

A New Vision for Outdoor Recreation Trails In Cattaraugus County, New York

Volume 4

A Guidebook Published for Cattaraugus County's
Smart Development For Quality Communities Series



Prepared For

**The Cattaraugus County Legislature's
Allegany State Park Perimeter Study**

**(In Coordination with Cattaraugus County's Planning Board, Municipalities,
Allegany State Park Trails Study Group, Route 219 Development Committee, and
Trail Stakeholders and Event Organizers)**



Prepared By

Cattaraugus County Department of Economic Development, Planning and Tourism

November 16, 2005
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Front Cover: Winter Fest – Allegany State Park - 2004. Photo by CCEDP&T; Trail Riders at Creek Side Roundup, Franklinville, NY. Photo by Al Gerstung; Kayaking at Onoville Marina. Photo by Debra Opferbeck; South Branch Gorge Cattaraugus Creek as seen from Deer Lick Sanctuary. Photo by Pat McGrew.



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November 16, 2005

Members, Cattaraugus County Legislature
Economic Development and Planning Agencies
Municipalities, Businesses and Citizens
Trail Planners and Events Organizers
Outdoor Enthusiasts

Dear Colleagues:

We are fortunate to have Allegany State Park in Cattaraugus County. The 65,000 acres inside the park present nature at its best, attracting an average of 1.8 million people every year. The perimeter zone around the park is even larger, offering beautiful, wooded hills and valleys, and a wide variety of recreational opportunities, business activities, and tourist attractions. These attractions include villages, trails, county and state forestland, the Zoar Valley Wilderness, the Allegany River, and much more.

Cattaraugus County is pleased to publish this new guidebook, "A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York", as Volume 4 of its Smart Development for Quality Communities Series. This special look at trails offers new pathways into a future that celebrates our outdoor heritage. It offers many ideas that are feasible and that motivate local trails advocates.

This vision for outdoor trails is within our reach. Major segments are now completed and open to the public. The next step is up to you and the many groups who develop and maintain trails. For additional information on Cattaraugus County, go to our Home Page at www.cattco.org

Sincerely,

Gerard J. Fitzpatrick
Chairman

GJF:THM:mep
Enclosure

PREFACE

The 21st Century can be full of promise, opportunity and natural, scenic beauty if people and businesses support a public, comprehensive planning process. This can be accomplished by guiding growth with a coordinated vision of the future, and by providing technical services...

Instead of a top down leadership approach that imposes its will on communities, Cattaraugus County is using a “bottom-up” planning approach for this new century. This approach is guided by a vision that was created with community participation (page 1)....

This guidebook encourages community leaders to select ideas that are appropriate to each community, and to develop an overall, coherent “vision” that is tailor made to local circumstances. An example would be a vision to develop an integrated trail network on a countywide basis. This community vision can then be adapted and incorporated into comprehensive planning as changes begin to occur at municipal levels (page 40).

A Guidebook for Cattaraugus County, New York:
Elements of A Countywide Vision (Volume 1, June 30, 2001),
Cattaraugus County’s Smart Development for Quality Communities Series

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Chapter 1

Recreation Trails Have Value In Cattaraugus County, New York

By
Terry H. Martin

A. Trails Add Value to Our Communities

Cattaraugus County is at the center of an emerging network of recreation trails that will connect Letchworth State Park, Allegany State Park/Onoville Marina, Zoar Valley, and Chautauqua Lake (see Exhibit No. 1 for map, and Exhibit No. 2 for a list of trails that people are developing).



Terry H. Martin, with his granddaughters (l-r) Amy, Jamie and Nicole, all young outdoor and equestrian enthusiasts, at Dina's Restaurant after a trails meeting in Ellicottville, New York. Photo by Peggy Martin

This region of New York State has an incredible diversity of trail activities. The anchor points are Letchworth State Park, Allegany State Park/Onoville Marina, Zoar Valley, and Chautauqua Lake. People can gain access at multiple points. The attractions in-between these major destinations offer unique experiences, touched with scenic vistas, fresh air, a river, creeks, lakes, forests, pristine wilderness areas, and a sense of place and adventure in an outdoor setting.

This vision is based on the 50-year planning horizon that is proposed in Cattaraugus County's visioning guidebooks. Everyone would continue to work within their existing trail networks and jurisdictions, but begin to reach out to each other. Eventually they will create a regional, multi-use trail network. By sharing information and by promoting this regional network as a single entity, Cattaraugus County can attract new generations of trail users throughout the 21st Century (for a vision of this future, see Appendix No. 1).

Dedicated people have created these trails, adding to our quality of life. This vision for a trails network is possible because of their work. People enjoy the outdoors and want trails.

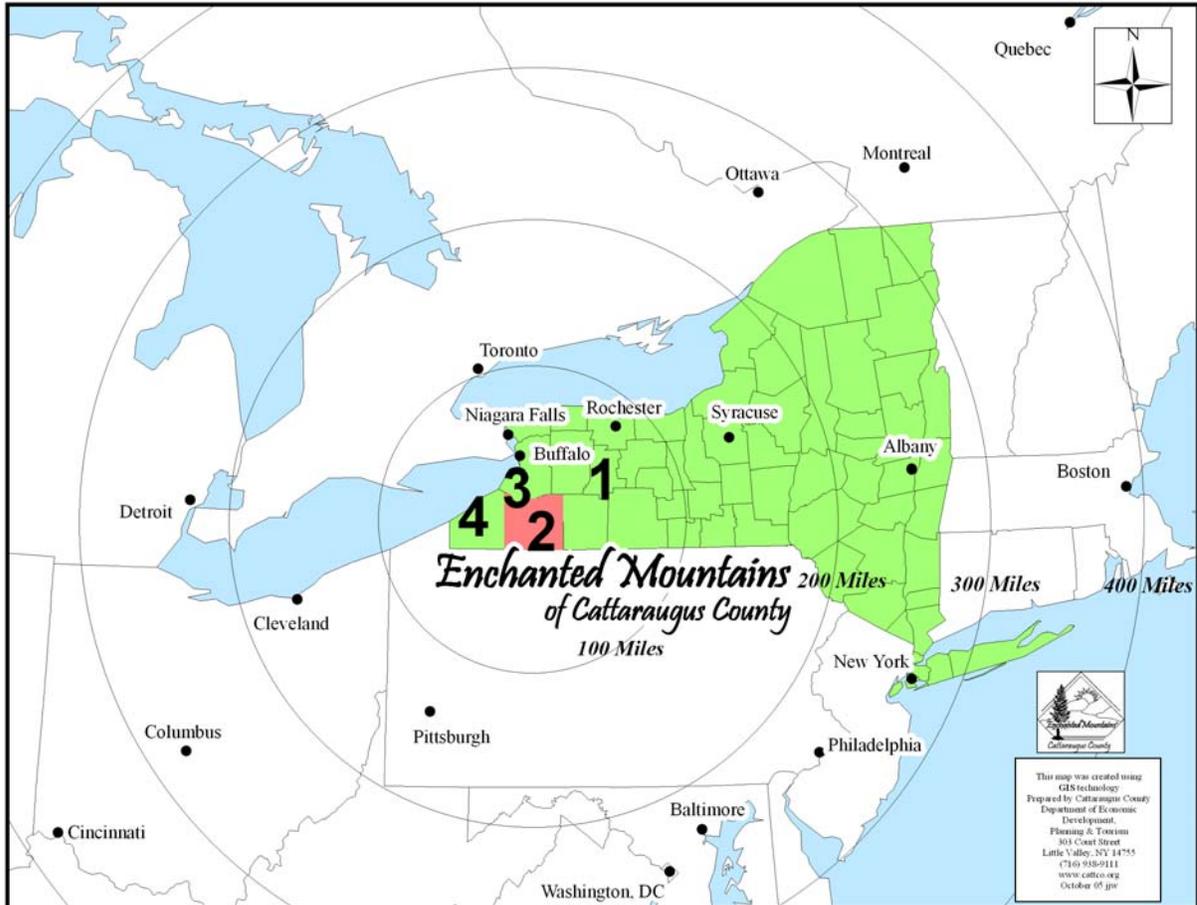
B. We Have Mixed-Use Trails In Cattaraugus County

Several regional and multi-state trails historically have crossed through Cattaraugus County (see Exhibits No. 3 and 4)¹. Highlights are described below:

- **North Country National Scenic Trail.** The North Country Trail is a 4,000-mile footpath that crosses seven states from North Dakota to New York. Going west-to-east, it enters New York from Pennsylvania, crosses north through Allegany State Park and Cattaraugus County where it overlaps the Finger Lakes Trail (FLT) and the Conservation Trail near Ellicottville (which is a north-south FLT branch to Niagara). For information and maps, go to www.northcountrytrail.org.
- **Finger Lakes Trail System (FLT).** The Finger Lakes Trail System is an east-west footpath that crosses New York State. It enters Cattaraugus County from Pennsylvania, crosses Allegany State Park and extends more than 500 miles east to the Long Path in the Catskills. This system also has branch trails (go to www.fingerlakestrail.org for more information).

EXHIBIT NO. 1

**A NEW VISION FOR A REGIONAL TRAILS NETWORK
CENTERED ON CATTARAUGUS COUNTY, NEW YORK**



Concept by Terry H. Martin

Proposed Staging Areas and Regional Trails Linking:

1. Letchworth State Park
2. Allegany State Park/Onoville Marina
3. Zoar Valley
4. Chautauqua Lake

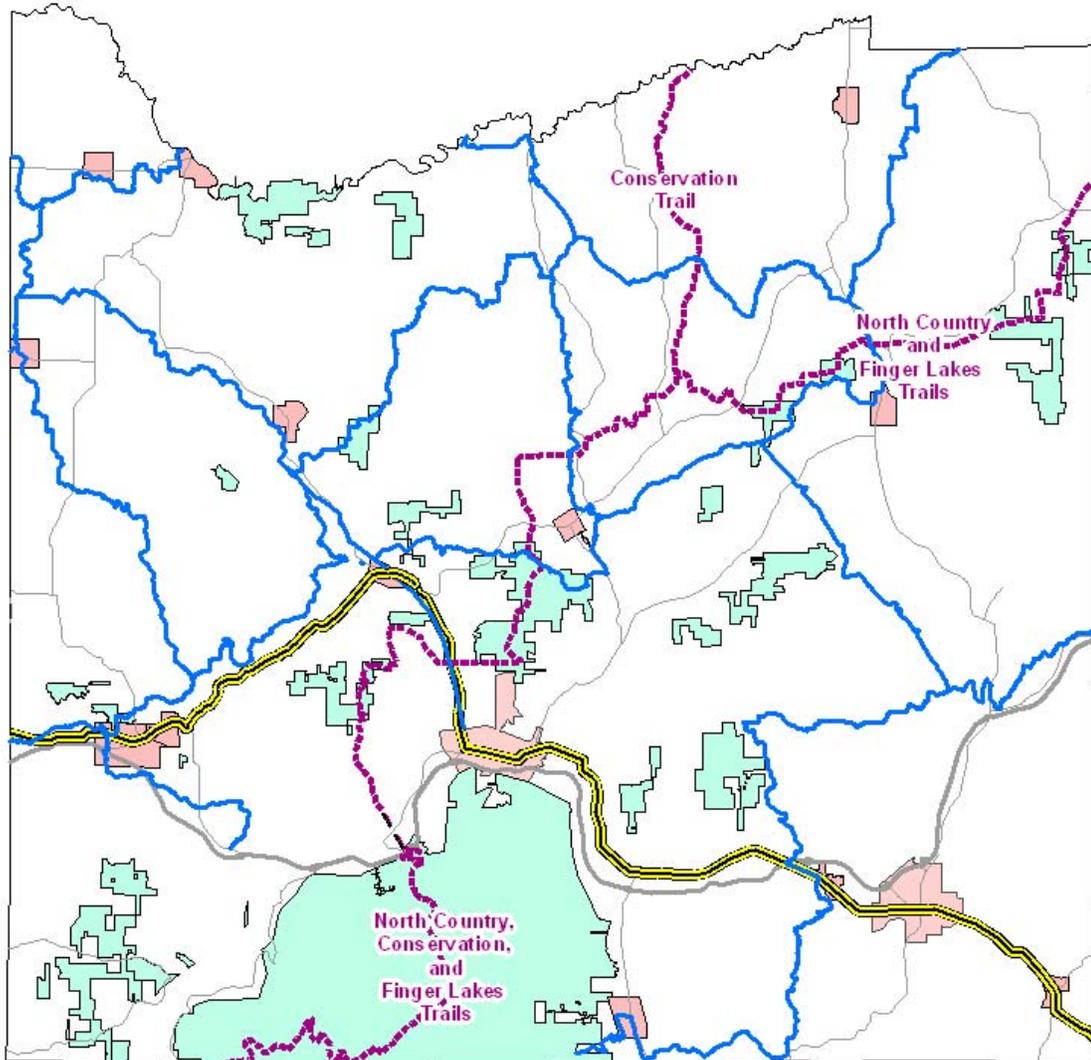
EXHIBIT NO. 2

MIXED USE TRAILS IN CATTARAUGUS COUNTY ARE BEING IMPROVED

- The 90-mile Genesee Valley Greenway Corridor's success encouraged trails planning in Cattaraugus County. The Greenway extends through several counties from Rochester to Letchworth State Park, and eventually to Cuba in Allegany County and Hinsdale in Cattaraugus County. Discussions include the idea of extending the Greenway from Cuba through Cattaraugus County to Allegany State Park, then to the Allegheny National Forest in Pennsylvania.
- Trails are being planned from the Town of Hinsdale to the City of Olean, to connect with the Allegany River Valley Trail, which is now open. The Allegheny River Valley Trail in the City of Olean and Town of Allegany loops around for 6.2 miles along the Allegheny River, connecting the City and Town of Olean, St. Bonaventure University, and the Village and Town of Allegany.
- Mixed-use and specialty trails are being improved inside Allegany State Park in Cattaraugus County by the state park agency. The County's proposed vision of the future would connect this park trail system east to Limestone and Olean, south to the Allegheny National Forest in Pennsylvania, north to the City of Salamanca and the 12-mile Pat McGee Trail (eventually to Zoar Valley), and west to Red House, the Allegheny River, Onoville Marina, Randolph, and Chautauqua Lake at Jamestown.
- The Cattaraugus County Federation of Snowmobiles has developed and maintains 415 miles of trails in Cattaraugus County. There is a strong interest to connect these trails to existing snowmobile trails located inside Allegany State Park.
- The Community Walk Trail runs through the City of Salamanca along an old railroad line, which was abandoned and converted to trail usage in the 1990's (1.6 miles). The Community Walk Trail connects the east end of Salamanca (site of the proposed State Park Village) to the west-end of Salamanca (site of the recently opened Seneca Nation Casino).
- The Pat McGee Trail was opened on June 4, 2005. It is a multi-use trail (a rails to trails conversion), and is owned and maintained by the Cattaraugus Local Development Corporation. It runs 12 miles from the City of Salamanca through the Village of Little Valley to the Village of Cattaraugus (plans are to extend this trail eventually to Zoar Valley and Gowanda).
- There are approximately 65 miles of private horse trails in the hills around the Village of Little Valley which interconnect with the Pat McGee Trail (operated by the 50-year-old Little Valley Rider's Club, which owns the 25-acre Equestrian Park).
- The hills around the Village of Franklinville contain approximately 12 miles of horse-riding trails that are used during the Creek Side Roundup, the only equestrian festival held in western New York.
- The Catt/Chaut Chapter of the New York State Horse Council is developing horse trails on state land on the western side of Allegany State Park (north of Onoville Marina, in the Town of South Valley).
- Trails exist in Zoar Valley in Cattaraugus County at the Deer Lick Nature Preserve near the Village of Gowanda's trails, which is owned by The Nature Conservancy, plus the valley offers whitewater rafting, canoeing and kayaking in the Cattaraugus Creek (which flows through Gowanda and the Seneca Nation Territory to Lake Erie).
- The Village of Gowanda is developing an outdoor recreation and trails plan inside the village along the Cattaraugus Creek, which flows through the village. A community process has also developed a theme for the village and creek called, "Gateway to Zoar Valley".
- Approximately 50 miles of trails have been developed in Chautauqua County, with beautiful connections near Chautauqua Lake and the City of Jamestown. Recent discussions show that there is a strong interest in linking these Chautauqua County trails to trails in Cattaraugus County.

EXHIBIT NO. 3

REGIONAL TRAILS CROSS THROUGH
CATTARAUGUS COUNTY



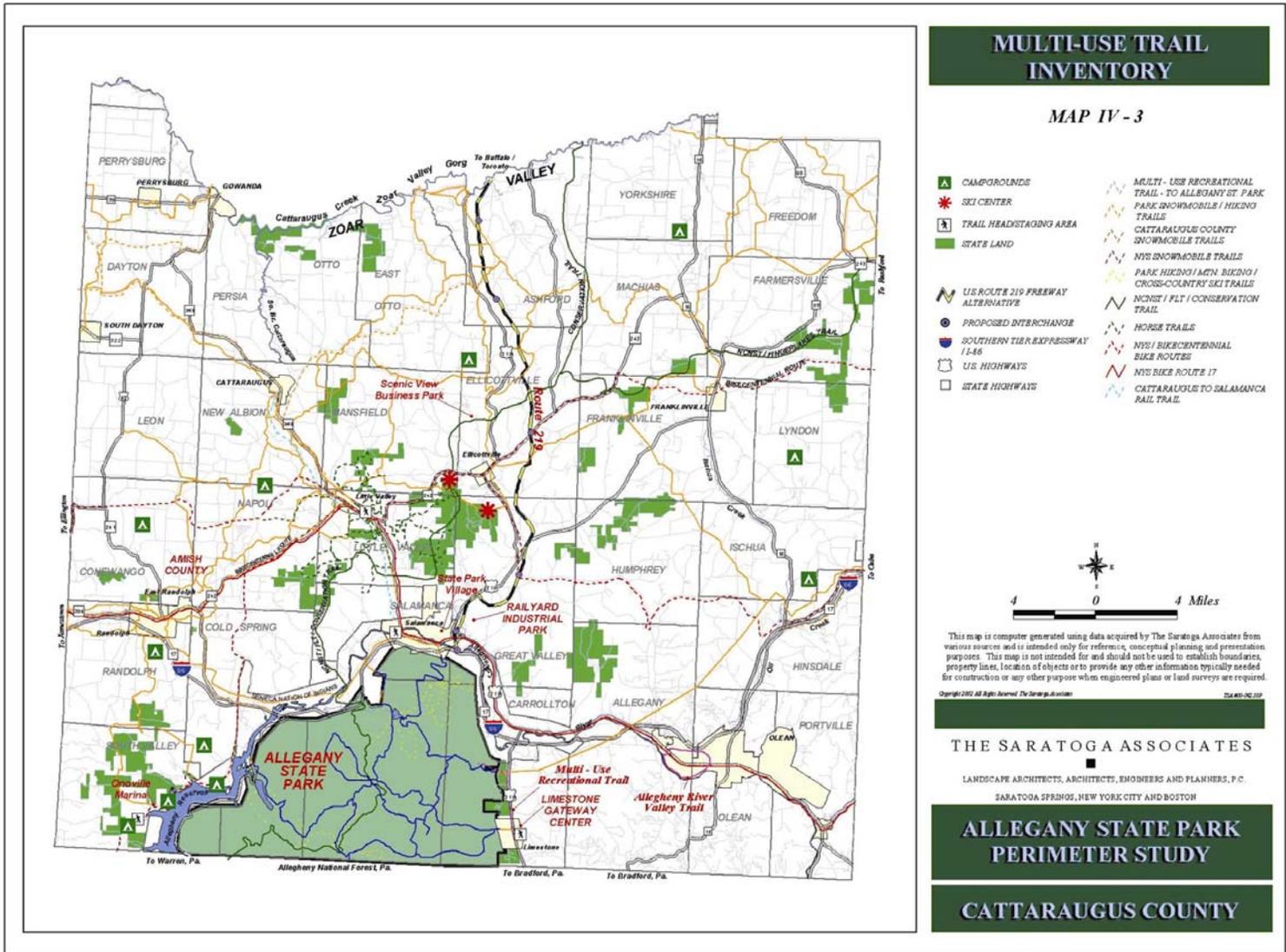
Cattaraugus County does not endorse or give permission for the use of these trails and is not liable for any claims from riders, users or landowners. This map is published only as a tool to aid in the planning process.



Legend	
Bke Route 17	Highways
Hiking Trails	Cities and Villages
Snowmobile Trails	Recreational Land



Prepared By
Cattaraugus County
Department of Economic Development,
Planning and Tourism
Plot 2, 88401, Route 4
November, 2005
Map Created Using GIS Technology



**INVENTORY OF TRAILS IN CATTARAUGUS COUNTY
 BY THE SARATOGA ASSOCIATES**

EXHIBIT NO. 4

Cattaraugus County does not endorse or give permission for the use of the trails and is not liable for any claims from riders, users or landowners. This map is published only as a tool to aid in the planning process.

- **New York State Bike Route 17.** The New York State Bike Route 17 passes through Cattaraugus County on its way from Lake Erie to the Hudson River. The NYSDOT website describes the route as follows:

Beginning at NY Route 5 in the village of Westfield, Bike Route 17 passes through the cities of Jamestown, Salamanca, Olean, Hornell, Corning, Elmira and Binghamton. East of Binghamton, Bike Route 17 follows NY Route 97 along the Delaware River before turning east at Port Jervis. At Newburgh, the route crosses the Hudson River via a walkway on the southern span of the Newburgh-Beacon Bridge. Bike Route 17 ends at its intersection with Bike Route 9 north of the city of Beacon. This route is 435 miles in length.



Bicycling together. Photo by CCEDP&T

Go to www.dot.state.ny.us/br17/br17_desc.shtml for additional information and maps.

We also have a variety of specialty trails and routes in Cattaraugus County, too numerous to mention (see Appendix No. 2 for further references). Here are some highlights:

- **All Terrain Vehicles (ATV's).** Western New York has a large, growing, youthful and dedicated market for ATV use. It is one of the region's emerging attractions. According to the County's consultants, ATV's will require special conflict resolution and problem-solving efforts, and buffered sites with controlled access, in order to gain community acceptance (see www.nysorra.org and www.allwny.com/ATV.html for information).
- **Bird Watching Locations.** Bird watching is one of the fastest growing outdoor activities in the United States. This low intensity adventure is also growing in Cattaraugus County. Excellent routes can be found in all sections of Cattaraugus County, where birds can be observed in their natural habitats such as nature preserves, creeks, the Allegheny River, wetlands, meadows, forestland, hillsides and valleys, and other habitats such as the pristine wilderness in Zoar Valley. Waterfowl, shorebirds, songbirds, osprey, bald eagles, migratory birds, and other species can be observed. An excellent guide by Jeffrey Reed, *Where to Find Birds in Cattaraugus County – 21 Sites from Allegheny State Park to Zoar Valley* (2000), can be accessed at www.buffalobooks.com or the Center Bookstore in Olean, New York.



ATV Riders, Photo by Cooper Ridge Trails



Bird Watching, Photo by Barb Kubiak



Trail Ride Photo by Al Gerstung

- **Equestrian Trails.** Franklinville, Ellicottville, Little Valley, Randolph and Allegany State Park² have existing horse trails. Little Valley and Franklinville are emerging as new equestrian centers. See Cattaraugus County's 2005 study called, "Growing the Equestrian Economy in Cattaraugus County, New York". It can be downloaded for free as a PDF file at www.cattco.org, click on Advance Planning, then Guidebooks, Volume 8.
- **Heritage Tourism Walking Tours.** Ellicottville, Franklinville, Gowanda and Olean have downtown Historic Districts that are listed on the NYS and Federal Registers of Historic Places, plus individual sites such as The Old Library Restaurant in Olean, The Miner's Cabin in Franklinville, and the Salamanca Rail Museum (go to www.EnchantedMountains.info, www.preservenys.org and www.nysparks.state.ny.us for information).



Downtown Historic Districts. Left Photo: Franklinville by Terry Martin; Right Photo Ellicottville by CCEDP&T



- **Mountain Bike Trails.** Mountain biking is growing rapidly nationally. Ellicottville, Humphrey, Little Valley, Allegany and Allegany State Park have existing mountain bike trails, which are very popular and used for recreational riding and endurance races such as the annual Raccoon Rally. There is a large, enthusiastic, and growing market supporting mountain bike trails usage (see web site www.wnymba.org for information).
- **Skiing.** The Holiday Valley Ski Resort is international in scope, and is New York State's largest volume public ski resort. HoliMont is the largest private ski resort in the United States (both resorts are located in Ellicottville). The 65,000-acre Allegany State Park has cross-country skiing. All together each year, these successful resorts and state park attract more than 2.4 million people in all four seasons. Growth is continuing (see www.EnchantedMountains.info for links to these resorts and the state park).
- **Snowmobile Trails.** Snowmobile Clubs use and maintain 415 miles of state funded trails in Cattaraugus County, and an additional 70 or more miles of snowmobile trails in Allegany State Park. This winter sport brings new business to villages and "Mom and Pop" stores countywide, and is growing rapidly (go to www.EnchantedMountains.info, click on What To Do and then on Snowmobiling; also see article by Jim Toner).



Mountain Biking in Allegany State Park Photo by Jim Toner



Village of Ellicottville from the Slopes of HoliMont. Photo by HoliMont Ski Club



Snowmobiling in Cattaraugus County Photo by CCEDP&T

- **Water Routes.** Cattaraugus County has extensive water routes for canoeing such as the Allegheny River, the Cattaraugus, Conewango, Ischua, Oil, Olean, Oswayo Creeks, and Great Valley Creek, which is the site of a very successful Annual Regatta (for information on streams, go to www.dec.state.ny.us/website/dfwmr/fish/pfr).

C. Our Trails Attract A Variety of People

Every year, approximately 3.5 million people visit a variety of attractions in this rural County. The Holiday Valley Ski Resort (700,000 annual visitors), the Seneca Nation Casino in Salamanca (1.0+ million annual visitors), and Allegany State Park (1.8 million annual visitors) attract people every year from the northeastern and mid-western regions of the United States, and Canada. There are other, local attractions such as Pumpkinville and the Maple Festival. Many of these attractions involve trails, which can be expanded in different seasons by attracting urban residents from the outside world (see Exhibit No. 5).



Kayaking – Onoville Marina
Photo by Debra Opferbeck

EXHIBIT NO. 5

TRAIL RELATED ACTIVITIES IN CATTARAUGUS COUNTY, NEW YORK

- Horseback/equestrian activities (Little Valley and Franklinville have equestrian events).
- Snowmobiling (415 miles countywide of snowmobile trails, and 9 snowmobile clubs).
- Interpretative nature and heritage walks, sightseeing, wildlife viewing, and bird watching (e.g., Pfeiffer Nature Center in Portville, Allegheny River Valley Trail, Rock City Park, Allegany State Park, the Pat McGee Trail in Cattaraugus-Little Valley, Zaepfel Nature Sanctuary & Research Center in Napoli, Zoar Valley's seven miles of pristine wilderness and numerous other locations).
- Hiking, bicycling, roller blading, in-line skating, and jogging (mostly local venues, plus regional and multi-state trails that pass through the County, see Exhibit No. 3).
- Downhill skiing and snowboarding primarily in Ellicottville at Holiday Valley Resort (a public resort) and Holi-Mont (a private resort); cross-country skiing and snow-shoeing (countywide and at Allegany State Park); tubing and toboggan runs (primarily at the Holiday Valley Tubing Park in Ellicottville).
- Fishing, canoeing, kayaking, boating, and White Water Rafting can occur in creeks in all sections of the County, Zoar Valley, Allegheny River and Kinzua Reservoir (see Appendix No. 2).
- RV Camping (countywide at privately operated campgrounds, Onoville Marina, and Allegany State Park).
- Riding All Terrain Vehicles – ATVs (a slowly maturing sport) in scattered locations.
- Extreme Sports such as moto-cross challenges, mountain/dirt bike and BMX trail competitions, and luge races (primarily mountain biking in Ellicottville, Humphrey, Little Valley, Allegany and Allegany State Park, and a one-time event in 2003 with a national luge race downhill from Allegany State Park into east Salamanca).
- Iron-man endurance-type races (not yet seen in Cattaraugus County, although there are mountain bike endurance races; see the proposed "Great Race" in Chapter 5, which is designed to fill this gap).

Cattaraugus County is located, for example, within one day's drive of 110 million people, which represents one of the largest, wealthiest, and most complex market concentrations in the world (refer back to Exhibit No. 1). These markets include Toronto, Hamilton, Buffalo, Rochester, Albany, Cleveland, Pittsburgh, Philadelphia, New York City, Baltimore and Washington, D.C.

Important segments of these urban markets have disposable income, and are engaged in a variety of economic pursuits in the U.S. and Canada. Cattaraugus County also sits astride an international trade corridor with Canada along Route 219, which extends from Toronto south to the eastern coastal regions of the United States, including Baltimore and Washington, D.C.

Selected segments in these urban populations seek outdoor venues, and are willing to pay for quality experiences (which can be as short as 1 to 4 day trips). They travel in order to find outdoor recreation. Examples are horseback riding, hiking, bicycling, mountain biking, camping, rock climbing, marathons, sky diving, canoeing, whitewater trips, snowmobiling and similar outdoor adventures and golfing. The County's consultants recommend further study of these markets. The trail related activities in Cattaraugus County that are listed in Exhibit No. 5 have never been extensively studied, except for snowmobiling and skiing. Hunting is an example of extensive seasonal activity, with related property ownership that has not been studied here for economic impact. Special studies would give stakeholders a better understanding of how trails and outdoor activities can contribute to the local economy and quality of life.

Cattaraugus County offers more than outdoor adventures, of course. The County's consultants have shown that potentials are also emerging along the Route 219 and I-86 highway corridors for businesses that cater to industrial, electronic, trucking, warehousing, and commercial interests (including businesses that, while headquartered in this region, could conduct business globally). By adding trails to this list of long-term economic development opportunities, we can create a diversity of commercial and industrial activities, tourist-sensitive attractions, and outdoor recreation. Our community would have a healthy balance of land uses, including open space.

D. The County Has A New Vision for the Future of Trails

Cattaraugus County's trails vision would eventually connect existing trail segments into a broader network, by taking the following actions:

- Improving mixed-use trails and creating linkages between existing trails in order to piece together a regional trails network (which is already slowly being built in segments).
- Developing special activity centers in key locations called staging areas (e.g. Onoville Marina, and the Villages of Randolph, Little Valley, Ellicottville and Franklinville).
- Reaching out to regional markets that support trail usage. Skiing is already promoted by Holiday Valley throughout the northeast and midwest and in Canada. Other examples of growing markets are equestrian, snowmobiles, mountain biking, ATVs, and water sports.
- Keeping incompatible uses on separate trails, in different seasons, or restricted to specific sites and trail segments that have controlled access. Cooperation among user groups is recommended.

One of the major goals of Cattaraugus County's visioning guidebooks is to encourage new growth for the County's villages, by promoting demonstration projects. How trails can assist in achieving this goal is discussed in "Saving Our Villages" and "Growing the Equestrian Economy in

Cattaraugus County, New York” (Volumes 3 and 8 respectively of Cattaraugus County’s Smart Development for Quality Communities guidebook series). Specifically, Little Valley sits at the center of the emerging trails network. The main trailhead for the Pat McGee Trail is located at the foot of Main Street in the Village of Little Valley’s downtown, one mile from both the Little Valley Rider’s Club and the Crosspatch Equestrian Ranch to the southeast, and the County Fairgrounds and its 176 horse stalls and two miles from the equestrian businesses Mansfield Coach and Cutter and the Dutch Dressage Stables to the northwest. The Pat McGee Trail also links these assets to the Elkdale Country Club and the Village of Cattaraugus and the City of Salamanca.

The County’s equestrian guidebook also recommends that an Equestrian Trail of approximately 40 to 50 miles in length be developed at a diagonal angle to the Pat McGee Trail, to link the Villages of Randolph, Little Valley, Ellicottville and Franklinville (see Exhibit No. 6). A new Equestrian Trail would give trail users new choices, and would turn seven villages into staging areas for trails. These villages would offer convenient amenities and access for trail users. The new interchange of trails would link villages to Allegany State Park and Zoar Valley, which would generate significant potentials for the region (see Appendices No. 3, and No. 4, respectively for suggested linkages and trail loops).

This new trails vision gives everyone a starting point and a goal. The proposed regional trails network would cater to different interests in the region’s markets, attract them to village staging areas, and, by design, not all on the same trails at the same time. Different trails would be used as appropriate to local circumstances, seasonal events, and community preferences.

By linking major destination points together, as in shown in Exhibit No. 1, a regional trail system would serve multi-state and Canadian markets for decades to come. Letchworth State Park, Allegany State Park/Onoville Marina, Zoar Valley, and Chautauqua Lake would offer convenient arrival and departure points that would create a new level of outdoor recreation experiences in the multi-county region.

