



## CREATING FUNCTIONAL COMMUNITY CONNECTIONS



### IV. FUNCTIONAL COMMUNITY CONNECTIONS

This section of the report identifies existing and future connections between the County and the Allegany State Park. An overview of the existing trail networks in the County will first be presented, followed by a discussion on the existing and proposed Trail Staging Areas. Next, existing Allegany State Park access points will be analyzed. The intent is to identify from both community and State Park perspectives, appropriate gateway connections that facilitate convenient and controlled access. Concept plans have been developed for improving the identified major existing and potential connections between the State Park and surrounding communities in the perimeter zones, as well as with the broader, regional trail systems that pass through the State Park. In addition, cost estimates have been developed for improving the major road and trail systems, and gateway entrances into the State Park.

#### A. OVERVIEW OF THE EXISTING LOCAL AND REGIONAL TRAIL NETWORKS AND CONNECTIONS

##### 1. Motorized Trails

###### *Snowmobiling:*

Snowmobiling is an extremely popular winter activity in New York State. In recent years, Cattaraugus County has been growing in popularity as a snowmobile destination. As depicted on Map IV-1 “Allegany State Park Trail System Map,” Allegany State Park currently offers more than ninety miles of marked and mapped snowmobile trails with direct access to Allegheny National Forest, where there is an additional three hundred miles of designated snowmobile trails. Refer to Map IV-2 “Regional Connections” for further information on the Allegany State Park and Allegheny National Forests snowmobile connection.



# Park Trails

MAP IV - 1

-  PARK SNOWMOBILE / HIKING TRAILS
-  PARK HIKING / MTN. BIKING / CROSS-COUNTRY SKI TRAILS
-  CONSERVATION / FINGER LAKES TRAIL
-  NYS / BIKECENTENNIAL BIKE ROUTES
-  CATTARAUGUS TO SALAMANCA RAIL TRAIL
-  NYS BIKE ROUTE 17
-  PARK ROADS
-  SOUTHERN TIER EXPRESSWAY
-  U.S. HIGHWAYS
-  STATE HIGHWAYS
-  ALLEGANY STATE PARK ROADS
-  SENECA NATION OF INDIANS RESERVATION

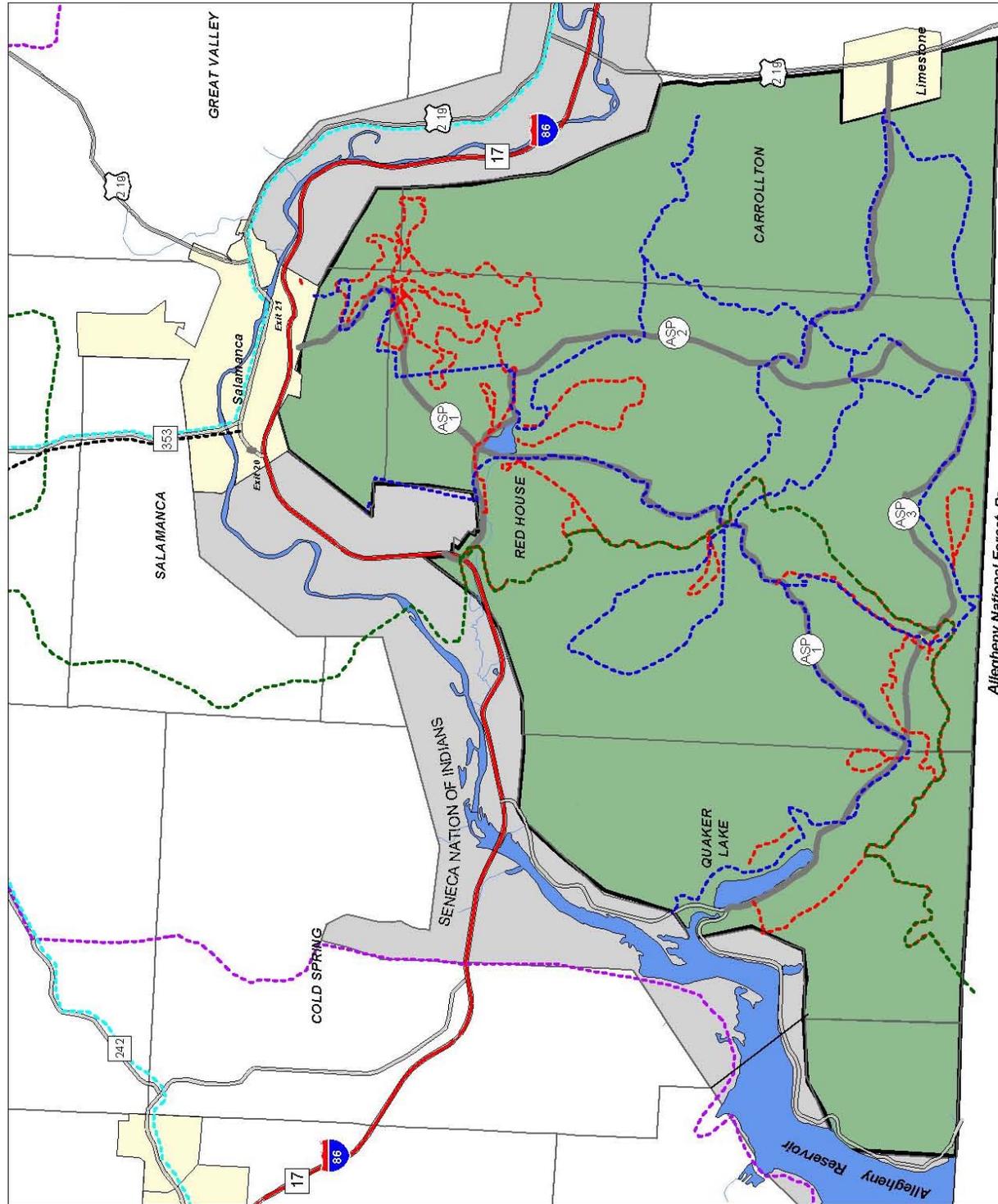


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DATE: 08/20/10 PROJECT: Allegany State Park Perimeter Study

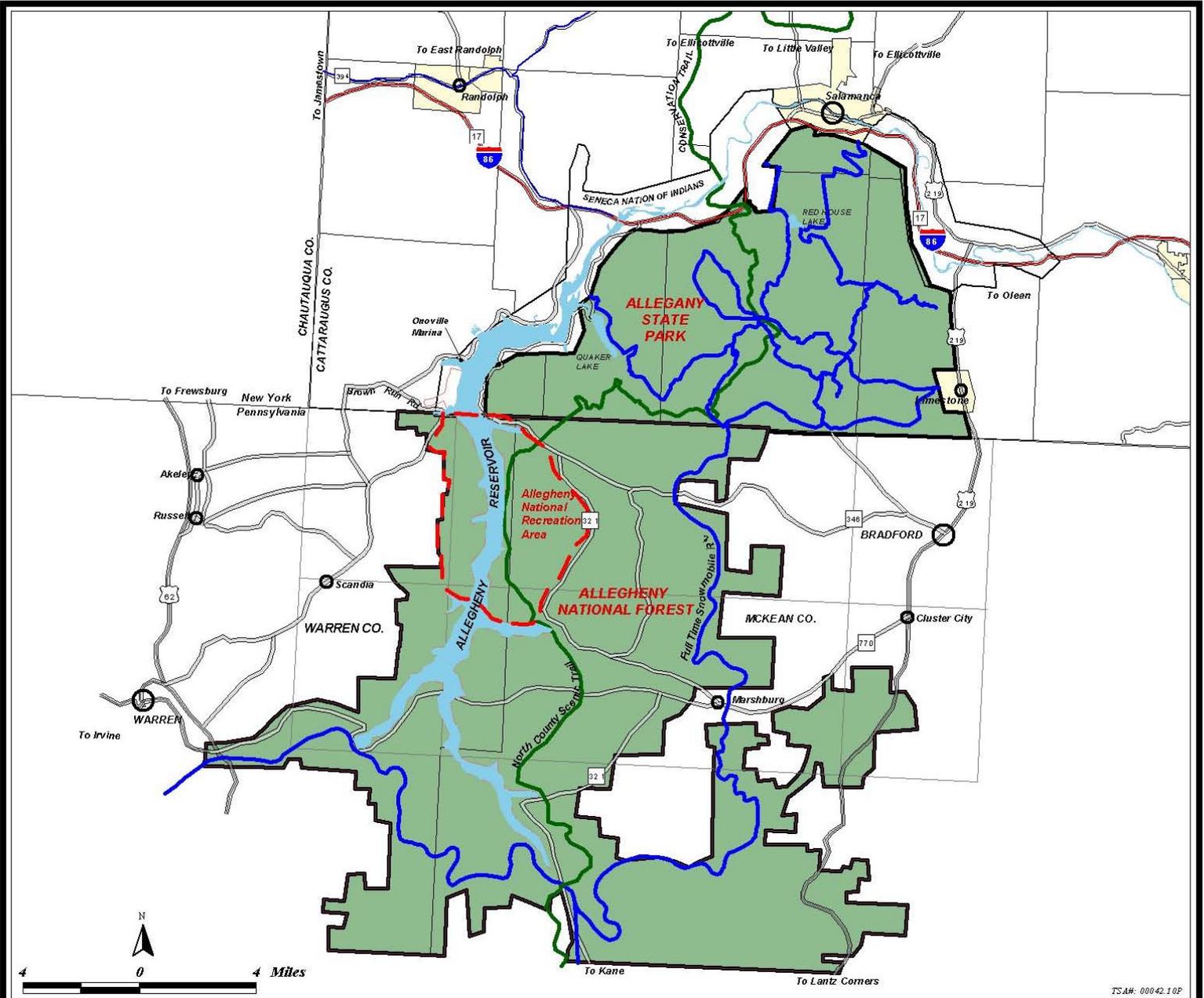
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**Allegany State Park  
 Perimeter Study**  
**Cattaraugus County**



Allegany National Forest, Pa.

# ALLEGANY STATE PARK & ALLEGHENY NATIONAL FOREST REGIONAL CONNECTIONS



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-  SOUTHERN TIER EXPRESSWAY
-  U.S. HIGHWAYS
-  COUNTY AND STATE HIGHWAYS

Map IV - 2

-  CONSERVATION TRAIL
-  SNOWMOBILE TRAILS

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## ALLEGANY STATE PARK PERIMETER STUDY CATTARAUGUS COUNTY

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Outside of the State Park, there are 349 miles of state-funded trails for snowmobiling as illustrated on Map IV-3 “Multi-Use Trail Inventory.”

There are approximately 250 miles of state-funded snowmobile trails in western Cattaraugus County as shown on Map IV-3. However, no connection to Allegany State Park has been developed as yet. From the western border of Cattaraugus County in the Town of Randolph, a state-funded snowmobile trail enters the county along NYS Rt. 394 and travels through the Village of Randolph and East Randolph. The trail then splits when it reaches NYS Rt. 242, with one trail heading south towards the State Park and one heading north to Little Valley. The southern trail follows NYS Rt. 394 before terminating at I-86/Rt. 17. The northern branch follows NYS Rt. 242, passing through Little Valley, and continuing north before splitting once again. One branch follows a series of local roads to the northeast before terminating at U.S. Rt. 219 in the Town of Ashford. The other branch heads northwest to the Town of Dayton on NYS Rt. 353 where it exists the county to the west along local roads. However, prior to leaving the county, the trail splits one last time and continues north to the Village of Gowanda where it finally leaves the county along U.S. Route 62.



