

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: James Stack, Executive Director JS
DATE: December 3, 2020
SUBJECT: Proposed Resolutions 20-46 and 20-47

The following item is provided for your consideration:

- 1. Proposed Resolution 20-46** (Accepting the *Regional Land Use Monitoring Report (2019)* as evidence of completion of UPWP Task 4220)
- 2. Proposed Resolution 20-47** (Accepting the *Cayuga-Seneca Canalway Trail Phase II Study* as evidence of completion of UPWP Task 6529) and the **Executive Summary** of the project.

Proposed Resolutions 20-46 and 20-47 were reviewed and recommended for your approval by the Planning Committee at its November 12, 2020 meeting.

Recommended Action:

Approve proposed Resolutions 20-46 and 20-47.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 20-46 *Accepting the Regional Land Use Monitoring Report (2019) as evidence of completion of UPWP Task 4220*

WHEREAS,

1. The *FY 2020-2021 Unified Planning Work Program* includes Task 4220, Regional Land Use Monitoring, for the purpose of documenting land use and development trends in the Genesee-Finger Lakes Region for use by GTC, member agencies, and others;
2. Said Task included inventorying and analyzing the number of new building permits issued in 2019 for residential, industrial, commercial, and community service developments, total square footage, and total value of new buildings for each municipality within the Genesee-Finger Lakes Region;
3. Said Task has been completed and has resulted in the *Regional Land Use Monitoring Report (2019)* which includes a time series analysis of development in the Genesee-Finger Lakes Region; and
4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Regional Land Use Monitoring Report (2019)* as evidence of completion of UPWP Task 4220; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on December 10, 2020.

Date _____

KEVIN C. BUSH, Secretary
Genesee Transportation Council

Regional Land Use Monitoring Report (2019) UPWP Task #4220

Executive Summary

Project Purpose:

The Genesee Transportation Council (GTC) provides annual funding for the *Regional Land Use Monitoring Report* under its Unified Planning Work Program. This report provides information on the issuance of building permits in 2019 to identify areas of growth within the Genesee-Finger Lakes Region (G-FL Region) that might require transportation planning and service modifications.

The G-FL Region is comprised of Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties. The report analyzes the number of permits issued, total square footage, and total value for buildings for each municipality within the region as well as within the Metropolitan Planning Area (MPA). The MPA is comprised of Monroe County plus the adjacent developed areas of Livingston, Ontario, and Wayne counties. The analysis looks at the following categories and respective subcategories: “residential” (single-family, two-family, three or four-family, five-or-more family, mobile/manufactured homes); “industrial;” “commercial;” “community service;” “mixed use;” and “not elsewhere classified.”

A five-year trend analysis is provided for permitted residential units in all nine counties; industrial, commercial, and community service building permits are analyzed over the five-year period as well. In addition, a 10-year time series (historical trend) analysis is provided for residential, industrial, and commercial development in the MPA.

Project Methodology:

The building permit data included in this report was collected through surveys sent to the municipal or county officials responsible for the collection and dissemination of such data in the nine counties. In six counties, these officials were, in most municipalities, the code or zoning enforcement officers. In some cases they were municipal clerks. In Seneca and Wyoming Counties, building permit application approval and inspection are the responsibility of the respective county building departments. Those two departments provided the data for their counties. The Monroe County Planning and Development Department’s Division of Planning administered the surveys, received the responses from municipal officials in the County, and forwarded the data to the Genesee/Finger Lakes Regional Planning Council.

Surveys were distributed in January of 2020 asking for the requested data. The initial survey was followed up with a couple reminder e-mails along with a telephone reminder to those municipalities that had yet to respond. Complete data was collected for 156 of 188 municipalities in the nine-county G-FL Region. In March of 2020, all non-essential businesses were closed, staffing was greatly reduced at municipalities, and all that could work remotely were told to do so. This put a strain on the work load of the municipal

officers responding to the survey and ultimately bumped the survey off many people's to-do list. As such, G/FLRPC looked for alternate sources for the data requested and settled on using the NYS DOS Uniform Code Annual Report. This report generally covers many of the same categories of the survey. All in all, 27 of the 29 non-responding municipalities had submitted their 2019 building permit data to the NYS DOS report.

Analysis Overview:

The highest number of residential permits in the G-FL Region in 2019 was in the Town of Henrietta (113) and followed by the Towns of Webster (97), Farmington (82), Greece (81) and Penfield (62).