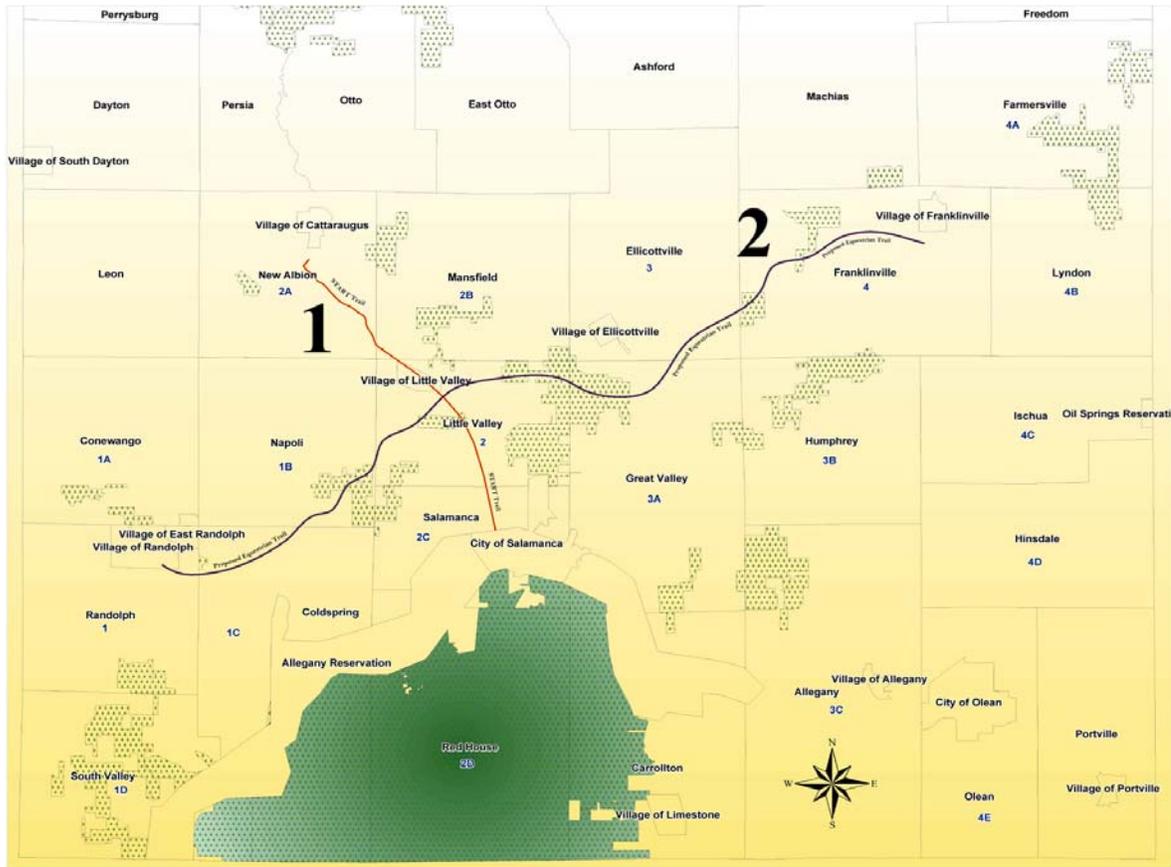
As a starting point, the proposed trails vision includes the following proposed demonstration projects, based on positive feasibility factors but requiring further study:

- East Salamanca. This is Cattaraugus County’s major gateway into Allegany State Park, which is located on Parkway Drive near the old hospital, at the State Park Village and Adventure Sports Center that is proposed in Cattaraugus County’s Allegany State Park Perimeter Study. The Community Walk Trail connects east Salamanca to west Salamanca.
- West Salamanca’s Riverfront Park on the Allegheny River. This City park has the potential to become a staging area for canoeing on the river, and for proposed linkages to the Pat McGee Trail and Allegany State Park, which could serve the west end of the City of Salamanca and the Seneca Nation Casino. A separate lane for pedestrian and trail users would be needed when the old existing bridge is refurbished or replaced.
- Limestone. This village is Cattaraugus County’s Gateway into New York State from Pennsylvania. The County’s consultants recommend that Limestone become a regional service center for horses and snowmobiles, a host for a state-operated visitors center, and the location for a regional, controlled-access ATV Park. Trails from Limestone and Allegany State Park eventually would connect eastward to Cuba, New York, which is the current end point for the Genesee Valley Greenway (for information on the Greenway Trail, contact Friends of the Genesee Valley Greenway, Inc., P.O. Box 42, Mt. Morris, NY 14510; telephone: 585-658-2569; Email: fogvg.@aol.com or their website at www.fogvg.org).

EXHIBIT NO. 6

ALL TRAILS LEAD TO LITTLE VALLEY – A CONCEPT FOR A NEW EQUESTRIAN CENTER FOR THE REGION

Gowanda/Zoar Valley



1. Existing 12-Mile Pat McGee Trail 2. Proposed Equestrian Trail

Cattaraugus County's Allegany State Park Perimeter Study
Concept by Terry H. Martin
Map by Jeanne Lecese July 2003

Cattaraugus County does not endorse or give permission for the use of the trails and is not liable for any claims from riders, users or landowners. This map is published only as a tool to aid in the planning process.

- Proposed RV camping/equestrian areas near Onoville Marina, located in Town of South Valley. These trails, eventually, would link north to Randolph's proposed Amish retail and touring center, to Jamestown and Chautauqua Lake to the west, and east to the proposed Equestrian Trail to Little Valley, Ellicottville and Franklinville.
- The Golden Triangle between Salamanca, Little Valley and Ellicottville has diverse tourist attractions, including proposed equestrian centers in Little Valley and Franklinville. These emerging equestrian centers have assets such as the Little Valley's Rider's Club with its 65 miles of private horse trails, the Cattaraugus County Fairgrounds with its 176 horse stalls, and Franklinville's Historic Downtown District, annual equestrian festival, proposed equestrian community, and trails linking these attractions to Case Lake.

A trails network, quaint villages, and Cattaraugus County's glacially created setting of rolling hills, scenic valleys, river and lakes, suggest a name for this proposed regional trail network: **"Enchanted Mountains Recreation Trails"**. This name makes use of Cattaraugus County's new logo, **"Enchanted Mountains"** (see Exhibit No. 7 for logo and Exhibit No. 8 for a 3-D elevation map showing Cattaraugus County's glacially created mountains and hills).



E. Conclusion - We Can Create A Better Future With Trails

The proposed vision for recreation trails in Cattaraugus County will continue to be developed by various trails stakeholders into the 21st Century. The trails vision presented here is intended to encourage discussions and to guide planning and coordination in the coming years. The proposed vision is feasible only because trail groups already are working on numerous segments (shown in Exhibit No. 2) that eventually can be linked together into a regional trails network.

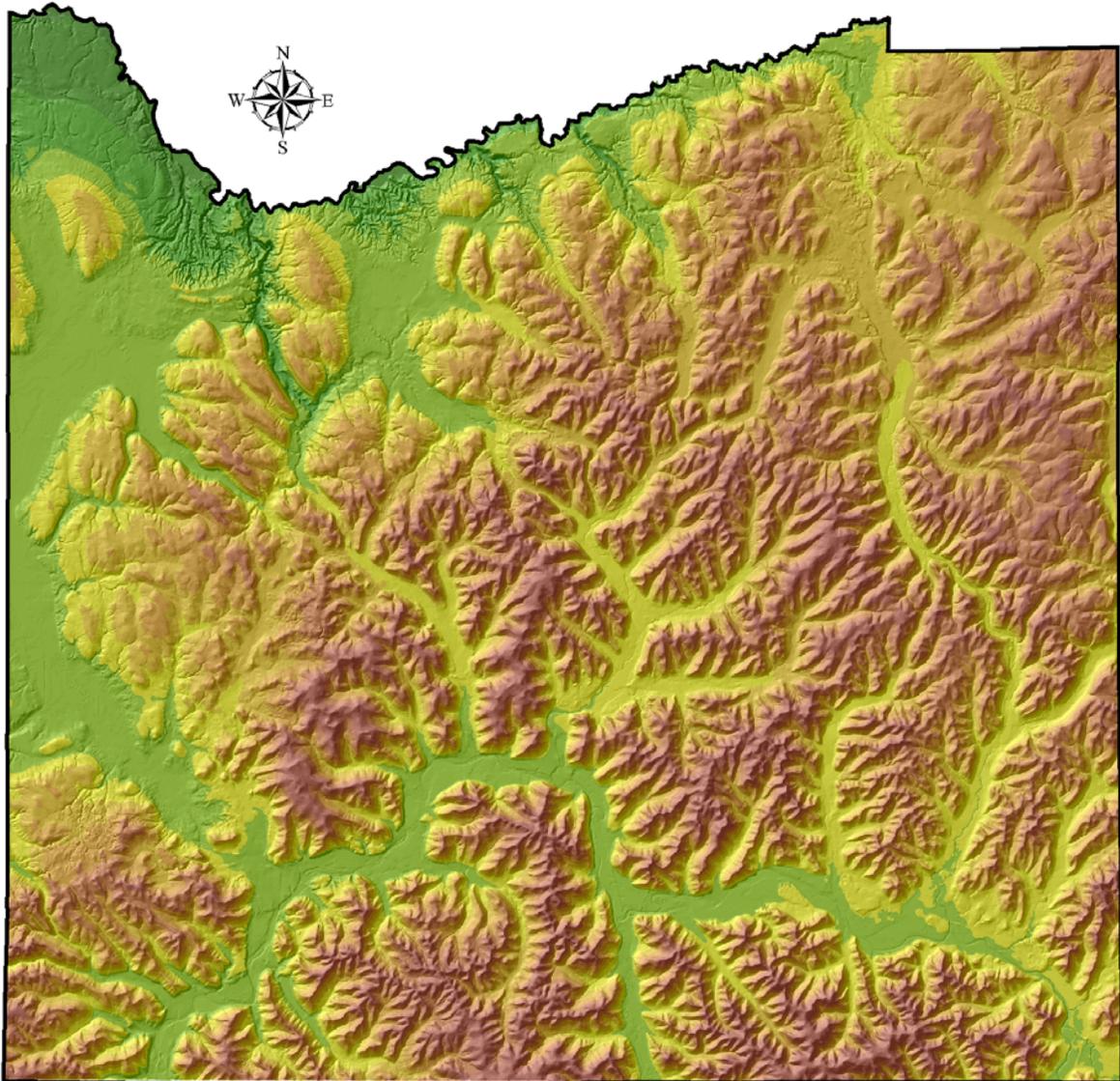
This trails vision contains new ideas for stakeholders to consider. They are in on the ground floor of a longer planning and political process. Their work supports tourism, respects rural communities, and promotes healthy lifestyles. In discussing these ideas for trails, this guidebook does not give anyone permission to use or change any of the trails that have been discussed. These are not final ideas, and are being presented only for planning and coordination purposes as alternatives come up for discussion.

Much work remains to be done in this countywide, grassroots process. Volunteers and agencies are creating high quality recreation trails for the future, to improve the quality of life in our rural communities. This of necessity should include finding ways to accommodate hunters, motorized vehicles on trails in order to respect other trail users and adjacent property owners, and golfing, which is a major unmet outdoor recreational need in this region.

We encourage you to support this new vision. You can do this by continuing to develop quality trails and greenways, linking them together, adding staging areas when feasible, and encouraging the many user groups to coordinate their efforts in the 21st Century.

EXHIBIT NO. 8

**Cattaraugus County's
Glacially Created Mountains and Hills**



Map Created by:
Daniel T. Martonis
GIS Coordinator
Cattaraugus County
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Smart Development for Quality Communities

NOTE: Terry H. Martin received his Ph.D. in Policy Planning and Analysis from the SUNY/Buffalo School of Management. He worked in Washington, D.C. for three years and western New York for 28 years (19 years as Chief Planner for Cattaraugus County and manager on the Route 219 freeway economic strategy and Allegany State Park Perimeter Studies). He served on two statewide advisory committees for SEQRA cumulative impacts and Quality Communities respectively, and is a former Director for the Western New York Section of the American Planning Association. In 2002, he received the Distinguished Leadership Award for Professional Planner, Upstate New York, from the American Planning Association. In 2005, he received the Horseman of the Year Award from the New York State Horse Council.



Hitching post at church in the Village of Randolph. Photo by Jack Berger



Trail Riders at Creekside Roundup, Franklinville, NY. Photo by Al Gerstung



*Enjoying the beauty of Zoar Valley
Photo by Phil Palen*

NOTES

¹ This Inventory Map of Trails in Cattaraugus County was prepared by consultants The Saratoga Associates, as a part of the Allegany State Park Perimeter Study, which was funded by a member Item from former State Senator Patricia McGee (see Volume 7 of Cattaraugus County's Smart Development for Quality Communities guidebook series for supporting information; go to www.cattco.org click on Advance Planning, then Guidebooks Volume 7).

² Additional up-to-date information on the variety of trails inside Allegany State Park can be obtained by calling the state park's headquarters office at (716) 354-9101, Extension 221. An excellent source of information and maps of trails inside state parks is the report, Empire State Trails, Highlights of New York State (NYS Governor's Office, NYS Office of Parks, Recreation & Historic Preservation, NYS Department of Environmental Conservation, and New York State Canals, 1999). Copies of this report are available on-line at www.nysparks.state.ny.us by clicking on "Publications, or by calling (518) 474-0456 or (518) 457-8307.

Chapter 2

Snowmobiling Is An Exciting Winter Sport

**By
James Toner**

A. We Have A Statewide Snowmobile Trail System

In 1985, the state legislature required the New York State Parks agency to prepare a plan for developing a statewide snowmobile trail system. One man's vision in 1987 was to have a comprehensive statewide snowmobile trail system which would facilitate snowmobile travel north, south, east, and west across New York State (NYS), and into adjacent states and Canadian provinces. This snowmobile trail system would provide access to facilities such as food, lodging, and gas. It would be properly maintained by grooming, installation of bridges, culverts, and be properly marked with informational and safety signing.

This trail system would connect our state's snowmobile trails with trail systems in adjoining states, thus giving snowmobilers the additional choice of long distance or "destination" travel similar to that afforded to automobiles. This new trail system would provide a means for safe snowmobile travel separate from highways, through the beautiful countryside in New York State and especially Cattaraugus County (see Exhibit No. 1 for Map of Snowmobile Trails in Cattaraugus County). Today, this statewide trail system is a reality, with improvements being made annually.

When the Snowmobile Trail Development and Maintenance Fund grant program began, there were approximately 8,000 miles of fragmented, small local snowmobile trail systems across New York State. With the development and implementation of the New York State Snowmobile Trail Plan, changes happened for the better. The changes included:

- Creation of the Snowmobile Trail Development and Maintenance Fund and its appropriate distribution of the grant money.
- An increase in the amount of money available for snowmobile trail development and maintenance.
- An increased interest in the sport of snowmobiling.
- Recognition of snowmobiling as a tourism draw and its positive economic impact.



Jim on his snowmobile. Photo by Jim Toner

The availability of additional funding increased interest in the sport of snowmobiling statewide, and gained recognition for snowmobiling as a tourism draw with positive economic impact. This economic impact was evident in the results of an economic study sponsored by the New York State Snowmobile Association (NYSSA). This was the first economic study which dealt strictly with the economic impact of snowmobiling in New York State. It had positive results and revealed that the economic influence of snowmobiling far exceeded expectations.

B. Snowmobile Trails Have Expanded

By 2005, there were over 10,200 miles of snowmobile trails statewide that received funding through the Snowmobile Trail Development and Maintenance Fund, which has been very successful (see Appendix No. 5 for how the funds are distributed). This fund is replenished from registration fees.

Smart Development for Quality Communities

The breakdown of funded snowmobile trails for 2004 – 2005 is as follows:

- Statewide Class A Corridor Trail – 5,190 miles
- Statewide Class B Corridor Trail – 1,411 miles
- Statewide Class A Secondary Trails – 2,650 miles
- Statewide Class B Secondary Trails – 909 miles

Even though the statewide corridor and secondary trails are funded through the Fund, there are many miles of local snowmobile club trails that are not funded through the Snowmobile Trail Development and Maintenance Fund.

For the past two years, the total miles of funded snowmobile trails within the County were:

- 2003 – 2004 – 388 miles with a snowmobile grant amount of \$56,893.26 or \$170.00 per trail mile.
- 2004 – 2005 – 400 miles with a snowmobile grant amount of \$204,610.00, or \$430.00 per trail mile.

The large increase for the 2004 – 2005 trail fund year was due to the increase in snowmobile registration fees (see Exhibit No. 2 on the Use of Revenues Generated from Snowmobile Registration Fees).

The \$204,610.00 award to Cattaraugus County in 2004 – 2005 is the 8th highest trail fund grant awarded to counties in New York State for the 2004 – 2005 trail fund year.



Gerard "Jess" Fitzpatrick, Chairman Cattaraugus County Legislature presents the 2004 – 2005 Snowmobile Trail Development and Maintenance Fund check to Tom Hill, President of the Cattaraugus County Snowmobile Federation. Others in photo: L-R: James Boser and Jerry Burrell, Vice Chairman and Chairman of the Development & Agriculture Committee of the County Legislature. Photo by CCEDP&T

Additional grant money for areas of high snowfall was started in 2002 as a way to provide extra support, above and beyond the normal grant amount, for those areas in the state which normally have longer snowmobiling seasons and higher snowfall, requiring extra grooming and maintenance expenses during the year. Additional money for "high snowfall areas" is based on the National Weather Service 30 year average snowfall map. Payment for the statewide "high snowfall" rate for the past three seasons for Cattaraugus County is:

- 2002 – 2003 \$100.00/MI
- 2003 – 2004 \$ 00.00
- 2004 – 2005 \$175.00/MI (a total of \$38,885 total for Cattaraugus County in 2004 – 2005 snowmobile season).

Cattaraugus County is moving up into the top ranks of snowmobile counties in the state. It is 7th in the amount of snowmobile trail miles funded in New York State during 2004 – 2005. The breakdown of funded snowmobile trails in Cattaraugus County for 2004 – 2005 is:

- Class A Corridor Trails – 102 miles
- Class A Secondary Trails – 54 miles
- Class B Corridor Trails – 167 miles
- Class B Secondary Trails – 77 miles

Among northeastern and midwestern "snow-belt" states, New York State currently ranks 4th in average snowfall, the number of registered snowmobiles, and the number of snowmobile trail miles funded.

EXHIBIT NO. 2

USE OF REVENUES GENERATED FROM SNOWMOBILE REGISTRATION FEES

The breakdown for using the Snowmobile Trail Development and Maintenance Fund money is in accordance with instructions of the Commissioner of Parks, Recreation and Historic Preservation (OPRHP), as set forth in Article 27 of the NYS Parks, Recreation and Historic Preservation Law. Briefly:

- OPRHP Administrative costs for three persons associated with running the statewide snowmobile program. During the course of administration of the statewide program, OPRHP is charged with the following responsibilities:
 - A Snowmobiler's Safety Course
 - Law Enforcement Program
 - Snowmobile Trail Grants
 - Snowmobile Special Events permit
 - Snowmobile Accident reports
 - Snowmobile Publications
 - A Snowmobile Advisory Council
- 30% goes to OPRHP and NYS Department of Environmental Conservation (DEC) for snowmobile trail development and maintenance projects on state owned lands.
- The remainder is distributed through "local sponsors" to the local snowmobile clubs.

Changes in the snowmobile registration fee increased the amount of money available for distribution to local snowmobile clubs through the Snowmobile Trail Development and Maintenance Fund. The most significant changes in registration fees have included:

- 1) A 1993 increase from \$10 to \$15 with \$5 to NYS Department of Motor Vehicles (DMV), for administration purposes and \$10 to the Trail Development and Maintenance Fund.
- 2) A 1998 increase from \$15 to \$25 with \$5 to DMV for administrative purposes, and \$20 to the Trail Development and Maintenance Fund.
- 3) A 2004 an increase from \$25 to \$45 with \$10 going to DMV for administrative costs, and \$35 to the Trail Development and Maintenance Fund.

The 2004 increase to DMV is the first since the registration of snowmobiles started in New York State.

Money paid to register snowmobiles is the sole source of funding for:

- 1) The statewide corridor and secondary snowmobile trails system in New York State.
- 2) The administration of the statewide snowmobile program by New York State Office of Parks, Recreation and Historic Preservation (OPRHP).
- 3) Reimbursement to law enforcement agencies for activities related to enforcement of the snowmobile law.

New York State has registered:

- 108,000 snowmobiles in 1998
- 170,000 snowmobiles in 2003 – 2004
- 169,000 snowmobiles in 2004 – 2005 (22,000 are out of state registrations).

The number of registered snowmobiles in Cattaraugus County is increasing, from 2,439 in 2003 – 2004, to 2,500 in 2004 – 2005, even though the number of registered snowmobiles statewide decreased during the 2004 – 2005 season.

Based on a survey of snowmobile owners in 2003 by the New York State Snowmobile Association (NYSSA), the latest survey available, most snowmobiling takes place within the county of residence (2/3) of responders. Most snowmobiling takes place in the Adirondacks followed in order by Central New York Region, Tug Hill area, Niagara Region, Finger Lakes Region, Allegany region (Cattaraugus County is part of the Allegany region), Capital District and others. 51% of these responders said they went on overnight trips.

C. Snowmobiling Creates Positive Economic Benefits

With Cattaraugus County's support for snowmobiling growing, the expectation is that the local trails network will continue to be improved in the future. As new businesses are started, and established businesses grow, the economic value of snowmobiling is also expected to increase above today's level. Today the economic value of snowmobiling is widely recognized by people who previously did not see it as a viable recreational activity.

The statewide economic impact of snowmobiling for 2003 – 2004 was estimated to be \$750 million dollars, and for 2004 – 2005, \$875 million dollars. This winter recreational activity provides much needed income to businesses during the traditionally slower winter months. **The estimated economic impact of snowmobiling for Cattaraugus County for 2004 – 2005 is estimated to be approximately \$16 million dollars.**

D. Snowmobile Volunteers Are Essential

Volunteers are essential to develop and maintain snowmobile trail systems statewide. Without volunteers, the following types of activities would cease:

- Volunteers prepare grant applications for the local sponsor to submit to OPRHP in order to obtain trail funds.
- Volunteers acquire property owner permission for trail locations.
- Many landowners allow use of their private property for the snowmobile trail system.
- Volunteers maintain snowmobile trails – summer and winter.
- Volunteers in Cattaraugus County have helped the CLDC develop the Pat McGee Trail.

Another service provided by volunteers and county agencies is pinpointing the location of snowmobile trails. Snowmobile Trails in Cattaraugus County have been mapped to precise locations on the ground using Global Positioning System (GPS) technology thanks to Cattaraugus County departments (Economic Development, Planning and Tourism; the Cattaraugus County Sheriff's Office; Real Property Tax Agency), and local Snowmobile Clubs. This information was used to create a snowmobile trail map of Cattaraugus County, which is distributed to the public, used in grants, and placed on Internet websites.

Because of these commitments and support in Cattaraugus County, the County's mapping, maintenance and development of a snowmobile trail system has surpassed trail systems in well-established snowmobiling counties in northern New York.

E. We Have Trails Outside Of Allegany State Park

There are 410 miles of snowmobile trails in Cattaraugus County outside of Allegany State Park (refer back to Exhibit No. 1). The Pat McGee Trail is a major segment of this trails system. It is located outside of Allegany State Park on a portion of the Statewide Corridor Trail #1, which runs north and south from Buffalo to the state of Pennsylvania. This Corridor utilizes Erie County Trails, Cattaraugus County Trails and the Allegany State Park trail system to reach Pennsylvania, where it connects with the Allegheny National Forest Trail system and then to the Pennsylvania state snowmobile trail system.



Pat McGee Trail. Photo by Jim Toner

The Pat McGee Trail was built on an abandoned railroad line, which was purchased by the Cattaraugus Local Development Corporation (CLDC) to develop a recreational trail as a means to boost economic benefits to the area. It was created by the "START" Steering Committee (Southern Tier Area Rails to Trails), which was composed of volunteers formed by the CLDC to rehabilitate this abandoned rail bed running from the north Salamanca city line to County Road 6 just south of the Village of Cattaraugus, a distance of 12.2 miles.

Rail bed rehabilitation is ideal for recreational uses, mainly hiking and snowmobiling. Through the efforts of the members of START, many of whom are snowmobilers, this rail bed was converted into the 12-mile multi-use Pat McGee Trail. It is today a first class snowmobile trail. Destination trips of 500 miles or more from the Salamanca trailhead to other area trail systems are now easily accomplished because of the Pat McGee Trail. The participants who made this possible were:

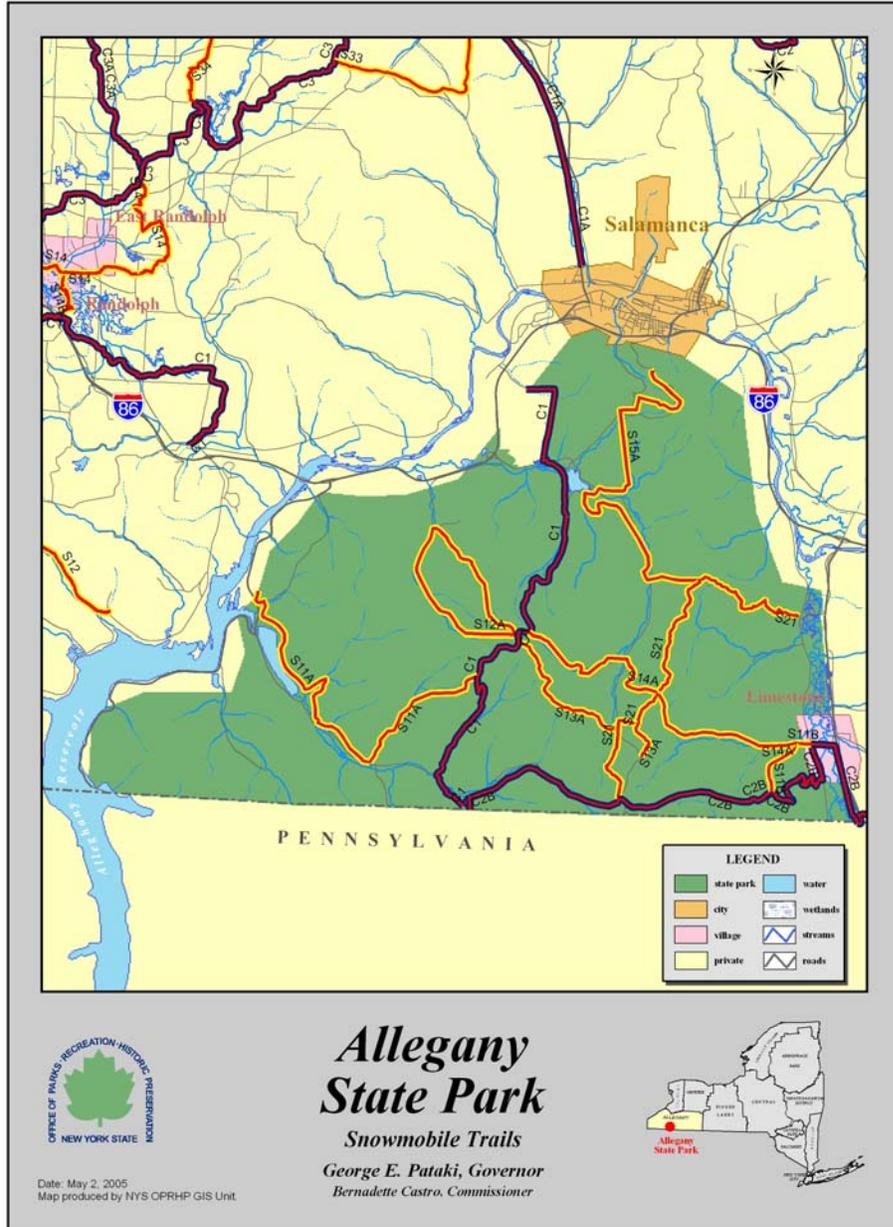
- The County of Cattaraugus Industrial Development Agency, which conveyed the abandoned rail right-of-way to the Cattaraugus Local Development Corporation (CLDC).
- The CLDC purchased the abandoned rail line and organized its conversion into a trail.
- The Village of Little Valley assisted in grant applications and planning.
- Volunteers from the local snowmobile clubs helped in maintenance clean up prior to the contract to rehabilitate the rail bed for trail use.
- The Cattaraugus County Legislature and its Public Works and Economic Development, Planning & Tourism Departments, assisted in obtaining the right-of-way, preparing grants, and administering grants.
- Local businesses donated material and expertise necessary for the construction of structures.
- Community volunteers helped construct the new trail surface on the rail bed, and with winter grooming, signing and brushing.

F. We Have Trails Inside Allegany State Park

The snowmobile trail system inside Allegany State Park was started in 1970 in response to increased demand for snowmobile activity in western New York (see Exhibit No. 3). The original snowmobile trail system in the park consisted of 12 miles of narrow hiking trails that were also designated as "snowmobile trails". These trails were not groomed at all and were a far cry from the trails of today. Today, there are over 70 miles of designated snowmobile trails inside the state park

EXHIBIT NO. 3

ALLEGANY STATE PARK SNOWMOBILE TRAIL MAP





*Allegany State Park
Photo by Jim Toner*

that are groomed several times a week, providing an excellent trail system. This trail system connects to the south with the 100+ mile snowmobile trail loop of Allegheny National Forest in northern Pennsylvania. It also connects to Olean and points east via Statewide corridor Trail 2B. It is hoped that a snowmobile trail will be established from Allegany State Park to Hinsdale New York, where it will connect to the existing “greenway” from Letchworth State Park to the City of Rochester, as well as other points north and east.

A current challenge is to find a way to add a snowmobile trail through or around the City of Salamanca and the Seneca Nation of Indians Territory, in order to connect trails in the park to those outside the park. By connecting state park trails to the north through the City of Salamanca and along the Pat McGee Trail, snowmobilers would gain direct access to adjacent counties to the north and west as well as to other states.

G. Snowmobiling Brings People Together, Outdoors

The sport of snowmobiling adds great value to the quality of life. It gets people outside and involved with an outdoor, winter activity. It enables people to enjoy the “Naturally Yours” beauty of Cattaraugus County during the winter months, to observe and photograph wildlife and scenery, have family outings and participate in club activities and social events. People like special snowmobile events such as Funfest, Sno Cross and Club fund raising events (Auctions, Raffles, Dice and Poker Runs, Pancake Breakfasts), charity rides (Easter Seals, Roswell Park Cancer Institute, Missing and Exploited children, etc.) and landowner appreciation events. These events bring people together with the great outdoors.

Because snowmobiling is becoming more of a family oriented destination sport, its future development should be encouraged. Snowmobiling is no longer a solitary, male dominated sport. Many women own and drive their own sleds, and participation by families and young people is increasing.



A Family Outing Photo by Jim Toner

H. Snowmobiling Has Inherent Risks, Liability and Insurance Issues

Snowmobilers need to recognize that there are inherent risks associated with the sport of snowmobiling. To help reduce these risks, safety education courses for adult and youth have been established and are taught by certified volunteers (to date, over 6,000 individuals have taken and passed safety courses). Part of the course points out the value of law enforcement on the snowmobile trails and which agencies are active in the enforcement of the snowmobile law. These agencies include NYS Park Police, County Sheriff’s Office, NYS Department of Environmental Conservation Police, NYS Police as well as local cities, villages and towns.



*Cattaraugus County Sheriff Snowmobile
Patrol Check Point Photo by Jim Toner*

To increase the public’s awareness of the need for safety on snowmobile trails, and to help with uniformity in signing and maintenance, a trail inspection program was established in 2003 – 2004. There are many trained trail inspectors who now volunteer their time to inspect

snowmobile trails for uniform safety and informational signage, for such things as bridge and culvert crossings, road crossings, or any hazardous trail conditions. They also look for possible maintenance problems or other conditions that may affect the safe use of the trails.

Over 80% of the snowmobile trails in New York State are on private property, so landowner relations are an extremely important part of snowmobiling and the continuation of a snowmobile trails system. Landowners who allow free use of their property for recreational purposes, including snowmobiling are protected under the New York General Obligations Law, Section 9-103. In addition, landowners are also protected by the NYSSA trail insurance as well as the required insurance on each snowmobile the owner must carry when riding on the trail system.

I. Future Improvements Are Expected

Snowmobiling in Cattaraugus County can be improved by:

- Constructing more trailheads near businesses catering to snowmobilers.
- Developing a network of trails between Allegany State Park and other trails to the north such as to Little Valley and Ellicottville, and south to Pennsylvania outside the park.
- Developing additional trails from Salamanca and Limestone into Allegany State Park, and to points west such as Randolph and east such as Olean.

In addition to trails, specific trailheads with parking and ancillary facilities need to be developed at key locations around the state park. The future looks bright for snowmobiling in Cattaraugus County because of increasing numbers of snowmobile registrations each year, and the high level of involvement by a variety of stakeholders, such as County government, landowners and snowmobile clubs. This broad base of participation will assure that quality snowmobile trails will be available in the future.

NOTE: James Toner is the Senior Landscape Architect for the Allegany Region of the NYS Office of Parks, Recreation and Historic Preservation (NYSOPRHP). He has significant responsibilities in the Allegany Region, which include landscape design, new roads, trails, camping and boating facilities, and trail programs. Since 1970 he has been a team leader in the development of the existing snowmobile trail system within Allegany State Park, and contributed to the development of the NYS Snowmobile Trail Master Plan, authored by Victor Wood. Jim has also been a long time advocate for Snowmobiling in Cattaraugus County. He belongs to 2 of the 9 county snowmobile clubs and the Cattaraugus County Federation of Snowmobile Clubs. Jim was a county director in the NYS Snowmobile Association from 1980 – 1998. He is a certified snowmobile safety instructor for the NYSOPRHP sponsored snowmobile operator safety courses for youth and adults. Jim has many other interests, and has been active in his community for many years. Jim was awarded the 2004 Brooks Patterson Community Leadership Award from the Cattaraugus County Planning Board for his efforts to promote snowmobiling at the local and state levels.



A Family Enjoying the Outdoors
Photo by Jim Toner



Thunder Rocks, Allegany State Park
Photo by Jim Toner

A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

NOTES

1) Snowmobile related information can be obtained from the following websites:

www.nysparks.com/snow

www.cattco.org

www.EnchantedMountains.org click on What To Do and then on Snowmobiling



Allegheny National Forest
Photo by Jim Toner

2) Information sources included:

- NYSSA Forum – 2003, 2004, 2005
- NYSSA Snowmoible Digest – 2003, 2004, 2005
- NYS Parks and Recreation Law Article 27
- Economic Development, Planning and Tourism Department of Cattaraugus County
- Bill Text – A06815 – Snowmobile Rights and Responsibility Act
- GOB – General Obligations – Title 1: Condition of Real Property
- 2003 Snowmobile Owner's Survey Results

3) Economic trail fund numbers are based on information available prior to the passage of The Snowmobilers Rights and Responsibilities Act of 2005.



Trailside Geologic Feature Photo by Jim Toner



Park Snowmobile Trail Grooming Equipment Photo by Jim Toner

CHAPTER 3

The Story Of The Allegheny River Valley Trail

By
Joseph Higgins

Cattaraugus County's major population cluster is slowly growing into a regional center for commerce, arts, professional services, and medicine. It includes the City of Olean, the Village of Allegany, the Towns of Olean and Allegany, and St. Bonaventure University. More than 30,000 people live and work in this growing center of urban activity.

A grassroots network of volunteers has developed a new trail system in the heart of this urban center called the Allegheny River Valley Trail (ARVT). It follows the Allegheny River through the City of Olean and the new downtown campus of Jamestown Community College, and extends through Allegany to St. Bonaventure University (see Exhibit No. 1).

These volunteers accomplished this miracle during the past 14 years, with help from municipal agencies and the Olean Chamber of Commerce. Work began in 1992, and continues to this day. It is a labor of love for all of us.

A. What Is the Allegheny River Valley Trail?

This beautiful trail gives the people who live and work in this regional center a place to walk, jog or ride a bicycle. It has the following features:

- A 6.2-mile loop trail that runs between the Town of Allegany and the City of Olean along the Allegheny River, plus other properties.
- It is 10 feet wide, made with asphalt and is handicapped accessible (a flat surface).
- It is used by people of all ages, including babies in strollers, children on tricycles, youngsters on inline skates, adults on bicyclers and senior citizens traveling on foot.
- Motorized vehicles are not allowed, except for motorized handicapped vehicles.

The trail meanders through a forested route for almost three miles along the Allegheny River. This is unique because it connects the communities of Olean and Allegany, allowing users to travel six miles round trip without crossing a street. The other option is to complete the loop and pass through a residential area and then along Constitution Avenue, which is Olean's industrial and retail hub. A unique feature of the trail is that, although almost 50% of it is on abandoned rail yards, it is a loop. Most rail trails are in a straight line requiring return to a trailhead along the same route.

B. How Was This Trail Developed?

The idea for a trail along the Allegheny River originated when some jogging friends and I got tired of jogging along streets while breathing fumes and dust. This had been on my mind for some time



Joe Higgins on the
Allegheny River Valley Trail
Photo by Cecily Higgins

ever since I had visited my son in another state and went jogging on an excellent river trail. A good, clean trail was needed for healthy outdoors exercise. The ARVT was initiated in July 1992 by calling a meeting between potential government organizations, the Chamber of Commerce, and interested parties to establish the level of interest in trails and to determine what type of organization might be able to sponsor such a venture.