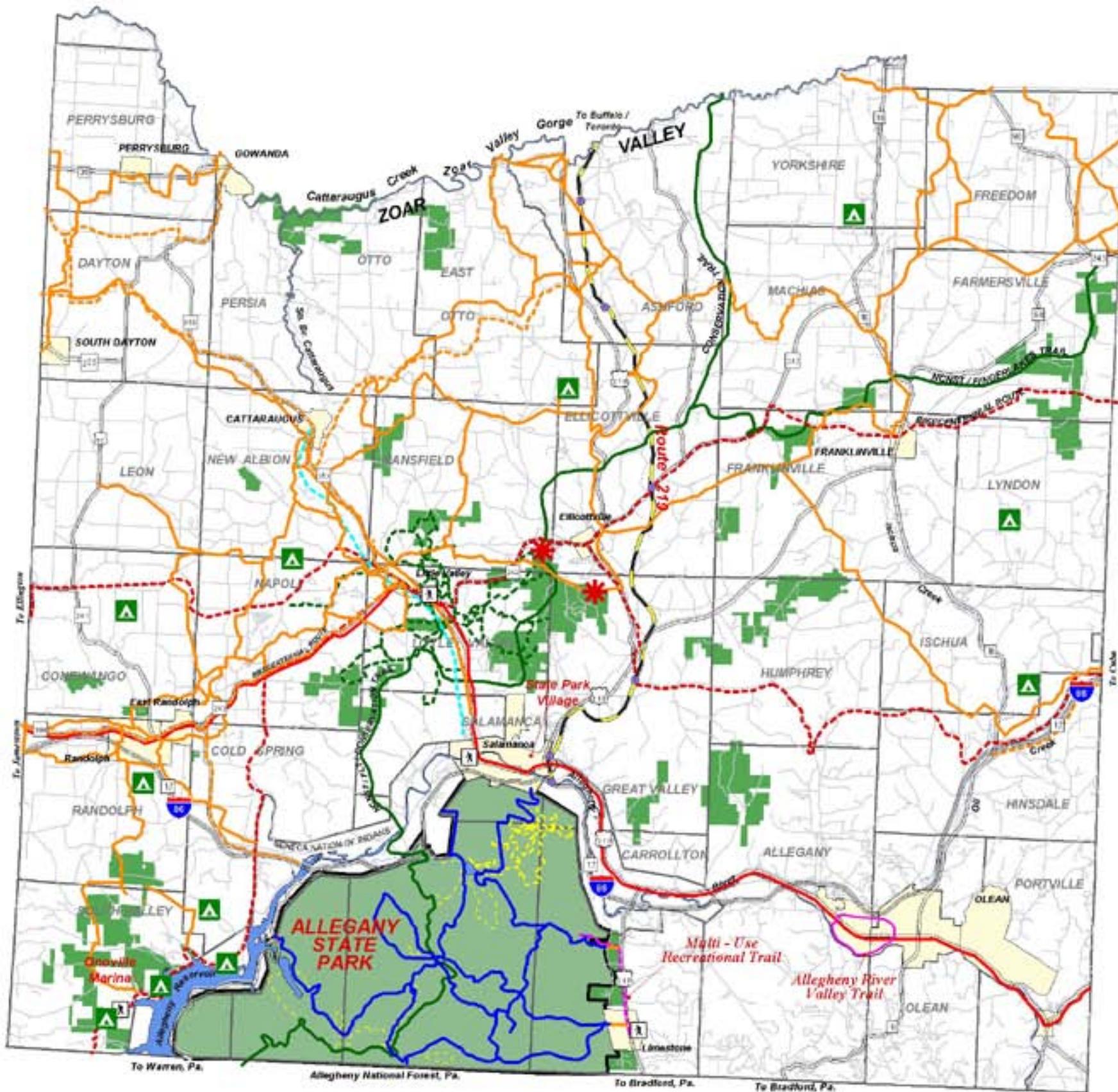
While direct snowmobile trail connections exist between Allegany State Park and the National Forest, there is no reciprocal vehicle registration between New York and Pennsylvania at present, and snowmobile operators crossing the border must have valid registrations for each State.

***All-Terrain Vehicles:***

All-terrain vehicles (ATV) are not allowed within Allegany State Park. There are however, over 100 miles of trails within the Allegheny National Forest open to ATV use. ATV use on other State lands is also prohibited except for very limited access within the Boyce Hill State Forest in Franklinville. There is 1.3 miles of trail open for ATV use in the Boyce Hill State Forest, however, it is restricted to people with mobility impairment disabilities. Outside of the State Forest, ATV use is not allowed on public highways and is confined to privately owned trails.

# MULTI-USE TRAIL INVENTORY

MAP IV - 3



- CAMPGROUNDS
- SKI CENTER
- TRAIL HEAD/STAGING AREA
- STATE LAND
- MULTI-USE RECREATIONAL TRAIL - TO ALLEGANY ST. PARK
- NYS SNOWMOBILE TRAILS
- CATTARAUGUS COUNTY SNOWMOBILE TRAILS
- PARK SNOWMOBILE / HIKING TRAILS
- PARK HIKING / MTN. BIKING / CROSS-COUNTRY SKI TRAILS
- NCNST / FLT / CONSERVATION TRAIL
- HORSE TRAILS
- NYS / BIKECENTENNIAL BIKE ROUTES
- NYS BIKE ROUTE 17
- CATTARAUGUS TO SALAMANCA RAIL TRAIL
- U.S. ROUTE 219 FREEWAY ALTERNATIVE
- PROPOSED INTERCHANGE
- SOUTHERN TIER EXPRESSWAY / I-96
- U.S. HIGHWAYS
- STATE HIGHWAYS



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## ALLEGANY STATE PARK PERIMETER STUDY

## CATTARAUGUS COUNTY

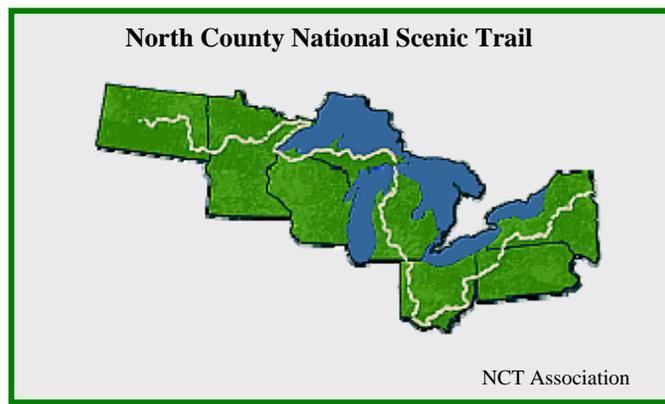


## 2. Non – Motorized Trails

### *Multiple-Use Trails:*

*Continuous reference should be made to Map IV-3 “Multi-Use Trail Inventory” throughout the following discussion on multiple-use trails in Cattaraugus County.*

There are several hundred miles of hiking trails throughout the County, including the two regional multi-use trails: The North County National Scenic Trail and The Finger Lakes Trail. The North County National Scenic Trail (NCNST) is a premier footpath that will eventually stretch more than 4,000 miles between Lake Champlain and Lake Sakakawea in North Dakota. To date, approximately 1,700 miles of the trail have been completed and is open to hiking, biking, jogging, backpacking, cross-county skiing, and snowshoeing. The North County Trail Association is the nationwide nonprofit organization that works in partnership with the National Park Service to build, maintain, and promote the NCNST.



The NCNST is integrated with the smaller Finger Lakes Trail (FLT) for approximately 360 miles, 160 of which is fully certified by the National Park Service as of 1998. The FLT, which links the Southern Tier of New York State with the Long Path found in the Catskills Mountains, is primarily a hiking trail. However, certain segments of the trail, are also suitable for seasonal cross-country skiing and snowshoeing.



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Approximately 100 miles of the combined NCNST/FLT meanders through Cattaraugus County. The NCNST/FLT enters the county from the east along NYS Rt. 242 in the Town of Farmersville. The combined trail travels southwest to the Village of Ellicottville, where it meets up with the Conservation Trail, a north-south branch of the FLT extending 177 miles from the Pennsylvania/New York border in Allegany State Park to Niagara Falls, and ultimately to the Bruce Trail in Canada. As described in more detail in **Section IV(c) Allegany State Park Regional Connections**, the trail passes through Darien Lakes State Forest and provides access to numerous other trails, connection points and other areas of interest, before reaching Canada. The Foothills Trail Club of Western New York built and maintains the Trail.



Within Cattaraugus County, the Conservation Trail passes through numerous state parks and wildlife management areas, including Bucktooth, Rock City, McCarthy Hill, Bear Creek, Bryant Hill, and Farmersville.

After joining the Conservation Trail, the combined NCNST/FLT/Conservation Trail continues south for approximately 40 miles, until reaching Allegany State Park at the Red House entrance. Once inside the Park, the combined trail traverses spectacular terrain before entering the Allegheny National Forest in Pennsylvania. Refer to Map IV-3 “Multi-Use Trail Inventory” for further reference on the location and routes of the above mentioned trails within Cattaraugus County.

A smaller recreational trail within Cattaraugus County is the Allegheny River Valley Recreation Trail. The 5.6 mile paved trail links St. Bonaventure University, the Town of Allegany and the City of Olean, and is open for walking, cross-country skiing, in-line skating, bicycling, and mountain biking. The trail is also wheelchair accessible and provides access to fishing sites. Refer to Map IV-3 for the approximate route of the Allegheny River Valley Recreation Trail.

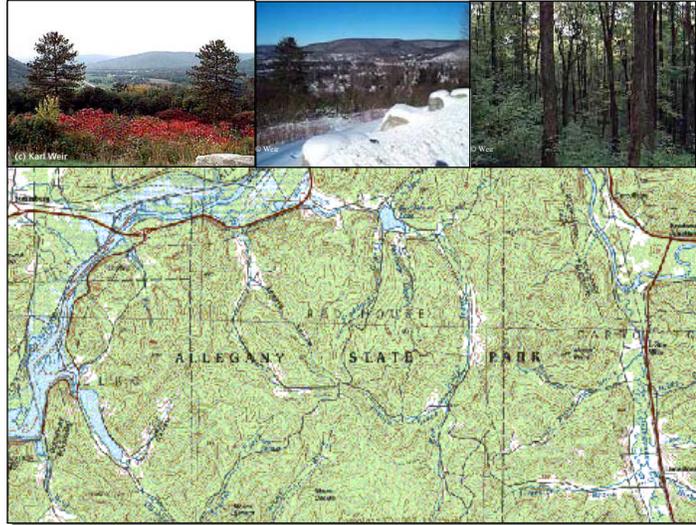
An extensive, four-season trail network exists within the 65,000 acre Allegany State Park, with paths dedicated to non-motorized uses such as horseback riding, hiking (80-miles) and mountain bike use during the spring, summer and fall seasons. During the winter months, approximately 27 miles are open for cross-country skiing and snowshoeing.



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Allegheny State Park also provides a 5.6 mile paved trail for biking and in-line skating. As previously mentioned, the combined NCNST/FLT/Conservation trail meanders through Allegheny State Park before exiting into Pennsylvania's Allegheny National Forest. The Park also offers over 315 tent and recreational vehicle camping sites and 380 rustic cabins available for rent. In addition, there are six cottages, which have recently been upgraded to include full housekeeping services. Refer to Maps IV-1 and IV-2 for additional information on the Park's trail system and connections with Allegheny National Forest. Allegheny State Park also provides cross-country ski and snowshoe rentals during the winter and rowboats during the summer months.



***Public and Private Lands Within Cattaraugus County:***

In addition to Allegheny State Park, there is another 34,000 acres of State land within Cattaraugus County, along with more than 2,000 acres of Wildlife Management Areas and over 2,200 acres of County-owned land. While the majority of the County-owned lands are dedicated to timber management, the Forest Preserve within State land holdings are "Forever Wild" under the New York State Constitution, and are open to recreation with countless miles of hiking trails with some dedicated to mountain biking. Refer to Map IV-3 and Map IV-4 for the locations of State land holdings within the county. The prime focus of State Wildlife Management Areas are as the name indicates, however, the 3 areas within the county do offer some recreational opportunities.



Cattaraugus County is also home to some unique privately owned wildlife refuges/sanctuaries that offer recreational opportunities. The Allenberg Bog Wildlife Refuge is a 390-acre refuge owned by the Buffalo Audubon Society and is located on Pigeon Valley Road in the Town of Napoli. The second area is the Deer Lick Nature Conservancy located on Point Peter Road in the Town of Persia. This sanctuary is 398



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acres in size and is owned by the Nature Conservancy. Both of these sites have several miles of trails for the nature enthusiast. Additional privately owned attractions boasting trails includes the 400-acre Griffis Sculpture Park in Ashford Hollow. This attraction has a collection of over 200 outdoor sculptures by prominent local, national and international artists. The Nannen Arboretum, located along Route 219 in the Village of Ellicottville, displays over 260 different rare and unusual species of trees. Lastly, the privately-owned 2,900-acre Rock City Park in the Town of Allegany, is a popular destination composed of unique towering rock formations with numerous walking trails weaving through the natural sculptures.



***Equestrian Trails Inventory:***

The majority of the recognized equestrian trails in Cattaraugus County are located in Little Valley, which is conveniently located halfway between Allegany State Park and Zoar Valley. In addition, Little Valley is located at the intersection of Routes 242 and 353, both of which connect into Route 219 and I-86. The Cattaraugus County Fairgrounds located within Little Valley, contains 160 horse stalls and riding tracks, which are currently used by local 4-H clubs, and by the equestrian community for horse shows.

Cattaraugus County has developed a report titled: *A New Vision for Enchanted Mountains Recreation Trails.*<sup>7</sup> This report proposes “loops” for equestrian trails throughout the County. This report, which is being published separately as Volume 3 of the County’s Smart Development for Quality Communities Series, discusses Little Valley and its equestrian-related assets.

According to the County’s trails study, the equestrian club called the Little Valley Rider’s Club has been in existence for the past 50 years, and has approximately 65 miles of private riding trails that meander through the hills and valleys of Little Valley. These trails are depicted on Map IV-3. The Little Valley Rider’s Club has a current membership of 40-50 members, and holds two annual events outside of the village, which attracts 150-200 horses. The Club grounds are open for horseback riding throughout the year for both guided and unguided trail rides. The Rider’s Club is planning to make additional improvements to the grounds including the stable area, picnic area, new and improved camping facilities, and an indoor arena.

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According to the County's report, there are two very successful and important businesses in the Little Valley area supporting the equestrian based economy: The Mansfield Coach & Cutter and the Crosspatch Farm. The Mansfield Coach & Cutter specializes in horse drawn services, group tours, and carriage rides into the Village of Little Valley. The business is now also holding equestrian trail events, and owns the Manor House Bed & Breakfast.