Over the years (2010-2019), the majority residential units permitted in the MPA have been in Monroe County, the most being in the City of Rochester (1,965), the Towns of Webster (1,605), Henrietta (1,313) and Penfield (1,291). In the MPA outside of Monroe County, the Towns of Farmington (1,016), Canandaigua (805), Victor (708), in Ontario County, and the Towns of Ontario (327) and Macedon (196) in Wayne County issued permits for the largest number of residential units over the same ten year time frame.

The data on permitted building activity and demolition tables are provided in appendices at the end of the report. This year, the report and appendices also covers a "mixed use" permit category, rezoning/conversion applications alongside subdivisions, and remodel/upgrade permits. Overall, the report serves as an information resource for GTC and others to view and analyze permit activity in the G-FL Region to identify potential growth areas, and anticipate increased transportation needs.

Products:

1. Updated database and GIS coverage of building permits issued in the region
2. Report on building permits issued in the G-FL Region in 2019

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 20-47 Accepting the Cayuga-Seneca Canalway Trail Phase II Study as evidence of completion of UPWP Task 6529

WHEREAS,

1. The *FY 2020-2021 Unified Planning Work Program* includes Task 6529, Cayuga-Seneca Canalway Trail Phase II Study, for the purpose of producing a concept-level plan for Phase II of the Cayuga-Seneca Trail, that will connect the Village of Waterloo to the commercial area of the former Village of Seneca Falls;
2. Said Task inventoried existing and planned conditions and needs including land use and property ownership, physical and environmental conditions, trail network connectivity, and a user profile of the existing trail; considered alternative Phase II trail alignments; involved the community in feasibility considerations; made recommendations related to alignment, trailheads, and design details; and investigated implementation needs including cost estimate, funding sources, construction standards, and follow-on activities;
3. Said Task has been completed and has resulted in the *Cayuga-Seneca Canalway Trail Phase II Study*, and
4. Said Plan has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the Cayuga-Seneca Canalway Trail Phase II Study Executive Summary as evidence of completion of UPWP Task 6529; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on December 10, 2020.

Date _____

KEVIN C. BUSH, Secretary
Genesee Transportation Council

Cayuga-Seneca Canalway Trail

Phase II Study

DRAFT

Waterloo & Seneca Falls, New York
Seneca County

August 2020



PREPARED FOR:

Seneca County
1 DiPronio Drive
Waterloo, NY 13165
And
Genesee Transportation Council
(GTCS, Inc.)
50 West Main Street, Suite 8112
Rochester, NY 14614

PREPARED BY:

T.Y. Lin International
255 East Avenue
Rochester, New York 14604

The L.A. Group
Landscape Architecture and Engineering
40 Long Alley
Saratoga Springs, NY 12866

Highland Planning, LLC
820 South Clinton Avenue #3
Rochester, NY 14620

ACKNOWLEDGMENTS

SENECA COUNTY

Mitch Rowe
County Manager

Jill Henry, Director
Department of Planning &
Community Development

VILLAGE OF WATERLOO

Don Northrup
Administrator/Clerk-Treasurer

TOWN OF SENECA FALLS

Doug Avery
Town Council

PROJECT STEERING COMMITTEE

Harriet Haynes - Seneca County Dept. of Planning and Community Development

Don Northrup – Village of Waterloo

Doug Avery – Town of Seneca Falls

Mike Karsten - The Cayuga-Seneca Canalway Association

Sam Priem - Seneca County Public Works/Highway Department

Roy Gates - The Seneca County Public Works/Highway Department

Ike Achufusi – New York State Department of Transportation

Averell Bauder – Seneca County Cornell Cooperation Extension

Robert Williams – Genesee Transportation Council

T.Y. LIN INTERNATIONAL (TYLI) Team

TYLI (project lead): Nathan Buczek & Dennis Kennelly

Highland Planning (Public Participation & Engagement): Tanya Mooza Zwahlen & Charvi Gupta