The original concept was to provide a trail approximately 12 miles along the Allegheny River between Allegany and Portville, New York (see Appendix No. 6 for a summary of previous trails planning for the Allegheny River Valley Trail). This proposed route went through multiple communities and none of them had the resources to take on such a project, including Cattaraugus County. Several studies, completed previously for this same general corridor, had identified that a trail would be beneficial. But over the years, nothing had been accomplished.

Some of this area along the river, originally, was a dirt path before our group of volunteers developed it into a new trail. The problem was that several locations required bridges to make them safe and more useful. This prompted the concept of a trail with bridges and asphalt paving to allow use by inline skaters and all forms of travel including handicapped equipment. The difference can be seen in before and after pictures.



Dirt path trail in 1997



Roller blading on asphalt paved trail - 2005



One of many bridges on the trail – 2005

Photos by Joe Higgins

The Olean Area Chamber of Commerce agreed to facilitate the project, but it was like the old Army routine. If you make a suggestion, be ready to be volunteered to do the work! That was how I, a local business owner, became the project's Chairman.

George Schanzenbacher, Executive Director of the Chamber, had experience with trails in Amherst, New York, which proved to be very helpful. He advised that we hire a consulting firm to create a professional plan, and wrote a grant application for that purpose. We were awarded funding to cover the creation of a trail master plan for an area including the communities of Allegany, Olean, and Portville.

Our master plan for trails also received the 1998 Outstanding Planning Project, Planning Implementation from the New York Upstate Chapter of the American Planning Association, at a ceremony held at the APA's Annual Meeting in Saratoga Springs, New York. The Saratoga Associates had studied potential routes throughout these communities and established a map showing opportunities and constraints.

Based on the consultant's work, we identified the routes and various trail loops and phases that have now been constructed (refer to Exhibit No. 1 for map; only parts of the plan were used).

C. Cost Over-Runs Were A Challenge

We then made application for a grant for ISTEADOT funds using this professional presentation as documentation for the locations and cost estimates of a trail system. We selected some of the routes that the consultants had recommended, and were rewarded with \$446,396 to begin constructing a 6.2-mile trail system. This represented 80% of the estimated \$557,996 project.

We attempted to obtain, from our own fund raising, \$27,000 each from Cattaraugus County, City of Olean, and Town of Allegany. The Town of Allegany agreed to be the sponsor of the project. This was critical because, although half of the initial trail development was in the Town of Allegany and the other half in the City of Olean, the state transportation agency would not allow sponsorship by two municipalities for the same project. Also it appeared that the state agency did not have much experience handling expenditures for projects where it did not own the land. Obtaining acceptance of the leases between landowners and the communities, therefore, caused delay in the receipt of funds from the state.

The grant application was prepared by George Sahanzenbacher and submitted by the Town of Allegany. State funds were then sent directly to the town. Donations were addressed to the Cattaraugus Region Community Foundation, a countywide foundation, which is a tax-exempt organization (501 (c) 3). These donations were then transferred to the town for payment of the contractor. Funds from the City and County were also sent to the Town of Allegany. The Engineering firm that designed the trail, E & M Engineers in Springville, New York, also performed full time inspection of the construction along with state transportation inspectors.

Obtaining the grant for \$450,000 was the good news. Bad news occurred when we received the bids to actually do the work. We were short \$300,000. To make up the shortfall we cut two spurs out of the trail (one of those, along Constitution Avenue, was finally built in 2005). We also increased our aggressive fund raising campaign.

Our fund-raising campaign included several ideas, such as the sale of bricks for \$35 each and “monuments” costing \$250 to \$2,000. Over 2000 bricks and dozens of monuments were sold. Two “plazas” were built to accommodate the bricks and monuments that were inscribed with words of the buyer’s choice (refer to Exhibit No. 1 for locations). The photographs on this page show the Allegany plaza in front of St. Bonaventure University, and the Olean plaza in Gargoyle Park.



Allegany Plaza - St. Bonaventure University



Olean Plaza – Gargoyle Park

Photos by Joe Higgins

D. We Had To Overcome Opposition

We faced many negative attitudes among the people who lived along the way when construction of the trail began. This seems to be a common experience when embarking on trails projects.

It took us several years to convince various groups that they needed a trail connecting these communities together. We attended many meetings and made countless presentations. The “hurdles” included:

- Fighting a student petition against the trail (40 % of the trail is on St. Bonaventure University property).
- The Olean City Council president once tabled the vote to allocate funds because he didn't have a majority vote of the council. By waiting until the next election when two new members were elected who were sympathetic to the project, the project then passed.
- One Council member who had voted no is today a frequent user of the trail and compliments us regularly about its existence.
- One of the County Legislators who was chairman of a critical committee and who was strongly against supporting the trail in Olean eventually voted for it when the allocation came up for a vote of the whole legislature.

We learned that people can change their minds after they hear about, or experience for themselves, the value and beauty provided by trails.

E. We Found Answers To Insurance and Liability Issues

Almost every person and group who has been involved with developing our trail has asked about the issue of “liability.” It often seems that this is used to end discussion on any subject that the listener did not really want to consider.

We discovered that all municipalities have liability insurance that covers the costs of litigation. The specific lengths of roads and trails are not factors. The cost of insurance is simply a multiple of the tax billing of the community. The design engineers followed the guidelines of the engineering profession for recreational trails such as the “Guide for Development of Bicycle Facilities” by the American Association of State Highway and Transportation Officials.

In addition, New York State has a recreational use statute under General Obligations Law 9-103 (see Appendix No. 7). This state statute greatly minimizes liability for any landowner who allows their land to be used for recreation, does not charge for its use, and does not engage in gross negligence regarding failure to warn about man-made hazards that may have been installed in a regularly used path.

F. Not In My Back Yard Versus Enjoying the Trails

We also discovered a phenomenon called Not-In-My-Back-Yard (NIMBY). When trails are proposed that pass close to nearby landowners, it can generate opposition. They do not want trails in their backyard. It is very important to get local acceptance and cooperation by soliciting and using volunteers to gain the support of neighbors regarding a trails project.

Good documentation exists showing that property values increase when there is easy access to a recreational trail. Those who oppose trails often wear a path from their back yard to the trail after it has been built because they use it themselves. When they sell their homes as people do in the course of living, they also often add comments to their real estate listing such as, “Easy access to bike trail”.

Trails have many advantages, including:

- Personal enjoyment and closeness to the outdoors.
- Recreation for family and friends.
- Better health from easy access to exercise.
- Commuting or shopping (often neglected in trails planning).



*Family enjoying the
Allegheny River Valley Trail
Photo Joe Higgins*

Although we did not expect that our trail would be used for commuting, today, we often see professors and students walking or riding bicycles toward St. Bonaventure carrying briefcases or backpacks.

G. Successful Trails Need Maintenance

The Allegheny River Valley Trail has not needed much maintenance other than grass cutting along the edges, cutting back brush, picking up trash, and sweeping. Those responsible for trail maintenance are the Town of Allegheny and the City of Olean Streets and Park Departments.

One of the biggest costs for a trail is signage. The ARVT has over 100 signs that are mounted on over 50 4x4x8 treated wooden posts (see Exhibit No. 2). Abbott Welding Supply, a local business, offered to pay for, and install, the signs. This saved up to \$15,000 of the project cost.

We also discovered that Niagara Mohawk would allow their employees to use company equipment if employees volunteered their time. A hard working NiMo crew worked one Saturday using one of their power pole hole drilling augers. Almost all of the posts were installed in one day.

Approximately 5 signs and two posts are stolen every year on the ARVT. As a result, we now use special bolts and nuts to secure the signs, which are very difficult to remove. This measure has reduced the rate of theft, but it is still a minor problem.

Most of the trail is located on privately owned land. Because of this, it became necessary to obtain signed ten-year leases between the landowners and the communities involved. Ms. Wendy Brand helped with this by using her previous experience in the Pacific Northwest while working for the National Park Service (once again showing the power of using volunteers). We understand that there may be alternative methods such as permanent trail easements that are included in property deeds, and we are researching that now.

In addition to obtaining sample lease agreements from the NPS, Ms. Brand also obtained a sample Intermunicipal Agreement that would cover maintenance of the trails for the future. This agreement provides for an advisory board to be created to oversee the entire trail system to assure that maintenance is provided by those responsible. The communities involved, plus the Greater Olean Area Chamber of Commerce, signed the agreement. The Chamber is responsible for assuring that the committee stays effective and that they meet twice annually at a minimum. The board is made up of representatives from the landowners, municipalities, the Chamber, and two extra citizens. This advisory board is very useful to sustaining the trail into the far future.

EXHIBIT NO. 2

ALLEGHENY RIVER VALLEY TRAIL LOGO



Bench along the Allegheny River Valley Trail.



Senator Patricia McGee at the Grand Opening of the Trail.



Allegheny River along the Allegheny River Valley Trail



Jogger on the Allegheny River Valley Trail

Photos by Joe Higgins

H. Our Trail Is Successful, and We Have Plans to Improve It

The trail was completed eight years ago, and it has held up well. A variety of people use the trail in all seasons. Many groups such as the March of Dimes, Cattaraugus County Council on Alcohol and Substance Abuse, YMCA, Home Care and Hospice also use this trail. Support for the trail is now almost universal.

There is no end to trails. We continue to work on making trails improvements (see Exhibit No. 1). The trail has been completed from the Olean Jr. High School through the Jamestown Community College Campus. We are still discussing ways to extend the trails system (1) into east Olean, over the Olean Creek (e.g., the abandoned railroad bridge), to Portville along Route 417 on the Allegheny River, and (2) to the east from the old high school in the Village of Allegany to the new Allegany-Limestone High School on the Five Mile Road.

We also have been working with a group in Hinsdale to extend the Genesee Valley Greenway, which now ends in Cuba, New York, further west along the old Genesee Valley Canal route to Hinsdale, Olean and the Allegheny State Park. The Genesee Valley Greenway originates in Rochester and extends to Letchworth State Park, and then to Cuba. This new proposal would connect the Genesee Valley Greenway into the regional trails network that is proposed by Cattaraugus County.

Many people use the trail all year round. In fact it seems to be the most used public park facility in the city and surrounding towns. The success of this trail has exceeded everyone's expectations, including my own. We are delighted to see so many people enjoying this multi-community trail. Come visit us, and take a walk on our trail.

Note: Joseph Higgins is a businessman in the City of Olean and has been for many years. He is a board member of the County of Cattaraugus Industrial Development Agency. He has received the Louie Award from the Greater Olean Chamber of Commerce and the Paul Harris Fellow award from the Rotary Club for his foresight and perseverance in bringing to fruition the Allegheny River Valley Trail. The Allegheny River Valley Trail also received the 1998 Outstanding Planning Project Implementation Award from the American Planning Association, Upstate Chapter.

Further references: City of Olean website: www.cityofolean.com
Joseph Higgins email: joe@abbottwelding.com



*A view from the trail
Photo by Joe Higgins*

Chapter 4

The Pat McGee Trail – Linking Our Communities Together

By
Rick LeFeber

Well designed trails improve the well-being, quality of life, and economic success of a community. This was quickly discovered when the Pat McGee Trail was opened for public use on June 4, 2005. People and organizations started using the trail immediately (see Exhibit No. 1 for map).



Grand Opening
Pat McGee Trail
June 4, 2005
Photos by CLDC



A. Cattaraugus County Has A Great History With Trails

Native Americans used waterways and animal paths for thousands of years as foot trails through the wilderness of our state. These original routes were also used by frontiersmen when they came into the area for hunting and trade. They were followed by immigrants from Europe, who built larger capacities for transportation. Paths became trails, trails became plank and hardscrabble roads. Foot travel was replaced with horses and mules and oxen were harnessed to wagons. Canoes led to riverboats, riverboats were replaced with canals and canal boats. Roadways and railroad beds followed the rivers. In turn, roadways became paved roads and railroads became instrumental in America's westward expansion.

In 1850, the Erie Railroad created a rail bed infrastructure throughout Cattaraugus County. This rail line served Gowanda, Cattaraugus, Little Valley, and Salamanca for approximately 100 years. The age of railroads in the United States and Cattaraugus County finally peaked during World War II. In the post WWII era, President Eisenhower and the U.S. Congress started building the interstate highway road system, (the largest public works project in the world, larger in volume and scale than the Pyramids in Egypt). The flexibility of trucking and automobiles has changed forever the face of urban and rural America, and contributed to the decline of the railroad industry.

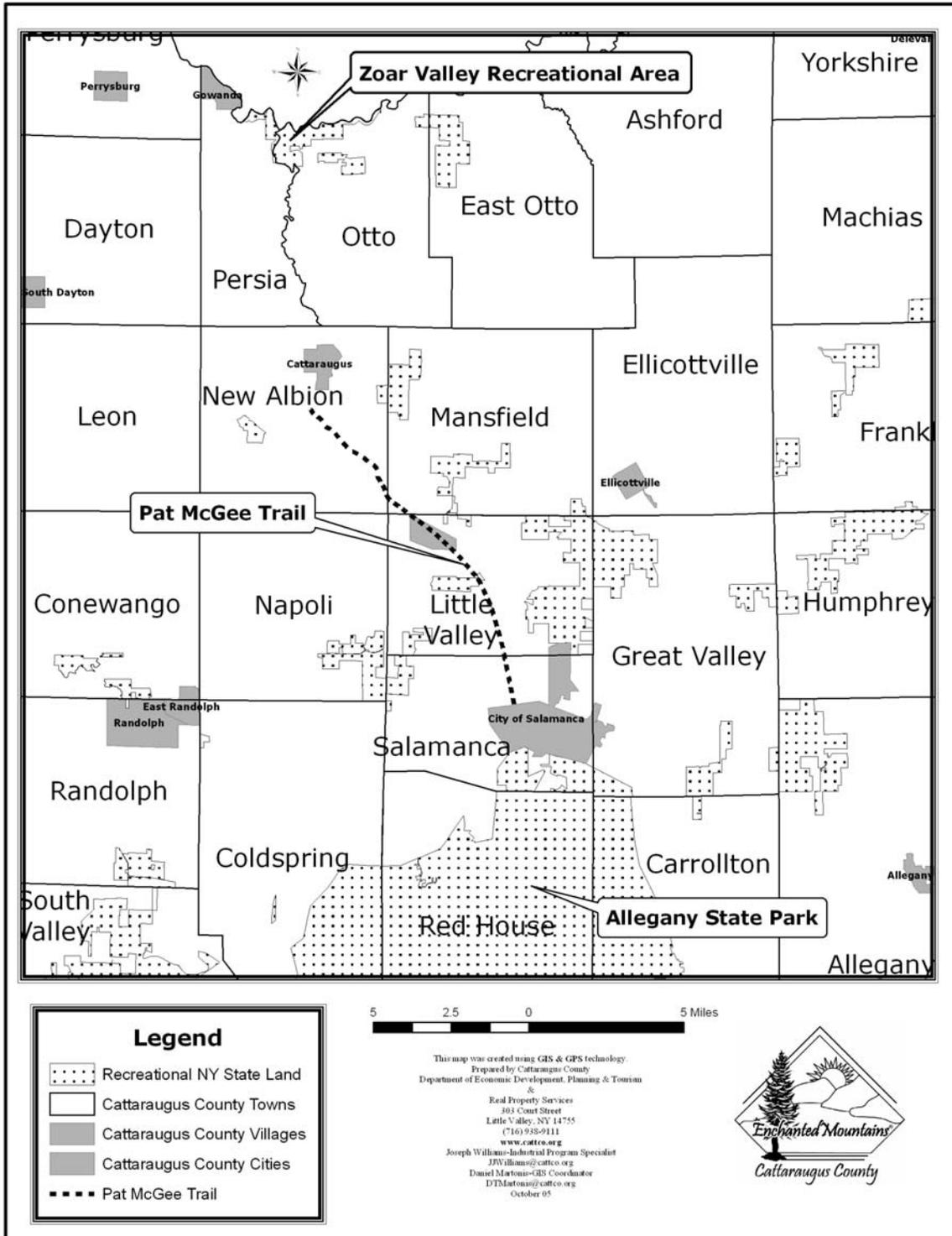
In 1980, parts of the local rail system became inactive, and the rail bed became an abandoned, derelict property. It was conveyed to the County of Cattaraugus Industrial Development Agency, and in 2000, a portion to the Cattaraugus Local Development Corporation.

B. Rails-To-Trails – Reuse of A Community Asset

Abandoned rail spurs and rail lines became a common sight in rural America as railroads declined. Entire rail corridors were abandoned and became "resting natural assets". In the 1960's, a network of creative volunteers developed the concept of "Rails-to-Trails" with the intent to keep the infrastructure and corridors intact. Their usage would shift to trails.

EXHIBIT NO. 1

THE 12 MILE PAT MCGEE TRAIL



As a result:

- Rails-to-Trails became synonymous with “quiet enjoyment of nature”.
- Hiking, biking, birding, cross-country skiing, snowshoeing, horseback riding and snowmobiling all became compatible uses for rails-to-trails.
- Federal and State funds were available to support the conversion of these “resting natural assets” into new community assets.
- The Pat McGee trail in Cattaraugus County is a testimony to the success of rails-to-trails conversions. It is rapidly becoming a key link in a new and successful regional network of trails.

C. The Pat McGee Trail – A Process for Community Success

In the 1980s, when the Erie Railroad in our area lost its economic viability, the County of Cattaraugus Industrial Development Agency (CCIDA) took ownership of the rail bed and worked with a local entrepreneur to keep a small short line rail company in business. While they succeeded, commerce continued to decline. In the 1990s, the section of rail from the City of Salamanca, through the Village of Little Valley, to the Village of Cattaraugus was abandoned.

People had been using this abandoned railroad before the Pat McGee Trail was proposed. This new informal use of the rail bed motivated County and community leaders to begin planning for a public trail along this corridor.

A group of grass roots community members, recreation enthusiasts (primarily from the snowmobile community) and the Town of New Albion Planning Board viewed the abandoned rail bed as an opportunity to implement a rails-to-trail project. With Cattaraugus County help, efforts were made to acquire the rail bed from the CCIDA starting in the mid 1990s. In 1999, a 501(c) not-for-profit, the Cattaraugus Local Development Corporation (CLDC) became involved. Their mission was “community and economic development” for the area.

The rails-to-trails project was viewed as a conservation and recreation program and a sound means for community and economic development. It was also noted that snowmobile activities within Cattaraugus County was a multimillion-dollar recreational industry that was growing significantly each year. Recreation was the main umbrella industry for Cattaraugus County. A rails-to-trails project seemed like a natural fit with the CLDC’s community development mission.

According to CLDC records:

“This rails to trails project was originally conceived by Mike Weishan, Chairman of the Planning Board of the Town of New Albion and Village of Cattaraugus. The planned conversion of this railroad bed (formally owned by the New York & Lake Erie Railroad) to a “Rails to Trails” is part of the Village of Cattaraugus-Town of New Albion comprehensive plan adopted in November 1997 and the Comprehensive Plans of the City of Salamanca adopted on April 10, 1997.

The areas adjoining the proposed trail system encompass many land uses within an urban and rural context, including industrial, residential, and recreational environments. Use of the trail system will enable people to utilize a variety of transportation modes safely away from automobile traffic allowing for both

recreational opportunities and an alternative for transportation to work, shopping and entertainment activities.”

The CLDC created a volunteer steering committee called “START”. START was formed to create the initial grassroots movement and help achieve three objectives:

- To provide a recreational and economic opportunity for the region.
- To create an opportunity for a safe, alternative route of transportation for area residents.
- To provide four-season opportunities for hiking, biking, horseback riding, cross-country skiing and snowmobiling.

One of the trail’s greatest supporters was Senator Patricia McGee, who helped move our planning and funding requests through the maze of local and state requirements. When Senator McGee unexpectedly passed away in early 2005, it was unanimous among the many organizations and groups associated with the trail to name the trail in her honor. Everyone did this whole-heartedly, knowing that she has left a lasting legacy.



Senator Patricia McGee 1934 - 2005

D. Arranging Funding – A Most Important Step In The Success Process

When the CLDC acquired ownership of the rail bed, it opened the door for the Village of Little Valley to sponsor the CLDC application for TEA-21 grant funds. With County assistance and support, the CLDC received two grants totaling \$1.5 million to build this multiple use trail with a major trailhead at the foot of Main Street in Little Valley.

The TEA-21 Grant was the largest awarded in Western New York in 2000, in the amount of \$1,481,600. The Parks and Recreation Grant was \$59,500 to build a park at the end of Main Street in Little Valley New York. Forty-six organizations, municipals, agencies, businesses, community leaders and the Seneca Nation of Indians endorsed these applications and supported the project. Senator Pat McGee shepherded the process and acted as a quiet tide that lifted this very large project to success. It was a victory for everyone in this rural area.



L-R: Mike Miecznikowski and Richard LeFeber receiving Parks & Recreation Grant.
Photo by Terry Martin

In order to receive full funding, a 20% in-kind match was needed. The CLDC used a unique approach, which we called “leveraging assets”. The CLDC hired a federally approved real estate appraiser, who evaluated the 12.14 mile corridor as a corridor. Comparable properties were easily found and a value of \$500,000+ was established, which was accepted by the state as the required match. It was a breakthrough moment.

In August 2000, the CLDC took fee simple ownership, for \$1.00, of 12.14 miles of rail bed from the CCIDA. The fact that this was a fee simple piece of property, not an easement, was of tremendous importance in making this a more efficient project to implement. The Cattaraugus County Department of Public Works administered the TEA-21 Grant. This arrangement saved everyone time, effort and headaches as County engineers reviewed every step in the process.



Community Volunteers Celebrate Receipt of Two Trail Grants at the Little Valley Trailhead in 2001. Photos by Terry Martin



The CLDC itself organized the overall effort, including obtaining community support. It took the lead in obtaining the trail ownership and funding, and completing construction planning. At a critical point, the CLDC even borrowed \$400,000 to jump-start construction, using the grants as collateral. Rails-to-Trails projects usually take from 7 to 11 years to complete, and the CLDC had set a target to complete the project in 5 years. From taking title of the rail bed, the trail was completed in that time frame and under budget! The CLDC had championed the project to a successful conclusion.

This type of partnership has never been tried before in Cattaraugus County. The CLDC nurtured it. It is a successful model. Getting contracts signed by all parties was time consuming, but construction finally started in the fall of 2004. The completion and grand opening of the Pat McGee Trail coincided with National Trail Day, June 4, 2005.



The grand opening of the Pat McGee Trail at the foot of Main Street in Little Valley, on National Trails Day, June 4, 2005. Photos by CLDC

E. Volunteers Are American Heroes – “Community Champions”

The importance of grassroots individuals and organizations cannot be overstated because their time, effort, and expertise made the entire project happen. They championed this project. The resources and inspiration that they provided are a testimony to the “rugged individualism” that has made America great. Their willingness to come together and leverage abilities, resources, talents and determination, and to work unselfishly for a common cause, improved the quality of life for their community and future generations.

All together, volunteers contributed thousands of hours of time, which translates into tens of thousands of dollars of in-kind services. Local, regional, state and federal agencies, as well as the Seneca Nation, all had a role in the success of this project. **But at the heart of the project, providing the drive, focus and leadership, were private citizens who willingly stepped forward to accomplish the tasks at hand.**

At the Grand Opening I said, “In a trail project, there are many important roles. County officials had requested the County’s Industrial Development Agency to donate the railroad bed, and supported the community’s initiative. The CLDC created the START Committee. The Village of Little Valley served as local sponsor for the TEA-21 grant. We then put an enormous and creative effort into

A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

fund raising, trail construction and maintenance, and monitoring of usage. I have worked on this with elected officials at all levels, and individuals such as Lynn LeFeber, Kameron Brooks, Rick White, Carol O'Brien, Terry Martin, consulting engineers, and especially Bill Fox with County Public Works, and many other community citizens who have been leaders in this process. It is wonderful to see so many people work together for a common purpose that benefits everyone in our communities."

F. Mission Accomplished – The Pat McGee Trail

In just five years, the CLDC and the communities it serves, created a new trail that did not exist previously. Between 1999 and 2005, they accomplished the following tasks:

- 5000 railroad ties were removed.
- Ditching and grading was completed.
- 11 miles of trail were topped with new aggregate.
- Drainage was cleared, upgraded or replaced.
- Over 20 culverts were replaced.
- 2 major washouts were remedied.
- All road crossings were upgraded and signed.
- Ballards were installed at all road crossings.
- The 6 steel bridges, 660' in total length, were rebuilt and re-decked.
- \$79,000 of handrails were installed.
- 2 Gazebos were erected.
- A 24' x 48' pavilion with 6, 8-foot picnic tables were built.
- A trailhead park was created in the County Seat, Little Valley. Landscaped with 40 trees, park benches, shrubs, flowers and grass.
- A blacktop loop was paved connecting the trailhead park with a 2nd community park within Little Valley. This allows the elderly and the handicapped use of the trail. In addition, the youth have an opportunity to skate and roller blade.
- An 8-acre grove at the north end of the trail near the Village of Cattaraugus is being used as a demonstration forest project and community area, and an Adirondack log lean-to was built for shelter and picnics.
- The bio-diversity of the trail has been identified, having:
 - 9 unique eco-systems
 - 41 mammal species
 - 150 species of birds
 - 174 species of plants, and trees.
- There are 10 different geological phenomena along the trail including a continental divide.
- Because the trail runs down the spine of the county, numerous horse and snowmobile trails intersect and loop off the trail (the trail is corridor #1A on the NYS Snowmobile network). The North Country National Scenic Trail, Bi-Centennial Bike Trail and the Finger Lakes Trail all cross the Pat McGee Trail.
- Interpretive educational signs were placed along the trail.



One of six bridges along the trail. Photo by CLDC



One of many signs along the trail. Photo by CLDC

Now that the trail is open, foot races, trail rides, bike races, snowmobile rides, geo-caching¹, nature walks, birding, exercise, health programs, picnics and family gatherings are all part of the quiet enjoyment visitors will have as benefits of this trail.

We are now re-using an old asset for new generations of people. It brings people into the heart of Cattaraugus County's scenic, natural beauty. We established a regional multi-use trail that gives everyone access to outdoor recreation and exercise in all four seasons. The trail adds to the quality of life for area residents, but also economically contributes to the County's number one industry, tourism. It is also expected to attract retirees back to Cattaraugus County. It should be noted that hunters and ATVs are prohibited from using the Pat McGee Trail. This prohibition serves the purposes of public safety, conflict prevention, and sustainability of the trail surface for the longer term.

G. What Does The Pat McGee Trail Look Like Today?

Today, residents and tourists can enjoy quiet contact with nature on the Pat McGee trail. It offers woodlands, wetlands, and green-space that is home to a wide variety of animals, birds, and vegetation. The trail has six bridges that cross several streams. The longest bridge is over 100 feet in length. Signage along the way explains geology of the area, historic areas, conservation projects, and wildlife.

There are five trailheads. The major trailhead, with a small community park consisting of a picnic shelter and two gazebos, is located in the Village of Little Valley. This trailhead is approximately halfway between Allegany State Park and Zoar Valley. The only section of the trail that is paved is from this trailhead south to the Little Valley Community Recreational Park. The rest of the trail is composed of an aggregate over the original rail-bed.



Picnic shelter and gazebos at the Little Valley Trailhead, and paved trail to the Little Valley Community Recreational Park. Photos by CLDC

A smaller trailhead is located at the north end of the trail near the Village of Cattaraugus. An 8-acre grove is being used as a demonstration forest project and community area, and an Adirondack log lean-to has been built for shelter and picnics.

The Pat McGee Trail originates at the City of Salamanca line, extends two-thirds of the distance between Allegany State Park and Zoar Valley, and ends at the Village of Cattaraugus. If this trail were to be extended another 12 miles to the northwest, people would have direct access from the Village of Cattaraugus to the pristine wilderness in Zoar Valley. Zoar Valley extends along the

¹ Geo-caching is an entertaining adventure game for GPS users. Participating in a cache hunt is a good way to take advantage of the wonderful features and capability of a GPS unit. The basic idea is to have individuals and organizations set up caches all over the world and share the locations of these caches on the Internet. GPS users can then use the location coordinates to find the caches. Once found, a cache may provide the visitor with a wide variety of rewards. All the visitor is asked to do is, if they get something, they should try to leave something in the cache for the next person.

Smart Development for Quality Communities

Cattaraugus Creek from the upstream community of Springville, to the downstream community of Gowanda in the direction of Lake Erie (refer back to Exhibit No. 1).



Adirondack log lean-to at the Cattaraugus Trailhead, a portion of the 12-mile trail, and the original railroad bridge. Photos by CLDC

The Pat McGee Trail links seven municipalities together (the Villages of Cattaraugus and Little Valley, the Towns of New Albion, Mansfield, Little Valley, Salamanca, and the City of Salamanca where it ends at the City line). These communities now are linked to snowmobile and equestrian trails, the North Country Scenic Trail, The Bicentennial Bike Trail, and the Fingers Lake Trail.

Completing the Pat McGee Trail is only the First Phase in a multi-phase strategy to connect Allegany State Park, the Seneca Nation's two reservations, Zoar Valley, Gowanda and Erie County. Beyond the northern end of the trail in the Village of Cattaraugus, the current rail service is declining. If that activity ceases, the next rail spur will be converted to a rails-to-trail through Skinner Hollow and north to Zoar Valley and Erie County. This would establish a Northern Gateway into Cattaraugus County.

The benefit and real value of the Pat McGee Trail may not be obvious to its users or to the casual observer. The most important single benefit to the communities is that the trail was built by local people, and there is pride of ownership. Our "success" is a result of an active "community process" (see Exhibit No. 2). The Pat McGee Trail started as a rudimentary idea, and our communities developed, planned, designed and implemented it to a point of completion. These important steps were driven by grassroots "community" stakeholders, who used the Cattaraugus Local Development Corporation as the legal community and economic development vehicle to complete the project.

In closing, I want to leave you with the following thoughts:

"In our youth it is what we can reach for. Later in life it is what we can hold onto. But the true meaning of life is how we use the resources available and what condition we leave them for the next generation. This is the measure of our stewardship and our legacy. A trail project is an excellent opportunity for communities to unify and focus their members, establish priorities, create self-worth, instill accomplishment and success while creating a path and process to meet the future. The Path of Nature leads to a life of fulfillment."

Rick LeFeber

EXHIBIT NO. 2

A DIFFERENT PROCESS FOR COMMUNITY AND ECONOMIC SUCCESS

"The secret to success is that there is no secret, it begins and ends with ourselves."

Elbert Hubbard

Organization:

The mission of the Cattaraugus Local Development Corporation (CLDC) is to be a grassroots advocate for community and economic development in its service area. It is designed to rapidly and efficiently initiate, research, develop, incubate, fund, manage and spin off projects which insure the area's quality of life and control over its economic future. The long-term goal of the CLDC is to stem the out-migration of young people, intelligence, businesses, technology and wealth.

Commitment:

The purpose of the "Cattaraugus Process" is to create and sustain community economic development and stewardship. Decisive leadership, coupled with a sense of urgency and employing the flexibility of a business sector marketing format allows the program to be implemented, sustained and replicated. The process is driven by grassroots volunteers who retain, preserve, conserve and create resources. The Cattaraugus Process has the responsibility and authority to insure success of a project. They can jump in and pick up the slack when an agency or group does not perform the assigned task. The process is designed to be reactive to changing community economic needs. It uses simple but effective questions:

1. Who is the customer?
2. What are their needs?
3. How can they be served faster and better?

The process also seeks to identify, define and capture resources for a "tool kit" consisting of collaborative efforts by committed people who leverage a dynamic series of processes, procedures, policies, promotions and assets.

The process seeks to understand current policies, programs and procedures and then "move the thinking 5 to 10 degrees" for a more creative and streamlined approach. It identifies local individuals who are interested in the project and may form a steering committee to lead the project/s. Once a project is underway, the committee is expanded to a working committee with the identified players from the original Steering Committee as officers. Officers are given the latitude to implement their ideas, plus the responsibility and freedom and financial resources to carry out their vision and to evaluate their results.

Results

While working with hundreds of individuals, agencies and organizations over the last 10 years, on the trail and other projects, our process has had the measurable result of creating or retaining approximately \$4.5 million in resources, improving infrastructure, funding new businesses and jobs, while promoting new education programs. Over 1000 acres have been conserved/protected while improving the quality of life in this part of rural America.

"Everyone likes to talk about 'thinking outside the box'. But did they really inventory and understand all the assets that were in the box including the box itself? Within the community and economic development box, you are only as good as your questions, the subsequent understanding of the answers and how you act upon those answers. Once you have good information different opportunities come into focus. How you realize those opportunities is by leveraging not only your physical assets but your time, perseverance, persuasiveness, intelligence, network, public relations, creativity and passion." Rick LeFeber, Executive Director CLDC

Smart Development for Quality Communities

NOTE: Rick LeFeber is the Executive Director of the Cattaraugus Local Development Corporation (CLDC), and the community leader who weathered the storms and got the Pat McGee Trail constructed within five years and under budget. He also has championed the creation of the 850-acre Zaepfel Nature Center in Napoli, a Revolving Loan Fund for small business, and a historic preservation college program. Mr. LeFeber received the Cattaraugus County Planning Board's Torrance Brooks Community Leadership Award in 2000 for making the CLDC one of Cattaraugus County's most successful community organizations, which is devoted to revitalizing villages. Rick LeFeber has been a national marketing consultant. He and his wife Lynn are veterans of the Vietnam War.

Reference: The Pat McGee Trail is owned by the Cattaraugus Local Development Corporation (CLDC), which is a 501 (c) 3 not-for-profit with the mission of Community and Economic Development.

Contact Information:

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Cattaraugus Local Development Corporation (CLDC)
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Cattaraugus, NY 14719
716-257-3237
cldc@netsync.net
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Some of the Railroad Ties Removed from Trail Bed



One of the many signs along the trail. Photos by CLDC

Chapter 5

Gowanda – A Valley Paradise for Trails and Outdoor Recreation By Carol Sheibley

The Village of Gowanda is nestled among hills where the Cattaraugus Creek flows out of Zoar Valley on its way to Lake Erie. The Seneca word “Gowanda” means “A Valley Among the Hills”.

A. Gowanda’s Natural Setting

The Cattaraugus Creek flows through the village itself, which was home to 2,842 people in 2000. The northern portion of the village is in southern Erie County, and the southern portion of the village is in northwest Cattaraugus County. Gowanda is approximately 30 miles south of the City of Buffalo, and 30 miles north of Allegany State Park (see Exhibit No. 1 for regional location).

The Cattaraugus Creek and Zoar Valley offer natural scenic beauty that is unmatched anywhere in Western New York.



Zoar Valley Gorge



White Water Rafting on Cattaraugus Creek in Zoar

Photos by CCEDP&T

B. Gowanda’s History

Gowanda was originally settled during the early 1800s when timber and tannery industries were attracted by the waterpower. These major industries were soon followed by gristmills and manufactures of plows, axes, stoves, furnaces, and wagons and carriages. By 1904, a major glue factory was operating on the banks of the Cattaraugus Creek, one-third of a mile upstream from the village’s original downtown. The Peter Cooper Corporation produced glue products from animals until the 1970s, when it went out of business. Many other businesses and state agencies have operated in the vicinity of the village for decades. Today, Gowanda is an economically stable village with a mix of industry and commercial businesses. It is a center for nearby towns.