The Crosspatch Farm specializes in raising and selling American Painted horses. The operation also offers services including dinner rides to Ellicottville and Salamanca, New Year's Day Rides to the Ellicottville Ski Resort, the boarding of horses, horse training, riding lessons, contests, camping, blacksmith services and others.<sup>8</sup>

Little Valley is well positioned to be the main destination in the County as well as western New York for Equestrian enthusiasts. The vision is to develop Little Valley into an "equestrian center," which is currently being developed by Rick Swist of Swist Government Consulting Services, with research assistance from the Business Development Corporation. The current projects level of design for the "equestrian center" vision is in **Section IV Demonstration Projects**, of this report, and is being published separately as Volume 4 of the Smart Development for Quality Communities Series Saving Our Villages.<sup>9</sup>

***Rails to Trails:***

Throughout the country, the need for quality recreational facilities such as rail-trails has been increasing due to the growing popularity of outdoor recreation activities combined with the loss of community open space. Rail-trails offer places for cyclists, hikers, walkers, runners, horseback riders, inline skaters, cross-country skiers and physically challenged individuals to exercise and enjoy the surrounding natural environment. Rail-trails not only serve as independent community amenities, they also enhance existing recreational resources by linking neighborhoods and schools to parks, waterfronts, recreational centers and other facilities<sup>10</sup>. In addition, rail-trails can provide links between communities and existing trail networks.



Cattaraugus County is currently embarking on the development of a rail-trail between the Village of Cattaraugus and the City of Salamanca. The Southern Tier Association For Rails to Trails ("START") is working with the Cattaraugus County Local Development Corporation, which, in partnership with the

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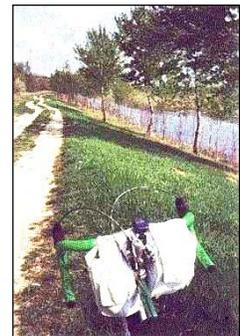
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Village of Little Valley, acquired funding for, and developing the Trail. The initial 12 miles of the as-yet to be named rail-trail has been funded and is under construction. Refer to Map IV-3 for the proposed route of the rail-trail. The multi-purpose trail will allow for horseback riding, walking, hiking, biking, cross-country skiing, snowshoeing, and snowmobiling. Future extensions of the trail and improvements to the trail heads are being considered and are discussed in more detail in **Section V Demonstration Projects**.

**Road Biking Trails:**

As depicted on Map IV-3 three major road biking routes traverse the county: the NYS Bike Tour – Southern Tier Route, the Bike Centennial Route, and the NYS Bicycle Route 17. The Southern Tier Route crosses several southern counties of New York State, as well as sections of Pennsylvania, Connecticut and New Jersey. This Route enters Cattaraugus County on NYS Route 446 at the Allegany/Cattaraugus County Line. Passing through 10 towns, for a total of 58 miles. The Route leaves Cattaraugus County at the intersection of U.S. Route 62 and State Route 83.



The Bike Centennial Route is a National Bike Route, running from Iowa to Maine, with over fifty-five miles through Cattaraugus County. It enters the county in the east near Hardy Corners at the Allegany/Cattaraugus County border on County Route 46, travels 55.3 miles and exists the County to the south at the New York/Pennsylvania Line along Onoville Road. Along the route, traffic is generally light with some stretches, near towns, of moderate traffic.

New York State Bike Route 17 crosses the Southern Tier of New York State, with Lake Erie and the Hudson River as endpoints, for a total of 435 miles. The route roughly parallels Interstate 86 between Jamestown and Corning, NYS Route 17 between Corning and Port Jervis, and Interstate 86 between Port Jervis and Beacon. The Route enters Cattaraugus County in the Town of Randolph along NYS Route 394, heads north along NYS Route 242 to the Village of Little Valley. From Little Valley, the Route heads south along NYS Route 353 to Salamanca. The Route travels through the City of Salamanca along NYS Route 417 and passes Parkway Drive, the main northern access point into Allegany State Park. From Salamanca, the Route continues south and then east along NYS Route 417 to the City of Olean, and ultimately to the Village of Portville, where it leaves the County.

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***Mountain Biking:***

Mountain biking is an increasingly popular recreational pursuit in Cattaraugus County. Significant trail systems are located in the Ellicottville/Holiday Valley area and within Allegany State Park.



Holiday Valley is an annual host to numerous mountain bike races, including weekly Wednesday races, the Six Hours of Power Endurance race, the IMBA/Ellicottville Epic Ride, and the Roots, Rocks and Ridges Mountain Bike Race. Holiday Valley also hosted the 1<sup>st</sup> annual Dirty Duathlon – a combined biking and running event in June 2002.

The extensive trails system within Allegany State Park has made it a popular destination for mountain bike enthusiasts. Bike trails in the Art Roscoe area of the Park periodically host Western New York Mountain Bike Association sanctioned races, including the annual Raccoon Rally, which draws large numbers of participants and spectators.



Other popular mountain bike trails in the county include McCarthy Hill/Rock City State Forest and Golden Hill State Forest in the Town of Humphrey and Nine Mile Creek State Forest in the Towns of Humphrey and Allegany. Another popular mountain biking destination in the region is the Allegheny National Forest with over 600 miles of trails open for mountain bike use.

***Water Routes:***

Cattaraugus County is home to hundreds of miles of streams, rivers and lakes for boating, and canoeing activities. Cattaraugus Creek and the South Branch of Cattaraugus Creek in northern Cattaraugus County, the Allegheny Reservoir and the Allegheny River surrounding the State Park, the Oil and Ischua Creeks in eastern Cattaraugus County and the Tunungwant Creek through Limestone, together offers more than 230 miles of accessible waterways for canoeing and kayaking.



The 12,000 acre Allegheny Reservoir is located west of Allegany State Park and extends well into the Allegheny National Forest in Pennsylvania. The reservoir offers a multitude of water-based recreational activities including swimming, boating, water-skiing, camping, fishing and sightseeing. Within New



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York State, the reservoir is surrounded by forest land, with Allegany State Park to the east and the Allegany Reservation of the Seneca Nation of Indians to the north and west. The undeveloped nature of the State Park and the Seneca reservation gives visitors to the reservoir an unprecedented natural experience. The main starting point for boaters in New York State is Onoville Marina. Located on land leased to Cattaraugus County by the U.S. Army Corps of Engineers (USACOE), it has over 400 dock and mooring spaces, six launch lanes, and a 74-site campground with picnic facilities. The marina also offers boat rentals, refueling facilities, and provides convenient access to numerous U.S. Forest Service run campsites, accessible only by boat.

The 2,900-acre Zoar Valley Multiple Use Area is located in the Town of Otto along the northern border of Cattaraugus County. The multiple-use area, which is divided by Cattaraugus Creek, is especially suited for recreation, including hiking, camping, fishing, sightseeing and white-water rafting. Cattaraugus Creek divides Cattaraugus and Erie Counties and is widely know for its Class III rapids as kayakers and rafters flock to the area during the spring months.





## **B. Cattaraugus County Trail Head and Staging Areas**

Cattaraugus County contains four critically important trailhead and staging areas – areas that serve as “starting off points” for hiking, biking, snowmobiling and other trail-oriented recreational pursuits. These areas include the Onoville Marina and Horse Trail Staging Area, the Village of Little Valley, the City of Salamanca, and the Village of Limestone. Refer to Map IV-3 “Multi-Use Trail Inventory” for geographic reference on these trail head and staging areas.

### **1. Onoville Marina Park and Horse Trail Staging Area**

Onoville Marina presents a unique location for both an equestrian trail staging area as well as a water-based staging area. As equestrian trails proliferate throughout the County in coming years, access to these trails could be provided from Onoville Marina. The Onoville Marina Park Horse Trail Staging Area Demonstration Project discussed below in *Section V Demonstration Projects*, is proposing a staging area for equestrian riders coupled with an RV campground. This staging area will provide horse owners a place to stay, and stage their journeys into the County trail system.

The Marina is currently an important staging area for water-based recreation activities with access to the Allegheny National Forest in Pennsylvania, the Seneca Nation of Indians High Banks Campground, and ultimately the City of Salamanca. Proposed water-based connections to Allegany State Park from Onoville Marina are discussed below in *Section IV(D) Allegany State Park Perimeter Greenway Connections*.

### **2. Little Valley**

As discussed below in *Section V Demonstration Projects*, Little Valley is well positioned to become an equestrian-based community, and the main equestrian center for western New York State. Little Valley currently possesses equestrian trails, and serves as a mid-way point for the Salamanca to Cattaraugus Rail-Trail which is proposed to allow for horse riding. The Rail-Trail leads to the City of Salamanca, and access to Allegany State Park for equestrian riders is a main goal of the County and is discussed in more detail below in *Section IV(D)(1) Allegany State Park Perimeter Greenway Connections*.



### 3. Salamanca

The City of Salamanca will be the host of the southern trailhead for the Cattaraugus to Salamanca Rail-Trail after its completion. This positions Salamanca as an extremely important staging area in the future for both equestrian riders, snowmobilers, hikers, bikers and cross-country skiers. With the existing and proposed connection points with Allegany State Park as discussed below, Salamanca could possibly host thousands of recreational enthusiasts annually as they travel to and from the state park and throughout the county's emerging trail systems.

### 4. Limestone

Limestone has the potential for becoming the main eastern gateway into Allegany State Park if the proposed improvements to Limestone Run Road as discussed below are realized. Currently, Limestone Run Road provides seasonal access into the park, and provides limited snowmobile access as well. With numerous access points and the potential development of the Limestone Outdoor Sports Recreation Center and State Park Visitors Center discussed below in *Section V Demonstration Projects*, Limestone possesses all the qualities of a top-notch recreational staging area.



## **C. ADJACENT LANDOWNER IMPACTS AND CONCERNS**

Landowners who reside adjacent to a proposed recreation trail or are asked to host a trail on their property are often reluctant due to liability issues and fears of adverse impacts on property values. Fortunately, there are laws that protect landowners who consent to the use of their land for recreational purposes. With respect to property values, numerous studies have been done which demonstrate that property values often rise when homes are located next to recreation trails. However, it is always important to engage property owners in the trail planning process from the out-set. This is necessary to ensure the property owners are given a fair voice in the planning process and to provide sufficient time to settle issues that may arise.

### **1. Liability**

One of the main concerns expressed by landowners adjacent to a recreational trail, or those that are asked to host recreation trails on their lands are liability. Most landowners adjacent to a proposed recreation trail fear that a trail user may wander onto their property, get injured, and then sue the property owner for liability. In this respect, the landowner is protected due to the fact that the trail user who wandered onto the property was a trespasser, and therefore, the landowner owes the trespasser a minimal obligation of care.<sup>11</sup>

When a landowner gives full consent and permission for a recreational trail to cross their property, the landowner is normally protected by what are termed recreational use statutes. These laws currently exist in all 50 states. In New York State, the General Obligations Law Section 9-103 provides liability protection to those landowners who give permission for recreational trails on their land. Section 9-103 provides that “an owner, lessee or occupant of premises, whether or not posted as provided in Section 11-2111 of the Environmental Conservation Law, owes no duty, to keep the premises safe for entry or use by others” for a number of specifically enumerated recreational activities” or to give warning of any hazardous condition or use of or structure or activity on such premises” to recreationists entering the property for such activities.<sup>12</sup>

The recreational use statute, to a certain degree, provides enticements to landowners considering opening their land for recreational uses. The statute provides landowners: (1) a broad grant of protection from liability for negligence: and (2) an assurance that by giving permission to others to use the property, owners do not by the act along accept responsibility to ensure that premises are safe<sup>13</sup>.



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It is important to note however, that the statute does not protect the owner from liability for a “willful or malicious” act or omission that caused the plaintiff’s injury.<sup>14</sup> In addition, under Section 9-103, landowners are only granted immunity from liability for common negligence if the plaintiff was engaged in one of the recreational activities listed in the statute while using the defendant’s land<sup>15</sup>.

For landowners to be granted immunity from liability under the statute, the injured person must have been participating in one of the following recreational activities listed within the statute: (1) hunting; (2) fishing; (3) organized gleaning; (4) canoeing; (5) boating; (6) trapping; (7) hiking; (8) cross-country skiing; (9) tobogganing; (10) sledding; (11) speleological activities; (12) horseback riding; (13) bicycle riding; (14) hang-gliding; (15) motorized vehicle operation for recreational purposes; (16) snowmobile operation; (17) cutting or gathering wood for non-commercial purposes; and (18) the training of dogs.

There have been numerous legal cases and decisions regarding the recreational use statute in New York. It is important for the landowner to fully understand the statute and the precedents that have come out of legal challenges. It is therefore highly recommended that anyone considering opening their property for recreational use or anyone considering approaching a landowner for access permission, read and fully comprehend the statute, which is provided in full in Appendix B. Furthermore, landowners and recreationists should also research the most current interpretations of the statute. There are numerous sources available for reference, including the one main source cited in this section, [Into the Wild: Review of the “Recreational Use Statute.”](#) This article was written by attorney Paul F. Clark, and is available online at <http://www.adk-nyc.org/Space/Statute.htm>. Most importantly, legal counsel should always be consulted prior to a landowner granting permission or an organization wishing to obtain access to land for recreational purposes.