The LA Group (Landscape Architecture): Michael Panich & David Miller



TABLE OF CONTENTS

| | |
|---|------|
| 1. EXECUTIVE SUMMARY | P.1 |
| 2. INTRODUCTION | P.10 |
| 2.1 Background and Purpose of Study | |
| 2.2 Relationship to Other Plans and Studies | |
| 3. INVENTORY AND ANALYSIS OF EXISTING AND PLANNED CONDITIONS/NEEDS | P.13 |
| 3.1 Land Use and Property Ownership | |
| 3.2 Physical and Environmental Conditions | |
| 3.3 Transportation | |
| 3.4 Issues, Opportunities and Constraints | |
| 3.5 SEQRA | |
| 4. ALTERNATIVES CONSIDERED | P.25 |
| 4.1 Alternative Overview | |
| 4.2 Alternative/Secondary Trail Alignment Opportunities | |
| 5. COMMUNITY INVOLVEMENT | P.29 |
| 6. RECOMMENDATIONS | P.32 |
| 6.1 Overview | |
| 6.2 Preferred Trail Alignment | |
| 6.3 Gateways: Trailheads and Gathering Nodes | |
| 6.4 Design Details | |
| 7. IMPLEMENTATION | P.43 |
| 7.1 Concept Level Cost Estimates | |
| 7.2 Potential Funding Sources | |
| 7.3 Trail Construction Standards | |
| 7.4 Follow on Activities | |

LIST OF TABLES

| | PAGE |
|---|------|
| TABLE 1 – Property Owners within Preferred Trail Alignment | 14 |
| TABLE 2 – Property Owners within Alternate Trail Alignment | 14 |
| TABLE 3 – Soils Predominantly Found in Study Area | 16 |
| TABLE 4 – Summary of Community Involvement | 29 |
| TABLE 5 – Concept Level Cost Estimate Summary (All Trail Alignments) | 43 |
| TABLE 6 – Concept Level Cost Estimate Summary (Recommended Trail Alignment) | 44 |

LIST OF APPENDICES

APPENDIX A – MAPPING

- FIGURE 1: Project Location Map
- FIGURE 2: Overall Study Area Aerial Map
- FIGURE 3: Overall Trail Options Map
- FIGURE 4: Trail Options Map - 1
- FIGURE 5: Trail Options Map - 2
- FIGURE 6: Trail Options Map - 3
- FIGURE 7: Overall Trail Map
- FIGURE 8: Trail Map - 1
- FIGURE 9: Trail Map - 2
- FIGURE 10: Trail Map - 3
- FIGURE 11: Trail Property Map - 1
- FIGURE 12: Trail Property Map - 2
- FIGURE 13: Trail Property Map - 3
- FIGURE 14: Trail Property Overall Map
- FIGURE 15: Overall Recommended Trail Map

APPENDIX B – BRIDGE AND CULVERT RECOMMENDATIONS

- Existing Bridge and Culverts Conditions/Evaluation
- Bridge and Culvert Location Map
- Conceptual Bridge and Culvert Details

APPENDIX C – CONCEPTUAL TRAIL RENDERING AND DETAILS

- Gateways: T1 Phase 1 Connection Trailhead Conceptual Plan
- Gateways: T2 and T3 Trailhead Conceptual Diagrams
- Gateways: Gathering Node Conceptual Development
- Site Improvements: Typical Trail Signage Examples
- Site Improvements: Typical Furnishings
- Site Improvements: Typical Landscape and Fence Screening
- Design Details and Trail Construction Standards

APPENDIX D – PUBLIC PARTICIPATION, ENGAGEMENT & MEETING SUMMARIES

- Public Participation Plan
- Public Meeting Summaries

APPENDIX E – COST ESTIMATE

- Schematic Cost Estimates

APPENDIX F – SEQRA DOCUMENTS

- Full Environmental Assessment Form

APPENDIX G – REFERENCES

- Soil Survey Data
- USGS Contour Map
- SHPO Map
- FEMA Floodplain Mapping
- Environmental Resource Map
- Wetland Mapping
- Tax Maps

APPENDIX H – MASTER PLANS

- Cayuga-Seneca Canal Trail Master Plan (December 18, 2002)

1. EXECUTIVE SUMMARY



INTRODUCTION

The purpose of the Cayuga-Seneca Canalway Trail Phase II Study (Phase II Trail Study) is to develop and evaluate concepts and alternative route scenarios for a 3+/- mile trail that would connect the end of the existing Cayuga-Seneca Canalway Trail Phase I in Waterloo to the existing end of the Ludovico Sculpture Trail in Seneca Falls. The Phase II Trail Study builds on previously completed planning initiatives that have occurred in and adjacent to the study area – primarily the efforts of the Cayuga-Seneca Canal Trail Association and the *Cayuga-Seneca Canal Trail Master Plan: Geneva to Seneca Falls* (2005).

The Phase II Trail Study was guided by the following objectives:

- Establishing active transportation connections with neighboring communities
- Enhanced and increased use of the Cayuga-Seneca Canal
- Connecting residents with the regional trail network
- Providing opportunities for universal access
- Improving access to walking and bicycling facilities
- Protecting and enhance existing resources
- Emphasizing sustainability and maintainability
- Maintaining user safety

The potential trail corridor as outlined in the Master Plan is primarily comprised of an inactive railroad corridor mainly owned by NYSEG, and is currently used to access utilities and a few businesses at the Village of Waterloo end. There are some other public right-of-way and other private landowners along the potential trail corridor.