During the 20th Century, the Village of Gowanda slowly expanded along both sides of the Cattaraugus Creek with homes being built up to the surrounding hills. Today there is very little vacant, usable land left within the village. The village is now a small urban enclave, and it is difficult to see the Cattaraugus Creek visually from most village streets (see Exhibit No. 2 for aerial map).

EXHIBIT NO. 1

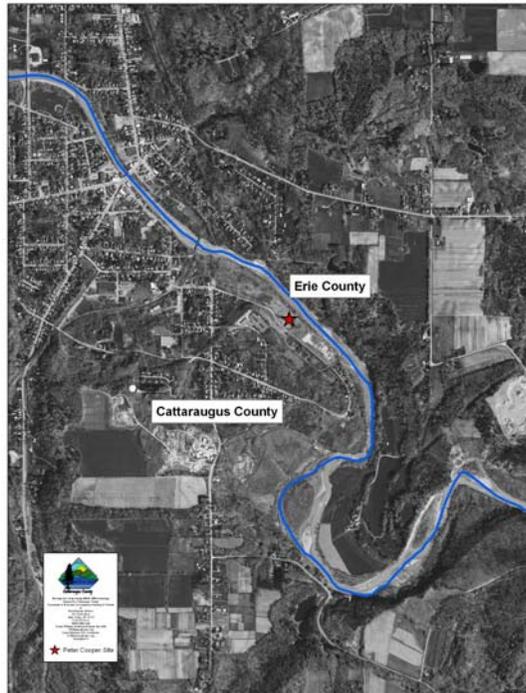
GOWANDA'S LOCATION WITHIN THE REGION



★ = Village of Gowanda Gateway to Zoar Valley

EXHIBIT NO. 2

AERIAL PHOTO OF THE GOWANDA AREA



★ = Peter Cooper Superfund Site

C. A Starting Point for An Outdoor Recreation Future

The Peter Cooper glue factory site has been abandoned since the 1970s, and is today listed as a Superfund Cleanup Site. A reuse study was completed¹, which concluded that the 26 acre site's highest and best use would be as a "multi-use recreational facility". Based on community involvement, a new name was recommended called, "Zoar Valley Gateway".

The re-use study proposes the following, new uses for the site:

- Walking, Running, and Biking Trail.
- Fishing Access.
- Small-Boat Access.
- Camping Facilities.
- Multi-use Lodge.
- Picnic Areas/Playground.
- Interpretational Signage.
- Waterfront-Related Commercial Activity.
- Multi-Use Sport Fields.
- Refreshment and Washroom Facility.
- Skating Park/Skate Rink.



Carol Sheibley

According to the re-use study, the Zoar Valley Gateway would serve the following user groups:

"...The first group is those who want access to the natural beauty and natural assets of Cattaraugus Creek and the Zoar Valley and would include picnickers, fishermen, paddlers, hikers, bikers and campers. They would be both from the immediate area and visitors from outside the area. They may be interested strictly in day-use (anywhere from a few minute stroll to hours of fishing or picnicking) or in an extended stay including overnights. They also could be using the park as a final destination or they could be using it as a stopover destination on driving or paddling trips through the Western New York region. It is with this group in mind that several of the elements of the Zoar Valley gateway are proposed such as a walking and biking trail; fishing platforms; boat launch; camping facilities; multi-use lodge; and picnic/playground areas.

The second group of users that the Zoar Valley gateway might accommodate is those seeking active recreational opportunities such as field sports and skating. This group would come primarily from Gowanda and immediately surrounding communities. However, given the growing interest in emerging field sports such as soccer and lacrosse, and the area's lack of facilities for popular activities such as ice-skating and inline skating/skateboarding, a well-organized and well-run athletic complex could attract users from a wider area of Western New York. For this group two types of facilities are discussed in this section of the report: multi-use athletic fields and skating facilities.

A third type of use – waterfront related commercial – is also included in the Concept Plan. This is intended to be a complementary use for the primarily recreation-oriented site; however, it is important in helping to realize the full potential of the site and in helping Gowanda meet some of its economic needs.

This discussion of potential uses does not constitute a Final Design for the site, as the Village does not currently own the property. It is also not certain if all of

the elements will be able to be accommodated on the site. The elements are all presented herein to assist the Village decide what the most valued features are, and which can be combined on the site in the future. Other important factors in the future use of the site will be the mandated clean-up level and remedial strategy, and when that cleanup is undertaken.”

D. The Village of Gowanda Is A Staging Area for Outdoor Recreation

The re-use plan for the Peter Cooper site is linked to Zoar Valley, which extends upstream from the village for seven miles or more of pristine, deep gorge wilderness with special features. One special feature is owned by the Nature Conservancy, which has a trail system up stream from the Village in a preserve called, The Deer Lick Nature Sanctuary. Several trails at Deer Lick give hikers direct access to old forestland, meadows, wildlife, birds and the sounds of nature. Strict rules are enforced, and a kiosk has directions and other information for those who visit the nature preserve (see Appendix No. 2 for directions to Deer Lick Sanctuary).



*L: Deer Lick Falls
R: Mature Forest*

Deer Lick Sanctuary

Photos by Pat McGrew



Fishing is another major attraction in the vicinity of Gowanda. From its mouth at Lake Erie to the Springville Dam thirty-four miles upstream, Cattaraugus Creek supports an outstanding run of steelhead. Steelhead can be found in the stream and its tributaries from mid-October into early May. There are 3.8 miles of public fishing rights on Cattaraugus Creek. Access to Cattaraugus Creek and the Zoar Valley is limited due to the topography of the valley and the amount of property along the creek that is under private ownership.

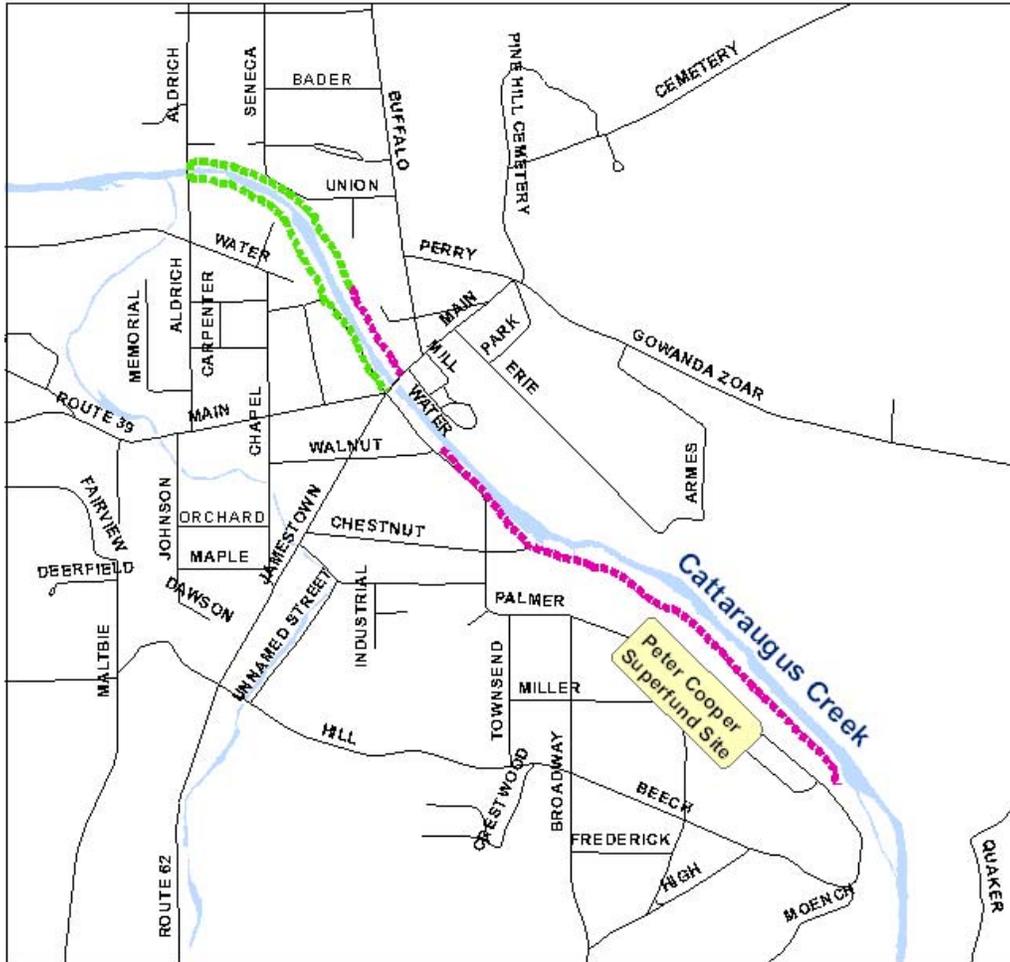
This stream system (Cattaraugus Creek) is the single most important Lake Erie tributary for salmon fishing within New York State. Spring and fall migrations of steelhead trout (rainbow) attract thousands of anglers to the creek each year and access has become a premium. Seven miles of the main stream and the South Branch are open to the public on the Zoar Valley Multiple Use Area.

If the actual re-development of the Peter Cooper site includes camping, lodging, picnic and playground areas, skating, washroom facilities, and other outdoor recreational uses as is proposed in the clean-up study, then Gowanda would become truly a “gateway” to Zoar Valley for local residents and people visiting the area.

The idea is to promote the village as a “gateway” to multiple outdoor recreation trails, fishing and camping opportunities. The Village of Gowanda would become a staging area for the proposed regional trails network, and would have its own trails within the village (see Exhibit No. 3).

EXHIBIT NO. 3

EXISTING AND PROPOSED TRAIL SYSTEM Village of Gowanda



Legend	
	Streets
	Existing Trail
	Proposed Trail



Cattaraugus County does not endorse or give permission for the use of these trails and is not liable for any claims from riders, users or landowners. This map is published only as a tool to aid in the planning process.

Prepared By
Cattaraugus County
Department of Economic Development
Planning and Tourism
Paul P. Bishop, Planner
November, 2005
Map Created Using GIS Technology

A public opinion survey (conducted during the Reuse Study on the Peter Cooper Site) showed that area residents recognize the relationship between the area's natural assets and the potential economic benefit for the community. Fishermen, for example, line the banks of the Cattaraugus Creek starting in early spring and continue enjoying the sport of fishing well into the fall.



Fisherman along the banks of the Cattaraugus Creek. Photos by Phil Palen

The Village of Gowanda has three new potential amenities:

- The white water paddling companies that maintain business residences for spring rafting activities.
- A vision linking Gowanda to the Rails-to-Trails project called, the Pat McGee Trail, in honor of the late state Senator who championed trails development in Cattaraugus County. The Pat McGee Trail was dedicated in Little Valley on June 4, 2005, and it is hoped that someday it can be extended to Gowanda as a part of the countywide trails network (see Chapter 4 on the Pat McGee Trail by Rick LeFeber).
- A proposal for Gowanda to host an annual “Great Race” festival, that links all existing assets togetherⁱⁱ.

The late Senator Pat McGee once summed up the future by saying, “By enhancing existing resources, we are making a commitment to the people of the Southern Tier and its tourism industry. From biking to bird watching, our tourists and residents will have an even greater opportunity to enjoy the outdoor recreation known throughout this area.”

E. The “Great Race” – A New Proposal

The “Great Race” proposal asks, “Is it possible that trails could be linked together in order to benefit a village?” How could that happen? One proposal would link Allegany State Park, Salamanca, Little Valley, Cattaraugus, Zoar Valley, and Gowanda together with “The Enchanted Mountains Great Race”, or the “Great Race” for short. A Seneca name for this race, if desired, could perhaps also be considered given the Seneca’s historic and cultural context that includes long distance running as a means of communicating between Indian leaders.

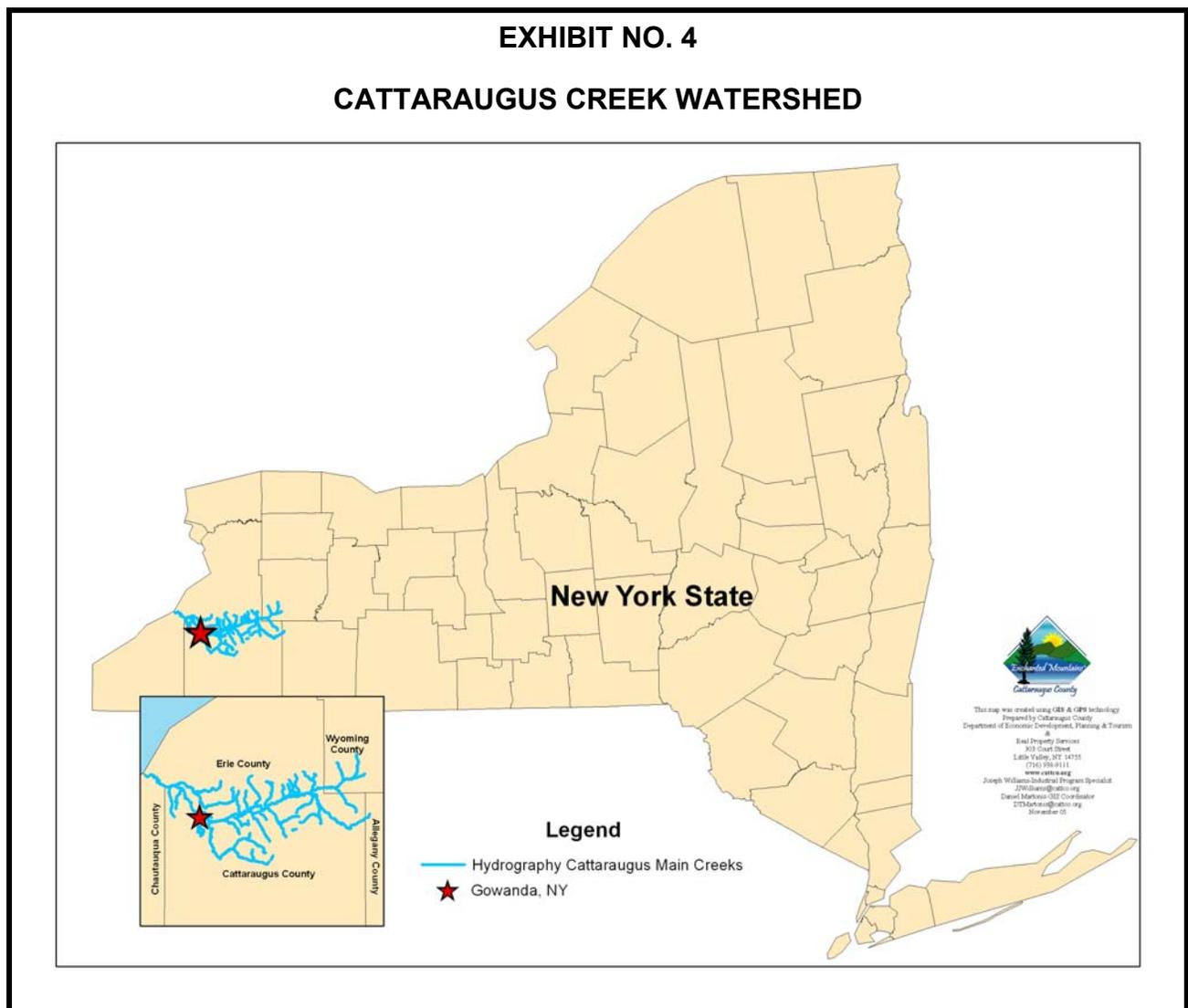
The Great Race would be more than a 26-mile marathon and have more modes than a triathlon (which only has three modes such as running, swimming and bicycling), but would be less than the extreme endurance races that occur on various continents (which can take days and be very expensive to sponsor). Cattaraugus County’s Great Race would occur in one day and have four modes over a course of approximately 45 miles. It would start in Allegany State Park on foot, then switch to horses in Salamanca, mountain bikes in Little Valley, and finally whitewater rafts, canoes or kayaks at Zoar Valley. The race would end in the Village of Gowanda on the banks of the Cattaraugus Creek.

A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

Smart Development for Quality Communities

Zoar Valley and Gowanda would be a spectacular place to end a race. It is a deep gorge with seven miles of pristine wilderness along the Cattaraugus Creek. The creek flows downhill through Zoar Valley from Springville to Gowanda and the Seneca Nation of Indians territory, before flowing into Lake Erie. Zoar Valley contains 300-year-old trees, bald eagles, spectacular views, informal trails, whitewater sports, great fishing and a significant bio-diversity of wildlife, plants and other life forms in the creek bottom. A multi-use trail concept for this area of Cattaraugus County, such as is illustrated by the “Great Race”, would offer scenic vistas and desirable adventures to a world-wide audience every Spring or Summer during high water events (see Exhibit No. 4 for a map of the broader Cattaraugus Creek Watershed).

The Great Race would be a smaller variation on endurance races such as the Iron Man Triathlon. The Great Race would be tailor-made for Cattaraugus County. It would take advantage of the “Adventure Sports” and “Outdoor Recreation” market concepts that were recommended by Cattaraugus County’s consultants, Richard Swist and The Saratoga Associates.



Here is how the Great Race might be organized. The starting line would be on the shores of Red House Lake inside Allegany State Park:

- **First Phase (6 miles).** When the starter's gun is fired, runners would race out of Allegany State Park on foot, down the hills into east Salamanca at State Park Village (which is a proposed demonstration project in County studies, calling this a major gateway into the state park).
- **Second Phase (9 miles).** At State Park Village, runners would switch to horses and ride through the City of Salamanca on the "Community Walk", a Rails-to-Trails route, cross the Allegany River on a pedestrian friendly bridge, and ride on the Pat McGee Trail to the Village of Little Valley.
- **Third Phase (20 miles).** At the Equestrian Park, owned by the Little Valley Rider's Club, racers would exchange their horses for mountain bikes, and ride to Zoar Valley.
- **Fourth Phase (10 miles).** At Zoar Valley the mountain bikes would be exchanged for craft suitable for whitewater rafting, canoeing or kayaking through the rapids in Zoar Valley to an appropriate finish line such as the Peter Cooper Super Fund Cleanup Site (or in the village itself on the banks of the Cattaraugus Creek).

At the end of each annual race, an annual Awards Banquet and Festival would be held in downtown Gowanda. A field of 20 to forty competitors would be a generous estimate, plus their families, friends, sponsors, support network, media and spectators of the Great Race. Regional and national media exposure could be expected to increase once the race became established and the number of competitors increased. Gowanda could use this exposure to its advantage as the "gateway" into Zoar Valley's seven miles of pristine wilderness.

There are many unresolved issues that would need to be worked out before such a race could be attempted. It should be pointed out, however, that the Zoar Valley rafters and their friends have already held similar, smaller races in the past 20 years. It is an opportunity within reach.

Unresolved concerns include:

- (1) A committee or non-profit corporation would need to be created. This new non-governmental group would recruit key sponsors, determine the race route and modes of travel, and coordinate the organizers who would supervise the Great Race so that it became a successful and sustainable event.
- (2) Public safety and the needs of emergency first responders and rescuers would need to be taken into account in case of unexpected problems. Participants would have to arrive at the Zoar Valley staging area no later than 2:00 p.m. to be allowed to enter Cattaraugus Creek. This is a safety concern so that any problems could be resolved before sunset (such as lost canoers). No one wants to be stranded at night in the remote reaches of Zoar Valley's wilderness.
- (3) The banks of the Cattaraugus Creek would be a beautiful finish area, but the landing location would need to be safe with ample space for parking and ceremonies. A banquet hall facility would be needed for the annual awards dinner, which would bring an accompanying downtown festival to an end. Everyone would be invited to participate.
- (4) The Peter Cooper Super Fund Cleanup site has recreational potentials as the ultimate end-use for a brownfield site, based on the re-use studies discussed earlier.

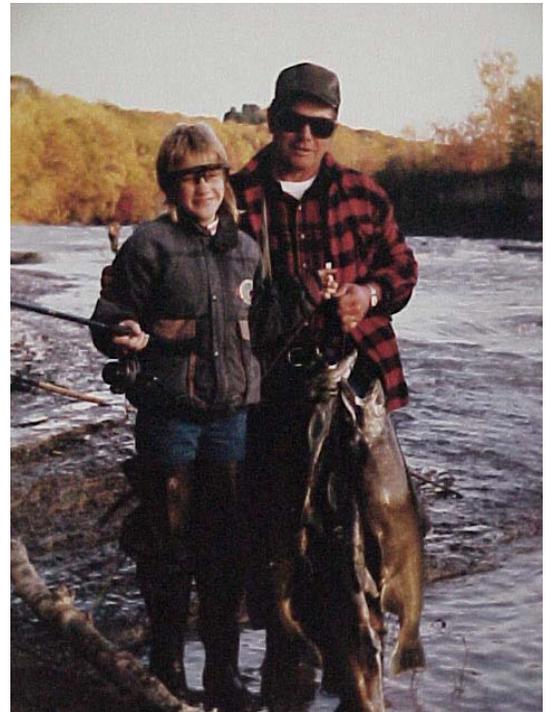
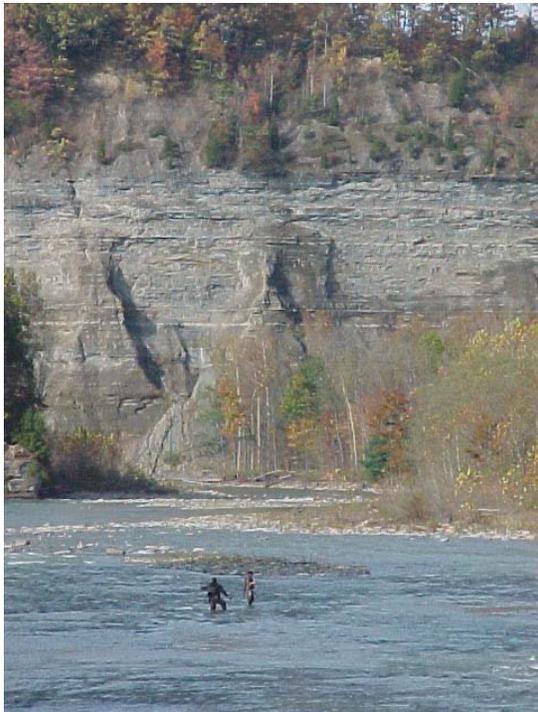
Smart Development for Quality Communities

(5) Using Gowanda as a finish line for the Great Race would be compatible with the Zoar Valley “Gateway” concept that has been developed by the community. How this festival and banquet would be further marketed would be up to the local community, and the sponsors and organizers of the race.

In conclusion, a “quality” race would need to be organized every year if it is to attract serious competition in a national context. The Great Race could eventually take its place along with the following successful attractions in Cattaraugus County:

- The national fishing reputation that Gowanda already holds.
- The County’s Amish and Seneca ethnic communities and their unique cultures.
- The Equestrian Park, which is owned by the Little Valley Rider’s Club.
- The 12 mile Pat McGee Trail.
- The Cattaraugus County Fairgrounds in Little Valley.
- The Maple Festival and the Creek Side Roundup Equestrian Festival in Franklinville.
- The Holiday Valley ski and summer resort in Ellicottville.
- The County’s 400+ miles of snowmobile trails.
- Olean’s regional urban amenities.
- Salamanca’s gateway into Allegany State Park.
- The Seneca Allegany Casino.
- The 65,000 acre Allegany State Park itself.

All of these attractions are located in the “heart” of Cattaraugus County. Gowanda, by developing these new potentials for trails and downtown events, could become an example of how trails benefit a village. New ideas offer hope for our villages, and can be changed and refined over time by active volunteers.



The results of fishing Cattaraugus Creek in Zoar Valley. Photos by Phil Palen

Smart Development for Quality Communities

NOTE: Carol Sheibley is a leading citizen of the Village of Gowanda, where she is actively involved in community life. She was a teacher for 34 years before retiring in 1992. After retiring, she has served on the Village Board of Trustees for twelve years, as Fire Commissioner for eleven years, and on the Gowanda Recreation Commission for sixteen years. She holds Bachelor's degrees in English and Education from Mary Manse College in Toledo, Ohio. Carol received the Woman of the Year Award in 1996 from the Gowanda Business and Professional Women Association, the American Hometown Leadership Award in 2000 in Washington D.C. for her work as Village Trustee, and the National Catholic Education Association Award in 2002 in Ohio for outstanding social commitment.

References for further information: www.gowandachamber.org

www.dec.state.ny.us/website/dfwmr/fish/pfr



Cattaraugus Creek and Mature Forest in Zoar Valley as seen from Deer Lick Sanctuary. Photos by Pat McGrew

NOTES

ⁱ “Reuse Assessment and Concept Plan for the Peter Cooper Gowanda Superfund Site (UB Center for Integrated Waste Management, December 2002, page 9)”.

ⁱⁱ The concept of a “Great Race” for Cattaraugus County was conceived by Terry Martin in order to illustrate how “adventure sports” and outdoor recreation trails could be applied in the future to real events and villages.

Chapter 6

New Trails Are Being Created at Pine Hill in South Valley

By
Veronica Weber

In early November of 2004, the Cattaraugus-Chautauqua Chapter of the New York State Horse Council approached the New York State Department of Environmental Conservation (NYSDEC), Forestry Division with the idea of building horse trails in the Pine Hill / South Valley State Lands. After discussing the idea with the state agency, we decided to undertake the project (see Exhibits No. 1 and 2).

A. A Wilderness Setting for Equestrian Trails

The Town of South Valley is located in the far southwest corner of Cattaraugus County, and is home to Onoville Marina. This area has some of the northeast's most beautiful woodlands, hills, valleys and meadows. It is an active habitat for black bears and a diversity of wildlife and plants.



*L: Veronica Weber
and her horse Goldie*

*R: Catt-Chaut
Chapter of NYS Horse
Council Trail Ride on
new trail September
2005*

*Photos by Catt-Chaut Chapter
NYS Horse Council*



A new trail in South Valley will give people access to nature seldom possible in our 21st Century urban society.

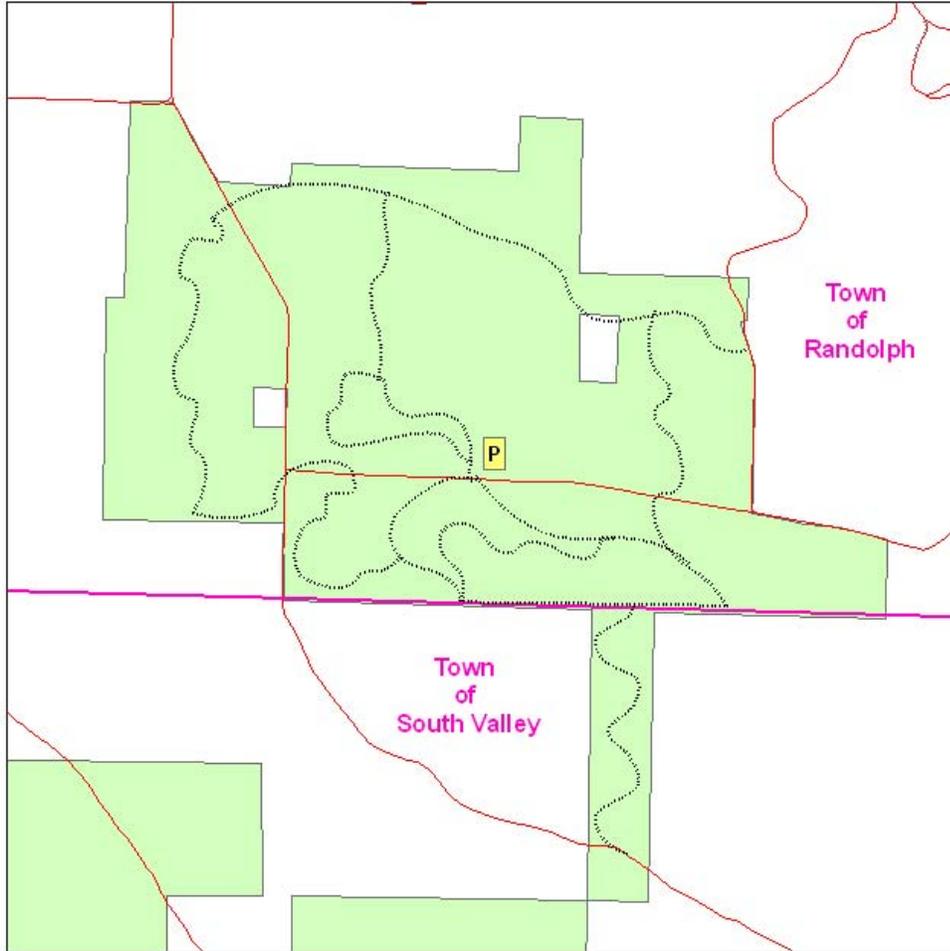
B. Historical Background

Prior to state ownership, much of this land was cleared and farmed by early settlers. Poor soils and adverse climatic conditions made farming difficult for many people. In 1929 the State Legislature authorized the NYSDEC to buy marginal and abandoned farmland and to restore these lands for producing forest products. These lands were purchased in the early 1930's for the people of New York for timber production, recreational use, watershed protection and wildlife. After state acquisition, open areas were planted to spruce and pine trees.

During the depression, this area was the site of many work projects carried out by the Civilian Conservation Corps (CCC), which was established by President Franklin D. Roosevelt to provide employment to men during those hard years. Their work included building roads and planting hundreds of thousands of trees. The small wage they earned was usually sent home to their families in the city. The workers lived near work sites in army type campsites. The work was very hard, but they were glad to be able to support their families.

EXHIBIT NO. 1

EXISTING HORSE TRAILS Cattaraugus County - Pine Hill State Forest



P Parking

Legend

- Roads
- Horse Trails
- State Forest Land



Prepared By
Cattaraugus County
Department of Economic Development
Planning and Tourism
Paul R. Blidop, Planner
November, 2005
Map Created Using GIS Technology

EXHIBIT NO. 2

EXISTING AND PROPOSED HORSE TRAILS Cattaraugus County Pine Hill and South Valley State Forests



Parking

Legend

- Roads
- Existing Horse Trails
- Proposed Horse Trails
- Federal, State, County Land



Prepared By
Cattaraugus County
Department of Economic Development
Planning and Tourism
Paul R. Blodig, Planner
November, 2005
Map Created Using GIS Technology

C. What Is the Pine Hill / South Valley Trail?

After several months of planning, we finally signed a five-year Adopt-A-Natural Resource contract with the NYSDEC on January 22, 2005. We agreed to clear and maintain equestrian trails in the Pine Hill / South Valley state-owned lands. The Pine Hill / South Valley conservation lands are also known as Cattaraugus No. 2, 3 and 9 south of Randolph.

In order to do the work, we had to gain access, which we did on old dirt roads. We discovered that horse rigs and vehicles could be parked along dirt roads in the small campground called Pineapple Junction on Carr Road, or along the truck trail across from the camping area.

We will need to prepare better parking areas in the future, if there are to be any larger rides on this new trail. Our goal is to provide parking near Carr Road and Onoville Marina for larger rides, and also to prepare places for 2-3 horse rigs along the roads and on old log landings.

There are 5,375 acres in the Pine Hill / South Valley state lands. They lie approximately five miles south of Randolph, New York and run south to the state line at Onoville near the County's Onoville Marina on the West Perimeter Road of the Kinzua Reservoir (near the intersection with Sawmill Run Road).



*Parking along Pierce Run Road.
Photo by Catt-Chaut Chapter NYS Horse Council*

D. We Have A Three Phase Plan

Our volunteers have just completed Phase 1 of the following three-phase plan for developing and maintaining the Pine Hill / South Valley Trails System (refer back to Exhibits No. 1 and 2 for a delineation of these phases on a map):

Phase 1:

- 10.7 miles of horse trails completed.
- Provides 3 ½ hour trail rides.
- Parking is available along shoulders of dirt roads.

Phase 2:

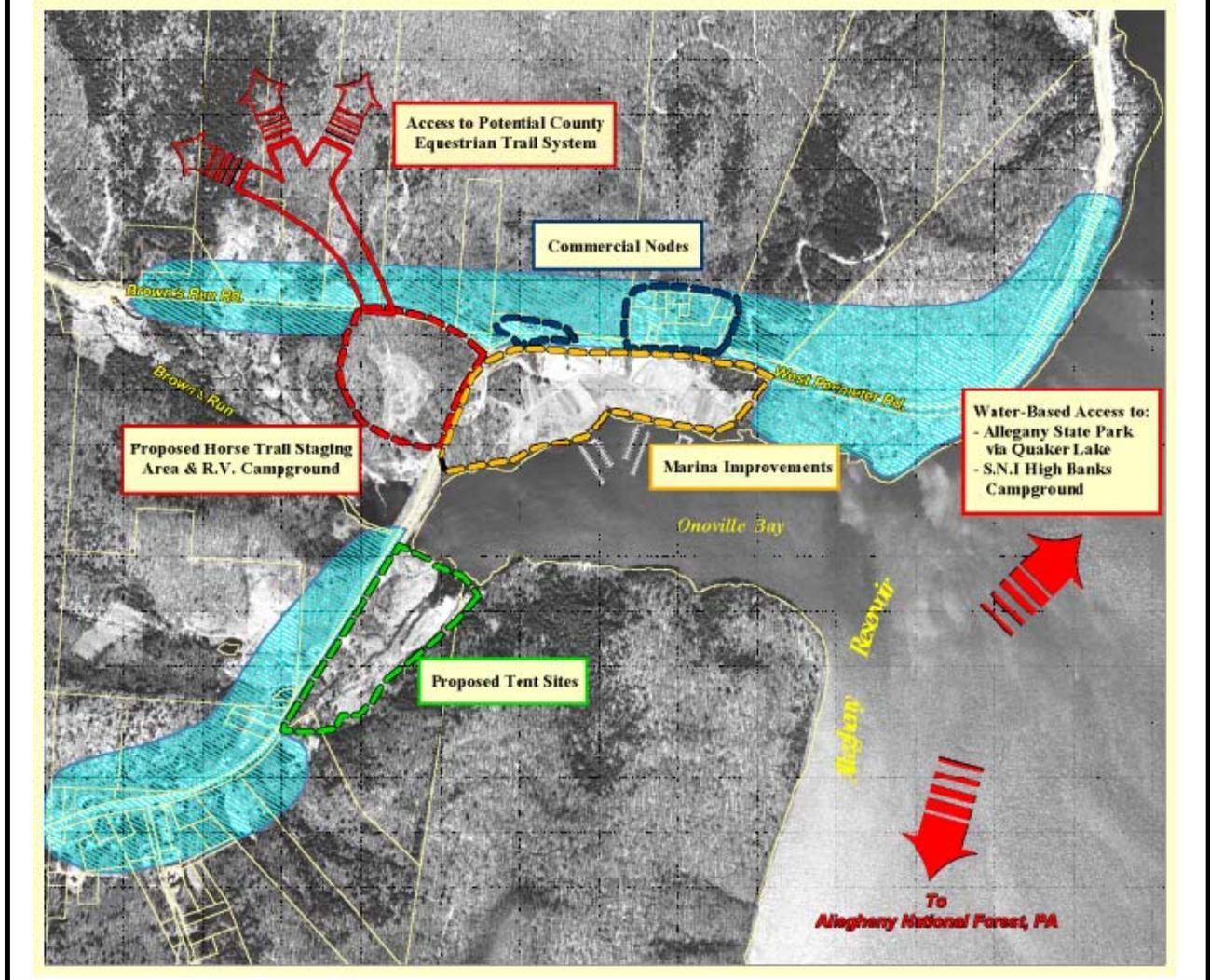
- Another 7.3 miles of trails will be completed in the Spring 2006.