## **2. Typical Landowner Impacts and Concerns**

Many landowners adjacent to a proposed recreational trail fear that the trail will not be well maintained after it is open. The major concerns tend to be weed control, tree pruning, drainage control, and trash pickup. To alleviate the potential for an unkempt trail, one suggestion is to develop a regular maintenance schedule as part of the trail master plan. The plan should be shared with future trail neighbors to keep them informed regarding the trail planning process and to demonstrate that their concerns are being addressed.<sup>16</sup>

According to *The Impacts of Rail-Trails*, the most comprehensive study to date on landowner impacts conducted by the National Park Service (“NPS”), landowners agreed that living next to a rail-trail was

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better than living next to abandoned tracks. In addition, the majority of adjacent landowners frequently use the trails. A study of Seattle's Burke-Gilman Trail demonstrated results similar to the study by the NPS. This study pointed out that two of the trails most vocal opponents now believe the trail is the best thing that ever happened to the neighborhood.<sup>17</sup>

The above-mentioned studies also addressed property value concerns. The studies demonstrated that no negative effects on property values were found. In fact, property values increased in some cases. According to the study of the Burke-Gilman Trail, homes directly adjacent to the trail had neither an increase or decrease in property values. However, homes located a block from the trail realized a 6 percent increase in property values.<sup>18</sup>

While there are many legitimate concerns which landowners may have when approached to open their land for recreational purposes, engaging landowners in the trail planning process from the very outset will aid in alleviating issues, and possibly speeding up the planning process towards implementation.

There are many excellent resources for individuals or organizations considering trail construction through private property. One highly recommended text is "*Trail for the Twenty-First Century – Planning, Design, and Management Manual for Multi-Use Trails*," written by Charles A. Fink Etal, and published by the Rails-to-Trails Conservancy. The manual contains excellent information on trail design; on issues that tend to arise during trail planning and the possible solutions; and invaluable information on managing and maintaining trails.

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## **D. ALLEGANY STATE PARK PERIMETER GREENWAY CONNECTIONS**

As detailed above, Cattaraugus County is home to hundreds of miles of trails suitable for motorized and non-motorized uses. This section will discuss the existing and potential trail connections between Allegany State Park and the Gateway communities of Salamanca, Red House, Onoville Marina/Quaker Lake and Limestone. For each Gateway, the current trail and road access conditions are evaluated, followed by recommendations on necessary improvements to both the trail and road connections, and the estimated costs for the recommendations. In addition, each section will include discussions on the relevant policy issues, including: access management, possible user conflicts, user education, trail neighbor concerns, trail maintenance, and the environmental issues related to trail use and/or the recommended improvements.

### **1. City of Salamanca**

#### *a. Existing Conditions and Greenway Connections*

*Continuous reference should be made to Map IV-4 “City of Salamanca Gateway and Greenway Connections” and Map IV-5 “West Salamanca Gateway and Greenway Connections” throughout the following discussion on the Salamanca Gateway.*

Salamanca is located in the Allegheny Foothills, in an east-west valley centered on the Allegheny River. The valley is bounded to the north and south by steep, densely forested slopes. The Allegheny River creates a central spine, which acts as a natural focus for urban development, spectacular scenery and wildlife habitat close to the City limits. Interstate 86/NYS Rt. 17 and U.S. Route 219, all provide direct access to the City; and should the proposed highway improvements materialize, Salamanca will truly become a transportation crossroads.

In addition to Salamanca’s proximity to two main transportation routes, it has the potential of becoming the main hub for multi-use recreation trails entering Allegany State Park. Specifically, the NYS Bicycle Route 17 travels through Salamanca along NYS Route 417, which intersects with Parkway Drive, the main northern access point into Allegany State Park from Salamanca. This bike route should be fully tapped for its potential to bring large numbers of bicyclists to the County, the City of Salamanca, and ultimately to Allegany State Park.

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# City of Salamanca

## Gateway & Greenway Connections

Map IV - 4

### ROADWAY IMPROVEMENTS:

-  **Pave Surface**
-  **Stripe Pavement**
-  **Widen Pavement**
-  **Bridge Reconstruction**

-  **Salamanca State Park Village Parcel Boundary (Cattaraugus County Real Property Tax, 2000)**



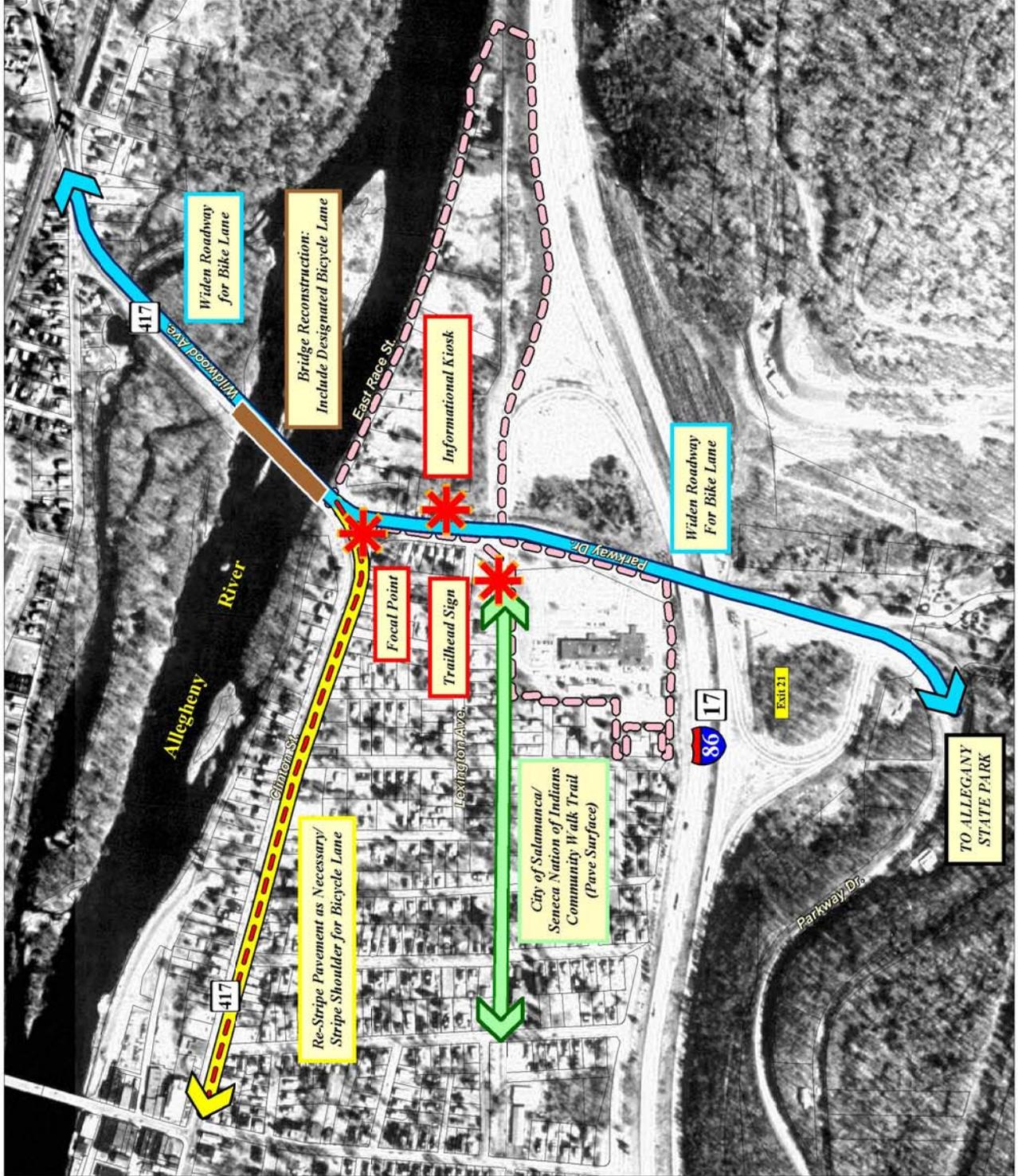
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**Allegany State Park  
Perimeter Study**  
Cattaraugus County



# West Salamanca Gateway & Greenway Connections

Map IV - 5

**ROADWAY IMPROVEMENTS:**

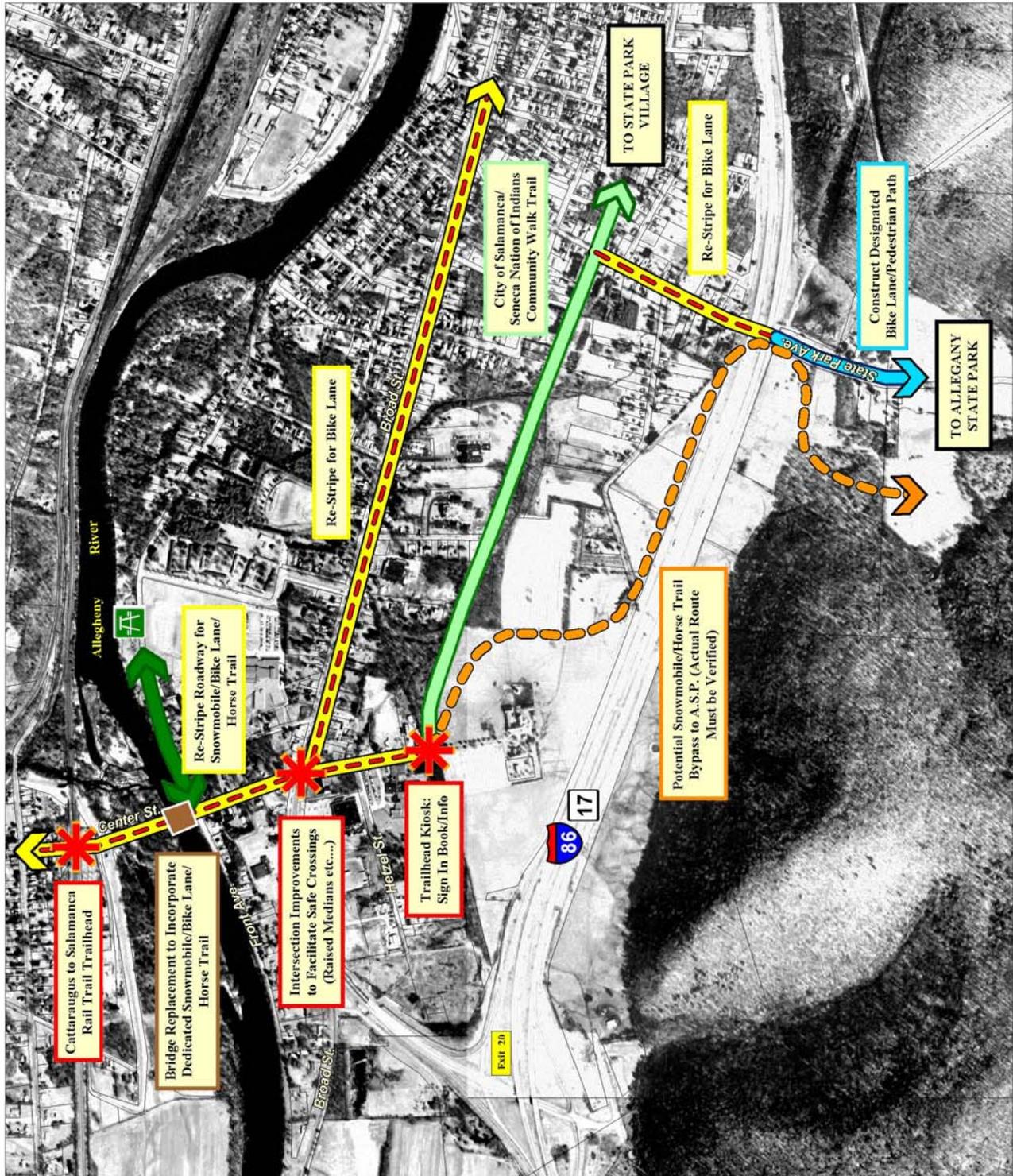
-  **Pave Surface**
-  **Linkage to Proposed Riverfront Park**
-  **Stripe Pavement**
-  **Widen Pavement**
-  **Proposed Trail**
-  **Bridge Reconstruction**
-  **Proposed Riverfront Park**
-  **Parcel Boundary  
(Cattaraugus County  
Real Property Tax, 2000)**



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## Allegany State Park Perimeter Study Cattaraugus County





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The second greenway connection with Salamanca is the proposed Cattaraugus to Salamanca Rail-Trail. This multi-use trail will be approximately 13 miles in length and will run between the Village of Cattaraugus and the City of Salamanca over an abandoned rail bed. When completed, the trail will provide unprecedented recreational trail access to the Salamanca area, and possibly the State Park. However, the trail is currently proposed to end at the northern City line of Salamanca.

To reach the State Park, trail users would have to navigate through busy commercial and neighborhood streets, raising important safety concerns. In addition, use of neighborhood streets could result in adverse impacts to City residents. While the severity of these issues may vary with the different forms of recreational uses, common policy issues emerge. The potential connection with the State Park and the associated policy issues are described in more detail below.