The planning process for this study included outreach to both the general public and to key stakeholders. Representatives from various organizations served on the steering committee and provided continuity, guidance and study oversight.

Please see **Figure 1** at the end of this section for an illustration of the project location.

INVENTORY AND ANALYSIS

A comprehensive inventory and analysis of existing conditions in and around the study area was completed. Topography, soils, ecological character, habitat, drainage, wetlands, land use and property ownership, destinations, access, transportation/circulation, trail user profile, infrastructure and utilities were all evaluated. Other than property owned by NYSEG and other private owners, none of these factors present a significant constraint to the development of a trail in the study area. The study addresses a number of opportunities and constraints, which includes:

- connectivity to existing trail systems
- connection between Waterloo and Seneca Falls communities to access restaurants and businesses
- active transportation
- scenic views
- property ownership
- bridges
- historic resources; and
- habitat diversity

Issues, Opportunities and Constraints were identified and addressed in the Alternatives Analysis phase.

ALTERNATIVES CONSIDERED

The Phase II Trail Study was primarily focused on assessing the feasibility of moving forward with the next phases – designing and constructing the trail. Alternatives were developed by carefully evaluating the data gathered in the inventory and analysis and melding it with the public engagement and input.

The team focused on the west end of the study area first, where there were some areas of concern, issues, and potential alignment obstacles.

Potential routes that were considered and sketched included alternates on both the north and south sides of the canal, along the entire length of the former rail corridor, the potential use of the now-closed Gorham Street bridge and the constraints at the Water Falls Bridge. East of the Water Falls bridge, the potential issues were considered to be fewer and more manageable.

The alternatives analysis led the team to recommend a preferred alignment for the Phase II trail which were based on the following driving factors:

- Stay on the south side of the canal, and as close to the canal as possible
- The trail route should traverse to the lock (at the Waterloo end)
- Avoid a trail alignment along main roads - East River Street/River Road
- Minimize impacts to adjacent residential properties
- Enhance travel convenience and opportunities for pedestrians and bicyclists
- Alignment to enhance local economic development benefits – bring people 'downtown'

Alternate Trail routes studied included lands at the Waterloo Container facility and the DeVivi facility property (opposite Kingdom Road) and a trail spur alignment to provide access to the Suader's complex on the south side of East River Road.

The alternative analysis and associated field work focused on providing a trail alignment that would meet the project goals and objectives while addressing public input, concerns and potential impacts.

PUBLIC PARTICIPATION PLAN

From the very beginning of the project – and working directly with the project Steering Committee - a thorough and transparent Public Participation Plan (PPP) was prepared and implemented throughout the process. The PPP and engagement plan included stakeholder interviews, field walks, public meetings, project websites, social media engagement and press releases and an on-line survey. The meetings included mapping exercises to explore potential routes where residents and community members worked together from the very beginning and concurrently throughout the investigations, inventory and analysis phases.

Feedback, comments and input were obtained continuously throughout seven planned and schedule events and surveys. Healthy and open exchanges were the norm throughout.

At the conclusion of the those efforts, some of the major comments, concerns and suggestions included:

- Most stated the existing Phase I trail has been positive for the community; some who were opposed have changed their opinion to the positive side
- Property impacts to residents and loss of privacy are a concern
- Safety: for residents and trail users
- Provide wayfinding signage to Waterloo business district; enhance tourism
- Provide traffic calming measures (at trail/traffic interface locations)
- Trail screening: use fast growing plants and fences and provide buffers to residents
- Access point suggestions: at the water plant, Kingdom Road, Water Falls Bridge, end of Ludovico Trail
- DeVivi property use is not an option, unless the property is purchased

Though most input received on the Phase I Trail was positive, there was expressed opposition to a proposed Phase II trail from some neighbors in the Distillery Avenue area and some of their adjacent neighbors (extending to Gorham Street). A petition was circulated and submitted to the County. Primarily, those opposed do not want the trail in close proximity to their properties/residences, raising concerns for safety, loss of privacy and the potential for trash and debris along the trail.