Phase 3:

- Eventually, the vision is to extend these trails to Sawmill Run, across the road from the 200 acres on the hill overlooking Onoville Marina, which Cattaraugus County operates under a long-term lease with the U.S. Corps of Engineers. Both Sawmill Run and the Marina could be used as staging areas. The County's consultants, The Saratoga Associates and Swist Government Consulting Associates recommends that this area near the Marina be developed into a regional staging area for RV camping and horse trails (see Exhibit No. 3).
- A multi-use staging area for trails would be ideal. A horse trail staging area would only require approximately 30-40 acres of the 200 acres property. The remaining 160 acres would be available for Marina-related purposes, non-equestrian camping and trail events.

EXHIBIT NO. 3

**TRAILS AND GREENWAYS CONNECTIONS TO ONOVILLE MARINA
(From Cattaraugus County's State Park Perimeter Study
By The Saratoga Associates)**



Phase one of our plans established trails near a small camping area on Carr Corners Road (Oldro). This area is known locally as Pineapple Junction and the trail has the following features:

- These trails are on old logging and forest roads that are fairly easy riding. Having been managed for many years, the forest is open and very beautiful and is ideal for trails.
- There is a small camping area off Carr Corners Road. From the camp, trails lead north toward Randolph and make a long loop to return to the camp. There is also a shorter loop trail closer to the camp.
- Traveling south on the trail you will cross a power line right-of-way to a narrow strip of land that connects the trail as it proceeds down a hill to Pierce Run Road. In this section, if you

Smart Development for Quality Communities

look closely, you will see remnants of an old log slide that was used to move logs to the bottom of the hill in order to take them to the nearby sawmill. There are also piles of stone that appear to be from a structure built during the logging days.

- Before crossing the road, you will see Pierce Run, a creek that runs along the road. It is a small brook perfect for watering horses.
- From here it is a two-mile ride on Pierce Run Road to the Horseshoe Inn restaurant on Perimeter Road, which serves excellent food, including steaks. In the summer months, for riders camping at Pineapple Junction, they can ride down to the Horseshoe Inn, have dinner and return to camp before dark.

The trails near Carr Road have been completed and are marked with red DEC trail signs. We also left our original markers, pink survey tape, on clothespins. The ribbon will be left until the trail is easily identifiable. There are approximately 10.7 miles in this upper section, which is about a three-hour ride at a leisurely pace. You may ride on any of the dirt roads. The shoulders are wide and there is little if any traffic.



Putting up trail signs at the Pine Hill / South Valley newly completed trail. Photo by Catt-Chaut Chapter of the NYS Horse Council

In the spring of 2006, we will start work on Phase 2, the trail across Pierce Run to Phillips Brook and onto Bone Run Road. After reaching Pierce Run, you will turn right (north) and in a short distance turn left into the forest once more on the trail. In this section, there are two loops both connected that will take you over the ridge to Phillips Run, a narrow dirt road that is lightly traveled. Turning south to reach the trail to Bone Run Road, you will proceed up over the ridge to a connection to Bone Run Road or you may continue and return to Phillips Run and the trail back to camp. This section is still being planned, and the location of the trail will change as we survey the land on foot. Riders may also ride the power line to connect the trails.

In Phase 3, the next section of trail will be extended to Sawmill Run Road at Onoville. After crossing Bone Run Road near the Nic-L-Inn restaurant, the trail will go over the next ridge to Sawmill Run Road emerging across the road from the 200-acre plateau that Cattaraugus County has leased from the US Corps of Engineers. This is the area that was proposed in earlier studies for a snowmobile \ horse camping area. It is an ideal location for trail and camping activities.

Within walking distance of this location, you will find the Onoville Marina, TJ's Den restaurant, the Bayview Lodge & Ice Cream Parlor, and a grocery-camping supply store. The Onoville Marina lies just across Perimeter Road on the banks of the Kinzua Reservoir, which was created when the federal government built the Kinzua Dam to control annual floodwaters. All these amenities make this a near-perfect site for a trailhead. We are planning more trails in this section. There will be loop trails for those who want shorter trips as well as for those who want all day rides.

It would also be possible, eventually, to extend the trail system further south and west to the Allegheny National Forest in Pennsylvania near Brown Run Road.

E. Our Trail Is Open to the Public

In September 2005, we held our first ride at Pine Hill / South Valley for volunteers and local riders. The youngest rider was five years old, and the oldest was eighty. The oldest had ridden on Pine

A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

Hill for many years and enjoyed the cleared trails much more than the bush whacking he had to do previously. Riders parked their vehicles along Pierce Run and returned there for a dish-to-pass dinner after the ride (see Appendix No. 8 for other recent milestone equestrian events held in Cattaraugus County).



*Catt-Chaut Chapter of NYS
Horse Council Trail Ride
September 2005*

*Photos by Catt-Chaut Chapter NYS
Horse Council*



F. Trail Riding Is Growing In Popularity

The popularity of trail riding is growing, especially among middle aged and older riders. Some “baby-boomers” are even selling their homes and going on the road full time. They travel with their horses to Florida in the winter months, and return north in the spring.

They buy rigs that cost six figures, with slide outs and all the amenities. They need support services such as vets, farriers, clothing, food, and a safe place to ride and house their animals. It is not unusual for these folks to stay in an area for a week or two moving from one riding site and event to another. Some also stay for the entire summer at places offering a more permanent campsite. Based on what we have seen, Cattaraugus County is becoming a favorite destination for this type of equestrian tourism.

Camping sites with corrals and hook-ups could be built at the Saw Mill Road site and be cared for by personal at Onoville Marina as a new source of revenues for the Marina. A large field could be set aside for larger group rides. Most living quarter horse trailers are fully self-contained and basically need a place to park near the trails. This proposal is consistent with the idea to create a regional camping and staging area for trails and camping at Onoville Marina.

G. Volunteers Are Creating This New Trail

In 2005, more than 50 volunteers have been working on this new trail, for a total time commitment exceeding 400 hours of volunteer time. They have completed the following types of work:

- The trail was laid out using a clinometer to check that the grade wasn't too steep, thereby preventing erosion.
- Our trusty loppers were the most used tool in clearing the brush off the trail. It takes lots of arm strength to keep at this for many hours, so we traded off lopping and picking up and removing limbs and brush from the trail.
- A handsaw was used for some of the larger brush and limbs. One volunteer is New York State qualified to operate a chain saw and follows up our handwork for the larger logs.
- Most of the work was done on foot as we have, so far, been near roads. This will change when we cross Pierce Run Road. We will then need to ride the horses in and tie to high lines while we work.

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- The creek crossings will be hardened as we see the need. We use stone from the creek or at times we will pack gravel in on horseback. The Chapter may apply for grant monies in the future because money is needed for culverts and gravel in certain locations.
- A ride will be held next year to raise money for culverts and gravel needed for this project.



L: Ainsley Smith
R: Judy Yager

Two of the over 50 volunteers who helped complete Phase I of the Pine Hill / South Valley Trail.

Photos by Catt-Chaut Chapter of the NYS Horse Council



Victor Anderson, Senior Forester for NYSDEC Region 9 provides ongoing mapping, GPS, and alignment work in support of our efforts. Volunteers from the equestrian community have been in charge of getting this project started and completed. We started working on the trails in the spring of 2005, and held our first ride in September 2005.

By law, these are multi-use trails, and we are pleased that equestrians have taken the lead in developing and maintaining them during the good weather seasons.

H. Conclusion

Cattaraugus County's natural setting offers priceless open space and beauty for trail riders to enjoy. There are also new possibilities for equestrian growth in Cattaraugus County, especially in Little Valley and Franklinville (see Appendix No. 9 for a report describing the potentials from the SUNY Buffalo School of Urban and Regional Planning and Appendix No. 10 on the findings of the Allegany State Park Perimeter Study). This growth will compliment and enhance the following attractions:

- The Little Valley Rider's Club offers miles of private trails, that link to the Pat McGee Trail. This trail has access to restaurants and stores in Cattaraugus, Little Valley and Salamanca and to the Cattaraugus County Fairgrounds.
- Allegany State Park has fifty-five miles of marked horse trails near Salamanca, the site of many organized rides throughout the summer.
- Franklinville is also becoming equine oriented with a planned horse community with trails near Case Lake and the Creek Side Roundup in October.

The Pine Hill / South Valley trail system between Randolph and Onoville is another link in the vision for the Cattaraugus County's countywide trail system.

Note: Veronica Weber is an officer of the Cattaraugus-Chautauqua Chapter of the New York State Horse Council and an active equestrian. She can be reached by email at: alleganyrider@msn.com.

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The Cattaraugus County Fairgrounds, Little Valley New York has 176 Horse Stalls. The Pat McGee Trail passes adjacent to the Fairgrounds behind the Grandstand. NY Route 353 is located on the left of the Fairgrounds.

Photo courtesy of Village of Little Valley

Auction at Orsini's Ranch in Franklinville, New York. A central meeting place on trails during the Creek Side Roundup.

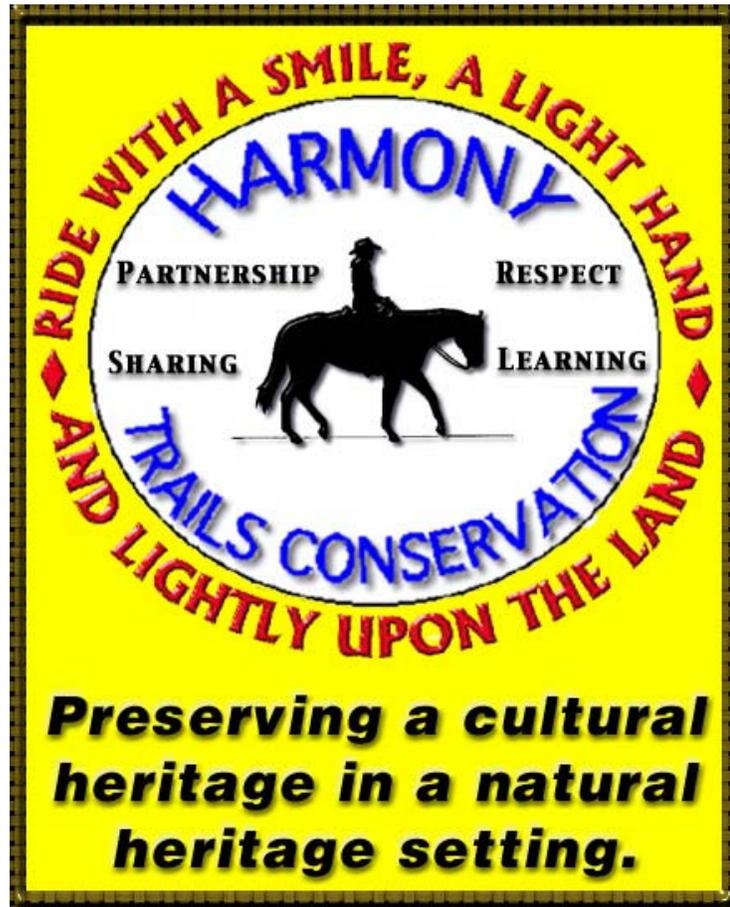
Photo by Nancy Orsini



Onoville Marina in the Town of South Valley. The southern anchor for the Pine Hill / South Valley Trails.

Photo by Jack Berger

A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York



Chapter 7

Parks & Trails New York Offers Support For Trails

By
Robin Dropkin

New York State is fortunate to have a substantial number of trails, from community-based multi-use recreation trails to such renowned long-distance hiking trails as the Appalachian Trail and Finger Lakes Trail. Trails offer an enjoyable, versatile, and practical means to engage in a wide variety of physical activities, including walking, jogging, bicycling, in-line skating, cross country skiing, and snowshoeing. The New York State Trails Council estimates that trail-related activities account for more than 180 million user days per year.

A. Greenways And Trails Benefit Communities In Multiple Ways

Greenways and trails can provide a multitude of interrelated economic, health, conservation, and social benefits for a community and its residents by offering:

- Nearby places to pursue healthy physical activities.
- Close-to-home recreation.
- Safe places to gain “incidental exercise” by walking or biking to work, school, and local shops.
- Links to special places, including parks, waterfront areas, historic and cultural sites, and other public amenities.
- Enjoyable places for people of all ages to experience the great outdoors and learn about the natural world.
- Opportunities for people with disabilities to participate in leisure recreation and fitness activities as well as access otherwise inaccessible natural areas.
- Additional economic activity resulting from an increase in tourism and an enhanced quality of life.
- Open space, river, and stream corridor protection and associated mitigation of nonpoint source pollution.
- Critical routes for wildlife.
- Preservation of historic resources.
- Opportunities for civic engagement and public-private partnerships resulting in enhanced community pride.
- Preservation of community character.



Robin Dropkin

B. Trails Are Proven Assets For Good Health

Studies show that when people have access to sidewalks and trails, they are more likely to be physically active. Becoming more active can help:

- Control weight and high blood pressure.
- Reduce the risk for Type 2 diabetes and heart attack.
- Lessen symptoms of depression and anxiety.
- Decrease arthritis pain and disability.
- Prevent osteoporosis and falls.

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Despite these proven benefits, in 2000, only 45% of men and 32% of women in New York engaged in the recommended 30 minutes of daily moderate physical activity. As a result, more than half of New York adults are overweight or obese. More than \$6 billion of New York's Medicare and Medicaid costs are directly attributable to obesity. Seniors are the least active age group in the United States despite the fact that research has shown that seniors who engage in regular physical activity reduce their risk for chronic diseases and have half the rate of disability of those who are not active.



People exercising at the Art Roscoe Cross-Country Ski and Mountain Bike Area, Allegany State Park
Photo by NYSOPR&HP

In June 2005, Parks & Trails New York sponsored the "Healthy Trails, Healthy Communities Conference". This was the second statewide conference on trails and greenways, and was attended by more than 160 trails advocates from every section of New York State. This conference created new opportunities for networking, sharing information and ideas.



*Healthy Trails,
Healthy Communities
Conference attendees
and vendors, June
2005. Photos by
Parks & Trails New York*



Presentations featured state and national trails experts, and numerous sessions on a variety of crucial topics for trails advocates. For detailed information on this conference, and much more concerning PTNY activities, go to our website at: www.ptny.org.

C. Trails Contribute To Green Infrastructure

A green infrastructure is an interconnected network of green space that conserves a natural ecosystem's values and functions, and provides associated benefits to humans. Trail corridors can play an important role in connecting the open spaces, wild areas, and wetlands that are becoming increasingly fragmented in New York as new development continues to expand throughout the state. The vegetation along trails helps purify storm water runoff, mitigates a variety of pollutants in built environments, and provides habitats for wildlife and birds.



*D & H Canal
Heritage Corridor
Photo by Boyd Loving*



A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

River and stream corridors provide unique trail and greenway opportunities. They may be undeveloped, since their susceptibility to flooding has tended to limit their use to agriculture and other low-impact activities. As railroads were often built along rivers and stream corridors, these linear, relatively flat corridors offer great potential for rail-trails. Trails along rivers, streams, and wetlands also offer expanded access for fishing, canoeing, and kayaking and bring people back into contact with these precious resources, cultivating a new sense of awareness and appreciation.

D. Trails Can Be A Boost To Local Economies

More than 100 million Americans walk for pleasure, 100 million bicycle, 17 million ride horses, 12 million in-line skate, and 6 million cross country ski. Localities with safe, pleasant trails are becoming highly desirable vacation destinations for these educated and affluent travelers. Numerous studies show that trails boost tourism by attracting visitors, extending their length of stay, and adding to the constellation of attractions in an area. Trail users need food, lodging, and fuel. They need special clothes, shoes, and equipment. They buy souvenirs, crafts, film, and other items. This directly benefits restaurants, motels, and service stations and spurs the growth of businesses selling recreational gear and other goods.



*L: Erie Canalway Trail,
Pittsford, NY Photo by
NYS Canal Corporation*

*R: Walkkill Valley Rail
Trail, New Paltz Photo by
Boyd Loving*



Rail-trails, especially, can breathe new life into small towns and villages that have been left to wither after the trains stopped running. Parks & Trails New York pioneered and is the leader among organizations in New York State working to enhance and promote the economic value of trails.

E. Trails Are A Good Community Investment

A trail is a community asset that not only brings tourism dollars, but also increases real estate values, attracts new businesses, and helps stabilize the workforce by improving the quality of life. Many business leaders say quality of life issues are highly important when deciding where to locate a new factory or office. Trails and greenways can help attract desirable employees by enriching overall quality of life and making an area a more attractive place to live and work. For employees, trails can provide relaxation and exercise at lunchtime, commuting alternatives, and safe, nearby places to take the family on weekends. Trail projects also help build social capital and civic pride by offering residents an opportunity to volunteer their time and talents.



*Harlem Valley Rail Trail
Photo by Boyd Loving*

F. Trail Development Opportunities Are Everywhere

With thousands of miles of scenic rivers and streams, lakeshores, canals, historic roadways, and abandoned railroad corridors, plus hundreds of appealing cities, towns and villages, there are many opportunities for the development of additional trails in every region of the state. Parks & Trails New York is committed to working with communities to help build the vision, constituencies, and local support that are critical to the long-term success of trail projects. By developing a trail in your community, the goal of establishing a statewide network of trails across the Empire State is one step closer.



Community Trail Visioning Session
Photo by Parks & Trails New York

G. What Is Parks & Trails New York?

Parks & Trails New York, founded in 1985, is dedicated to making New York's parks, trails, greenways, riverwalks, and open spaces bigger, better, and more accessible to New Yorkers in every part of the state (see Exhibit No. 1 for Logo). Since 1998, Parks & Trails New York has been working in partnership with the NYS Canal Corporation to help communities plan, develop, and promote the Canalway Trail, a 524-mile multi-use trail that parallels the historic New York canal system. It is destined to become the longest multi-use recreational trail in the U.S. Through its *Healthy Trails, Healthy People Program* (see Exhibit No. 2), Parks & Trails New York provides hands-on technical and organizational assistance to local communities across the state.

Parks & Trails New York staff has also developed Trail Finder Maps – an interactive on-line guide to New York's multi-use trails. The organization publishes a bimonthly electronic newsletter, Parks & Trails E-NEWS; a comprehensive trails planning resource *Getting Started: A Guide to Planning Trails in New York State*; and a number of other technical publications to help communities identify, plan, build, and enjoy trails and greenways — gateways into the natural world and paths to healthier living.

Parks & Trails New York conducts two annual bike tours, Cycling the Erie Canal and the Great Hudson Valley Pedal, which bring riders from all over the world to New York's beautiful and historic communities. Parks & Trails New York also published, *Cycling the Erie Canal: A Guide to 400 Miles of Adventure and History Along the Erie Canalway Trail*. The guidebook offers detailed, full-color maps of the trail as well as comprehensive listings of things to see and do along the way for cyclists, walkers, hikers, in-line skaters, boaters, and auto travelers who want to get out and enjoy the trail and some of the sights along the route.



Riders from around the world
enjoy Cycling the Erie Canal
Photo by Parks & Trails New York

A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

EXHIBIT NO. 1



Parks & Trails
NEW YORK

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**Promoting Parks and Trails for People
Fighting for Green Space
Educating the Public, Activists, and Policy Makers
Improving Health
Helping People Enjoy the Outdoors – Close to Home!**

EXHIBIT NO. 2

HEALTHY TRAILS, HEALTHY PEOPLE PROGRAM

Healthy Trails, Healthy People is a program of Parks & Trails New York that helps New Yorkers develop more active communities and an enhanced quality of life through the creation of multi-use trails. As part of the program, selected communities receive technical and planning assistance, workshops, and organizational support to help build the vision, constituencies and local support critical to the long-term success of trail projects. Contact Parks & Trails New York to apply for assistance through the *Healthy Trails, Healthy People* program by calling 518-434-1583.

NOTE: Robin Dropkin has served Parks & Trails New York as Executive Director since 2003 and Conservation Director from 1991-2003. Before joining Parks & Trails New York, Robin worked for the Berkshire Natural Resources Council and the Massachusetts Parks Department.

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*L: Shoeshoeing – Genesee Valley Greenway
Photo by PTNY*



*R: Horseback riding – Genesee Valley Greenway.
Photo by PTNY*



*L: Residents explore trail options in Peru, NY.
Photo by PTNY*

*R: Village of Delhi developing Community Trails
along the banks of the Delaware River's West Branch.
Photo by PTNY*



Chapter 8

What Is the New York State Trails Council?

By
Anne O'Dell and Sara Chevako

Have you ever been out on a trail and wondered how it was developed or where the funding came from or what standards were used in its design? Or do you have an idea to improve a trail system, but you weren't sure whom to talk to about it? The answer might just be the New York State Trails Council, the go-to group to advance your concerns to the appropriate agency in Albany.

A. We Have An Advisory Council For User Groups

The New York State Trails Council is a User-Group Advisory Council. It is composed of representatives from various groups that enjoy the trails available in New York State. The Council has a number of important functions, which include:

- 1) Fostering communication and cooperation among the various trail groups.
- 2) Bringing statewide trails issues to the attention of the State Agencies responsible for trail development and maintenance.
- 3) Providing comments and recommendations on State Agency trail-related policies, programs and initiatives.

In discussing State Agencies, advisory bodies, and programs, one either must use excruciatingly long titles, shorthand titles, or an alphabet soup of acronyms. Probably the least annoying and most comprehensible choice is the use of shorthand titles. In this article, we'll use the following references:

- New York State Trails Council = Trails Council = NYSTC.
- Office of Parks, Recreation and Historic Preservation = Parks.
- Department of Environmental Conservation = DEC.
- Statewide Comprehensive Outdoor Recreation Plan = SCORP.
- Federal Recreational Trails Program = RTP.



ATV Riders – One of the eleven user groups represented on the Trails Council. Photo by NYSOPR&HP

The idea for a statewide Trails Council arose from a trails workshop followed by a statewide trails symposium, both held in 1980. The already-existing NY-NJ Trails Council proposed the formation of a similar body for all of New York State -- the NYS Trails Council. February of 1981 saw the first effort -- the New York State Trails Council Steering Committee met. From spring through fall of 1981, additional organizational meetings were held, involving eight trail interest groups plus the Office of Parks, Recreation and Historic Preservation, the Department of Environmental Conservation and the Department of Transportation. The group drafted by-laws, agreed on the purposes of the organization, and established a nominating committee. At their final organizational meeting, they identified delegates and elected a Chair and Vice-chair. At that time, nine activities were represented: ATV, Bicycling, Cross-country Skiing, Hiking, Horseback Riding (equestrian), Running, Snowmobiling, Snowshoeing and Trail-bike Riding.

Since that time, the group has met regularly, and has grown in numbers and influence. The responsibilities of the Trails Council include:

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- Advocate trail interests to all levels of government and to the public.
- Provide a reliable source of information on trail-based recreation.
- Coordinate efforts to develop, construct and maintain recreational trails.
- Foster trail user ethics.
- Provide a forum for mediating differences among trail-user groups.
- Functions as the State Trails Advisory Group for the Federal Recreation Trails Program.

There are currently eleven user groups represented on the Trails Council:

- ATVs.
- Bicycling.
- Equine Trail Interests.
- Four-Wheel Drive Vehicles.
- Hiking.
- Nordic Skiing (Cross-country).
- Running.
- Snowmobiling.
- Snowshoeing.
- Trail-Bike Riding (Motorized).
- Water Trails.



*Bike Riders Enjoying a Fall Ride.
Photo by NYSOPR&HP*

Representatives on the Trails Council must represent trail users (or user groups), not commercial interests. Up to three representatives per user group are permitted, and geographic diversity is encouraged.

In addition, various government bodies attend in an advisory (non-voting) capacity. The most obvious agency is the Office of Parks, Recreation and Historic Preservation, since the Trails Council functions under umbrella of Parks, meeting at various State Parks in the eastern part of the State, and communicating through Parks. The other Agency with significant statewide responsibilities for trails is the Department of Environmental Conservation, and they are a major presence on the Trails Council. Other advisory participants include the Canal Corporation, the Department of Transportation, the Department of Health, the Hudson River Greenway, the New York State Senate, the New York State Assembly, the Federal Highway Administration, the National Park Service, Parks and Trails New York and "Tourism Advocate."

Meetings are held 3-4 times per year, on Saturdays, from 11 am to 3 pm. Since the meetings are usually held in the Albany area, user-group representatives coming from distant parts of the state put forth a significant commitment to attend. Participation is limited to the user groups and designated government and other personnel. The meetings are "open" to the general public. Minutes are distributed only to the above individuals, although reports of the topics covered at the meetings should be shared with the respective user groups. Everyone keeps in mind the purpose of the meetings -- to share information on current issues, to bring up user group concerns and to advise government entities on policy issues.

In the first fifteen years of its existence, the Trails Council dealt with more than seventy issues, and it continues to be a vital and relevant body today. Previous issues included:

- Railroad Rights-of-Way for Trail Development.
- Statewide Comprehensive Outdoor Recreation Plan (SCORP).
- DEC's Forest Resources Planning Study.

- Various Trail Users (3-Wheelers, Mountain Bikes, Snowmobile Legislation, ATV Trail Fund, Equestrian Use Fees, etc.).
- Federal Trails Issues (National Recreation Trails, National Parks Service Trails Inventory, 1986 Bond Act, ISTEA, National Parks Service Rivers & Trails Program, National Trail Symposium, etc.).
- And many more.

B. Current Issues

This is a particularly exciting time for the Trails Council and the Agencies, as many long-standing programs are coming to conclusion, and redesigned and new programs are being launched. One of the most important funding programs for localities is the Federal Recreational Trails Program (RTP).

1) Recreational Trails Program (RTP)

The Recreational Trails Program is an assistance program of the Department of Transportation's Federal Highway Administration, which makes funds available to States to develop and maintain recreational trails and trail-related facilities for nonmotorized and motorized recreational trail uses. It is funded from the Federal Highway Trust Fund, from motor fuel excise tax collected from the sale of fuel to off-road vehicles. These funds are administered by the States -- through Parks in New York State -- and are used to fund grants for trail construction and upgrade.

Half of the total funds are distributed equally among all States; half are distributed proportional to the estimated amount of non-highway recreational fuel use. For fiscal year 2004-05 advance apportionments, New York was the tenth-highest dollar recipient (\$2,442,062), with only California, Colorado, Florida, Georgia, Illinois, Michigan, North Carolina, Pennsylvania and Texas receiving more than New York.



Volunteers working on trail
Photo by NYSOPR&HP

Needless to say, the evaluation and rating form used to assess requests for grants is vital in determining how the allocations are made in New York State. The Trails Council reviews and recommends changes to the rating form, in order to create a fair and equitable evaluation of the many grant requests received. The Trails Council also reviews the list of grants made, and makes recommendations for follow-up.

A fuller description of the RTP grant process may be found at the Parks website, [Http://www.nysparks.state.ny.us/grants/programs/recreation/asp](http://www.nysparks.state.ny.us/grants/programs/recreation/asp). In a given year, Federal law requires that 40% of the funds be granted for diverse recreational trail use (multiple-use, such as horseback riding in summer and snowmobile use in winter), 30% for motorized recreational trail use and 30% for non-motorized recreational trail use. The motorized use and the non-motorized use can be either single-use or multiple-use. The application may be obtained from the website given above, or from the Regional State Parks office. Please refer to the website above for instructions for applicants, or call your Regional State Parks representative.

2) Statewide Comprehensive Outdoor Recreation Plan (SCORP)

The Statewide Comprehensive Outdoor Recreation Plan (SCORP) is a major undertaking of Parks. It is the State's policy and assessment document which guides recreation and is required for the

A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

State to be eligible for Federal Land and Conservation Funds. SCORP is part of a continuous planning process and is updated every five years. The Trails Council provided considerable input in the development of the “Trails and Greenways” section of the 2002 SCORP update.

This plan is available on the Parks’ website as a series of PDF files. It presents a broad scope and a wealth of detail. Of particular interest to trail users is Chapter 3, “Trails and Greenways,” which includes a section on definitions of the various types of trails. There is also a table of specifications for trail creation (width, height, footing, banking, etc. for each use, single use or multiple use), “Trail Standards & Guidelines,” (page 34 – 37 and see Exhibit No. 1), and go to <http://www.nysparks.state.ny.us/agency/scorp/> for the full document. This will take you to the Parks site containing the table of contents, and from there you can click on the individual chapters or appendices.

EXHIBIT NO. 1

**STANDARDS & GUIDELINES TABLE
(Page 35)**

Trail Type	Vertical Clearance	Corridor Clearance	Treadway Width	Surfacing Materials	Trail Length	Sight Distance	Slope	Turning Radius	Users /Mile
Biking Class 1 (Path)	8-10 feet	5-6 ft. (1 Lane) 8-10 ft. (2 Lane)	2-3 ft. (1 Lane) 6-8 ft. (2 Lane)	Smooth pavement, asphalt, concrete, crushed stone, clay or stabilized earth.	Min. - 5 mi. loop (1.5-2 hrs.) 15-25 mi. of linear or loop trails (day trip)	Min. of 50 ft. up to 100 ft. on downhill curves or road crossings	0-5% Max: 5-10% sustained 15% shorter than 50 yd. Outslope of 2-4%	8-14 ft. depending upon speed.	40
Mountain Biking	8-10 feet	1.5-6 ft. (1 Lane)	Novice - 36 in. Intermediate - 30 in. Expert - 12-18 in.	Firm natural surface with some obstacles such as roots, grade dips or rocks	Min.-5 mi. loop (1.5-2 hrs.) 15-25 mi. of linear or loop trails (day trip)	Min. of 100 ft. up to 150 ft. on downhill curves or road crossings	Over all grade not to exceed 10%. Climbing turns not to exceed 7-12% Outslope of 3-5%	Novice/Intermediate - 8 ft. min. Expert - 6 ft. min.	10
Cross-Country Skiing	8-10 feet above snow depth (10-12 ft. in summer)	8 ft. (1 Lane) 10-12 ft. (2 Lane)	4-6 ft. (1 Lane) 7-8 ft. (2 Lane) 8-10 ft. (up and down hill)	Snow with underlying bare soil, rocks or wood chips, Outsloped underlying material. Can be groomed or un groomed	0.5 - 3 mi. loops up to 4-8 mi. (2-4 hour trip)	Down hill runs, stream or road crossings - 50 ft. otherwise not critical	0-5% Max. - 10% sustained 15-25% shorter than 50 yds. 25-40% shorter than 50 yds. - experts only Outslope - 0-2%	Avoid sharp turns. Never locate a turn at the base of a downhill run. Min.-50 ft. Preferred - 100 ft.	5-30
Hiking (developed, interpretive, group or connector)	8-10 feet.	4-8 ft.	4-6 ft.	Bare soil, rocks, stone dust or wood chips. May have hardened surface (concrete, asphalt or boardwalks) in high use areas.	0.25-5 mi.(1/2 day) 5-15 mi. (full day)	Not critical, barriers on reverse curves may be used.	0-5% Max. - 15% sustained 40%+ shorter than 50 yds. Outslope - 4% max.	N/A	0-30
Hiking (primitive, back packing)	8-10 feet.	4-6 ft.	18-30 in	Bare soil, rocks, gravel, wood hardened surface for wet areas.	Min. - 5 mi. 5-15 mi. (full day) 15-25+ (multi-day)	Not critical	1-5% Max. - 15% sustained 40-50% shorter than 50 yds.	N/A	1-5
Horse	10-12 feet.	5-6 ft (1 Lane)	18-30 in. (1 Lane)	Soils having a large percentage of rocks, clay and/or organic matter. Void of rocks football sized or larger. Little treadway development required if soils are appropriate. In problem areas, water control measures may be installed. Brush and saplings should be cut flush or below ground level. Remove dead or leaning trees.	Min - 5 mi. (1-1.5 hrs.) 15-25 mi. of looped trails (full day)	Not critical unless 2-way traffic. 50-100 ft. 100-200 ft. at motorized road crossings	0-10% Max. - 10% sustained 20% shorter than 50 yds. Outslope - 4% max.	Not critical but avoid sharp turns on steep slopes or using switchbacks (30 in. if they are necessary)	5-15
Snowshoe	8-10 feet above snow depth (10-12 ft. in summer)	8 ft. (1 Lane) 10-12 ft. (2 Lane)	4-6 ft. (1 Lane) 7-8 ft. (2 Lane) 8-10 ft. up and down hill	Snow with underlying bare soil, rocks or wood chips, Outsloped underlying material. No grooming is needed.	0.3 mi. loops 4-8 mi. (2-4 hr. trips)	N/A	0-5% Max. - 10% sustained 15-25% shorter than 50 yds. for experienced snowshoers	N/A	5-30
Snowmobile	8-12 feet above snow depth (10 - 12 ft. in summer)	1A- 14-16 ft. 1B- 14-16 ft. C- 8-12 ft. D- 8 ft. min.	1A - 12 ft. 1B - 8-12 ft. C - 4-8 ft. D - 4 ft. min.	Groomed snow Groomed snow Groomed snow Ungroomed snow	5-50 mi.	Min 50 ft. 100 + ft.	10-15% Max - 25% sustained 40% shorter than 50 yds.	Min-50 ft. 100 ft.	15

3) Statewide Trails Plan (STP)

The New York Statewide Trails Plan is currently in the process of being updated by Parks. This is a major effort that will include the Trails Council as an integral part. The planning process is designed to obtain considerable public input, including:

- Surveys of both the public and park professionals.
- Input from the Trails Council.
- Input from Parks' Trails Plan Working Group.

The specific role of the Trails Council will be to identify issues, which will then become part of the Statewide Trail System Analysis and will ultimately result in a new plan.

Statewide Trails Inventory: An Initiative is underway by Parks to develop a comprehensive Statewide Trails Inventory on an electronic database. This will be a challenge, given the variety of types and uses of trails. The inventory will be designed to capture information for each unique segment of a trail. Input from the Trails Council will be continually sought by Parks throughout the development process of the inventory.

User Surveys: The Trails Council provides comments to Parks on various user surveys. Among these is the Park Professional Survey that is distributed to all the municipalities in the State. The current survey effort will include a specific trails section that will provide valuable information for the Statewide Trail Plan update.

4) Global Positioning System (GPS)

Parks is developing Recreational Global Positioning System (GPS) standards for collecting information on trails obtained by the various user groups. This will provide for better integration of the information into a Geographic Information System (GIS). The end result will be the development of more accurate trail information and maps. Parks worked with the Trails Council in the development of the standards.

