, and 30% for non-motorized recreation.
Additional information may be found at:
http://nysparks.state.ny.us/grants/programs/recreation.asp

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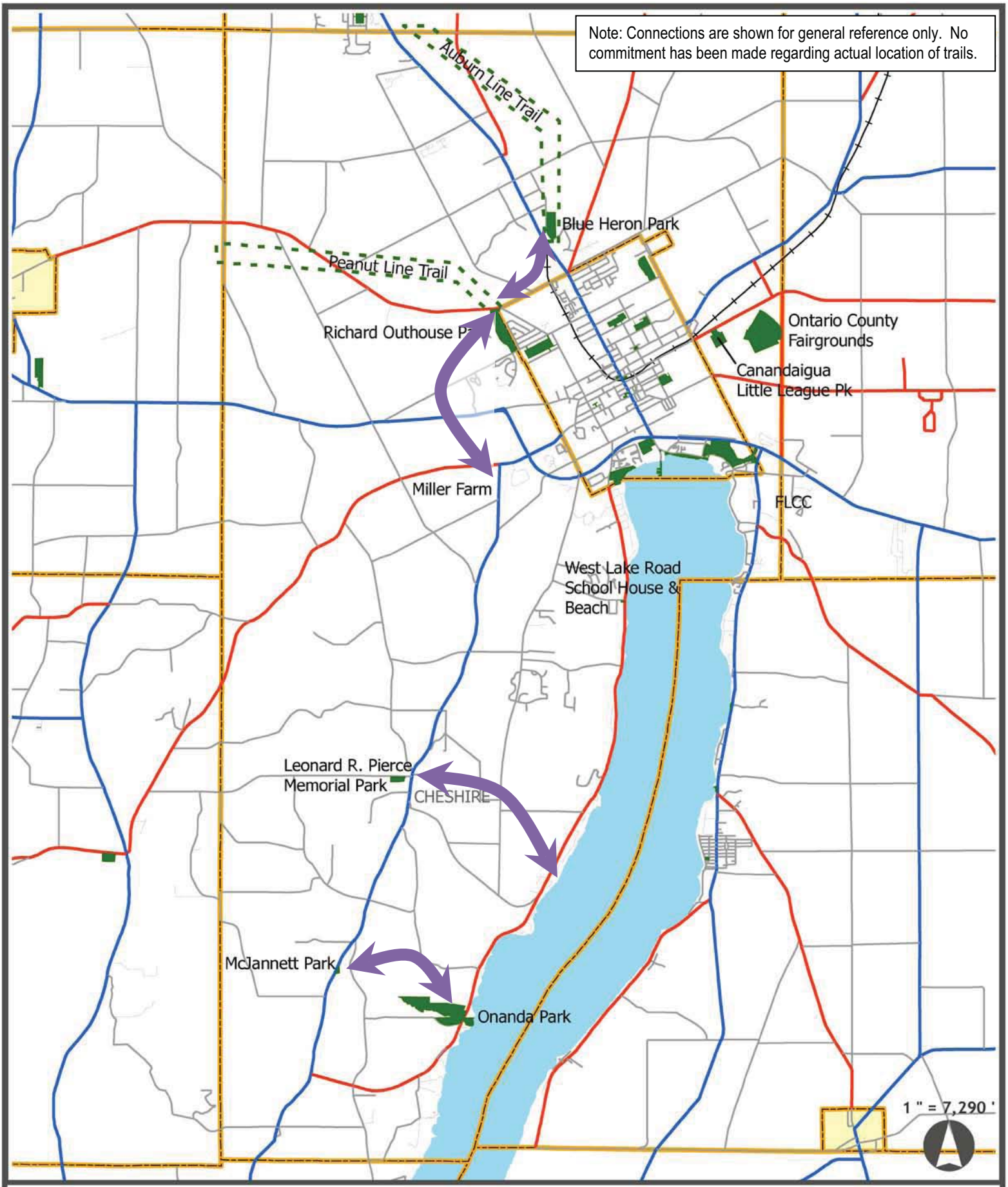


TOWN OF CANANDAIGUA TRAILS OVERVIEW MAP

Appendix A

adopted August 9, 2010

Ontario County, New York

ONANDA PARK

Appendix B Map © Ontario County, New York

adopted August 9, 2010

1 " = 463 '

Ontario County, New York

MCJANNETT PARK

Appendix c Map © Ontario County, New York

adopted August 9, 2010

1 " = 105 '

Ontario County, New York

LEONARD R. PIERCE PARK

Appendix D Map © Ontario County, New York

adopted August 9, 2010

1 " = 119 '

Ontario County, New York

WEST LAKE ROAD SCHOOLHOUSE & BEACH

Appendix E Map © Ontario County, New York

adopted August 9, 2010

1 " = 46 '

Ontario County, New York

RICHARD OUTHOUSE PARK

Appendix F Map © Ontario County, New York

adopted August 9, 2010

1 " = 609 '