RECOMMENDATIONS

Alignment Description: The preferred alignment represents the culmination of all input by the Public, the Steering Committee and the consultant team. The preferred Phase II Trail alignment:

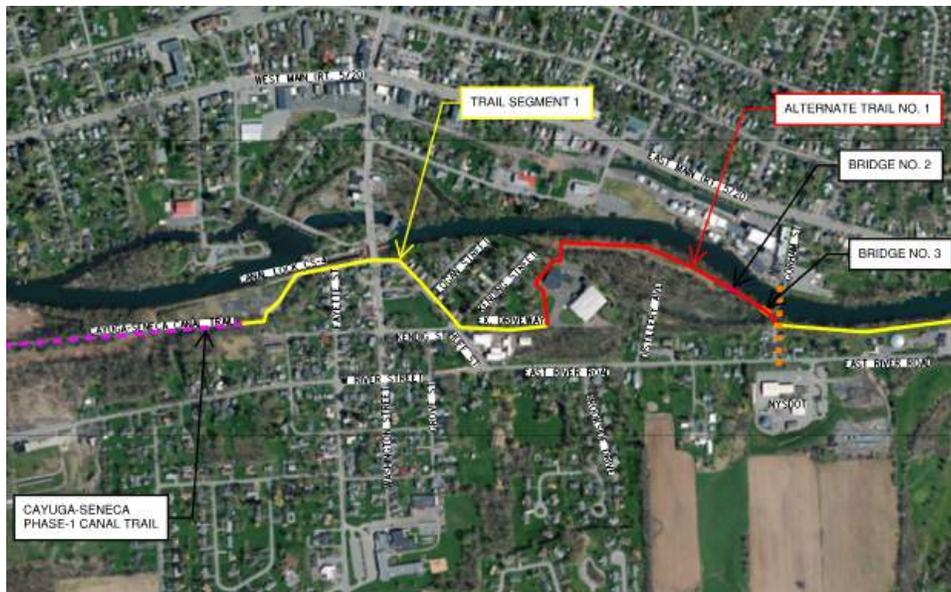
- meets the main project goals and objectives by providing connections and a viable trail link between Waterloo and /Seneca Falls
- stays in close proximity to the canal as much as feasible, and traverses to Lock 4
- avoids a route along River Road
- avoids properties that encroach on the former railroad bed
- respects the opposition raised by some of the residents by recommending a route that traverses around the Distillery Avenue opposition area
- follows the prior rail alignment where feasible
- provides a solution to the constraint at the Water Falls Bridge
- avoids DeVivi property impacts
- provides a trail spur to Sauder's
- recommends trail heads, access points and gathering nodes at the west end near the canal lock, at the water plant and at the Ludovico Trail connection

- provides signage guidance for wayfinding and interpretation
- provides screening recommendations
- provides Design Details and Trail Construction Standards

At approximately 3 miles in length, Phase II of the Cayuga-Seneca Canalway Trail is a significant undertaking. Due to the complexity and various site conditions within the Phase II study area, the preferred trail alignment has been broken down into four segments for clarification and identity:

- **Segment 1** – Cayuga-Seneca Canalway Phase I Trail (east end of trail) to Gorham Street
- **Segment 2** – Gorham Street to Water Falls Bridge
- **Segment 3** – Water Falls Bridge to Kingdom Road
- **Segment 4** – Kingdom Road to Ludovico Sculpture Trail (west end of trail) at Elks Club Lodge

Segment 1 begins at the east end of the existing Phase I Trail, at the existing trailhead parking area at the end of Huff Street. The trail would head east along Huff Street to the Canals Lock CS-4 to Washington Street then continuing down Huff Street to Kendig Street. The trail would then turn east down the existing access driveway to the Waterloo Container Facility (NYSEG property/old railroad corridor). At Washington Street, a specially designed safe crossing (e.g., flashing beacons, specialized striping, an elevated or tabled crosswalk, etc.) will be needed. At the Waterloo Container Facility (Waterloo Contractors Property), the preferred route includes Alternate Alignment No. 1, which is to head north-northwest through the property and back to the canal via an existing gated access point to parallel the overhead powerline alignment adjacent to the canal. A new bridge would need to be constructed across open water at the west end of the property, at the approach to Gorham Street.



Recommended Trail Segment 1 Map

Segment 2 The second segment this trail is a 0.8-mile west-east section from Gorham Street to the Water Falls Bridge. This segment of the trail continues along the old railroad corridor adjacent to the Cayuga-Seneca Canal behind some residential houses and behind the wastewater treatment plant crossing over the existing rehabilitated railroad bridge to the east of the wastewater treatment plant, and continues along the canal and adjacent to River Road to the Water Falls Bridge.