5) Open Space Plan (OSP)

The DEC and Parks are responsible for the Open Space Plan that guides the State's land acquisition program. The primary funding source is through the Environmental Protection Fund. Since 1995, more than 923,000 acres have been conserved. The Open Space Plan is currently being updated.

Elements of the current Open Space Plan are:

- A description of programs and policies affecting the conservation of open space resources.
- A compilation of major conservation successes.
- A list of priority projects.
- Conservation strategies for major resource areas.
- Evaluation and criteria used to determine acquisition priorities.
- Recommendations for priority projects and policies by the Regional Advisory Committees.

Various delegates of the Trails Council have been active on the Regional Advisory Committees. Public meetings are planned periodically.

6) Unit Management Plans (UMP)

The DEC develops Unit Management Plans (UMPs), which are policy and procedure documents governing activities on particular DEC forests and wildlife management areas. Typically, public meetings or “scoping sessions” are held to obtain public input, the plans are developed in draft, the draft plans are published and public meetings are held to get feedback, and the plans are revised accordingly and published. A Unit Management Plan is being developed for Zoar Valley, which straddles the boundary line between Erie and Cattaraugus Counties, along the Cattaraugus Creek.

Although they do not always involve trails, many of the State Forests contain well-developed and well-maintained trails systems. The Trails Council provides input on these individual plans, and keeps local constituencies informed of the proposals. The DEC is also responsible for the development of policies and regulations that govern the recreational use of its lands. The Trails Council has been actively involved in commenting on Regulations proposed by DEC for:

- Use of the Otter Creek Horse Trail Assembly Area.
- Designation of campsites for use by persons with disabilities.
- Revisions to the general regulations that govern the use of DEC lands.

Additionally, the Trails Council has also provided comment on DEC’s draft policy for use of ATVs on State lands.

To view the schedule of UMP revisions on-line, see <http://www.dec.state.ny.us/website/dif/publands/ump/>

C. The Result: We Have A Statewide Trails Network

New York State offers over 16,000 miles of trails, on public and private lands. About half the total trails (7500 miles) are on private lands, and there is no guarantee for their continued existence. They depend on landowner generosity. Funding for trail construction and maintenance is difficult to obtain. Yet public enthusiasm for trails continues to grow, and local governments have the largest role in trail development.

Various types of trails include:

- Long-distance trails, such as the Appalachian National Scenic Trail, the North Country National Scenic Trail, the Finger Lakes Trail System, etc.
- Major linear trail systems, such as the Canalway Trail System and the Genesee River Trail Corridor.
- Greenway trail systems, such as the St. Lawrence Seaway Trail.
- Statewide bicycle trails (e.g., Genesee Valley from Rochester south to Allegany County).
- Statewide snowmobile trails (long-distance “corridor” trails).
- NYS Scenic Byways, such as the Adirondack North Country Scenic Auto Trail System.
- Regional trails, such as the Brookfield and Otter Creek horse trail systems.
- Local/Community trails, such as the eight-mile Allegheny River Valley Trail in Olean-Allegany, and the twelve-mile Pat McGee trail in Little Valley.

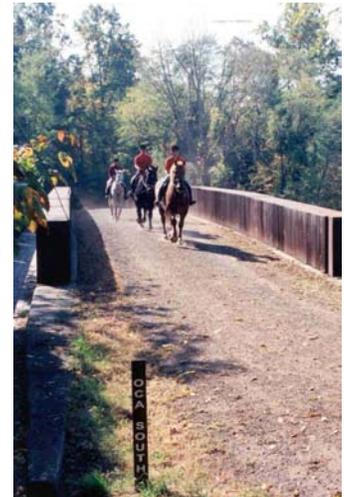
As demand increases for more recreational trails, the question arises, “How can all of these worthy projects be funded?” One of the logical solutions is multi-use trails, wherever possible. A good multi-use trail requires well-thought design, diligent construction and maintenance, and perhaps the most important ingredient, cooperative and cordial use by those on the trail. The pressures of our

Smart Development for Quality Communities

society have created the term “road rage”, and no one wants to add to “trail rage”. We turn to our trails for pleasure and recreation, and that is why one of the underlying goals of the Trails Council is to foster amiable use of the trails we love, and to share them with each other.

Delegates to the Trails Council all have their own priorities, but they also energetically support each others’ efforts. On occasion, the Council votes to empower the Chairman to send a letter to a Commissioner or other individual in top levels of government, expressing the Council’s position on an issue of significance. These communications receive thoughtful replies, which are an indication of the esteem in which the Trails Council is held. The positive outcomes of these efforts reward the representatives, and foster better use of New York State’s Parks and Forests.

For information on the Trails Council, please visit their web site at <http://www.aiusa.com/anneodel/NYS Trails Council.htm>.



*Old Croton Trail
Photo by NYSOPR&HP*

NOTE: Anne O'Dell is the Chair of the NYS Trails Council, and Sara Chevako is one of three current Horse Council representatives. The idea for this article resulted from Sara's report on recent Trails Council activities, to the New York State Horse Council (NYSHC) Annual Meeting held in Cattaraugus County.

The location, organization and overall tone of the 2005 annual Meeting demonstrated to all Horse Council members the dedication and commitment of the equine community in the Cattaraugus- Chautauqua County Chapter of the Horse Council. In addition to the regular business meeting, the Chapter hosted a splendid lunch and a warmly-received speech by Senator Catherine Young, Chairwoman of the NYS Senate Agriculture Committee. She pledged to work hard for the benefit of the equestrian community. Many other politicians from the area also attended, indicating the solid support enjoyed by equestrian activities in the Catt-Chaut Chapter area.

We're not sure how they did it, but the event organizers also produced perfect weather for the event! After the meeting, there were horse drawn wagon rides along the beautiful rail trail (Pat McGee Trail) running parallel to Route 353. It was a perfect conclusion to the day!

For more information about the NYS Horse Council, go to their website, <http://www.nyshc.org>.



*Ready to Ride at Allegany State Park
Horses and Snowmobiles Use the Same Trail in
Different Seasons. Photo by NYSOPR&HP*



*Snowmobile Riders on France Brook Trail
Allegany State Park. Photo by NYSOPR&HP*

A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

READER'S NOTES

APPENDICES



APPENDIX NO. 1

A Look At The Future

A. A Vision Framework For Cattaraugus County, New York

Cattaraugus County has one overarching goal and vision. It is to achieve a balance between rural and urban development trends. This balance is needed in order to protect Cattaraugus County for future generations:

- As a place where people want to live, work, raise their children, retire and invest their earnings and futures.
- As a community of diverse interests and attractions during the four seasons of the year, with a clean environment, creating a sense of excitement and a sense of place and identity.
- As an attractive business setting, drawing people and commerce from a multi-state area and from the global economy, thereby bringing new income into Cattaraugus County and creating jobs, business opportunities, and hope for the future.
- As an attractive community of mixed land uses, rural and urban, productively deployed and working cooperatively (rather than in constant conflict) for the benefit of residents, property owners, business interests, visitors, and the local tax base.

This vision is wholesome, healthy, and robust with opportunities. It portrays a rural community that is blessed not only with great natural endowments, but also by wise decision making and planning. It satisfies diverse interests within Cattaraugus County. It is not easy to give one interest special treatment without affecting or even hurting other interests. A balance is needed.

This vision would encourage new development, but in controlled directions and densities. Growth would continue, but with principles and guidelines. Locations would be selected based on density limits established in carefully designed plans, negotiations, and zoning ordinances.

Of particular interest to a balanced growth policy are techniques that cluster land uses together, preserve open space, exert controls over highway frontage development, separate incompatible uses from each other, prevent environmental problems, coordinate locations, design better subdivisions, create trail

systems, and spread costs over time as well as over a broader base of taxpayers.

Low density residential, commercial, agricultural and recreational uses would be encouraged among the valleys, farms, woodlands, and hillsides. Higher density developments would be encouraged to locate closer to existing villages and urban services, and in the vicinity of major intersections. This would reduce the cost of improvements to roads and for extending water and sewer systems. It would protect the rural areas and open spaces of Cattaraugus County, including its farmland, scenic mountains, valleys, woodlands, and its land, air and water for future generations.

This framework is the basis for implementing the following goal from the Cattaraugus County Planning Board's report, *"Pathway to the Future – Planning for the 21st Century"* (February 26, 1992):

"The overriding effort to achieve economic development, if done without a comprehensive concept of development and without disciplined land use planning, can destroy the quality of life and character of a rural community.

"On the other hand, without economic development, a community may suffer the ill effects of unemployment, decline and blight.

"A balance is therefore needed, Cattaraugus County is not looking for decline, nor is it seeking unbridled development that destroys an established way of life along with the environment. It is seeking instead a planned and well-balanced growth throughout the County".

This vision is for the 21st Century.

Approved on April 26, 2001 by the Cattaraugus County Planning Board. This vision is based on "The 1990s – A Time for New Directions," by Terry H. Martin, Ph.D., published in the county's Pathway to the Future study (1992), and reprinted in the Cattaraugus County Local Land Use and Infrastructure Study, Appendix E, (The Saratoga Associates, March 1996).

(Source: Elements of A Countywide Visioning (Volume 1 of Cattaraugus County 's Smart Development for Quality Communities guidebook series, June, 2001, page 13). Adopted by the Cattaraugus County Legislature in 2004.

B. Proposed Equestrian Vision for 2025 – Step Into the Future

In the Year 2025, trails for riding horses connect the Village of Little Valley to outdoor recreation attractions at Chautauqua Lake, Zoar Valley, Allegany State Park, Onoville Marina, Letchworth State Park, as well as the County's other villages and attractions such as Franklinville and Case Lake.

Cattaraugus County's 13 villages have made improvements by creating a "sense of place", with distinctive downtowns, festivals, community institutions, and public water and sewer systems. These villages, which are linked to each other with trails, are nested in the mountains and valleys that were created by ice-age glaciers. Franklinville and Little Valley in particular are of interest to people who own and board horses, want to live close to outdoor trails, and want to live in planned equestrian communities.

In the year 2025, this trail system extends beyond horseback riding trails and beyond Cattaraugus County. Each trail improvement has helped individual trail users, because it gives them access to the outdoor wilderness for adventure, recreation, reflection, exercise, and fresh air.

Trails now extend throughout Cattaraugus County, and link near-by counties together. This trail net extends (east to west) from Letchworth State Park to Allegany State Park and Onoville Marina near Salamanca, Zoar Valley near Gowanda, Lake Erie at Sunset Bay, and Chautauqua Lake near Jamestown (with linkages along the way to the region's municipalities and tourism attractions).

The Little Valley "Equestrian Park" is located at the heart of the region's **Enchanted Mountains Recreation Trails**. It is booked solid with new and exciting activities year-round, including indoor shows and events. People come from throughout the northeast and mid-west of North America every year to enjoy Little Valley for its outdoor and indoor equestrian activities.

Equestrian enthusiasts enjoy the following attractions and trail loops in the general vicinity of Franklinville and Little Valley (measured from Little Valley):

- Five miles from Amish country.
- Fifteen miles from Onoville Marina.
- Thirty miles from Chautauqua Lake and the City of Jamestown.
- Thirty-six miles from Sunset Bay on Lake Erie.
- Eighteen miles from Zoar Valley (with its seven miles of pristine wilderness).
- Nine miles from the Allegany River.
- Nine miles from the Seneca Allegany Casino.
- Nine miles from Allegany State Park (65,000 acres, with its own trails).
- Nine miles from Ellicottville's four-season recreation community (Historic District downtown, Holiday Valley Ski and Golf Resort and HoliMont Ski Club).
- Twenty miles from Franklinville's Maple and Equestrian Festivals, Park Square Historic District, DeLynn's Art Gallery, Miner's Cabin, proposed equestrian community, one of the region's best trout fishing areas in Ischua Creek, and recreation at Case Lake.
- Forty miles from East Aurora (an equestrian friendly community in Erie County).
- Twenty-eight miles to Olean's urban trail along the Allegheny River, which connects 30,000 people to St. Bonaventure University.

Proposed Equestrian Vision for 2025 – Step Into the Future – continued

- Seventy-five miles to Letchworth State Park.

The County's villages are surrounded with rolling hills, forests, and scenic valleys. This open setting has natural terrain and vistas loved by horses and their riders. The hills and valleys around Franklinville and Little Valley have become uniquely suited in the marketplace as the region's horseback riding heaven, especially for one to three day rides on trail loops.

In the Year 2025, the popularity of one to three day rides, and trail loop competitions, has increased nationally. These are "growth" activities in the nation's equestrian markets. Special events are organized every year in Franklinville and Little Valley around horse rides, festivals, shows, and competitions. The United States Equestrian Federation recognizes hunter/jumper shows and dressage competitions as well as breed shows sanctioned by the American Quarter Horse Association, American Paint Horse Association, and Appaloosa Horse Registry. These events have been attracted to Cattaraugus County, and draw competitors from New York, Pennsylvania, Ohio, Ontario and beyond. Carriage and sleigh rallies and competitions lend an ambiance that thrills even the non-equestrian tourists.

These events generate a significant level of activity at various times of the year, and the Franklinville and Little Valley communities have become gracious "hosts" to horses and their owners. Many organizers of these events continue making improvements to a variety of trail loops, even up to 100 miles or more. New types of equestrian activities are being added every year by various organizations.

New concepts have been developed nationally and locally for what are called "Bed and Barns". While Bed and Breakfast lodgings are traditionally designed to serve tourists and automobiles, Bed and Barns are now designed to serve people who are riding horses for more than a day's trip. Bed and Barns are located on trail loops.

In the Year 2025, "quality" is the key word for sustaining these events over time, whether indoor shows, trail rides, trail loop competitions, Bed and Barn stops or special endurance races. Quality experiences are spread by word of mouth, as well as by media exposure in regional markets. With time, the resulting images identify certain locations as the "place to go".

Today, in 2004, Cattaraugus County is already becoming one of those "places to go" in the broader region. It has:

- A major Amish touring and retail center near Randolph and Onoville Marina.
- A 200 acre County owned property near Onoville Marina that consultants recommend be converted into a regional staging area for equestrians.
- Seven miles of wilderness in Zoar Valley.
- The "Equestrian Park" in Little Valley with 65 miles of horse trails linked to County Fairgrounds.
- An annual "Equestrian Festival" in Franklinville, with trail rides into surrounding hills.
- Major "ski centers" and Summer resorts in Ellicottville linked to horse trails.
- The 65,000 acre Allegany State Park, with multi-use trails.
- The newly constructed, 12-mile Pat McGee Trail.
- The Seneca Nation Casino in Salamanca, New York.

All of these assets are located in the center of the Southern Tier West region, near the interchanges of Route 219 and I-86. Villages such as Little Valley and Franklinville are becoming jumping off points for a variety of equestrian and other adventures in all four seasons, thereby breathing new life into these established communities.

(Adapted from "Saving Our Villages", and "Growing the Equestrian Economy in Cattaraugus County, New York" (Volumes 3 and 8, respectively, Cattaraugus County's Smart Development for Quality Communities Series, 2005).

C. Summary of Proceedings: Regional Trails Meeting/Workshop

Cattaraugus County's guidebook series, *Smart Development for Quality Communities* grew out of community meetings and focus groups that were sponsored by the Cattaraugus County Planning Board. From the outset in the early 1990's, a special effort was made to make this a "bottom-up", grassroots planning process.

Cattaraugus County began its trails research by sponsoring two meetings with horse owners on April 5, 2002 with 31 people attending, and on May 20, 2002 with 19 people attending. Both meetings were held in the County Center in Little Valley, New York. These meetings led to organizing a multi-use regional meeting.

This trails guidebook (Volume 4 of the series) grew out of that regional Trails Planning Workshop, which was held on October 31, 2002, at the Hinsdale American Legion on Route 16 near the City of Olean. The purpose of this gathering was to present the proposed vision for regional trails, and to share information on what various trail groups are doing at this time. By the end of this meeting, participants had reached a general consensus to encourage the further development of a regional trails concept.

Sixty people from throughout the region attended the Hinsdale workshop. Those attending represented the following organizations: Letchworth State Park, Friends of the Genesee Valley Greenway, Finger Lakes Trails Council, the New York State Horse Council and local equestrians, Western New York Land Conservancy, Allegany County Trails, Allegany County Planning Board, Allegheny River Valley Trail, Greater Olean Chamber of Commerce, Town of Hinsdale, Town and City of Olean, Villages of Franklinville and Gowanda, Franklinville Snowmobile Club, Allegany State Park, Seneca Nation of Indians, the Pat McGee Trail, Cattaraugus County Legislature and Planning Board, the Cattaraugus County Department of Economic Development, Planning and Tourism, Cattaraugus County Federation of Snowmobile Clubs, Hilltop Rider's Club, Little Valley Rider's Club, Seneca Trail RC & D Council, NYSDEC Regions 8 and 9, NYSDOT Region 5, and then-NYS Assemblywoman and now Senator Cathy Young's office.

Other speakers described progress that is being made by various groups who are building or proposing trails in (1) the Towns of Hinsdale and Olean, (2) the City of Olean and Villages of Allegany and Limestone, (3) Allegany State Park, (4) along the \$1.4 million Pat McGee Trail from Salamanca to Cattaraugus, which is already funded (it passes through the Little Valley Riders Club's equestrian trails, and ends in the Village of Cattaraugus, short of the pristine wilderness along Cattaraugus Creek in Zoar Valley), (5) eventually through Zoar Valley to Gowanda and Lake Erie. The Western New York Land Conservancy presented information on conservation easements and other methods of protecting open space and trails, and encouraged cooperation with trail groups. Discussions identified potential liability and insurance costs as a major issue that needs to be resolved.

Participants at this meeting expressed surprise at the number of activities in the region that support trails. It was the consensus of this meeting that the future of trails in Cattaraugus County is promising, and to make special efforts to reach out to other trail groups in the region. The equestrians and snowmobilers were among the most active participants.

APPENDIX NO. 2

Resources for Outdoor Trails and Locations

The following references are provided to assist readers as they conduct their own research. There are many more references to be found through Internet and library searches.

A. All Terrain Vehicles (ATVs)

www.nysorva.org

www.allwny.com

B. Bicycling and Hiking

1. New York State Bike Route 17

www.dot.state.ny.us/br17/br17_desc.shtml

A full size printed map of Bike Route 17 is available from:

New York State Department of Transportation
Bicycle and Pedestrian Program
1220 Washington Avenue
Building 4, Room 115
Albany, NY 12232
(518) 457-0456 or (518) 457-8307
Email: eophardt@dot.state.ny.us

2. North Country and Finger Lakes Trails

www.northcountrytrail.org

www.fingerlakestrail.org

Howard Beye, Vice President of Trails
Finger Lakes Trail Council
(585) 288-7191
Email: fltc@frontiernet.net

3. Hiking and Walking

www.trails.com

www.HikingOutpost.com

www.slackerpacker.com

C. Equestrian Trails

1. New York State Horse Council, Inc.

www.nyshc.org

2. Allegany State Park has 45 miles of horse riding trails and hosts two trail rides each year.

www.nysparks.com

(716) 358-9101

3. Cattaraugus County's 2005 study called, "Growing the Equestrian Economy in Cattaraugus County, New York" has maps, descriptions and recommendations.

www.cattco.org, click on Advance Planning, then Guidebooks, Volume 8 to download as a PDF file at no charge.

4. Little Valley Rider's Club privately operates approximately 65 miles of horse riding trails and hosts two rides each year and coordinates with The Crosspatch Horse Ranch and Mansfield Coach & Cutter.

www.littlevalleyriders.com

www.thecrosspatch.com

www.coachandcutter.com

D. Genesee Valley Greenway Trail

www.fogvg.org has trail descriptions and maps.

Friends of the Genesee Valley Greenway
PO Box 42
Mt. Morris, NY 14510
(585) 658-2569

E. Heritage Trails, Tours and Sites

www.EnchantedMountains.info

www.preservenys.org

www.HeritageNY.gov

www.iloveny.com

www.nyhistory.com/links/historical_societies.htm

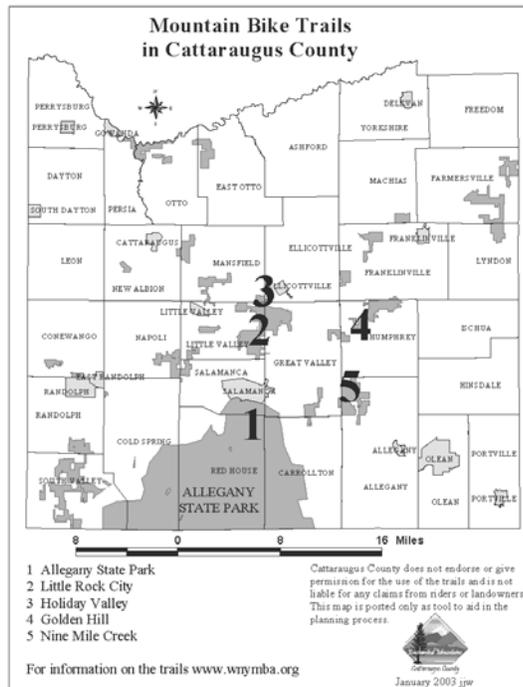
F. Inventory of Trails In State Parks (Book)

Empire State Trails – Highlights of New York State (State of New York Governor’s Office, NYS Office of Parks, Recreation & Historic Preservation, NYS Department of Environmental Conservation, and NYS Canals, 1999).

Copies of this report are available at www.nysparks.state.ny.us by clicking on “Publications”, or by calling (518) 457-0456 or (518) 457-8307.

G. Mountain Bike Trails

www.wnymba.org



H. Parks and Trails Grants – Western New York

Lynn LeFeber
Grant Rep., Allegany State Park
2373 ASP Rt. #1, Suite 3
Salamanca, NY 14779-9570
(716) 354-9101, ex 235
Email: Lynn.LeFeber@oprhp.state.ny.us
Website : www.nysparks.com

I. Downhill and Cross-Country Skiing Trails

1. Art Roscoe Cross Country Ski & Mountain Bike Area
(Red House & Quaker Area)
2373 ASP Rt. 1, Suite 3
Salamanca, NY 14779
(716) 354-9101 or (716) 354-9121
www.nysparks.com

A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

2. Holiday Valley Resort
6081 Rt. 219
Ellicottville, NY 14731
(716) 699-2345
www.holidayvalley.com
3. HoliMont (Private Ski Resort)
6921 Rt. 242
Ellicottville, NY 14731
(716) 699-2320
www.holimont.com

J. Snowmobiling Trails

www.nysparks.com/snow

www.nyssnowassoc.org

www.cattco.org

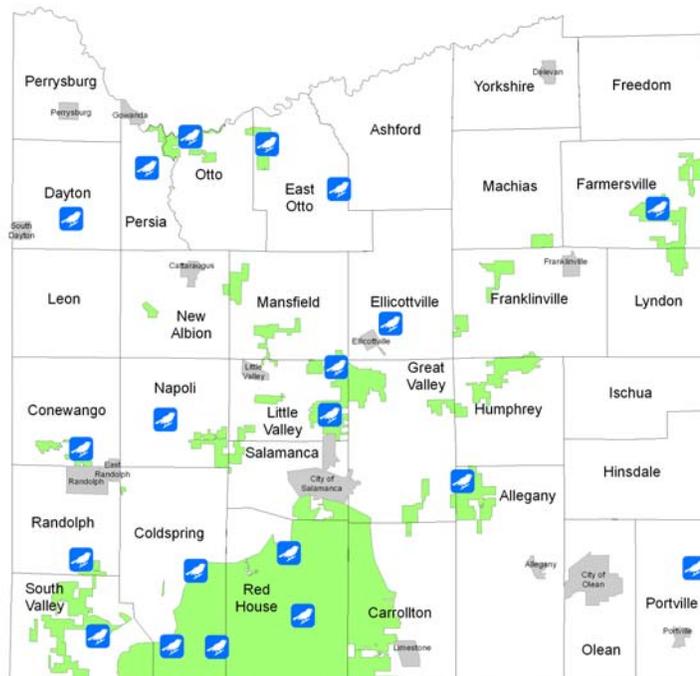
www.EnchantedMountains.info click on What To Do and then on Snowmobiling

K. Bird Watching

Book : Where to Find Birds in Cattaraugus County – 21 Sites from Allegany State Park to Zoar Valley, by Jeffrey Reed (2000). Available at www.buffalobooks.com or the Center Book Store in Olean, New York.

The following map of general bird watching locations in Cattaraugus County is based on Jeff Reed's book.

General Locations for Bird Watching



Jeff Reed prepared the following, up-to-date highlights on the best locations for bird watching as of November 2005.

1. Pfeiffer Nature Center

To get to the Pfeiffer Nature Center from Olean, drive east on Route 417 for 2.4 miles from its intersection with Route 16. At 2.4 miles, turn left at the traffic light onto Haskell Road. Drive 3 miles on Haskell Road to Wolf Run Road and turn right. Drive six-tenths of a mile to Lillibridge Road and turn right again. Drive 1.2 miles to the top of the hill where you will see the sign for the Center on the left.

To travel on to the Eshelman Tract of the PNC which has a greater variety of habitat, continue on the Lillibridge Road for approximately 3.5 miles to its intersection with Temple Street. Turn left on Temple and drive a short distance to its end at Route 305 and turn left again. Travel north on Route 305 for 1.25 miles and turn left and drive 400 yards to the Yubadam Road and turn left again. Drive a short distance to the row of spruce trees on the right. Pull in here and park. There is a small bridge and trails emanating from this location.

Both the Lillibridge property and the Eshelman Tract are best in spring and summer.

2. Deer Lick Nature Sanctuary and Zoar Valley Multiple Use Area.

Deer Lick Nature Sanctuary is owned and managed by The Nature Conservancy.

To get to Deer Lick Nature Sanctuary from the north, take Route 62 to the Village of Gowanda and turn left onto South Water Street one block south of the bridge over the Cattaraugus Creek. Keep going as Water Street becomes Commercial Street and then Palmer. Turn right onto Broadway Road at one-half mile. At nine-tenths of a mile turn left onto Point Peter Road. Bear right at the 'Y' at 2 miles and Deer Lick Nature Sanctuary is on the left at 2.3 miles.

From the south, take Route 353 north for 3 miles from the point where the bricks end on Main Street in the Village of Cattaraugus. Turn right at Broadway Road and go for 2.4 miles to Skinner Hollow and turn right. At one-half of a mile turn left onto Point Peter Road. Deer Lick Nature Sanctuary is on the right at 1.6 miles.

To get to the Valentine Flat area of the Zoar Valley Multiple Use Area continue north past the parking lot for Deer Lick 1.3 miles. Turn right onto Valentine Flat and drive seven tenths of a mile to the parking lot.

Deer Lick and Zoar Valley are best in spring and summer.

3. Swamp Road and the Conewango Valley

The most direct approach to Swamp Road is from Interstate 86. Leave the Interstate at exit 16 in Randolph and travel on West Main Street toward Randolph for two-tenths of a mile and turn left at 5th Avenue. Drive four-tenths of a mile and turn right under the railroad trestle onto Jamestown Street. At three-tenths of a mile, look for a left turn that goes out into a farm field. The left turn is across from the end of Borden Street. If you are coming through Randolph, take Jamestown Street and turn right across from Borden Street.

To continue on to Conewango Valley from the south, drive to the end of Swamp Road and turn left onto Route 241. At Route 62, travel north for approximately 9 miles to Lake Flavia on the right just past Route 322.

From the north, at 13.7 miles south of the Cattaraugus Creek in Gowanda, look for the Countryside Sand and Gravel Pits on the left. Pull into the parking lot at Lake Flavia. The gravel pit is private property so do not trespass, but it is possible to see a lot just from the parking lot. Swamp Road and Conewango Valley are best in winter and spring.

4. East Side of Allegheny Reservoir

To view the east side, leave Interstate 86 at exit 18 and take Route 280 south.

Cricks Run in Allegany State Park is at one-half mile on the left and is very good in the spring.

Continuing south, there is a wide shoulder at 1.2 miles that is a good place to scan the water for rafts of ducks during migration.

At 2.5 miles, atop a telephone pole, there is an osprey nest that becomes active in early April. It is best to view this nest from your car to avoid disturbing the birds.

At 4 miles, pull into the parking lot on the left. This is Quaker Lake in Allegany State Park and it can be very good during migration.

There is a very wide shoulder that is convenient for parking at 6.1 miles on the right. Wolf Run in Allegany State Park goes off to the left.

The Allegheny Reservoir is best in spring and fall.

L. Waterways and Fishing Streams

www.dec.state.ny.us/website/dfwmr/fish/pfr

Email Scott Cornett at NYSDEC, for further information and inquiries at sccornet@gov.dec.state.ny.us

Books:

Canoe-Fishing New York Rivers and Streams – Easy Canoeing, Great Fishing (1995, by Paul Keesler, North Country Books, Inc. distributor, 18 Irving Place, Utica, NY 13501

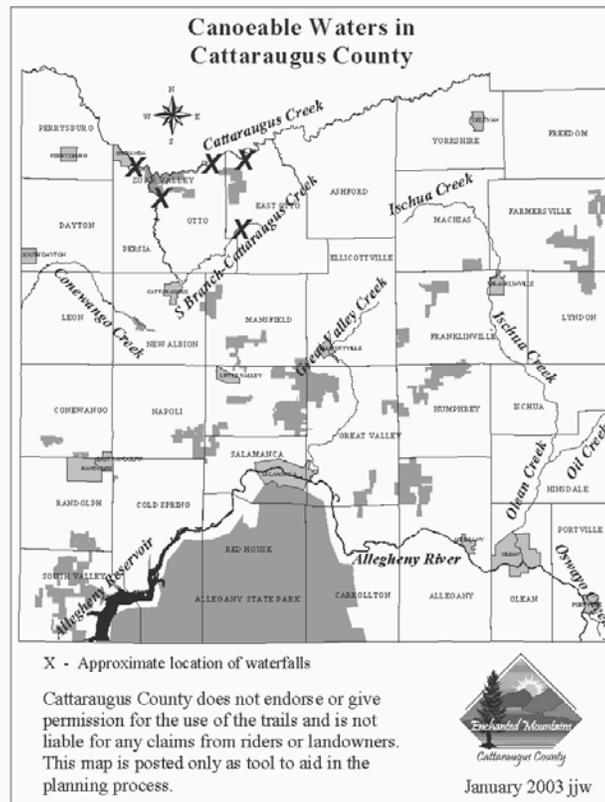
Sander's Fishing Guide No. 1, Western New York Edition Including Lake Erie and Lake Ontario 1-800-894-3094.

Email: sandersfishingguides@adelphia.net

www.sandersfishingguides.com

Cattaraugus Creek / Deer Lick Conservation Area in Zoar Valley (The Nature Conservancy)

www.nature.org (585) 546-8030 or (716) 257-3689



Summary of Waterways in Cattaraugus County

The following canoeable waters have been identified, although it should be noted that conditions are constantly changing in these waterways and streams, and caution is recommended. Proper preparations and safety issues should be a top priority for all canoers before, during and at the end of canoe trips. Get landowner permission if you want to access waterways and streams.

Allegheny River

The 54-mile trip on the Allegheny River, devoid of dams, can be made without interruption at sufficient water heights. It is very scenic with lots of wildlife. The segment from Vandalia to the Allegheny Reservoir is through the Seneca Nation Territory.

Cattaraugus Creek

Cattaraugus Creek offers the most interesting canoeing stream in western New York. It must be approached with utmost caution. It is challenging, secluded in sections, and very beautiful. Not recommended for beginners or persons traveling alone.

The white water enthusiast may wish to take a wet and adventurous river trip by rafting through Zoar Valley. These white-water rafting trips are by reservation only. Make your reservations early in the spring to assure high water for rafting.

Zoar Valley Water Recreation

Zoar Valley is a deep wilderness gorge, located only an hour's drive south of Buffalo, New York. Transversing some of the most spectacular scenery in Western New York, it remains virtually hidden due to its difficult access. Certain sections of the gorge can be seen from several remote vantage points, but by far, the best view is from the river in the bottom of the deep gorge.

Three water recreation companies in Cattaraugus County as of 2005 are:

1. Adventure Calls Outfitters, Inc.
PO Box 391
Leroy, New York 14482
(585) 343-4710 or 888-270-2410
www.adventure-calls.com
2. Snow and Rain Adventures, Inc.
77 W. Water Street
Gowanda, NY 14070
1-866-889-7272
www.snowandrain.com
3. Zoar Valley Paddling Club
9457 Harvey Road
Cattaraugus, NY 14719
(716) 257-9750
www.zoarvalley.com

Cattaraugus Creek – South Branch

The South Branch of Cattaraugus Creek should be approached with caution especially in the area between Skinner Hollow Road and Forty Road. There is a 6-foot river-wide waterfall, (height varies 15 to 20 feet) on a blind corner. Here the water flows into a horseshoe shaped drop with recirculating currents. Following that is an additional 6-foot drop with a potential pinning situation. Not recommended in high water or for beginners or persons traveling alone.

Conewango Creek

The Conewango Creek is a slow meandering stream with many overhanging trees. Portage is required around occasional fallen trees. A beaver dam one mile north of the mouth of Little Conewango may necessitate portage.

The Dredge

The "Dredge" is a section of the Conewango Creek approximately 4 miles long that was straightened and cleared over 100 years ago. It extends from the Bridge on County Road 6 south to the Bridge on U.S. Route 62 near Conewango Valley. The bridges may prove to be dangerous during times of high water, and there may be occasional deadfalls. Some sand bars may be encountered during periods of low water. Limited access is available near both bridges.

Great Valley Creek

The water level in the Great Valley Creek varies with the seasons, which meanders through the valley. At high water, this Creek can be run from Ellicottville to the point where it joins the Allegheny River at Kill Buck. The Annual Great Valley Regatta is a very popular event, attracting hundreds of people. Contact the Great Valley Volunteer Fire Company at (716) 945-1398 or email: gvregatta@aol.com.

Ischua Creek

The Ischua Creek flows through the Ischua Valley past the Village of Franklinville. It is surrounded by beautiful hills and valley vistas. There are occasional dangerous spots under the bridges and along railroad grades where extra caution is recommended. Dead falls are the biggest problem. This creek can only be run in the spring and during high water.

Oil Creek

Oil Creek is an excellent spring and fall waterway. It meanders through farmland and wooded areas with occasional logjams. In the area of Wagner Hill Road, one will encounter rock and rubble. Oil Creek is an area with an abundance of wildlife.

Olean Creek

Olean Creek is a continuation of the Ischua and Oil Creeks. Moderately high water allows for a smooth trip from Hinsdale to the Allegheny River. However, the Olean Creek is shallow and cannot be run most of the year. Some snags as well as some fast, sharp turns may be encountered.

Oswayo Creek

An abundance of wildlife and waterfowl can be seen on the Oswayo Creek, which is canoeable from Shinglehouse, Pennsylvania to where it meets the Allegheny River near Portville, New York.

Sample Preparations and Safety Tips For Canoers

There are many issues that need to be considered with canoeing. Canoers should plan their trips ahead of time, and conduct their own research or contact an attorney about liability and insurance issues before making canoe trips. The following is a sampling of preparations and safety tips that should be considered among others that are recommended by experts.

Investigate Before Making Your Trip—Check safety and access issues, and weather reports before launching.