Within the City of Salamanca exists a neighborhood greenway trail called the City of Salamanca/Seneca Nations of Indians Community Walk (the Community Walk). This trail runs east-west through the heart of the City and is owned by the Seneca Nation of Indians and maintained by the City of Salamanca in a joint agreement. Access to the trail is provided from Center Street, south of NYS Route 417. From Center Street, the trail heads east and intersects with Smith Street which leads to State Park Avenue, a potential Park access point as discussed below. The trail continues east and ultimately terminates at the abandoned hospital site along Parkway Drive, the site of the proposed State Park Village Demonstration Project. This trail could serve as a vital connection with the Park via State Park Ave and/or with Parkway Drive.

**b. Park Accessibility**

Currently, there are no existing officially recognized motorized or non-motorized trail connections with Allegany State Park in the Salamanca Gateway area. Automobile access is only provided via Parkway Drive. Parkway Drive intersects with Exit 21 of I-86/Rt. 17, NYS Route 417 (which heads west and into downtown Salamanca), and Wildwood Avenue (which links up with NYS Route 219 to the east). Additionally, Parkway Drive is a designated snowmobile trail during the winter months, leading to over 90 miles of snowmobile trails in the Park.

Parkway Drive runs through the site proposed for the Salamanca State Park Village, a proposed Demonstration Project. The project, which is proposed to provide outdoor recreation and adventure activities; associated retail outlets and accommodations, will attract outdoor enthusiasts. These people may wish to enter the Park on foot or bike using the State Park Village as a trailhead or staging area.

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Parkway Drive could provide a pedestrian access route for those wishing to enter the Park on foot from the State Park Village and/or the City. It is important to note however, that the initial section of Parkway Drive is extremely steep, and may only provide Park access to those who are in top physical condition. An alternative route into the Park for bicyclists and pedestrians could be State Park Ave. via the Community Walk from the State Park Village.

State Park Avenue runs south of I-86/Route 17, and currently provides access to a handful of residences bordering the State Park. The road terminates and is barricaded at the boundary of the Park, thus restricting access. While this road may not be appropriate for all recreational uses, there may be the potential for opening up this access point for limited recreational trail use. In addition, to avoid conflicts with residences along the street, a by-pass around the residences may be feasible to allow access to the State Park.

Targeting Parkway Drive and State Park Avenue as access points for motorized and/or non-motorized traffic will assist Salamanca in becoming a destination for the outdoor recreation enthusiast. However, there are certain improvements necessary to facilitate the effective, safe and efficient use of these access points. Furthermore, several associated policy issues must be fully considered during the initial planning phases.

**c. Necessary Improvements and Relevant Policy Issues**

*Parkway Drive*

Parkway Drive as an entrance point could become an important gateway for outdoor enthusiasts, as well as bicyclists on NYS Bicycle Route 17 and the numerous other designated bike routes throughout the County as discussed above in *Section IV (A) Overview Of The Existing Local and Regional Trail Networks and Connections*. With proper planning and coordination with the Seneca Nation of Indians, NYSDOT, Salamanca's Department of Public Works and Allegany State Park officials, the connection of Bike Route 17 with the State Park may become a great asset.

*Designated Bicycle Lanes*

As depicted on Map IV-4 "City of Salamanca Gateway and Greenway Connections" certain improvements to the bike route and Parkway Drive will be necessary to allow automobiles and an increase in non-motorized traffic to co-exist safely. Specifically, designated bicycle lanes could be added

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to the shoulders of NYS Route 417 as it passes through sections of Salamanca and Parkway Drive from NYS Route 417 to the entry point with Allegany State Park as shown on Map IV-4 (approximately 3,700 linear feet). Where applicable, designated bicycle lanes should also be developed along sections of the bike route outside of Salamanca and throughout the County.



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Bike lanes should conform to the American Association of State Highway & Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (1999) or local standards, if applicable. Typically, bicycle lanes should be at least five (5) feet wide, from the lane stripe to the curb face. In addition, the bicycle lanes should be designated by lane striping, regulatory signs, and pavement markings. Creating a wide-enough dedicated bicycle lane may involve widening the street. Along Parkway Drive, these bicycle lanes could also facilitate safe passage of snowmobiles during the winter season.

These proposed modifications should not stop at the Park border. Allegany State Park could consider implementing similar improvements to facilitate efficient and safe access on Park roads for both bicyclists and pedestrians.

*Bike Lane Striping*

Given that street widening can be costly and likely contentious, an alternative could be the diagonal striping of the road. This method would be cheaper and more likely to occur than widening Route 417 from the intersection with Parkway Drive west to the intersection with Center Street, (approx. 2 miles) as depicted on Map IV-4 and Map IV-5. Clearly delineated traffic lanes and shoulders can go along way in protecting riders and pedestrians. An alternative to diagonal striping, would be the simple re-striping of existing travel lane lines to clearly delineate the road shoulder.

*Replace Dangerous Drainage Grates and Utility Covers*

Other improvements that will facilitate the use of Bike Route 17 into the Park could be the construction of median refuges at busy intersections within the City, and the replacement of any drainage grates and/or utility covers which may pose a danger to bicyclists. The drainage grates and utility covers could be replaced with “bicycle friendly” non-slip grates and covers that are flush with the pavement surface.

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*Landscaping and Signage*

Other Gateway entrance improvements could include attractive plantings and a focal point at the intersection NYS Route 417 and Parkway Drive. Specifically, a 20± S.F. raised medium planted with low shrubs and trees would be both aesthetically pleasing as well as functional in providing a refuge for pedestrians and bicyclist crossing Route 417.

At or near this site, or at the State Park Village, proper signage alerting bicyclists of the significant resources within Allegany State Park and an informational kiosk illustrating the entrance route along with mileage and other relevant information could be provided. In addition, signage regarding the numerous attractions and facilities within the City of Salamanca would also be useful at this site.

*Improvements to the Community Walk Trail*

To further facilitate the use of Parkway Drive as an important gateway into Allegany State Park, the Community Walk Trail, which runs through the heart of Salamanca's residential neighborhood should be utilized as a main connection arterial. Due to its current use by pedestrians and bicyclists, additional and possibly more intense uses should not be considered. Instead, the current uses should be supported and built upon.

Specifically, the trail could use some improvements as well as continued maintenance to ensure user safety. The surface of the trail varies from end to end. Paving the trail could ease in its maintenance and would increase its accessibility. For example, people of differing abilities such as the elderly or the physically handicapped might be able to better enjoy the trail. In addition, if paved, the trail could become an attractive neighborhood greenway, and an important asset to the community.

Tapping Community Walk Trail as a feeder to Parkway Drive and Allegany State Park will undoubtedly increase its user numbers. With this increase comes the potential for impacts on the adjacent landowners. Methods to avoid potential impacts and gather support from the adjoining landowners are discussed below.

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*Incorporate Gateway Modifications into the State Park Village*

In addition, implementation of the improvements should be coordinated with the proposed development of the State Park Village. Specifically, the proposed State Park Village should incorporate the bike route by developing multi-use trails suitable for both pedestrians and bicyclists, and provide areas for bike parking. The proposed State Park Village recommendations are discussed in more detail in ***Section V Demonstration Projects***.

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**Cost Estimates – Salamanca Gateway and Greenway Connections Improvements**

**Source: The Saratoga Associates, RS Means 2002**

- Construction of a 3,700 Linear Foot (LF) designated bicycle lanes on Route 417 and the initial segments of Parkway Drive:

- Widening 3,700 LF of road shoulders at \$11 per Linear Foot = \$40,000
- Cross-hatch lane striping at \$1.00/LF = \$3,700
- 5 Regulatory signs alerting motorists and bicyclists of land at \$100/sign = \$500.00

*Estimated Costs = \$44,500*

- **Diagonal Bike Lane Striping of Route 417 from Parkway Drive to Center Street (approx. 2 miles):**

- \$2.00/LF or approximately \$10,500/mile

*Estimated Cost = \$21,000*

- **Simple re-striping of Route 417 from Parkway Drive to Center Street (approx. 2 miles):**

- \$1.50/LF or \$8,000/mile

*Estimated Cost = \$16,000*

- **Replacing Drain Gates and Manhole Covers with bicycle friendly grates and covers:**

- \$1,000 ea.

- **Landscaping – A 20± SF planted median (include 4 trees) at the Intersection of Route 417 and Parkway Drive:**

- Plantings = \$15/SF

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- Trees - \$400 ea.

*Estimated Costs = \$2,000*

➤ **Informational Kiosk:**

- 1 @ \$2,500

➤ **Trail Head Sign:**

- 1 @ \$500

➤ **Community Walk Improvements – Pave trail surface (approximately 8 ft. in width and 5,000 LF in length):**

- \$18/LF

*Estimated Costs = \$90,000*

*Note: Where necessary, add approximately 25% to each estimate for architectural, engineering and planning services, along with permitting, construction and contingency costs.*



## State Park Avenue

As discussed above, State Park Ave. does not provide access to the Park. The road serves a handful of residences, and terminates at the Park border. Numerous issues arise when contemplating the use of State Park Avenue as a recreational trail access point to the Park. Initially, the decision to reopen this access point is almost solely within the hands of state officials. Secondly, residences along State Park Avenue may be opposed to an increase in traffic along their road. Clearly, any plan to reopen this access point will involve a close working relationship between the City of Salamanca, The Seneca Nation of Indians, the residences of State Park Avenue, and state officials. According to the New York State Office of Parks, Recreation and Historic Preservation (NYSORPHP), the potential for utilizing State Park Ave. as an access point into Allegany State Park is being evaluated in the Draft Allegany State Park Master Plan (the Allegany State Park Master Plan is not yet available for public release).

While reopening this access point may have its un-avoidable obstacles, with careful planning, some may be preventable. Due to the rural residential nature of this street, this potential access point may only be suitable for non-motorized use such as hiking and biking. Snowmobiles can result in noise impacts on the surrounding residences as well as conflicts with automobile traffic. While both pedestrian and bicycle use may also pose conflicts with automobile traffic, the overall impacts on residences will be much less. However, this does not mean that snowmobile access to Allegany State Park should be precluded from this route. As an alternative to utilizing the entire length of State Park Ave. for snowmobiles, a plan to by-pass the majority of the residences is currently being developed.

### *State Park Avenue By-Pass Route into Allegany State Park*

Mr. Rick LeFeber, President of the Cattaraugus Local Development Corporation (CLDC) has been directly engaged with the Cattaraugus to Salamanca Rail-Trail. A connection between the end of the proposed trail at the northern Salamanca City line and Allegany State Park is a crucial component of the Rail-Trail. Mr. LeFeber, in conversations with The Saratoga Associates, stated that a by-pass around the majority of the residences on State Park Ave. potentially exists, and discussions with the involved landowners are continuing. Map IV-5 “West Salamanca Gateway & Greenway Connections” depicts a potential by-pass route leading to State Park Drive. This is merely a *potential* route, and further communications with affected landowners will be required to identify a mutually acceptable route.

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Additional communications with the Seneca Nation of Indians will also be required, and are currently being held. At the present time, snowmobile operation is not allowed on the streets of Salamanca. In order to connect the Park with the southern end of the Rail-Trail, snowmobiles will have to traverse short sections of Route 353 and Center St. through the City before connecting with the proposed by-pass route.

It is important for the City of Salamanca and the Seneca Nation of Indians to keep in mind the economic benefits of snowmobiling. According to the New York State Snowmobile Association, snowmobiling in New York State generates \$733 million towards the New York economy, and the average snowmobiler spends approximately \$100 per day for fuel, food and lodging<sup>19</sup>. Based on the positive economic impact snowmobilers have on the local, regional and state economy, a mutually-beneficial agreement is likely to arise which will facilitate connections between the Rail-Trail and Allegany State Park.

The by-pass route may utilize private property as well as the shoulders of public roads. As discussed above in *Section IVC Adjacent Landowner Impacts and Concerns*, the main issues that could arise in utilizing private property or public roads for trail routes are the potential for trespassing and negative impacts on the property owners or adjacent landowners. While there is no way of guaranteeing everyone will stay on the designated trail through the residential areas, educating the trail users of the need to stay on the trail can be very effective.

*Trail Head Kiosk*

To aid in educating trail users, an informational kiosk could be constructed at the beginning of Sate Park Avenue. This kiosk could provide trail users with “The Trail Rules” that must be followed when using this access route. Most recreational trail users understand the importance of staying on the trail, especially when it borders private lands. This kiosk could help spread the word that continued use of the by-pass route is dependent upon the cooperation of the trail users and the need to respect the landowners and adjoining property owners. Additional trail information could also be provided such as literature and signs on proper trail etiquette, along with a sign-in book that could help track the types and intensity of uses.



Some of the most common concerns of landowners are crime, property values and liability<sup>20</sup>. Additional methods to reduce the potential concerns of the adjacent landowners is to involve them in the planning process from the beginning. It is likely that adjacent landowners will initially oppose any use of their land or adjacent land for a multi-use trail. It is therefore critical to communicate with adjacent



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landowners from the outset and respect their opinions. Resistance from only a handful of opponents can result in not only bureaucratic inactivity, but financial difficulties as well.