Ontario County, New York

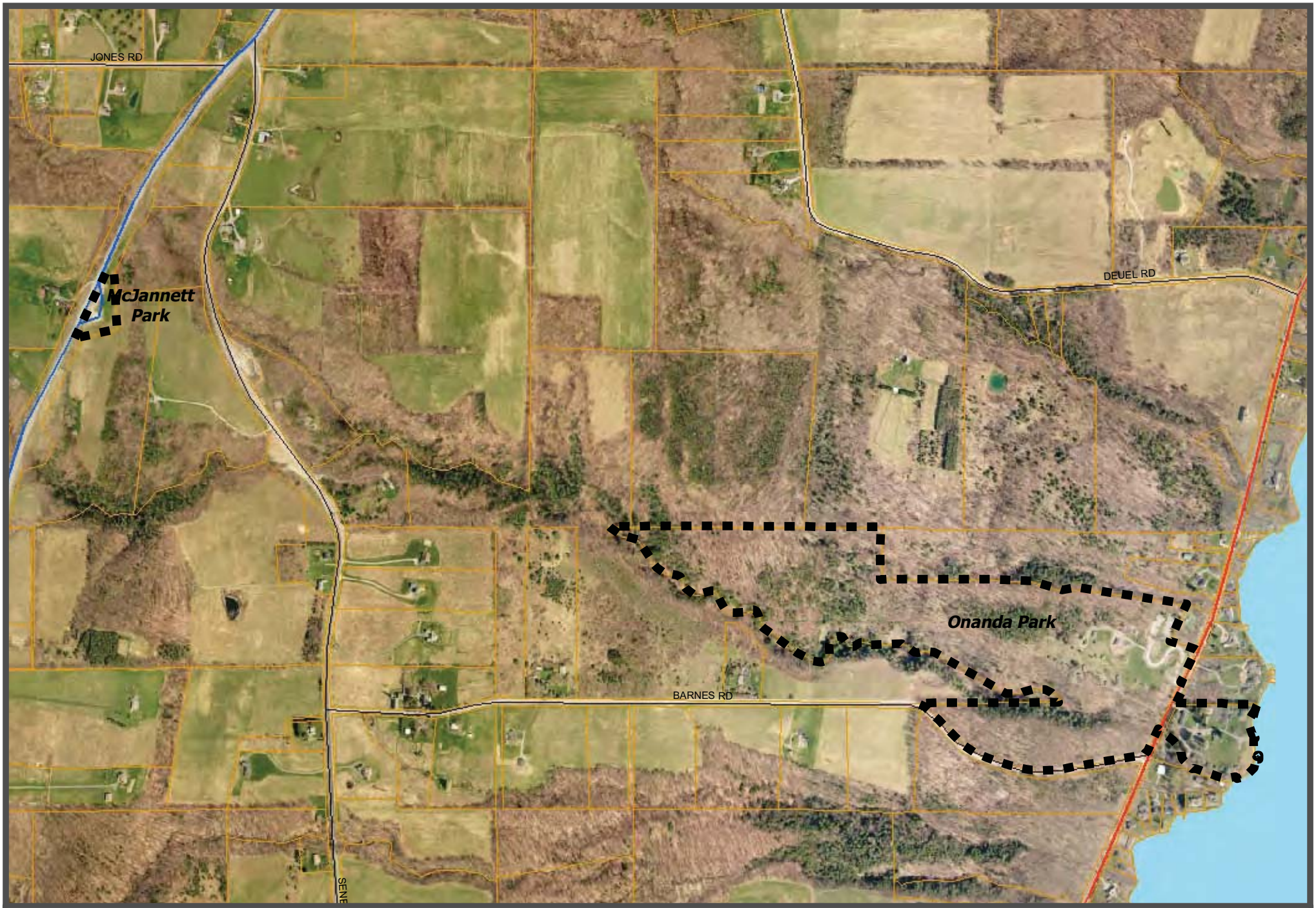
BLUE HERON PARK

Appendix G Map © Ontario County, New York

adopted August 9, 2010

1 " = 297 '

Ontario County, New York



ONANDA PARK TO MCJANNETT PARK

Appendix H Map © Ontario County, New York

adopted August 9, 2010

1 " = 873 '

Ontario County, New York

HAMLET OF CHESHIRE TO CANANDAIGUA LAKE

adopted August 9, 2010

Appendix I Map © Ontario County, New York

1 " = 1,291 '

Ontario County, New York

MIDDLE CHESHIRE ROAD TO CANANDAIGUA LAKE

Appendix J Map © Ontario County, New York

adopted August 9, 2010

1 " = 756 '

Ontario County, New York

OUTHOUSE PARK TO MILLER FARM

Appendix K Map © Ontario County, New York

adopted August 9, 2010

1 " = 1,987 '

Ontario County, New York

FINGER LAKES COMMUNITY COLLEGE CORRIDOR

Appendix L

adopted August 9, 2010

1 " = 981 '

Ontario County, New York

AUBURN LINE TRAIL

Appendix M Map © Ontario County, New York

adopted August 9, 2010

1 " = 1,987 '

Ontario County, New York

PEANUT LINE CONNECTION

Appendix N Map © Ontario County, New York

adopted August 9, 2010

1 " = 1,987 '

Ontario County, New York