Recommended Trail Segment 2 Map

Segment 3 The third segment is a 0.6-mile west-east section from the Water Falls Bridge to Kingdom Road. Segment 3 will require a crossing under the Water Falls Bridge via a new elevated walkway and continues east with additional elevated walkway through a low, wetland area. The Trail will then run along the canal to the privately owned “DeVivi” property, then along River Road to Kingdom Road. The slopes/ramps of the elevated walkway/decking will need to meet ADA accessibility standards. It is anticipated that the design will be similar to the decking work completed as part of Phase I Canalway trail at Rte. 96A (pictured at right).

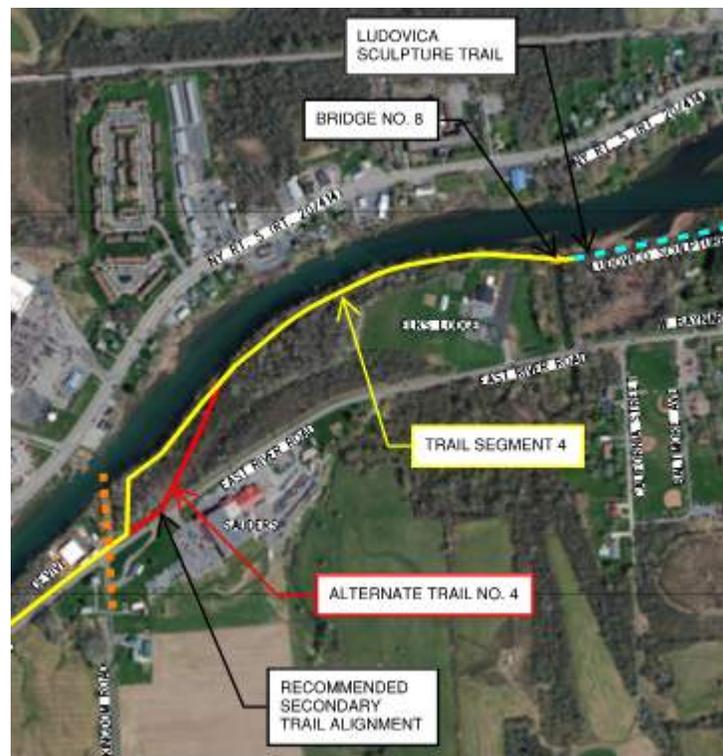


Recommended Trail Segment 3 Map

Segment 4 Segment 4, 0.6 miles, runs from the DeVivi property (opposite Kingdom Road) to the west end of the Ludovico Sculpture Trail at Elks Club Lodge site. At DeVivi's, the property owner does not want a trail on the water side. Therefore, a section of roadside trail alignment along the former railroad bed will be needed. Guiderail protections to separate trail users from River Road vehicles will be needed.

This segment would then run north back to the canal where the trail would extend to the west along the old railroad corridor to the Elks Lodge site. At the east side of the Elk's site, a new bridge will need to be installed over Sucker Brook Creek to connect the Phase II Trail to the Ludovico Sculpture Trail.

A secondary access trail to Sauder's Grocery Store is recommended.



Recommended Trail Segment 4 Map

The preferred alignment will require permission and an easement from Waterloo Container private property owner (Waterloo Contractors, Inc.). To date, the owner has expressed support for the project and the preferred alignment. This alignment would avoid the need to re-build a bridge on the former railroad/NYSEG alignment (just west of the of Distillery Ave), but would require construction of a new bridge over open water just west of Gorham Street. Easements will also need to be obtained from NYSEG and the Canal Corporation.

A total of six (6) bridges of various material types (wood, steel and concrete) and lengths will need to be constructed to complete the Phase II Trail, including: reconstruction of 2 former railroad bridges; 1 new steel truss bridge; elevated decking over wet/ wetland areas; a concrete box culvert; and a ramped deck and elevated walkway system under the Water Falls Bridge.

Please refer to the *Overall Recommended Trail Map* at the end of this section.

IMPLEMENTATION

The Phase II Trail Study's implementation information includes conceptual level cost estimates, potential funding opportunities, and follow-on activities including required SEQRA documentation and processes.