*Designated Bicycle/Pedestrian Lanes*

Widening of the initial sections of State Park Ave. as depicted on Map IV-5 may be more feasible than other streets in Salamanca due to its rural character. However, if widening is not possible, re-striping of State Park Ave. could be just as beneficial. The creation of a designated bike path and areas suitable for pedestrian traffic are crucial for increasing the safety on roads.

*Bike Lane Striping*

Widening Route 353 and Center Street may not be possible for numerous reasons including costs. Therefore, to minimize the conflicts of pedestrians and bicyclists with automobile traffic on Route 353 and Center Street where no sidewalks exist, the striping of bike lanes similar to those proposed for Parkway Drive and NYS Route 417 could be implemented. Diagonal stripes along the shoulders of Route 353 from the northern City line and Center Street could be painted. Alternatively, if diagonal stripes are not possible, the simple re-striping of the road shoulders could provide added safety for bicyclists and pedestrians.



*Replace Dangerous Drainage Grates and Utility Covers*

Additional suggested improvements to this gateway include the replacement of any drainage grates and/or utility covers that may pose a danger to bicyclists. The drainage grates and utility covers could be replaced with “bicycle friendly” non-slip grates and covers that are flush with the pavement surface.

*Intersection Improvements*

Other improvements that will increase the safety of bicyclists and pedestrians on Route 353 could be the construction of median refuges at busy intersections within the City, including the intersection of Route 417 and 353. The construction of clearly marked and visible crosswalks at all intersections is also recommended. These crosswalks should contain highly visible markings, and may include pavers, and where appropriate be slightly elevated to increase their visibility to motorists.



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Specifically, a 20± S.F. raised medium planted with low shrubs and trees would be both aesthetically pleasing as well as functional in providing a refuge for pedestrians and bicyclist crossing Route 417.

At or near this site, or at the State Park Village, proper signage alerting bicyclists of the significant resources within Allegany State Park and an informational kiosk illustrating the entrance route along with mileage and other relevant information could be provided. In addition, signage regarding the numerous attractions and facilities within the City of Salamanca would also be useful at this site.

*Bridge Re-Construction*

While widening City roads for recreational use including snowmobiling may not be possible, there are certain improvements, which could be made to decrease potential conflicts between snowmobiles and automobiles. In addition to clearly marking the route for snowmobilers through City streets, improvements to Center Street bridge could prove to be extremely beneficial. The Center Street bridge crossing the Allegheny River, is slated for reconstruction by NYSDOT. This will provide a great opportunity to construct a dual-use recreational lane on the bridge. The intent is to provide for safe passage for snowmobiles during the winter months, and bicyclists and pedestrians during fair-weather seasons.

The bridge should provide a dual-use recreational lane as wide as the approaching lane, plus the clearances on either side. If significant pedestrian, bicycle and snowmobile traffic is expected (as may be the case after the completion of the proposed Cattaraugus to Salamanca rail-trail), extra width should be considered. The bridge railings should be a minimum of 4.5 ft. high. A relatively smooth non-skid surface should be installed to reduce the potential for sliding under wet conditions. Lastly, the bridge should be well lit for safety and personal security reasons.

Use of the State Park Avenue and Parkway Drive as multi-use access points into Allegany State Park could benefit the City as well as the County and the Park. Providing increased access to the Park will draw additional people through Salamanca, which will be a plus to the community economically. Likewise, by providing additional trail access points, the Park may experience an increase in attendance figures.

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**Cost Estimates for West Salamanca Gateway and Greenway Connections Improvements**

**Source: The Saratoga Associates, RS Means 2002**

- **Construction of a the by-pass route into Allegany State Park from the Rail-Trail (approximately 1 mile with a natural earth surface):**

- \$6/LF

*Estimated Cost = \$32,000/mile (includes clearing, grading)*

- **Information Kiosk:**

- \$2,500 ea.

- **Construct a designated bike lane/pedestrian path along the initial sections of State Park Avenue up to road barrier (approximately 2 miles of roadway):**

- 11/LF

*Estimated Cost = \$116,160*

- **Simple re-striping of certain City of Salamanca road shoulders for increased bicycle and pedestrian safety (approximately 1-1/2 miles of roadway):**

- \$1.50/LF or \$8,000/mile

*Estimated Cost = \$12,000*

- **1 Trail Head Sign**

- \$500 ea.

- **Replace drain grates and manhole coves with bicycle friendly grates and covers:**

- \$1,000 ea.

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*Note: Where necessary, add approximately 25% to each estimate for architectural, engineering and planning services, along with permitting, construction and contingency costs.*

## **2. Limestone**

### ***a. Existing Conditions and Greenway Connections***

*Continuous reference should be made to Map IV-6 Village of Limestone Gateway and Greenway Connections” for information on the following Park access points.*

Limestone is located along the eastern border of Allegany State Park and near the New York – Pennsylvania border. The Village is in close proximity to several county and regional population centers. U.S. Route 219 provides a 5-mile link with Bradford P.A. to the south, and a 15-mile connection with Salamanca to the North. The City of Olean, located to the east of Limestone is also just 15 miles away via U.S. Route 219 and I-86/Route 17. The majority of the Village’s development is centralized east of U.S. Route 219. The land between Route 219 and the Park boundary is occupied by numerous federally protected wetlands and the Tunungwant Creek. A sizable portion of this area is also within the 100-year flood plain.

Limestone does not have any designated bicycle routes, and similar to Salamanca, the Limestone area also does not have any direct connections with designated off-road multi-use trails. The closest NYS designated snowmobile trail is several miles to the east, in the Town of Hinsdale. A plan to connect Limestone with Hinsdale and the NYS designated snowmobile trail is discussed below in ***Sub-Section E Allegany State Park Regional Greenway Connections***. Furthermore, there is a possibility to access NYS Bicycle Route 17 from Limestone as via Route 30. This potential connection is also discussed below in ***Sub-Section E***.

Limestone’s real asset is its direct connection with Allegany State Park. During the winter, Limestone becomes a prime snowmobile access point into the Park via Limestone Run Road. Snowmobilers can gain access to the 90-plus miles of dedicated snowmobile trails in the Park, and several hundred more miles of trails in Allegheny National Forest. Allegheny National Forest is directly accessible from the State Park in numerous areas. Combined, these Parks provide an unprecedented network of well-maintained motorized and non-motorized trails.

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# Village of Limestone Gateway & Greenway Connections

Map IV - 6

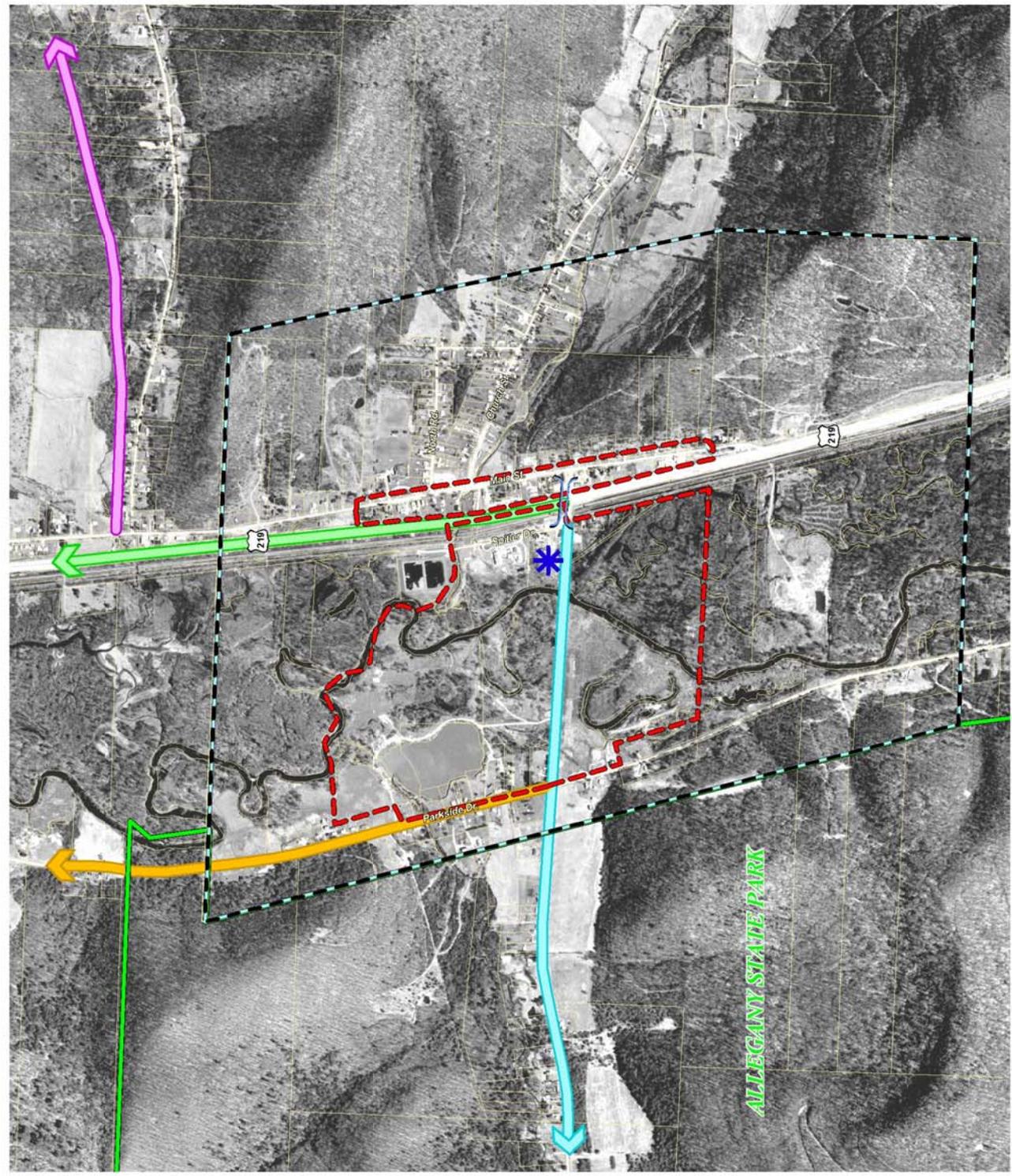
-  Limestone Outdoor Sports Recreation Center + State Park Visitors' Center
-  Proposed Pedestrian Bridge
-  Village Boundary
-  Park Boundary
-  Property Boundaries
-  Trailhead Center
-  Multi-Use Recreation Trail to Park
-  Parkside Dr. Entrance Route to Park
-  Limestone Run Road Upgrade
-  Potential Snomobile Trail to Hinsdale



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***b. Park Accessibility***

As previously stated, direct access to Allegany State Park from Limestone is provided by Limestone Run Road, a continuation of Bailey Avenue outside the Village. Limestone Run Rd. is an unpaved seasonal road, which can be rough in the summer and impassible by automobile during the winter. However, according to NYSOPRHP, upgrading Limestone Road for year-round access is being considered in the Draft Allegany State Park Master Plan.

Cattaraugus County retained the services of Richard Swist of Swist Government Consulting Associates, who prepared a multi-phased plan with preliminary engineering estimates, to build a four-season, paved entrance road from Limestone to the State Park (Refer to Appendix D Limestone Run Road Upgrade Cost Estimates) for the cost estimates.<sup>21</sup>

Although the road is not suitable for auto traffic in the winter, it does provide unparalleled access to the State Park for snowmobilers. During fair-weather seasons, Limestone Run Road has the potential for becoming a popular mountain bike and hiking access route into the State Park.

The second Park access point in the Limestone area is via Irish Brook Road. Irish Brook Road connects with Parkside Drive approximately 1.5 miles north of the Village. Parkside Drive. in turn intersects with Bailey Avenue east of the Tunungwant Creek in the Village. A designated Park snowmobile trail connects with Parkside Drive near Irish Brook Road. While mountain biking is not allowed on this snowmobile trail during fair-weather seasons, the Irish Brook Road/Parkway Drive route could provide a hiking gateway into the Park. In addition, with the direct connection to a designated snowmobiling trail, this access point is well suited for snowmobile use.

With the close proximity of both Allegany State Park and Allegheny National Forest, and the combined hundreds of miles of multi-use trails they posses, Limestone has the potential of becoming a major destination for recreational sports enthusiasts.



**c. Necessary Improvements and Relevant Policy Issues**

Continuous reference should be made to Map IV-6 “Village of Limestone Gateway and Greenway Connections” throughout the following discussion of proposed improvements.

With multiple Park access points, Limestone is well positioned to capitalize on four season recreational activities. Snowmobiling is an extremely popular sport in the County and it is an important and strong facet of the local and regional economies. Limestone has a locational advantage over other gateway communities, which lends to the possibility that the village could become the main trail head or staging area for snowmobilers during the winter. Limestone also has the ability to provide pedestrian and bicycle access to the Park during the spring, summer and fall seasons. In order for Limestone to capitalize on its advantages, certain improvements will be necessary, and important policy issues must be carefully addressed.

*Limestone Run Road Up-Grade*

As previously mentioned, the State Park is preparing a Master Plan for the State Park which includes recommendations for a year-round access road into the Park. This plan offers an additional recommendation for the State to actively pursue the construction of this road. The positive economic benefits are numerous and much needed for Limestone. The cost estimates for this project have been provided below, courtesy of Richard Swist.