Never Canoe Alone—Canoe with friends, and leave word with a responsible person as to where you are going and when you plan to return. Plan your entry and exit points ahead of time.

Keep Alert As You Travel—Water conditions change from day to day even in the same area. Set your course before approaching fallen trees, rocks, or other debris. Be prepared to carry your canoe around difficult locations. Always approach with caution areas where other streams flow into the main stream. There may be strong currents, sandbars and debris in that immediate area.

Know How To Swim—Be sure to have properly fitting life jackets for everyone in the canoe and approved by the U.S. Coast Guard. Wear light, compact footwear and take an extra change of clothing for March and April canoeing.

Never Jump Into A Canoe—Always step into a canoe at a point near the middle. Grasp gunwale while assuming a crouched position. Exit canoes with extra caution.

Do Not Overload Your Canoe—Know the weight capacity of the canoe and distribute loads evenly.

This summary is based on information compiled by Carol O'Brien, Planner with Cattaraugus County from 1980 to 2003.

DISCLAIMER: Cattaraugus County does not endorse or give permission for the use of these waterways/trails and is not liable for any claims from canoers, trail users or landowners. This list is printed only as an aid in the recreational planning process.

APPENDIX NO. 3

Do We Have An Edge In Cattaraugus County?

By Terry H. Martin

During the early part of this past century, experts who had designed state and national parks overlooked the context to each park. They had planned each park with excellence in order to present nature in awe and silence, with closeness and openness. They had, however, overlooked community gateways, which are under local jurisdiction and controlled by private property owners. Time after time, entrances developed into strips of bars, restaurants, motels, and stores. Gaudy signs and neon lights were prominently displayed, as were occasional adult entertainment "hot spots". It took decades to reverse this problem at parks around the nation.

This pattern will not be repeated in Cattaraugus County. Senator Patricia McGee obtained \$100,000 for the County Legislature to conduct a two-year design study for the communities around the edge of the Allegany State Park.

The word "edge" has several meanings in our culture. It can mean a line or border where something begins or ends, such as the edge of a parcel or municipality. Or, the word "edge" can mean to have an advantage, or to be in a more advanced or competitive position than others.

The Allegany State Park's perimeter gives us an "edge". The Allegheny River wraps around the northern edge of the Allegany State Park, meandering northward out of Pennsylvania and crossing in a broad arc through the southern part of Cattaraugus County (through the Seneca Nation of Indians and the Cities of Olean and Salamanca). It then passes back into Pennsylvania near the Kinzua Dam.

Most people do not know that, with the Allegheny River, Cattaraugus County has approximately 50 miles of river (100 miles of waterfront). This is more than Buffalo and Niagara Falls combined. While not as spectacular, what we have is close to nature and has scenic beauty.

Our "edge" consists of the gateway communities outside the Allegany State Park.

It includes the Village of Limestone, Seneca Nation of Indians, the City of Salamanca, and the Onoville Marina in the Town of South Valley.

Allegany State Park itself has 65,000 acres of forest-covered hills that are nestled along the southern edge of the Allegheny River. The recreational use of this park has grown steadily for decades, now averaging about 1.5 million visitors per year, many of whom use restaurants, motels, riding stables, and other amenities in the surrounding communities.

There is a history of controversy over the original purpose of this state park, and how it should be used and developed. Pro-development and pro-environment advocates both tend to look only at what goes on inside the park. Cattaraugus County has found a more wholesome and broader context in which to look at the park. Yes, we need environmental protection inside the park as well as cabins and recreational assets, but growing pressures on the park suggest that we also need, linked to the park's traffic, economic development *outside* the park.

By improving "gateway" communities around the park's perimeter, a whole new world

opens up. The environment within the Allegany State Park can be enhanced by deflecting commercial activities to special enclaves outside the park.

The proposed expansion of Route 219 would create a major, new regional crossroads with locational advantages in the center of our County near Salamanca and the Seneca Nation of Indians. This new study will identify opportunities for these gateway communities in order to create new jobs. The Seneca Nation will do its own planning for its territory, and the door remains open for cooperation.

Some *limited* improvements will be needed in and around the park to make this happen. Trails, for example, would help the park in perpetuity, especially given long-term trends towards increasing numbers of visitors. State and local plans should give people access between the park and its communities. People should be able to move back and forth not just by automobiles, but also by trails and shuttle services. This would protect the sense of wonder, and a feeling of closeness to nature inside the park.

Make no mistake – there are growing pains in our future. The number of visitors to the state park may double or even triple to 3 to 5 million visitors per year during the 21st Century. We need to plan carefully for this coming reality.

By developing our "edge", we will gain a major advantage called sustainable growth. Sometimes it's good to have an edge.

(Published in Special Edition APA WNY Newsletter - A New Look At Cattaraugus County Spring / Summer 2001)

AN ESSAY "WHAT IS THE SOUTHERN CROSS?"

By Terry H. Martin

Many groups have worked more than forty years, since the 1960's, to build a divided, four-lane highway from Buffalo to Salamanca. To date, Route 219 as an expressway has been constructed from Buffalo to Springville, with an unfinished, 28-mile segment remaining to be built to Salamanca. Our community would benefit from a completed highway net that includes Route 219, according to NYSDOT studies. As proposed, and which is still in negotiations between New York State and the Seneca Nation of Indians, the expressway alternative would cross the Allegheny River near Salamanca and connect with I-86.

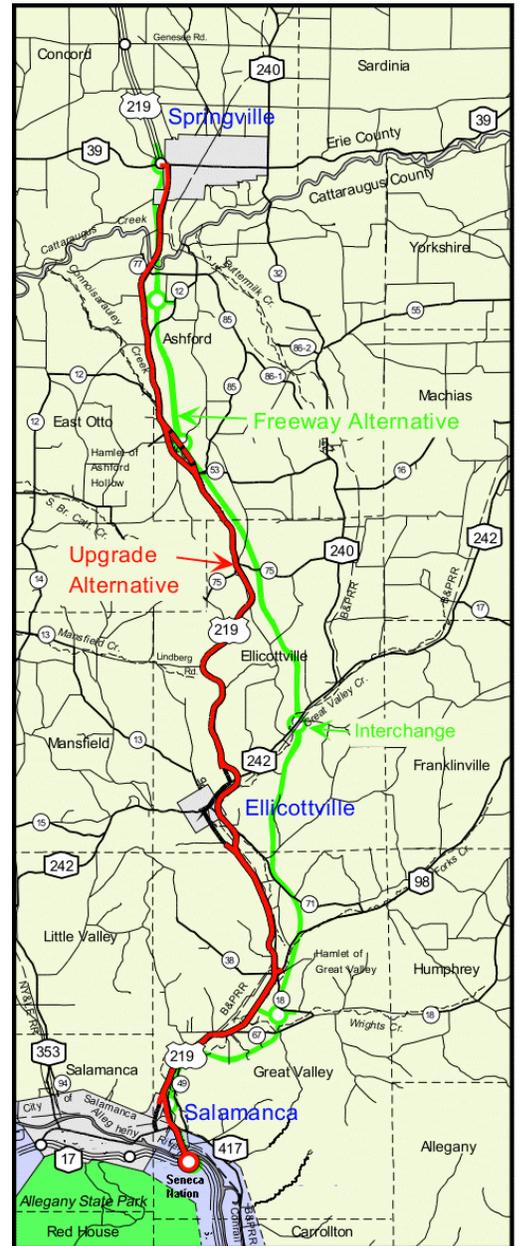
This new connection, if approved and constructed, would create a major crossroads, or interchange between Toronto and Baltimore and Chicago and New York City. I call this new proposed crossroads the "Southern Cross" because it would create a new "magnet" with locational advantages in the Southern Tier region, attracting investors, shippers and development interests from a broad region.

During an earlier age of exploration, when Magellan and other world travelers circled the world, they navigated through the Southern Hemisphere by fixing on a constellation in the sky that cannot be seen in the Northern Hemisphere, called the Southern Cross. During the upcoming age of new growth in the "Rust Belt" (which also cannot be seen from the world of high finance or by the Census Bureau), travelers of the global economy will navigate future investments towards the "Southern Cross", to invest in the Route 219 / I-86 interchange and its vicinity. The City of Salamanca and the Seneca Nation of Indians are located at the very center of this major crossroads.

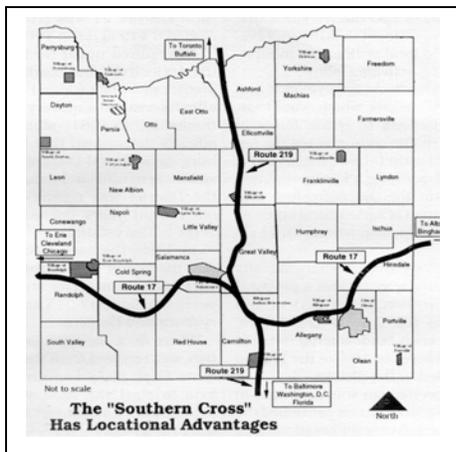
Projections for this entire international trade corridor are very interesting. For example, in 1988 NYSDOT's consulting firm Peat, Marwick and Main looked at the broader economic impact of completing Route 219 all the way to Interstate 80 in Dubois, Pennsylvania, south of Cattaraugus County. They found that income gains between then and the year 2020 would amount to \$1.2 billion in 1988 dollars, creating more than 6,000 new jobs in western New York (dividing the cost of a new road into that, yields two to one benefits to cost). Recent findings in 1998 by Economic Research Associates (ERA), another NYSDOT consultant, also offer an optimistic view of this international trade corridor.

Like those travelers centuries ago, the world's investors today may soon be able to fix their focus on the new "Southern Cross" in Cattaraugus County. It will bring them full circle as the Rust Belt rediscovers its advantages in natural resources, quality of life, great locations, skilled populations, and abundant sources of fresh air and water. The Rust Belt will revitalize itself, and, at the same time, create many new futures for all of its children.

PROPOSED FREEWAY



SOURCE: NYSDOT
(go to www.dot.state.ny.us)



APPENDIX NO. 4

Adding Linkages To Allegany State Park and The Pat McGee Trail

A regional trails system can be created by linking Allegany State Park's trails to trails in the communities around the state park. There are potential benefits to creating such linkages.

A. Linking The State Park to Outside Trails Would Create Benefits

State agencies and local communities can gain a "win-win" advantage by creating linkages:

First, better trail linkages would give people a greater range of choices, such as leaving their cars outside the park in the perimeter zone at staging areas in tourist gateways such as Limestone, Salamanca, Randolph, Onoville Marina and Little Valley. They could enter the park via shuttle buses, horseback riding, jogging, roller blading, bicycling, hiking, cross country skiing, and snowmobiling (but not by ATV's, which are barred by state agency policy). In the longer term, this would give people new options for physical exercise and "adventure sports". This would reflect contemporary changes in the broader American culture.

Second, linking the state park to outside trails would help local businesses by encouraging park visitors to seek commercial services in perimeter communities. Based on current trends among park visitors, this is already happening on a small scale as, for example, when part of a family stays in the park while the rest of the family drives into adjacent communities looking for various amenities.

By promoting this new, more complex behavior pattern, local entrepreneurs in perimeter communities could eventually improve businesses (and profits) from restaurants, grocery stores, fitness centers, movie theaters, amusement parks, frontier and Native American cultural attractions, snowmobile service centers, lodging, "bed and breakfast" and "bed and barn" establishments, horseback riding trails, camping supplies, outdoor concerts, adventure sport facilities, museums, quality parking lots, and eventually shuttle buses running into the state park. Some of these efforts are beginning to occur already.

Third, this new "linkage" strategy would protect the wilderness experience and sense of primitive adventure within the park by reducing future volumes of vehicular traffic inside the park even as the number of people using the park increases in the coming decades. This would not curtail access by vehicles, but would instead increase people's access to the state park by way of high quality staging areas and trail connections. This strategy would be consistent with the state's master plan for Allegany State Park, and with Cattaraugus County's proposed vision for the future.

B. Allegany State Park's "Wilderness Experience" Is Priceless

By creating staging areas outside of the state park, and linking regional trails through these staging areas to the state park, the entire perimeter zone could become a "buffer", preserving the wilderness experience inside the park in perpetuity. At the same time, we would be able to treat the state park's perimeter gateways and communities as major destinations for trails outside the state park. The state park's perimeter zone would become, in effect, a huge magnet attracting a wide variety of people from throughout the broader region, creating a transition zone before visitors enter into the more pristine "wilderness" experiences inside the park.

The state park agency may want to consider improving linkages between trails inside and outside of the park for the reasons described above. As it continues to improve attractions and trails within

the park in the coming decades, success will lead to an increase in the number and frequency of motor vehicles entering and leaving the park. If not mitigated or channeled into alternative venues such as is shown in the County's proposed vision, then increased vehicular traffic inside the state park during the 21st Century may eventually compromise the wilderness experience that people seek. The state park agency will, however, make the final decisions on the park's internal trails system and linkages to it.

C. Proposed Linkages Need Further Study

Subject to further study, the following linkages could improve access between the state park and surrounding communities:

- The northern edge of the state park. The Pat McGee Trail is a mixed-use trail to the north of the state park which currently ends at the City of Salamanca line, and is not connected to the Allegany State Park. Connecting it through or around the City of Salamanca to the state park would require extensive discussions with the state park agency, the City of Salamanca, and the Seneca Nation of Indians, especially with regard to horses and snowmobiles. Cattaraugus County's consultant, Richard Swist, has recommended that when the NYSDOT replaces the old bridge over the Allegheny River on Center Street that either (1) a new bridge be designed to have two lanes for pedestrians and trail users separate from traffic lanes of at least 12 feet in width, or (2) if NYSDOT builds a new bridge and keeps the old bridge, that the old bridge be dedicated to pedestrian and trails usage.
- The northwest edge of the state park. Multi-use trails in the vicinity of Randolph could be linked to the Red House and Quaker entrances on the northwestern edge of the state park, perhaps as an alternative to putting trail activities through the City of Salamanca. Issues regarding crossing the Allegheny River would need to be addressed.
- The western edge of the state park. Water recreation linkages could be created between the western side of Allegany State Park and Onoville Marina on the Kinzua Reservoir, with trails going further west from Onoville Marina to Chautauqua Lake and Jamestown.
- The eastern edge of the state park. Trails on the eastern side of the Allegany State Park could be linked to the Village of Limestone, the Town of Allegany, and the City of Olean (e.g., horseback and snowmobile trails) as a bridge to connect with the Genesee Valley Greenway from Letchworth State Park to Allegany State Park. Cattaraugus County's consultants The Saratoga Associates, recommend that Limestone be developed as a regional service "center" with amenities for horses and snowmobiles and their owners in the transition zone between the village and the state park.
- The southern edge of the state park. Trails already exist linking Allegany State Park in New York State to the Allegheny National Forest in Pennsylvania to the south.

D. Planning Is Needed on the Community Side of the Situation

These proposals would require each community to begin planning for trails. New market dynamics can be created by giving people high quality staging areas and trails around the state park. By designing these staging areas to serve park-community linkages, everyone will benefit, including the state park, trail users, local businesses, and surrounding communities.

The idea is to give people who visit these gateways and staging areas a variety of tourist sensitive experiences with both low intensity, close-to-nature attractions and higher intensity adventure activities (all located outside of the state park). This strategy has two parts:

Smart Development for Quality Communities

- Communities would need to create “close to nature” recreation themes for tourist experiences in the gateways to Allegany State Park. Some of these attractions would seek to replicate “wilderness” themes related to the natural beauty inside the state park.
- Communities would also create buffered sites in community gateways that have controlled access for higher intensity uses. Such sites would host commercial tourism, adventure sports, outdoor events, and motorized trail usage (separated from wilderness experiences).

By adopting this “linkage” strategy for the long term, each community would tap into new markets related to the regional trends described earlier, and by the following local developments:

- Regional highway improvements are being made to Route 219 and I-86, which will reduce travel times into Cattaraugus County from the surrounding region, and increase traffic volumes moving through the County.
- The Seneca Nation of Indians opened its Seneca Allegany Casino in 2004, and it already attracts 1.0+ million people per year.
- Allegany State Park is currently the County’s largest tourist attraction with 1.8 million visitors per year (Allegheny National Forest nearby in Pennsylvania attracts approximately another 3.0 million people per year).
- The Village of Ellicottville with the Holiday Valley and HoliMont Resorts is the region’s second largest tourist attraction (with an estimated 700,000 visitors per year).
- There are many other, smaller scale attractions countywide (e.g., Pumpkinville, the Maple Festival, Santa Claus Lane). Currently, all tourist attractions in Cattaraugus County, including Allegany State Park, the Ellicottville Ski Resorts, and the Seneca Nation Casino are bringing in more than 3.5 million visitors per year.
- The Pat McGee Trail was completed and opened for public use in June 2005. This 12 mile rails to trail is expected to have a strong catalytic effect in the long term, especially if the following linkages were made:
 - The Pat McGee Trail can become the future backbone of a regional trails system once it can (1) link Allegany State Park to Zoar Valley, Gowanda, and Lake Erie to the north, (2) Randolph, Onoville Marina and Chautauqua Lake to the southwest, and (3) Olean, Allegany and Cuba to the east. This would increase usage on other trails.
 - The Pat McGee Trail can link the City of Salamanca to the Villages of Little Valley and Cattaraugus to the north, and to the proposed east-west Equestrian Trail leading over to Franklinville.
 - The Village of Little Valley and Franklinville are emerging as active equestrian centers for the region, becoming (collectively) an “Equestrian Magnet” for western New York. Trails can link these together into one larger market attraction for the broader region. These communities have many assets that are described in detail in the County’s guidebook, “Growing the Equestrian Economy in Cattaraugus County, New York (Volume 8 of Cattaraugus County’s Smart Development for Quality Communities guidebook series).

E. We Need to Link the “Pat McGee” Trail To Other Trails

The Pat McGee Trail in Cattaraugus County could serve as a foundation for adding trail links such as is shown conceptually in the map on the next page utilizing “trail loops”. These loops would radiate out from the Little Valley trailhead. Let’s examine this new vision for trails in Cattaraugus County, by standing at the main trailhead in Little Valley (at the center of the trail loops on the map), and looking in different directions.

First, to the “center”. Little Valley is at the center of the Pat McGee Trail. This Little Valley Trailhead is located at the mid-point of this 12-mile trail between Allegany State Park and Zoar Valley, and mid-way on the proposed Equestrian Trail (at a diagonal to the Pat McGee Trail) between Onoville Marina and Randolph to the south, and the Ellicottville resort community and Franklinville’s equestrian assets to the east.

Second, to the northwest. Let’s look to the northwest from Little Valley in the direction of Lake Erie. Eventually, the Pat McGee Trail could be extended from the Village of Cattaraugus, where it currently ends, to Zoar Valley along the Cattaraugus Creek heading down stream to the Village of Gowanda, the Seneca Nation’s Cattaraugus Reservation, and Sunset Bay on the shores of Lake Erie. Trail users could then go unimpeded from Allegany State Park through the Village of Little Valley to Zoar Valley and Lake Erie.

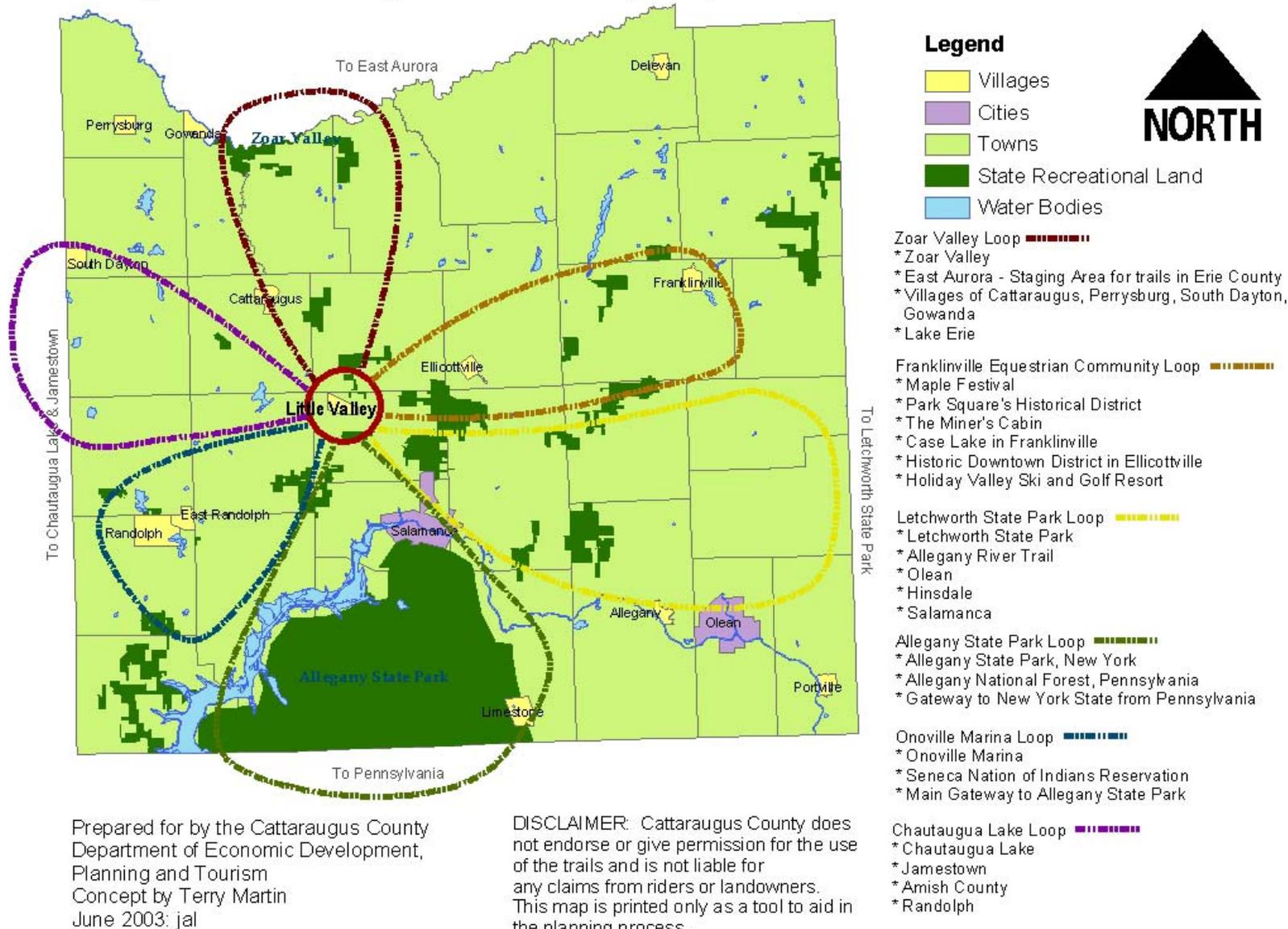
Third, to the west. Looking further west, trail segments from Gowanda (in northern Cattaraugus County), and Randolph and Onoville Marina (in the southwest end of the County), could be extended to Chautauqua Lake and Jamestown. Trail groups in Chautauqua County have already developed approximately 50 miles of trails. If the two separate trail networks were linked together, it would create greater benefits for everyone. Many people have told us they want to see multi-use trails (especially for horses) extended from Little Valley and Randolph, and from Zoar Valley and Gowanda, to Chautauqua Lake and Jamestown in Chautauqua County. This would add a whole new dimension to the proposed regional trails network and add a lakeside community as a staging area.

Fourth, to the southwest. From Little Valley, let’s look to the southwest to Randolph, Amish country, and Onoville Marina on the Kinzua Reservoir, which is fed by the Allegany River. A trail segment could be extended from Little Valley to the Village of Randolph and its amenities near the I-86 interchange. This segment could be difficult to develop because there is no abandoned rail bed to follow. A Little Valley to Randolph trail could follow Route 242, or alternately the existing snowmobile trail or creek bed or some combination. This trail segment would go through Amish country, which is famous for its handcrafted goods and reliance on horses for transportation. Ultimately, such trail access could open new economic linkages between the Amish community and the Villages of Randolph, Little Valley, and Cattaraugus.

A trail extension to the south from Randolph to Onoville Marina would be easier to develop because of county and state forestland. The Cattaraugus-Chautauqua Chapter of the New York State Horse Council is already building a horse trail in this vicinity. This option would be enhanced if a staging area for horse trails could be developed as a part of Onoville Marina expansion (200 acres are currently available for expansion purposes).

Fifth, to the southeast. Lets now look to the southeast from Little Valley to Salamanca, Great Valley and the Allegany State Park. The major problem in this direction is the fact that the Pat

Concept for Little Valley to Become a Major Equestrian Center for Western New York



Prepared for by the Cattaraugus County Department of Economic Development, Planning and Tourism
 Concept by Terry Martin
 June 2003: jal

DISCLAIMER: Cattaraugus County does not endorse or give permission for the use of the trails and is not liable for any claims from riders or landowners. This map is printed only as a tool to aid in the planning process.

Smart Development for Quality Communities

McGee Trail ends at the City of Salamanca line before it reaches the Allegheny River or Allegany State Park. This multi-use trail could be extended, as a neighborhood friendly, non-motorized trail, through or around the City of Salamanca into Allegany State Park. Salamanca already has a “rails-to-trails” conversion that runs east to west through the city, but it is used only for jogging, hiking and bicycling and is not connected to the Pat McGee trail or to the state park. The Salamanca “Community Walk” trail begins at the old hospital site in east Salamanca by exit 21 of I-86, and ends in the west end of Salamanca in the heart of the commercial district near the new Seneca Nation casino. Alternative routes through or around Salamanca are needed for horses and motorized access in to Allegany State Park such as snowmobiling.

Members of the New York State Horse Council have reported excellent riding trails for horses on state forestland in Great Valley and Humphrey, which can be accessed from Salamanca as well as from Great Valley and Humphrey. The Allegany State Park also has excellent riding trails.

Sixth, to the east. Looking east from Little Valley, multi-use trails already extend over the hills to Ellicottville’s resort community. These trail segments could be extended in the future further east to Franklinville, and north to East Aurora in Erie County. The main issue in this direction is to ensure that when the north-south Route 219 freeway is built between Springville to the north and Salamanca to the south, that the design allows for east-west trails access.

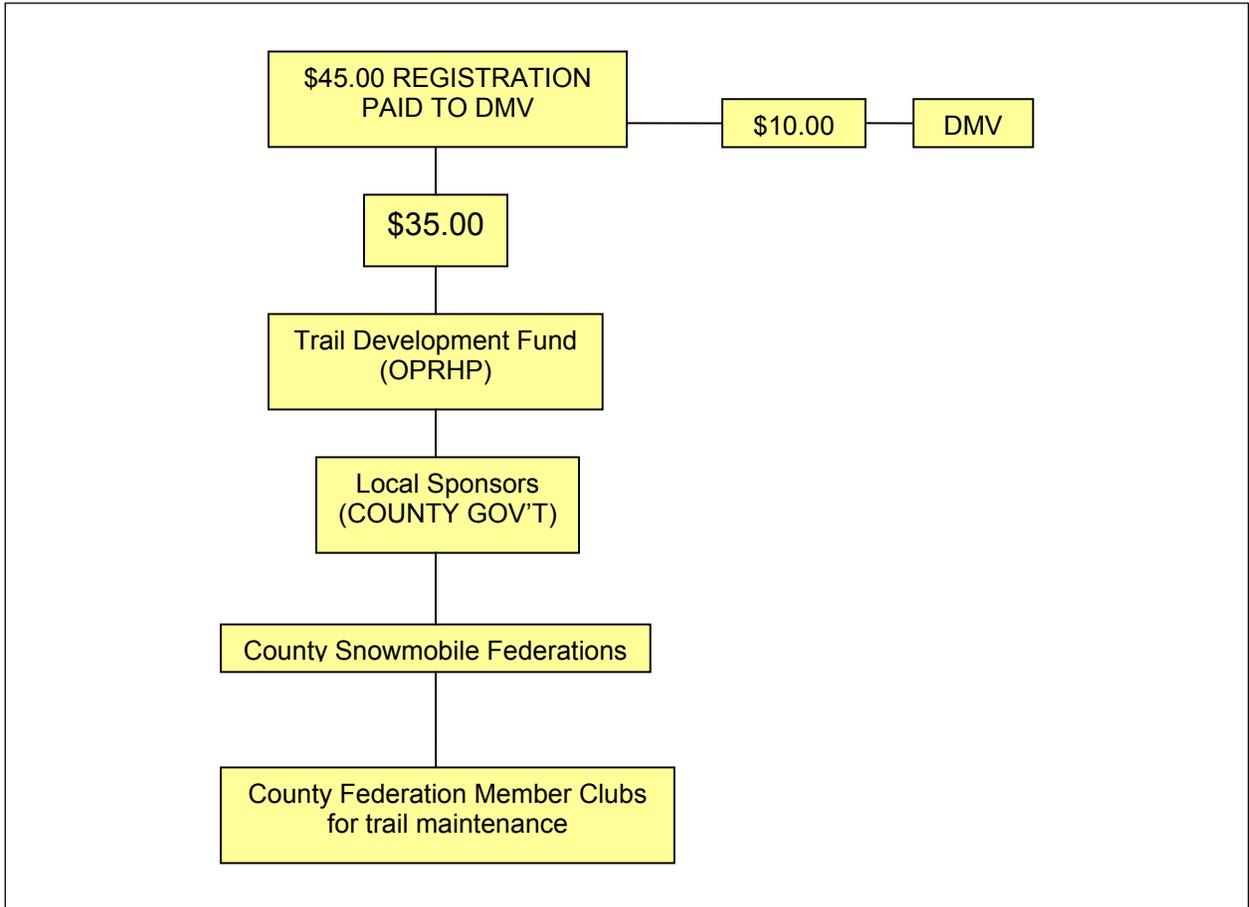
Seventh, to the “far” east. Looking to the far eastern end of Cattaraugus County, a “bridge” could be created between Letchworth State Park and Allegany State Park by extending the Genesee Valley Greenway to the City of Olean and Town of Allegany and then to the Village of Limestone with multiple use trails over the hills. This concept fits in with Cattaraugus County’s consultant’s recommendation that Limestone be developed as a regional service “hub” for snowmobiles and horses, with trail linkages into the state park, and as the major gateway into New York State from Pennsylvania.

Eighth, to the south. Looking south of Salamanca, trail connections do not yet exist between the City of Salamanca and Allegany State Park. Trails already exist between Allegany State Park in New York State and Allegheny National Forest in Pennsylvania.

In conclusion, many segments of a regional trails network already exist. By slowly filling the gaps with trail connections and improving staging areas, over time, the entire county could be opened up to trail users from the broader region.

APPENDIX NO. 5

Flow Of Snowmobile Registration Money



Snowmobile registration fees are deposited into the Snowmobile Trail and Maintenance Fund, and provide financial support for:

- Special Event Permits.
- 10,000+ miles of Snowmobile Trails.
- Development of New Trails.
- Trail Maintenance.
- Grooming Operations.
- Trail Insurance.
- Trail Signs.
- Trail Inspections.
- Safety Education.
- Maps and Publications.
- Snowmobile Accident Statistics.
- Local Law Enforcement.

APPENDIX NO. 6

Summary of Trail Planning in the Allegheny River Corridor

The *Allegheny River Valley Recreation and Open Space Study*, commissioned in 1974 by the Cattaraugus County Planning Board provides the background for most of the planning studies that subsequently deal with trail planning in the Allegheny River and Olean Creek corridors. The report, prepared by James V. Byington and Associates, analyzes the recreational potential of the Allegheny River Valley Floodplain in southern Cattaraugus County and provides several recommendations that relate to the current proposal. They include the establishment of an extensive open space system on lands that were found to be generally undesirable for intensive urban or suburban development. Further, it recommends the creation of two major regional parks and the development of a multi-use recreational trail linking water access points along the river. These recommendations are consistent with concepts discussed in *Cattaraugus County's Land Use Plan for the Year 2000*.

Although the recommendations of the county's 1974 report were never implemented, the plan proposals were revisited and incorporated into comprehensive plans for many of the participating communities for this feasibility study.

The adopted *City of Olean Comprehensive Plan 1990-2010*, prepared for the City of Olean Planning Board by Stuart I. Brown Associates includes a number of plan recommendations which relate directly to this project and are consistent with concepts discussed in the city's 1968 comprehensive plan. The plan "strongly recommends that the City give priority to the development of a linear park along the existing under-utilized and unique open space resources which parallel the River, the Creek and the flood control levees." The City's plan goes on to detail the basic components of the system. It includes an "Allegheny River Park" which takes advantage of the linear park opportunity presented by the levees system to link major city neighborhoods and areas in adjacent towns with existing recreation sites. Recreation activities envisioned within the park were jogging, hiking, bicycling and cross-country skiing. A similar facility is envisioned for linear flood control structures along Olean Creek.

The *Comprehensive Master Plan and Rural Development Policies for the Town of Olean*, prepared by the Town Planning Board around 1990, provides policy recommendations and suggests future planning activities. The plan specifically references land use decisions in the Allegheny River and Olean Creek corridors by urging that they be recognized as major assets to the community and goes on to recommend that environmentally safe activities, such as restaurants, promenades, hiking and biking trails, picnic areas, ice-skating and sledding areas, boating, swimming, foot races and festivals, should be encouraged in waterfront locations.

A similar document was prepared by the Town of Allegheny Planning Board in 1987. It too recognizes the value of Allegheny River frontage and recommends a range of potential uses that are strikingly similar to those recommended in the Town of Olean Plan. The plan does, however, go into great detail regarding the expansion of Allegheny River Park as a recreational and tourist attraction in the "Allegheny Gateway" corridor. Specific recommendations include the need to develop linkages between the park and other low-intensity, non-polluting activities along the riverbank. Saint Bonaventure is cited as a prime example of a use that would benefit from such a link.

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In summary, these plans generally agree on the need for:

- Taking advantage of recreational opportunities along the Allegheny River, particularly where existing and abandoned levees provide unique access opportunities;
- A phased approach to the development of a multi-use linear recreation system in the river corridor;
- Coordinating the efforts of adjacent communities;
- Creating a comprehensive trail system which links major neighborhoods with existing recreational resources; and
- Providing linear pedestrian paths suitable for year-round recreation activities including walking, cycling and skiing.

NOTE: This is an excerpt from the Olean-Allegheny River Recreation Trail Master Plan, by the Saratoga Associates for the Olean-Allegany organizers of the trail, May 1994.