Concept Level Cost Estimate Summary for the Recommended Trail Alignment: \$1,971,230

| <i>Trail Description</i> | <i>Cost Estimate</i> |
|---|----------------------|
| Cayuga-Seneca Canalway Phase I Trail (east end of trail) to Gorham Street (Bridge No. 1 Schematic Cost = \$25,000) | \$213,405 |
| Gorham Street to Water Falls Bridge (Bridge No. 4 Schematic Cost = \$20,000) | \$417,450 |
| Water Falls Bridge to Kingdom Road (Bridge No. 5 Schematic Cost = \$255,000, (Bridge No. 6 Schematic Cost = \$25,000) | \$566,400 |
| Kingdom Road to Ludovico Sculpture Trail (west end of trail) at Elks Club Lodge (Bridge No. 8 Schematic Cost = \$85,000) | \$377,225 |
| Island Trail from Distillery Avenue to Gorham Street (Bridge No. 2 Schematic Cost = \$15,000, (Bridge No. 3 Schematic Cost = \$190,000) | \$340,550 |
| Sauders Trail Spur | \$56,200 |

* Schematic Cost of Bridges is included in the Total Schematic Cost Estimate for each Trail

PROJECT LOCATION

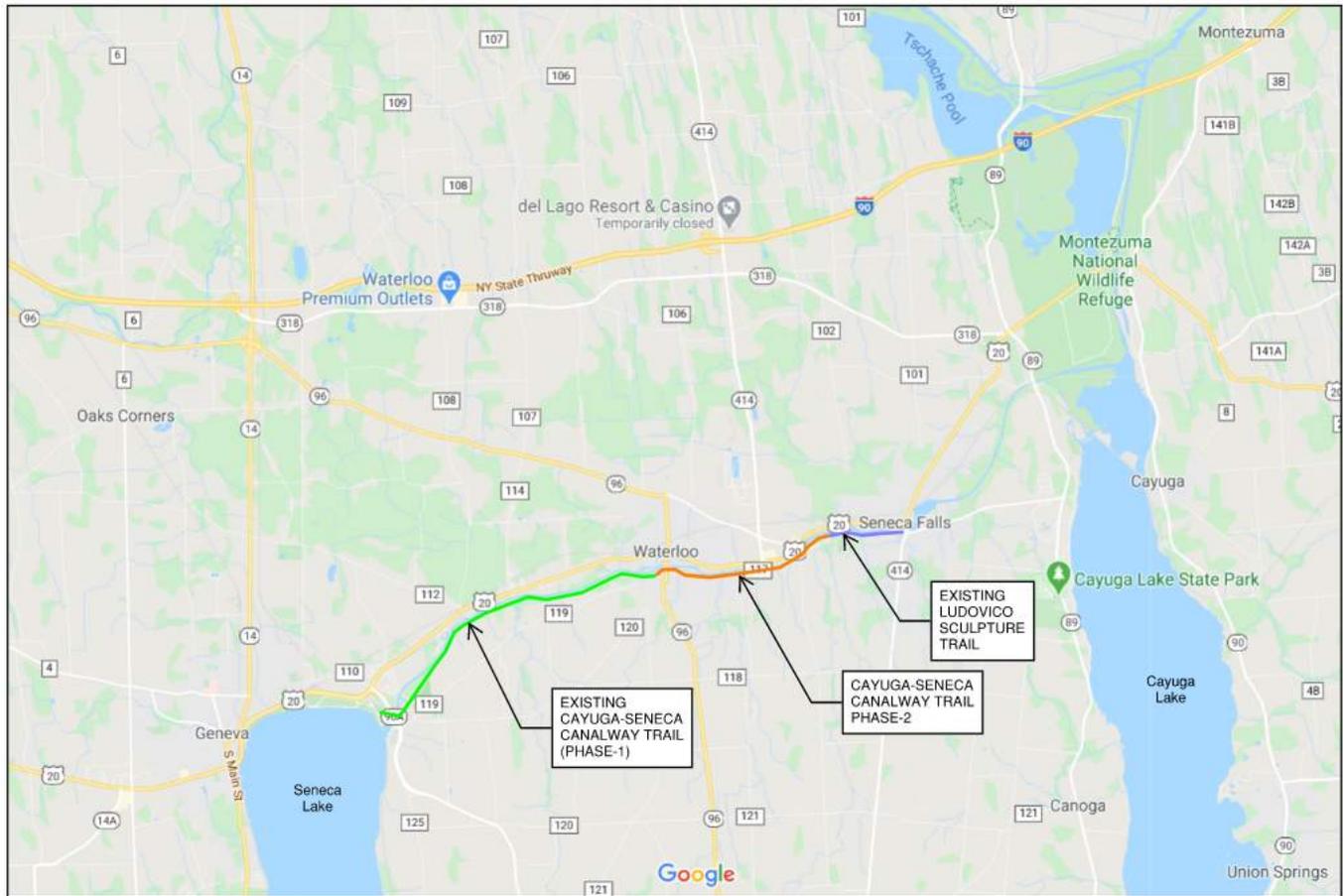
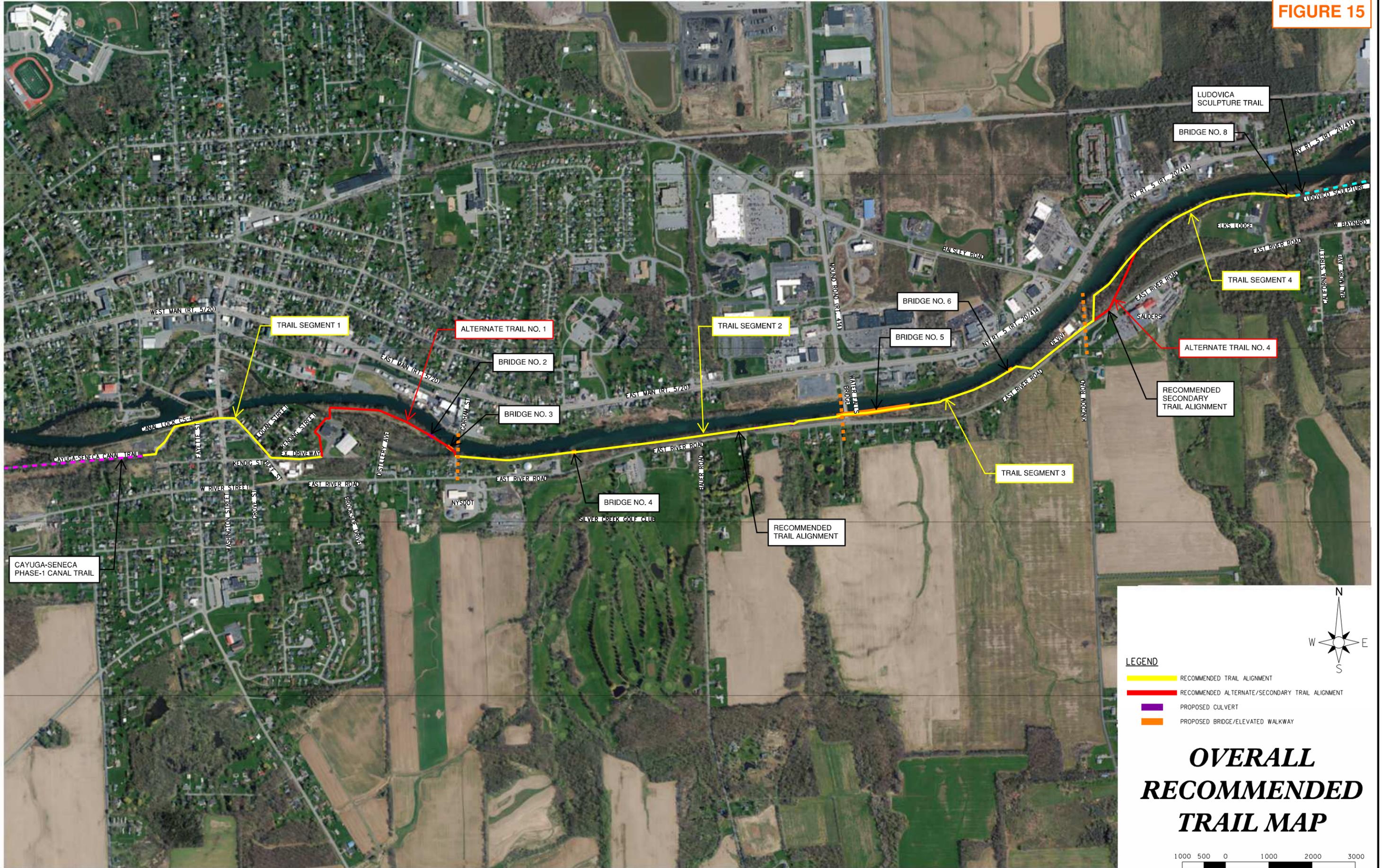


Figure 1 - Project Location Map

FIGURE 15



LEGEND

- RECOMMENDED TRAIL ALIGNMENT
- RECOMMENDED ALTERNATE/SECONDARY TRAIL ALIGNMENT
- PROPOSED CULVERT
- PROPOSED BRIDGE/ELEVATED WALKWAY



**OVERALL
RECOMMENDED
TRAIL MAP**