*Effective Trail Signage*

For Limestone to become an efficient and successful snowmobile gateway, appropriate signage should be provided. Currently, there are no informational signs in the Village notifying people of the important recreational connections. A sign could be erected at the intersection of Route 219 and Bailey Avenue, identifying this convenient gateway to the snowmobile trails in the State Park. Additional signage could be erected to inform people of the need to respect the residences along the entrance roads into the State Park.





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*Trail Staging Area and Support Services*

In addition, a staging area with sufficient parking could be beneficial within the Village. This staging area could also have an informational kiosk or building that provides trail maps, as well as updated trail conditions, weather reports, and other important information for snowmobilers. Furthermore, this center could also provide shelter and services to snowmobilers (snack bar, warming area, showers, etc.). It logical place for this center would be west of Rock'n Rick's Night Club along Bailey Avenue. Close coordination with Mr. Rick Pecora, the proprietor of Rock'n Rick's will be necessary, as he owns the optimal parcel of land suitable for this proposed center.

*Multi- Use Recreational Trail for Snowmobile Access Into The State Park*

The different routes into Allegany State Park for snowmobiles should be closely considered with respect to impacts on residential areas. Year-round residents live along Limestone Run Road, Bailey Avenue and Parkside Drive. While these roads directly connect with designated snowmobile trails in the Park, adverse impacts on residents are likely if these roads are designated for snowmobile use.

A logical alternative to running snowmobiles on residential streets would be to direct them along the currently abandoned right-of-way running along the west side of Route 219. This trail, if improved, would take snowmobilers in the winter, as well as hikers and bikers during the summer, north to Irving Mills Bridge, which leads into the Park and a designated snowmobile trail.

This bridge is currently closed to vehicular traffic and is slated for reconstruction by the NYSDOT. Similar to the recommendation for the Center Street Bridge in Salamanca, the Irving Mills Bridge should be reconstructed to accommodate not only pedestrian and bicycle traffic, but snowmobile traffic as well.

The right-of-way would need to be upgraded and widened to approximately 10 ft. (if possible). Ownership of the right-of-way will need to be determined and liability issues considered as well. Proper signage along the trail will be necessary to ensure trail users stay on the trail and away from the traffic on Route 219. Appropriate speed limits on the trail will also need to be posted and strictly enforced as this trail is likely to see heavy use during the winter.



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*Bridge Re-Construction*

The bridge should provide a dual-use recreational lane as wide as the approaching lane, plus the clearances on either side. If significant pedestrian, bicycle and snowmobile traffic is expected, extra width should be considered. The bridge railings should be a minimum of 4.5 ft. high. A relatively smooth non-skid surface should be installed to reduce the potential for sliding under wet conditions. Lastly, the bridge should be well lit for safety and personal security reasons. Full cooperation with the NYSDOT is critical to the successful completion of this recommendation.

*Designated Bicycle Lane*

With NYS Bike Route 17 running just north of Limestone along NYS Route 17, direct bicycle access to Limestone is possible. The one limiting factor is a lack of sufficient room along the shoulders of Route 219. The construction of a designated bicycle lane from NYS Route 17 south on Route 219 to Irving Mills Road would allow bicyclist to safely ride along Route 219 and enter the park north of Limestone. Alternatively, constructing a designated bicycle land south to the Village of Limestone would bring more bicyclists to the Village and provide added economic benefits. This project would require the full cooperation of the NYSDOT, the Town of Carrolton DPW and Cattaraugus County.

**Cost Estimates For The Village of Limestone Gateway and Greenway Connections Improvements**

*Source: The Saratoga Associates, RS Means 2002*

- **Construction of an Informational Kiosk:**
  - \$2,500 ea.
  
- **Construction of a Trail Head Sign:**
  - \$500 ea.
  
- **Construction of a 1,500 SF Informational Center with snack bar, showers and restrooms:**
  - \$125/SF



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Estimated Cost = \$190,000

➤ **Parking Area to accommodate 100 vehicles (35,000 SF) with snowmobile trailers:**

- \$10/SF

Estimated Cost = \$350,000 - \$400,000

➤ **Upgrade existing abandoned right-of-way to a 10 ft. wide multi-use (snowmobile/hiking/biking) trail (approximately 3.5 miles):**

- \$7/LF

Estimated Cost = \$130,500

➤ **Construction of a designated bicycle lane along U.S. Route 219**

- \$11/LF or \$60,000/Mile

Estimated Cost = \$270,000

➤ **Upgrade Limestone Run Road**

Construction, design and engineering, inspection and contingencies. The breakdown is as follows:

|                          | <u>Roads</u>        | <u>Trail</u>       | <u>Total</u>        |
|--------------------------|---------------------|--------------------|---------------------|
| Construction             | \$ 5,440,000        | \$ 3,300,000       | \$ 8,740,000        |
| Design/Engineering (20%) | 1,090,000           | 660,000            | 1,750,000           |
| Inspection (15%)         | <u>820,000</u>      | <u>500,000</u>     | <u>1,320,000</u>    |
| <b>Total</b>             | <b>\$ 7,350,000</b> | <b>\$4,460,000</b> | <b>\$11,810,000</b> |

Source: Richard Swist, Swist Government Consulting Associates

Note: Where necessary, add approximately 25% to each estimate for architectural, engineering and planning services, along with permitting, construction and contingency costs.



### 3. Onoville Marina and Quaker Lake

#### a. Existing Conditions and Greenway Connections

*Continuous reference should be made to Map IV-7 “Onoville Marina Gateway and Greenway Connections” and Map IV-8 “Quaker Lake Gateway and Greenway Connections” throughout the following discussion of existing conditions.*

##### *Onoville Marina*

Onoville Marina is located on the west bank of the Allegheny Reservoir, south of I-86 /Route 17. It is accessible from the north via West Perimeter Road, and via Sawmill Run Rd. to the west. The site, which is owned by the U.S. Army Corps of Engineers (ACOE), and leased to the County, is divided into three main areas: the Bay Sector, the Sawmill Run Sector and the Brown’s Run Sector. The Bay Sector is bordered to the north and west by West Perimeter Road, by Onoville Bay to the south, and by the Seneca Nation of Indians Reservation to the east. The site was originally chosen as the optimum location for the marina due to its scenic value, and its development potential as a water-based facility.

The marina is generally fully operational between the months of April and November, based on fluctuating weather conditions. Only in times of drought, such as the summer of 1999, do water levels fall below navigable levels prior to the end of the summer season. Throughout the summer months, the marina operates at full capacity, with all dock space occupied.

The marina has 394 dock spaces, varying in size from 20-ft. slips to 40-ft. slips. The site as a whole contains 77 public campsites, picnic shelters, a fuel dock, pontoon boats, fishing boats and canoe rentals, showers, laundry facilities, and a generous open area for recreation.

#### b. Park Accessibility

Located along the Allegheny Reservoir, which borders Allegany State Park and stretches into Allegheny National Forest, Onoville Marina represents a logical starting point for water access into the entire region. From the marina, boaters can gain access to the Allegheny Reservoir and enjoy spectacular views of the State Park and the relatively undeveloped shorelines of the reservoir. Access is also provided to the Allegheny National Forest via the reservoir.

December 31, 2002

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# Onoville Marina Gateway & Greenway Connections

Map IV - 7

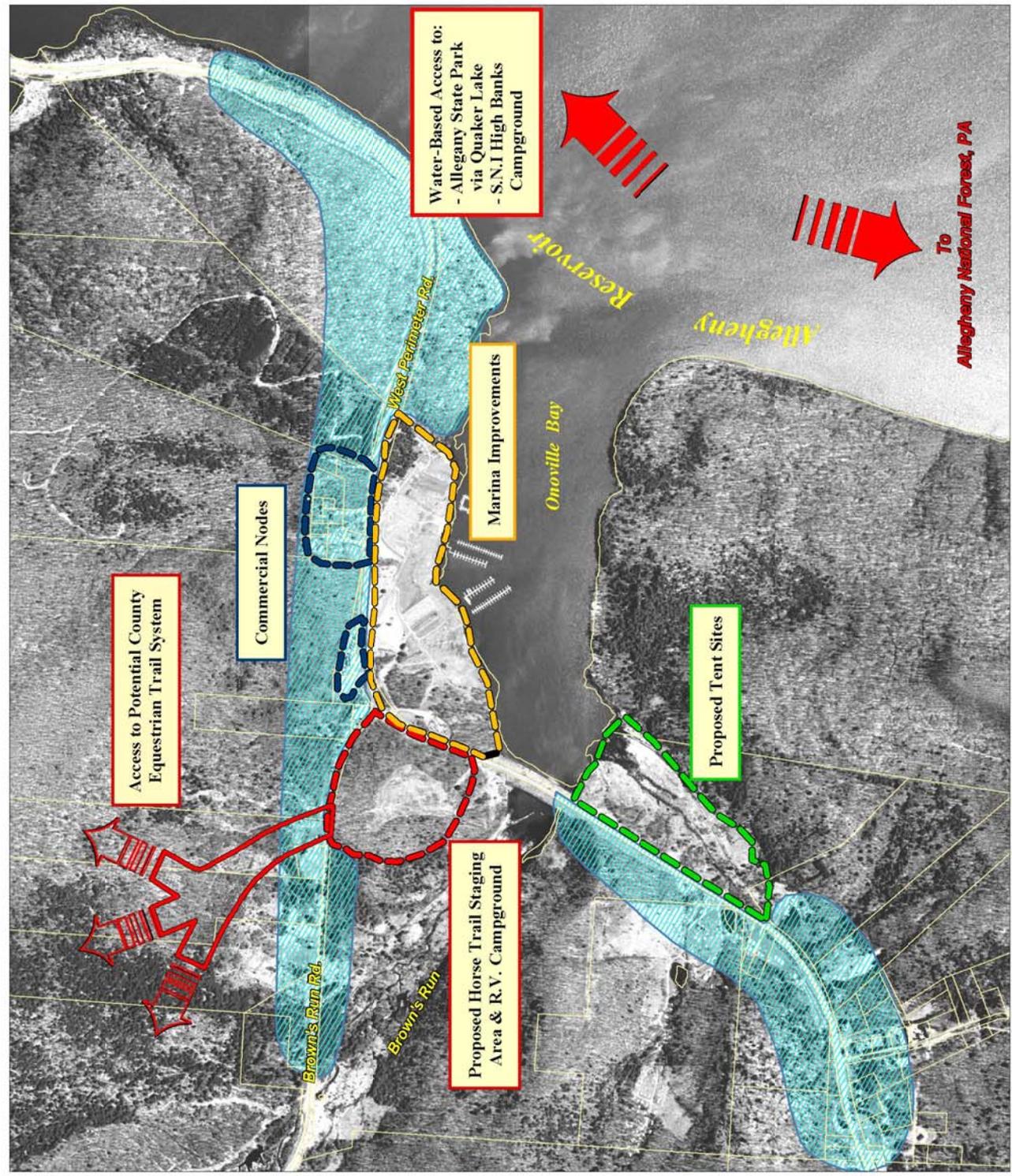


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# Quaker Lake

## Gateway & Greenway Connections

Map IV - 8

-  Proposed Project Areas
-  Existing Features
-  Allegany State Park Boundary



1000 0 1000 Feet

This map is prepared using data supplied by The Saratoga Associates from various sources and is intended only for reference, conceptual planning and presentation purposes. The map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose where registered plans or field surveys are required.

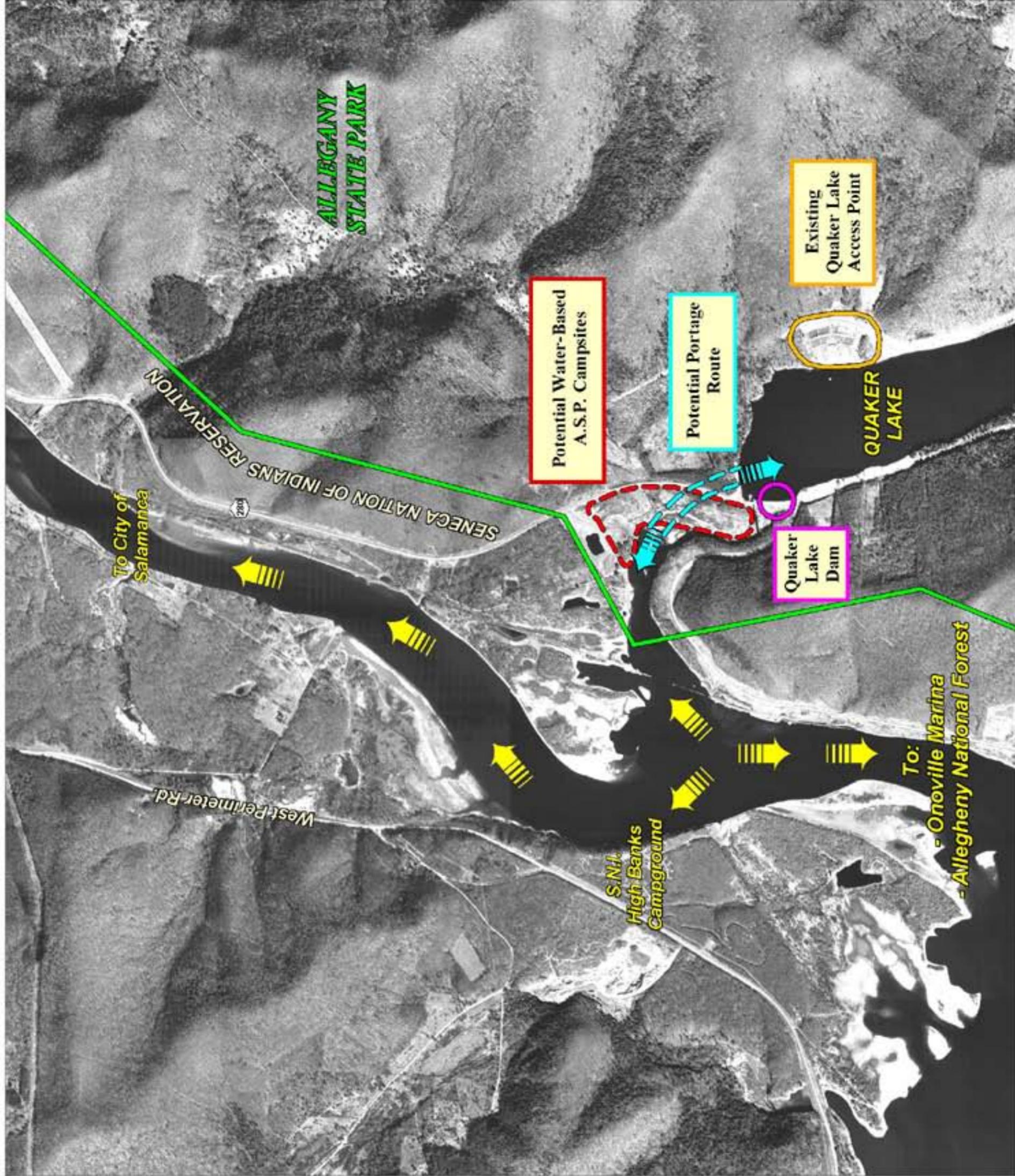
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### Allegany State Park Perimeter Study

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The Seneca Nation of Indians Reservation is an extremely valuable asset to the Allegheny Reservoir as it helps preserve the scenic character of the shoreline. However, due to the boundaries of the reservation, only three areas of the State Park border the reservoir. The three areas include: a small section at the far western border of the Park where Rt. 280 borders the reservoir, at the far southeastern section of the Park within the State of Pennsylvania, and where Quaker Lake empties into the reservoir. Due to this, there are no direct connections to the State Park via the reservoir. A water-based connection to the Park would be extremely popular and beneficial for Onoville Marina, the County and the State Park.

*c. Necessary Improvements and Relevant Policy Issues*

*Water-Based Connection to Allegany State Park at Quaker Lake*

The Allegheny Reservoir does touch the State Park near the Quaker Lake entrance. As depicted on Map IV-8, canoers and kayakers could access Quaker Lake via a 2,000± ft. portage over the Quaker Lake Dam separating the Allegheny Reservoir from Quaker Lake. Once on Quaker Lake, the Cain Hollow campground with 164 campsites and numerous trailheads are easily accessible by a short paddle and hike.

The portage trail should consist of natural earth with steps reinforced by logs on the steeper section of the trail. While the construction of the portage would require minimal new land disturbance, the route will traverse some steep slopes down from Route 280 towards the reservoir. Proper construction techniques and erosion control measure must be utilized. Secondly, conflicts with automobile traffic must be mitigated. A highly visible crosswalk and signage alerting both motorists on Route 280 and people using the portage of the crossing should be installed.

*New Campsites Along the Allegany Reservoir*

The required portage precludes motorboat enthusiasts from reaching Park campgrounds via the Allegheny Reservoir. Campgrounds directly accessible by water would be a great asset to the Park, the County and the Marina. The area of the Park, which may be most suitable for shoreline campsites, is in the Quaker Lake section. As depicted on Map IV-8, a potential campground could sited along the reservoir just below Quaker Lake Dam. While no designated campgrounds exist or are proposed by the state park in this area, the construction of new sites along the reservoir would provide a new opportunities for water-based access to the Park. There are of course, numerous and possibly contentious issues which must be considered before additional campsites are constructed.

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Among the issues that need to be examined is the need for an additional access road to serve new sites along the reservoir, including construction and maintenance needs. Some unimproved roads currently exist in the area and could be improved and utilized for this purpose. Flood plain and wetland concerns would also need to be addressed. While these new sites would be for tent camping only, all potential adverse impacts to wetlands and floodplains must be coordinated with the ACOE.

The construction of an additional campground site would also require additional staffing needs for the Park. This area would need to be patrolled by Rangers on foot, and perhaps on the reservoir. This proposal would need to go through numerous additional studies by NYS and covered in the upcoming or future Park Master Plan. The County should coordinate with the Park on this proposal to identify any aspects in which the County could offer assistance to the State to see this new proposal project through to implementation.

*Onoville Marina Gateway Overlay District*

The majority of improvement projects for Onoville are covered within the Demonstration Project proposal discussed in **Section V Demonstration Project**. However, one additional recommendation should be considered to ensure the viability and growth of the marina. Specifically, in an effort to protect the character of the gateway to Onoville Marina, a Gateway Overlay District is recommended for the Town of South Valley, which currently has no zoning.

An overlay district along West Perimeter Road and Brown's Run Road as depicted on Map IV-7, would provide limited additional zoning regulations or guidelines to ensure that future development does not detract from the scenic qualities of the area. Site and architectural design guidelines or standards would accompany this overlay district to preserve the character of the area and promote development consistent and compatible with the marina.



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## **Cost Estimates for the Onoville and Quaker Lake Gateway and Greenway Connections Improvements**

Source: The Saratoga Associates and RS Means

➤ **2,000 ± Ft. Portage from the Allegheny Reservoir to Quaker Lake:**

- \$6/LF

Estimated Cost = \$12,000

*Note: Where necessary, add approximately 25% to each estimate for architectural, engineering and planning services, along with permitting, construction and contingency costs.*

### **4. Red House**

#### ***a. Existing Conditions and Greenway Connections***

*Continuous reference should be made to Map IV-9 “Red House Gateway and Greenway Connections – Existing Conditions” throughout the following discussion of existing conditions.*

Red House has the distinction of being the smallest Town in New York State with a population of 38 (year 2000 Census). The Town is located on the southern edge of Cattaraugus County, close to the City of Salamanca. The majority of the Town lies within Allegany State Park with the western corner of the Town crossed by the Seneca Nations of Indians Reservation.

The Red House entrance to Allegany State Park is located at Exit 19 off I-86/Route 17, within Allegany State Park. No private lands are accessible from the interchange at this entrance. Travel time to Salamanca is approximately 10 to 15 minutes to the north. This Park entrance is the major Park access point for automobiles, with the other access points being in Salamanca and the Quaker Area entrance. Today, Red House forms one of the developed areas of the Park.

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# Red House

## Gateway & Greenway Connections

Map IV - 9

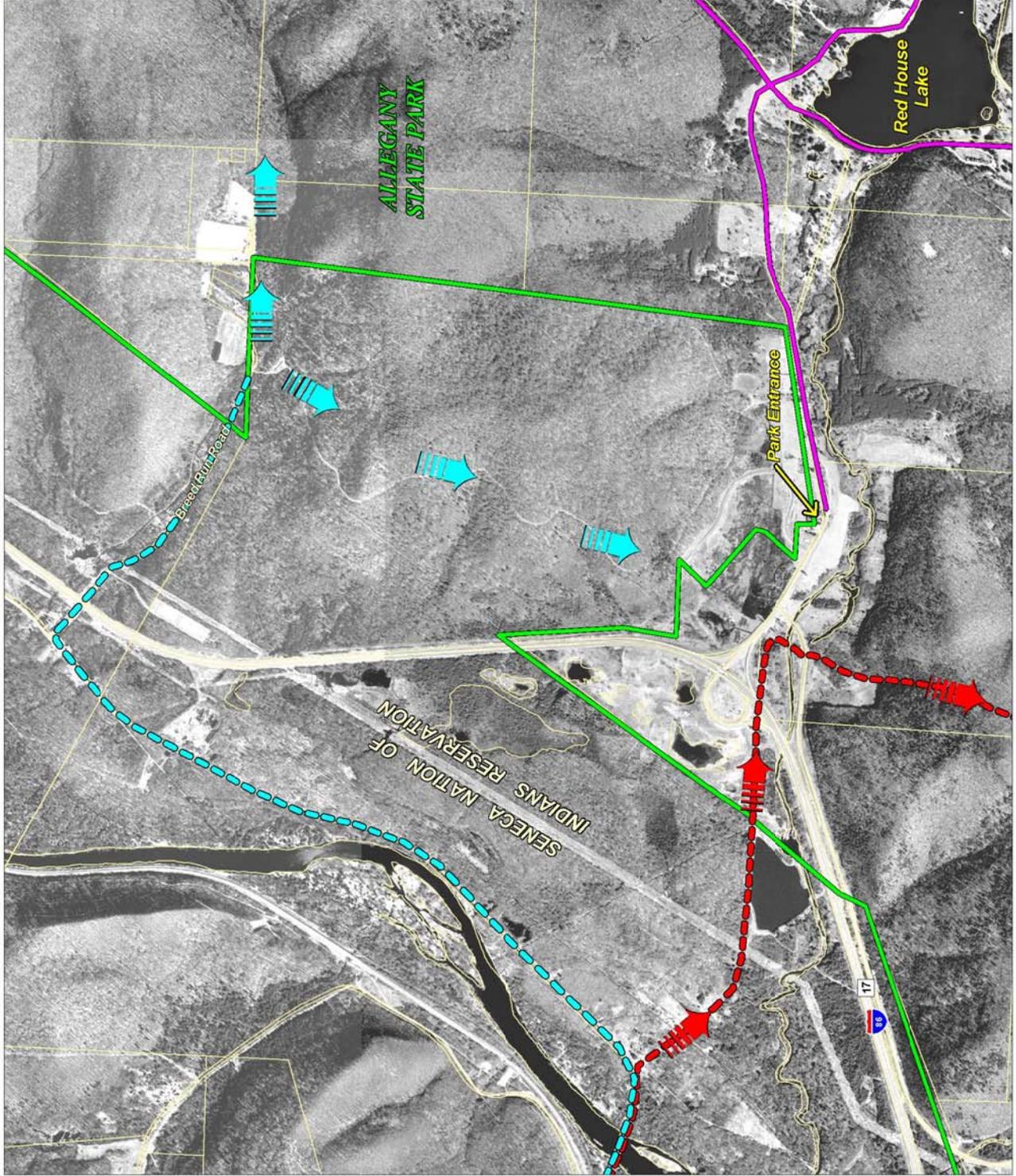
- Property Boundaries
- Park Boundary
- Proposed NYS Snowmobile Trail
- Potential Connections to ASP Snowmobile Trails
- NCNST / FLT / Conservation Trail
- Potential Snowmobile Connection via Conservation Trail
- ASP Snowmobile Trails



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***b. Park Accessibility***

Interstate 86 provides the only motorized access points for the Park. The Red House Area is the site where the combined NCNST/FLT/Conservation Trail enters the Park. With respect to snowmobiling, there is currently no official access point into the Park for snowmobiles on state funded trails. A state-funded snowmobile trail ends along I-86/Route 17 less than 10 miles from the Red House entrance to the State Park. The New York State Snowmobile Master Plan includes preliminary plans to extend the trail to the north to link up with Breed Run Road, which could provide the first snowmobile access point into the Park from a state-funded trail. The designated sections of the NCNST are for non-motorized uses and receive federal funding. The multi-use sections that include motorized and non-motorized uses are considered connectors and are not eligible for funding support.

***c. Necessary Improvements and Relevant Policy Issues***

*Potential Snowmobile Access Points:*

As shown on Map IV-9, there is the potential to extend the existing NYS Snowmobile trail north to Breeds Run Road which could then connect into the State Park snowmobile trail system. This proposal will require close coordination with the State Park, the County, local snowmobile organizations, and the Seneca Nation of Indians. The Nation must be involved in this discussion, as the new trail would run on Reservation Land.

An alternative identified in this report would be to utilize the Conservation Trail to enter the State Park as depicted on Map IV-9. This would greatly minimize the length on new trail required to reach Breeds Run Road. To critical policy issues emerge with this recommendation.

The Conservation Trail runs through reservation land and may have to be improved to allow for snowmobile use. Close coordination with the Nation will be required to implement this recommendation. Secondly, this trail may be utilized by cross-county skiers and snowshoers in the winter. Avoiding user conflicts will be critical for the success of this snowmobile connection. If cross-county skiing and snowshoeing takes place on this section of the trail, the trail may have to widened to allow for the safe use by motorized and non-motorized users.



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**Cost Estimates for the Onoville and Quaker Lake Gateway and Greenway Connections Improvements**

Source: The Saratoga Associates and RS Means

➤ **Improve approximately 8,000 LF of the Conservation Trail for Snowmobile Use:**

- \$7/LF

Estimated Cost = \$56,000

*Note: Where necessary, add approximately 25% to each estimate for architectural, engineering and planning services, along with permitting, construction and contingency costs.*