APPENDIX NO. 7

Trails Liability and State Statutes

New York Recreational Use Statute

New York Consolidated Laws

GENERAL OBLIGATIONS LAW

ARTICLE 9: Obligations of Care

TITLE 1: Conditions on Real Property

§ 9-103. No duty to keep premises safe for certain uses; responsibility for acts of such users

1. Except as provided in subdivision two,
 - a. 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 hunting, fishing, organized gleaning as defined in section seventy-one-y of the agriculture and markets law, canoeing, boating, trapping, hiking, cross-country skiing, tobogganing, sledding, speleological activities, horseback riding, bicycle riding, hand gliding, motorized vehicle operation for recreational purposes, snowmobile operation, cutting or gathering of wood for non-commercial purposes or training of dogs, or to give warning of any hazardous condition or use of or structure or activity on such premises to persons entering for such purposes;
 - b. an owner, lessee or occupant of premises who gives permission to another to pursue any such activities upon such premises does not thereby
 - (1) extend any assurance that the premises are safe for such purpose, or
 - (2) constitute the person to whom permission is granted an invitee to whom a duty of care is owed, or
 - (3) assume responsibility for or incur liability for any injury to person or property caused by any act of persons to whom the permission is granted.
 - c. an owner, lessee or occupant of a farm, as defined in section six hundred seventy-one of the labor law, whether or not posted as provided in section 11-2111 of the environmental conservation law, owes no duty to keep such farm safe for entry or use by a person who enters or remains in or upon such farm without consent or privilege, or to give warning of any hazardous condition or use of or structure or activity on such farm to persons so entering or remaining. This shall not be interpreted, or construed, as a limit on liability for acts of gross negligence in addition to those other acts referred to in subdivision two of this section.
2. This section does not limit the liability which would otherwise exist
 - a. for willful or malicious failure to guard, or to warn against, a dangerous condition, use, structure or activity; or
 - b. for injury suffered in any case where permission to pursue any of the activities enumerated in this section was granted for a consideration other than the consideration, if any, paid to said landowner by the state or federal government, or permission to train dogs was granted for a consideration other than that provided for in section 11-0925 of the environmental conservation law; or

Smart Development for Quality Communities

- c. for injury caused, by acts of persons to whom permission to pursue any of the activities enumerated in this section was granted, to other persons as to whom the person granting permission, or the owner, lessee or occupant of the premises, owed a duty to keep the premises safe or to warn of danger.
3. Nothing in this section creates a duty of care or ground of liability for injury to person or property.

APPENDIX NO. 8

Recent Equestrian Milestones In Cattaraugus County, New York – 2005

A. Annual Meeting of NYS Horse Council in Little Valley

The New York State Horse Council (NYSHC) held its 2005 Annual Meeting at the Elkdale Country Club on Saturday, September 24, 2005. This was the first time that the 20,000 statewide member Horse Council held its Annual Meeting west of Syracuse and Binghamton. The NYSHC gave Cattaraugus County two leadership awards, which are:



L-R: Jerry Burrell, Chair Development & Agriculture Committee, Robert Pfohl, Vice President Western Region NYSHC, Gerard Fitzpatrick, Chair County Legislature, Crystal Abers, Vice Chair County Legislature, Thomas Livak, Director Economic Development, Planning and Tourism.

1) 2005 Outstanding Equestrian Development and Leadership Award to Gerard "Jess" Fitzpatrick, Chairman, Crystal Abers, Vice Chairman, and Jerry Burrell, Chairman Development and Agriculture Committee, representing the Cattaraugus County Legislature, and Thomas Livak, Director of Cattaraugus County Department of Economic Development, Planning & Tourism. The award was given to Cattaraugus County for conducting the first ever County-level study on the equestrian economy in rural New York State, for promoting equestrian festivals and events, for planning a future countywide trails network, and for supporting the formation of the new Chapter of the NYSHC for Cattaraugus and Chautauqua Counties.



L-R: Terry H. Martin, Chief Planner, Janet Pfohl and Robert Pfohl, Vice President Western Region NYSHC. Photos by Paul Bishop

2) 2005 Horseman of the Year Award was given to Terry H. Martin, for outstanding service as the County's project manager for the County's equestrian work during the previous four years. This service has encouraged the Equestrian Community in the Southern Tier West Region to improve their situation, and advertised Cattaraugus County to equestrians statewide. This award is notable because it is the first time that the New York State Horse Council has given this Horseman of the Year Award to a non-equestrian, in this case to someone who has been helping the equestrian community and the local economy.

The New York State Horse Council's three-day festivities and events centered on the Equestrian Park which is owned by the Little Valley Rider's Club, and the Elkdale Country Club in Little Valley. The Elkdale Country Club is located near the twelve-mile Pat McGee Trail and the Equestrian Park, just seven miles from Ellicottville's four-season resort and the Seneca Nation's new Casino in Salamanca.

New York State Senator Catharine Young was the Keynote Speaker. Approximately 75 equestrians came to Cattaraugus County for a "look around." They came from all across New York State, including: Stony Point, Westport – Essex County, West Haverstraw – Rockland County, Webster – Monroe County, Stillwater – Capital Region, Sherburne – Central Region, Chazy – Northern Region, Nassau, New Woodstock – Madison County, Orchard Park – Erie County, New City – Palisades Region, Mahopac – Putnam County, Cattaraugus County and Chautauqua County.

The NYSHC's advertising, statewide newsletter, and word of mouth is expected to give our local equestrian economy much needed exposure and attract additional enthusiasts and investors from

A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

outside Cattaraugus County. Equestrian activities are growing in our local economy, as is snowmobiling (although in different seasons). Both activities generate revenues for our local businesses.

The Little Valley Rider's Club co-hosted the event with the Catt/Chaut Chapter of the New York State Horse Council for Cattaraugus and Chautauqua Counties. Members from downstate enjoyed a variety of events including horse riding opportunities, horse clinics, nearby attractions in Ellicottville and Salamanca, and the Allegany State Park. The Cross Patch Ranch gave free wagon rides on the Pat McGee Trail.

George King, President of the New York State Horse Council, said, "This is a beautiful County, and it was a wonderful weekend to be outside and visiting with friends. We also met the political leaders who are helping equestrians in this part of New York State."

B. Creek Side Roundup in Franklinville

The Third Annual Creek Side Roundup, equestrian events, began on Friday evening, September 30, 2005 at Tony Orsini's Lonesome Oak Stables on Bakerstand Road in the Town of Franklinville, New York with a campfire and Country/Western music by Lee Kenyon's band from 7:00 to 9:00 PM. Those equestrian enthusiasts who came to camp for the weekend were able to park their trucks and horse trailers either in the parking lot or paddock adjacent to the Lonesome Oak Stable.

As the sun rose through the mist in the valley and over the hills surrounding Lonesome Oak Stables Saturday morning, October 1st, 75 horses and riders were registered for the trail ride on the nearly twelve miles of trails on either the short ride lasting about 4 ½ hours, or the long ride lasting approximately 8 hours. At about 12:30, all the riders arrived at a clearing in the Jackson Hill State Forest where a hot lunch was served from the Chuck Wagon near the campfire. In addition to the 75 riders, the Chuck Wagon cooks served lunch to an additional 20 people from town, who came to watch the ride in progress.

By 6:30 Saturday evening, all riders were back at the Lonesome Oak Stable, indoor arena where a "Beef on Weck" dinner was served to 95 people. After the meal and all the tables had been cleared, Lee Kenyon's band set up for the "Barn Dance" in the arena. It was difficult to get an accurate count, but there were well over 100 people who enjoyed the Country/Western music and round and square dancing.

On Sunday morning, at sunrise 35-40 people attended the Cowboy Worship service conducted by the Reverend Gerald Clark of the Farmersville Community Church. After the worship service, everyone returned to the indoor arena where the Creek Side Roundup committee had prepared a pancake and sausage breakfast with real Maple Syrup produced in the Franklinville vicinity.

At 1:00 p.m. Sunday afternoon, the All-Equestrian Parade proceeded through the Village of Franklinville from West Avenue to Elm Street to Main Street and then the School field, north of the village. This year's parade included 33 equestrian units with five floats, 11 horse drawn wagons or carriages, and 17 riders on horseback. The carriages and wagons included a beautiful Wedding carriage pulled by a team of black Percherons and driven by Dale Wolfer of Fillmore. Riding in his wedding carriage were the Parade Marshal, the Honorable Senator Cathy Young, and Assemblyman Joe Giglio.

Also included were a circa 1900 Milk Delivery wagon owned by Russell Hatch of Franklinville and driven by Keith Roiser of Arcade; Tony Orsini's Chuck Wagon pulled by a team of Belgian horses owned and driven by Howard Chase of Franklinville. Members of the Village Board of Trustees and

the Town Board, road on a hitch wagon pulled by a team of black Percherons and driven by Allan Gerstung.

The parade concluded at the School Field where the Creek Side Roundup arena was set up for the 2005 Cowboy Olympic games. There were four teams of four riders and horses that competed in silly horseback games that included the "Giant Slalom"; "Costume Race"; "Barrel Race"; and "Egg Toss". Gold, Silver and Bronze Horse Shoes were presented to the first, second, and third place teams of each event, with a "Horse Shoe" trophy being presented to the team with the over-all highest score. This year's winning team included: Joyce Blakowski, Benjamin Elder, Dr. Mary Songster-Alpin, and Julie (Chase) McCabe. The games seemed to be enjoyed by participants and spectators alike.

By all accounts, the 2005 Creek Side Roundup was a great success. The weather was absolutely beautiful with temperatures in the 80s both days, blue sky and sunshine glistening on the colorful fall foliage. It was a wonderful weekend to spend on horseback among the hills and valleys of the Ischua Valley, Franklinville area of Western New York.

APPENDIX NO. 9

Little Valley: The Heart of the Enchanted Mountains and Rural Tourism

An Opportunity for Key Connection

November 14, 2005

By University of Buffalo's School of Urban and Regional Planning
Yaw Frempong
Melinda Mulawka
Brea Roberts
Economic Impact Analysis Prepared by David Griggs
Urban and Regional Planning Studio led by Professor Sam Cole

Summary Reportⁱ

The essence of this report is rooted in previous publications developed by the University at Buffalo as well as the Guidebook Series published for Cattaraugus County, "Smart Development for Quality Communities Series". Our report, *Little Valley: The Heart of the Enchanted Mountains*, specifically looks at Little Valley, New York, and the prospects for turning its local economy around by developing a connection between its small but significant equestrian community assets. This analysis focuses on rural tourism as the relevant economic sector, describes the situation on the ground, and concludes that an equestrian economy can grow if common themes are pursued. Subsequently, the report makes a preliminary assessment of the economic impact that a proposed indoor equestrian center would have on the Little Valley community.

A. The Role of Tourism in Rural Development

Cattaraugus County and Little Valley, like much of rural America, are changing not only their physical appearance, but also the role they play in an economy now dominated by technology. Once sustained by agriculture, many of these once self-reliant communities are now dependent on jobs in distant urban centers. They are burdened by low paying jobs, little opportunity for advanced education, subsidized agricultural activities, and economic uncertainty. Towns that were once surrounded by vast acres of farmland and close knit communities, whose livelihoods were derived from the land, are now being infringed on by strip malls, big box stores, "cookie cutter" subdivisions, and strip development.

The economy that so many rural communities once depended upon seems to have irreversibly shifted, forcing many rural Americans into the "new economy". Just as old firms are replaced by newer firms that are more aggressive, adaptable and innovative, many regions that may have prospered in the old economy cannot easily adapt to a new economy that is technologically advanced, global, and driven by innovation. Technological, political and economic changes are influencing the world, and bringing profound changes to rural America.ⁱⁱ

Alan Greenspan described it as follows during a speech in Kansas City in 2000:

"Rural America and its relationship to the broader economy has changed enormously over time. A century ago, rural towns and villages were isolated by the high costs of conducting transactions across large distances. Goods were bulky, transportation poor, and lines of communication to points outside the local area primitive. About a third of the American people lived on farms, which at the time were relatively self-contained economic units that purchased little from outside and consumed on the

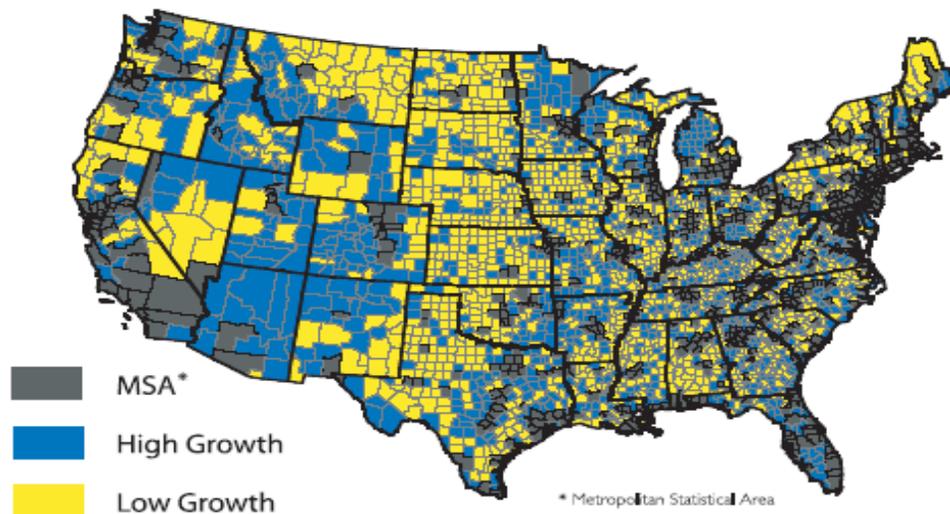
A New Vision for Outdoor Recreation Trails in Cattaraugus County, New York

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farm a good bit of what was produced. Life in rural areas tended to be stable but not very prosperous. By today's standards, incomes were low, services minimal, and opportunities limited.^{»iii}

Research shows that rural communities are beginning to understand this new situation. Many small towns are utilizing a proactive, long range planning process to mitigate the negative economic impacts that they are experiencing. Their efforts include reinventing themselves as destination points full of small town character in a regional, tourism context. According to the Economic Development Administration (EDA),^{iv} in 2002, rural America occupied more than eighty percent of the nation's landmass and accounted for only 20% of the nation's population. The sheer enormity of rural land, as well as the varying characteristics of the surviving, numerous small towns and villages, has created a very competitive situation in which each community must build on its unique qualities.

Rural Employment Growth 1990 - 2000



To define their role and to take advantage of the shift towards the new economy, rural communities throughout the United States have embarked on creative strategies to promote a stable economic environment and improve the quality of life in their towns and villages. Understanding how desirable, unique and valuable the “small town feel” has become to urbanites, rural communities are fostering the tourism economy to gain a competitive edge. In order to maintain their competitive edge, communities are taking steps to protect their character by implementing zoning, establishing building design guidelines, and promoting new local businesses. Some communities are assisting local entrepreneurs and marketing their communities as a rural oasis or destination point.^v These unique qualities, collectively across America, may eventually shift the negative perception of rural life in a more positive direction if they are cultivated as assets. These communities may succeed if they continue to reassert their vitality.

B. All Roads Lead to Little Valley!

The Village of Little Valley sits at the center of the southern tier west region of New York State, approximately 65 miles south of the City of Buffalo. Routes 242 and 353 converge in the village center of Little Valley, connecting the village to I-86, Route 219, and Route 62, which are the region's major east-west and north-south highways. These connections give Little Valley an ideal location as the seat of Cattaraugus County government, the home of the annual Cattaraugus County Fair, and as a convergence point for multiple trails and equestrian activities. The newly completed multi-use, twelve mile Pat McGee Trail crosses through the village and connects existing

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equestrian facilities to the Villages of Cattaraugus and Little Valley, and the City of Salamanca. Modern, large horse trailers have easy access to Little Valley, and the community has ample room for parking and trail riding.

The village has a total area of 2.6 km² (1.0 mi²), with the Little Valley Creek (a tributary of the Allegheny River) flowing through the northeast side of the village. The population of the Village from 1990 to 2000, showed a change of minus 4.8 percent. The trends from 1990-2000 show a population decline that is accredited to the depressed economy of the entire region. However, the population projection for 2009 shows a one-percentage increase.^{vi}

Circumstantial evidence shows that the population may increase if there is significant growth in rural tourism and equestrian activities. Low housing costs also enable local residents to stay in the area, which has a per capita income below state and national levels. Currently, the village and county are working to revitalize the area utilizing long-range planning and economic development strategies, that are described in Cattaraugus County's Smart Development for Quality Communities guidebook series; villages (Vol. 3), trails (Vol. 4) and equestrian potentials (Vol. 8).^{vii}

Our project, *Little Valley New York: the Heart of the Enchanted Mountains*, centers on four common themes that are described in the next section, to think regionally, define niche markets, develop a vision, and encourage public participation.

But first, we need to take a look at the actual community (i.e., the field situation). After looking at the tourism in general in Cattaraugus County, we narrowed our focus to three promising assets located in or near the Village of Little Valley. These assets are the Pat McGee Trail, the proposed Equestrian Center on the 26-acre Equestrian Park that is owned by the 50 year old Little Valley Rider's Club (LVRC), and the Village of Little Valley's Main Street. We believe that these assets give the Village of Little Valley significant potentials to become a tourist destination in the future.^{viii}



Building on the momentum of ongoing planning efforts in Little Valley, this project recommends that in conjunction with long range planning and economic development initiatives, managed growth should be considered when developing a regional connection hub in the heart of Little Valley. This planning would include the following steps:

- (a) Beginning with Main Street's revitalization, an emphasis needs to be made on small business and market niche development. By combining façade improvements and business development to compliment the Village's assets, Little Valley may be able to draw visitors who will use the trail and frequent Main Street's establishments.
- (b) Similarly, by creating a realistic, phased plan for developing and funding the proposed Equestrian Center (described in Cattaraugus County's Smart Development for Quality communities Guidebooks Series, Volume 8), the Little Valley Rider's Club can become a new engine driving growth in the local community. Through incremental development, the Rider's Club can attract outside equestrian activities and events along with horse enthusiasts to Little Valley from the greater Cattaraugus County region. This can be accomplished over time without having to build the entire complex all at once. The proposed Equestrian Center offers the Rider's Club the opportunity to create a partnership with existing festivals and events that are hosted both at the Little Valley Rider's Club and the Cattaraugus County Fairgrounds (which is also located in Little Valley and connected to the Little Valley Rider's Club via the Pat McGee Trail).

Little Valley has a first-rate location as the heart of Cattaraugus County and much to offer. However, in order to achieve its full potential, it is essential to create key connections within the village as well as to foster regional links with other rural communities in the region. By gaining a better understanding of rural tourism and the equestrian economy, Little Valley may be able to establish a niche market with its equestrian activities, thereby bringing economic stability to the area in the long term. Likewise, by working with community stakeholders to establish a vision with achievable goals, the village can encourage physical revitalization and local development without compromising the rural integrity of the community.

C. Finding Common Themes

Our research has identified four common themes, which can be used to re-energize rural communities like Little Valley, as they build successful, sustainable economies.^{ix} These themes are:

1. Think Regionally- *form partnerships and collaborate with neighboring towns, public and private institutions.* This allows the economic development and revitalization in one community to benefit the entire region. For instance, when locations use cross-promotion to help advertise activities and products in other parts of the region, it can accelerate the growing tax base and support local services and create jobs on a regional level. A successful example of a regional partnership is New York Wine Trail in central New York State. Each of the individual wineries and towns plays an active role in promoting the entire region. This collective promotion benefits of all of the wineries, the region and entices tourists to follow the trail.^x

2. Define A Niche Market But Diversify Regionally- *acknowledge local assets, develop entrepreneurial activities to support these assets, and then market them.* In order to sustain the regional economy, it is important for each region to develop and promote its many assets, thereby encouraging entrepreneurs and increasing the probability of success. In the case of Cattaraugus County, Ellicottville is a very successful ski town, Franklinville has an emerging arts community in a downtown Historic District, and Little Valley is developing an equestrian economy. As noted above, if these communities work together they may increase the regional benefit.^{xi}

3. Develop A Vision and Achievable Goals- *focus on sustainability, long-term outcomes and realistic financial goals.* In order to be successful, a community (region) needs to follow through with its intentions. The success of Eastern New York Tech Valley is the result of applying a regional vision, a marketing strategy and collective goals to the difficult task of creating new wealth

and economic activity.^{xii} Together with the Center for Economic Growth (CEG), they have developed a strategy to recruit, retain and support companies utilizing their brand slogan GROW-ATTRACT-PREPARE.^{xiii}

4. Community and Public Participation Is Essential- *people make the place.* Public participation often spurs excitement as well as a giving participant's personal sense of place and dedication. Public participation is also an effective method for incorporating community goals into local plans. A strong example of active participation is from West Harlem in New York City:

“Despite strong community interest in waterfront revitalization and improving access to the river, many neighborhood residents felt left out of the process. West Harlem Environmental Action (WeACT) received grant funding for a community vision and master plan. In developing the master plan, WeACT ensured that there was substantial public involvement, including a weekend planning and design charette. The community knew revitalization of 125th Street for a mix of retail, restaurant, and entertainment uses would be successful if it built on community assets, such as the riverfront and cultural heritage.”^{xiv}

D. Estimated Economic Impacts

This Summary Report concludes by looking at the potential economic impacts that larger equestrian events can bring to Little Valley and Cattaraugus County. The Little Valley Rider's Club has proposed building an indoor Equestrian Center in order to attract larger events. A detailed methodology was used to generate the estimates that are summarized here (a description of the methodologies used are presented in the full report that is cited in Endnote i).

We posed the question, “What could an equestrian center do for the current Cattaraugus County economy?” To get answers, we used two models:

- 1) A computer software program called IMPLAN, which is based on an economic analysis system with detailed information on 528 industries, based on SIC codes.
- 2) A formula for assessing equestrian events used by the American Quarter Horse Association to gauge the impact of their events.

The following results are a summary only (refer to the full report cited in Endnote i for details). We looked at the impact of three phases for the proposed Equestrian Center in Little Valley, New York:

- Construction \$3.9 million.
- New employment generated by a new Equestrian Center.
- The estimated impact of an entire season of events, once the proposed Equestrian Center is in operation.

Again, the actual analysis is very detailed and involves direct, indirect and induced impacts that are not described in this summary (only totals are reported here).

First, the IMPLAN model shows that the impact of construction on employment would affect many industry sectors in Cattaraugus County, of nearly \$5 million. The construction phase would create 55 new jobs with a total of \$551,542 in tax revenues.

Second, the IMPLAN model shows that the Equestrian Center's employment would create another 29 new jobs directly, and 5 new jobs indirectly. These jobs would have ripple effects through the Cattaraugus County economy on other businesses due to increased household spending. This

Smart Development for Quality Communities

ripple effect would create a total spending impact of \$1.2 million. Total tax revenues to be created would be \$216,937 (including sales taxes, income taxes, property taxes, and business taxes).

Third, both IMPLAN and the American Quarter Horse Association equation show that the longest lasting impacts would be generated by the operations of special events at the proposed Equestrian Center:

AQHA Equation:

Number of horses x 2.5 people x number of event days x \$140.00 per day x 4 (multiplier) =
Economic Impact

A three-day event at the proposed Equestrian Center would generate \$840,000 in the local economy according to the AQHA. Assuming only one event per season for 3 seasons every year (excluding winter), the Equestrian Center could add a total of \$2,520,000 per year to the local economy. This assumes also that the Center has a 30,000 square foot stable building that could house 200 horses while maintaining 5,000 square feet of common area.

These models can be applied in greater detail than summarized here, and by changing the assumptions, the estimates can be increased or decreased. The multipliers are a combination of IMPLAN modeling and input based on market knowledge. This is a preliminary analysis based on moderate assumptions (i.e., not exaggerated nor overly conservative). A more extensive economic impact statement is encouraged to further validate the assumptions made.

These findings suggest that the equestrian economy could be improved by adding special events and an indoor Equestrian Center to the Little Valley community.

NOTES

ⁱ This report was conducted by students in Professor Sam Cole's Studio 581A, at the SUNY/Buffalo School of Urban and Regional Planning. It involves research, analytic modeling, and interviews with Terry Martin, Rick Swist, Thomas Livak, Debra Opferbeck, and Becky Smith in Cattaraugus County's Department of Economic Development, Planning and Tourism. The detailed report has been condensed and edited into this Executive Summary for publication purposes. The full report is available at the University of Buffalo Architecture Library, "Little Valley, the Heart of the Enchanted Mountains and Rural Tourism, an Opportunity for Key Connections" (Studio 581A, Fall 2005).

ⁱⁱ Smart Communities Network, "rural Issues Introduction", <http://www.smartcommunities.ncat.org/rural/intor.shtml>.

ⁱⁱⁱ Remarks by Chairman Alan Greenspan, *The Economy of rural America, at the Federal Reserve Bank of Kansas City Conference "Beyond Agriculture: New Policies for Rural American," Kansas City, Missouri (via videoconference) April 27, 2000.*

^{iv} Summer 2004, "Economic Development American", U.S. EDA (Map).

^v Dabson, Brian, "Entrepreneurship as a Core Economic Development Strategy for Rural American", Presentation to the Secretarial Advisory Committee, Strengthening America's Communities, Clearwater Florida, June 2005.

^{vi} www.census.gov .

^{vii} To download Cattaraugus County's Smart Development for Quality Communities guidebooks at no charge, in PDF format, go to www.cattco.org , click on Advance Planning, then on Guidebooks, Volumes 3 (villages), 4 (trails) and 8 (equestrian potentials).

^{viii} Roberts, Brea. <http://www.nysgis.state.ny.us/MainMap.cfm>. Modifications, Oct. 2005.

^{ix} http://www.eda.gov/ImageCache/EDAPublic/documents/pdfdocs/edasummer2004_5ffinal_2epdf/vl/edasummer2004_5ffinal.pdf .

^x www.fingerlakeswinecountry.com/ .

^{xi} www.EnchantedMountains.info/ .

^{xii} www.techvalley.org .

^{xiii} www.CEG.org .

^{xiv} The Division of Coastal Resources, http://nyswaterfronts.com/communities_examples_display.asp .

APPENDIX NO. 10

Untapped Potentials For New Growth In Cattaraugus County Have Been Identified In The Allegany State Park Perimeter Study

(A New Vision for Creating Quality Communities through A Smart Development Strategy)

By
Terry H. Martin, Ph.D.

A. Cattaraugus County Has A New Economic Development Strategy

Cattaraugus County has completed its Allegany State Park Perimeter Study in four steps, which were published as Volumes 1 to 8 in Cattaraugus County's Smart Development for Quality Communities Guidebook Series. These eight guidebooks propose strategies and demonstration projects for short and long-term development related to recent changes in communities located along Route 219 and around Allegany State Park. Route 219 connects to Salamanca and Allegany State Park near the Allegany River, which meanders fifty miles from east-to-west across Cattaraugus County, is the northern boundary of the state park near Salamanca.

This study presents a coordinated, multi-year, comprehensive strategy for community development around the edge of the 65,000 acre Allegany State Park. The strategy is based on new circumstances and information. With time, the following growth-inducing changes are expected to bring increased activities in the communities that surround the state park:

- In 2001, the Southern Tier Expressway (Route 17) was designated as Interstate 86, and improvements have created a major east-west highway corridor from Erie, Pennsylvania to Binghamton, New York. I-86 gives people from a multi-state area and Canada direct access to Cattaraugus County's rural villages, cities, scenic landscapes and open space.
- In 2003, the Federal Highway Administration and NYSDOT announced that the Route 219 freeway would be built through Cattaraugus County. Construction will begin on the County's northern border near Springville beginning in the summer of 2006, and eventually end at I-86 near the City of Salamanca. A new route 219 freeway will eventually create a major north-south highway corridor from Buffalo to I-86, and improve the international trade corridor between Canada and the eastern seaboard of the U.S.
- In 2004, the Holiday Valley Ski Resort in Ellicottville became the undisputed, largest volume ski resort in New York State. It attracted approximately 700,000 visitors in all four seasons (by comparison, Allegany State Park attracted 1.8 million visitors). The trends are positive.
- In 2004, the Seneca Nation of Indians opened a Las Vegas style casino in Salamanca (called the Seneca Allegany Casino), created more than 800 new jobs, and opened the largest parking ramp in this region. Plans for a full build-out will create another 800 jobs in 2006. The new Casino is expected to attract more than 1.0 million visitors per year.
- In 2005, national, state and local economies remain steady and strong. New, scattered site development is spreading across the County's watersheds, which is increasing the need for better planning services at municipal and County levels.

The Perimeter Study takes a close look at these new circumstances. For example, New York State plans to build a major regional transportation crossroads for Cattaraugus County near Allegany
A New Vision for Outdoor recreation Trails in Cattaraugus County, New York

State Park. It will link the proposed north-south Route 219 freeway with the east-west Interstate 86 by crossing the Allegheny River near Salamanca.

This new interchange would be located at the edge of Allegheny State Park, and would create locational advantages for new industrial, commercial, residential, and recreational growth in the coming decades. This growth will also accelerate the County's rapidly growing tourism sectors.

Cattaraugus County wants to stay ahead of events. The strategy, therefore, is to gain the maximum advantage from these new opportunities while protecting the County's environment and rural heritage. By attracting regional markets, guiding "smart" growth, and assisting various stakeholders, new development can occur without damaging the rural quality of life.

B. The County's New Strategy Presents A Vision for the 21st Century

In step one of Cattaraugus County's Allegheny State Park Perimeter Study, the County's new vision for the 21st Century was developed, which is presented in the following guidebooks:

- "Elements of A Countywide Vision" (Volume 1) of the Smart Development for Quality Communities Series was published in 2001. It presents a new vision for Cattaraugus County for the 21st Century, based on balanced growth and environmental protection strategies. It was written by planners in the Cattaraugus County Department of Economic Development, Planning and Tourism. The Saratoga Associates conducted the six focus groups that were held throughout the County in order to develop a "grassroots" consensus for this new community vision.
- "Design Guidelines for Towns and Villages in Cattaraugus County" (Volume 2), was published in 2001. It was written by the renowned rural-by-design consultant, Randall Arendt, and prepared by the Natural Land Trust in Philadelphia. It illustrates how to design development to protect open space, and how to translate this into successful communities.

In 2002, these visioning and land use policy guidebooks received the Governor's Award for Quality Communities Excellence, and the Livable Communities Award from Partners for A Livable Western New York. The guidebooks were adopted in 2004 by the Cattaraugus County Legislature as official visioning and land use policy for planning and development purposes.

C. The Strategy Links Villages, Outdoor Recreation and Trails

In step two of Cattaraugus County's Perimeter Study, beautiful, neglected villages were discovered in the broader zone around Allegheny State Park, as were numerous but relatively unknown outdoor activities related to trails.

A new connection was made for economic growth in the following guidebooks:

- "Saving Our Villages" Guidebook (Volume 3) was written by a variety of experts and was published in 2004. It presents ideas and techniques for revitalizing and marketing Cattaraugus County's 13 villages as an alternative to putting new growth on farmland and open space greenfields. It is a challenging strategy with potentially large benefits.
- "A New Vision for Outdoor Recreation Trails in Cattaraugus County" (Volume 4), was also written by a variety of experts and was published in 2005. It presents a countywide vision for linking existing trail segments into a countywide network that can be promoted regionally. This unique vision proposes using villages as staging areas to give the public better access to regional trails and to bring new activities into these older villages.

A New Vision for Outdoor recreation Trails in Cattaraugus County, New York

Action plans need to be prepared to retro-fit rural downtowns for a new generation of businesses and activities, and linking them to outdoor recreation and trails (e.g., equestrian and snowmobiling activities). Such plans would give the Villages of Limestone, Randolph, Little Valley, Cattaraugus, Gowanda, Ellicottville, and Franklinville a new competitive edge for future growth that is robust, people friendly, and environmentally safe.

D. The Strategy Promotes Growth Around Allegany State Park

In step three, three studies were prepared by The Saratoga Associates of Saratoga Springs. They are:

- “A National Case Study of Similar Community Gateways to Major Parks” (Volume 5), was published in 2001. It draws lessons learned from other communities around major parks.
- “A Regional Economic and Market Analysis” (Volume 6), was published in 2001. It presents findings on regional markets that will support future growth around the state park.
- “An Overall Economic Development Strategy” (Volume 7) was published in 2002. It presents demonstration projects to take advantage of changing circumstances, based on lessons learned from other communities and the findings of regional market analysis.

These studies offer hope for bringing actual projects on-line to create jobs and improve the rural quality of life. The basic idea is to use Smart Growth protections and Quality Communities objectives in order to protect natural ecosystems and create better communities for rural people.

The Perimeter Study recommends that the proposed demonstration projects be tailor-made for specific communities. These projects should also have built-in safeguards such as locational controls, design standards and open space protections. The strategy also seeks to keep industrial development separate from tourist-sensitive settings and attractions so that these two vital components of the local economy do not interfere with each other. There are other types of projects in addition to the village, outdoor recreation and trails projects. The Perimeter Study also proposes a Business and Education Park in Ashford, Business Park and a Regional Tourism and Performing Arts Centers in Ellicottville, a Rail Yard Industrial Park in Salamanca, a Visitor and Resort Center in Limestone, and an expansion of Onoville Marina in South Valley.

By learning from the national case studies, regional markets and proposed demonstration projects, community leaders and stakeholders can take advantage of the proposed Route 219 freeway and its linkage to I-86, Salamanca and Allegany State Park. These guidebooks show community leaders how to prepare for balanced growth and environmental protection before growth pressures increase, through local plans, zoning, design work, and business development.

Without a balance, rapid and uncoordinated development can occur in the longer term. The result would be strip development, sprawl, proliferation of signs that clutter the landscape, franchise architecture, traffic congestion, pedestrian unfriendly designs, and other undesirable, unchecked growth in the perimeter of Allegany State Park. Such outcomes would diminish the “close-to-nature” experiences that people travel great distances to find in Cattaraugus County.

The Allegany State Park Perimeter Study, published as the eight guidebooks in Cattaraugus County’s Smart Development for Quality Communities Series, found that one of the primary engines in the County’s 21st Century economy will be tourism, outdoor recreation and trails, linked to rural villages and cities. The new strategy shows how to do this without damaging the rural heritage that people love, or the ecosystems that sustain life.

E. The New Strategy Also Seeks “Niche” Markets for Immediate Action

In step four of the Allegany State Park Perimeter Study, specialty markets were discovered that are already growing and can be expanded with local support. This phase has discovered very specific and already successful “niche” markets such as equestrian activities the in warm weather and snowmobiling in winter. If Cattaraugus County’s rural villages and cities are linked to outdoor recreation and trails (including horses and snowmobiles), it will create new, inter-related potentials for growth in the broad perimeter zone around Allegany State Park. This growth would be supported by people in the broader region and locally. The opportunities are open-ended. An example of these niche markets is presented in the following documents:

- “Growing the Equestrian Economy in Cattaraugus County, New York”, by Richard Swist and JoAnne Young, consultants (Volume 8), was published in 2005 for the Cattaraugus County Legislature. It presents strategies for improving the equestrian economy, and for linking outdoor events and trails to villages.
- “Villages, Outdoor Recreation and Trails Are A Vital Part of Cattaraugus County’s Future Economy” (September 30, 2005, an economic strategy report by Richard Swist, for the Cattaraugus County Department of Economic Development, Planning and Tourism).

Richard Swist has recommended a special marketing strategy for the short term. It is based on the County’s eight guidebooks, which present findings from all four phases of the Allegany State Park Perimeter Study (especially Volume 3 on Saving Our Villages, and Volume 8 on the equestrian economy). His proposed demonstration project, presented in the second document mentioned in the preceding paragraph, is called:

The Golden Triangle in the Enchanted Mountains of Cattaraugus County, New York

This new demonstration project has the following elements, as described by Richard Swist:

- Re-align and capture market forces that are related to, first, the delay caused by the stretched-out timetable for constructing the Route 219 freeway (with its new, interim end point in Ashford instead of Salamanca), and second, to the opening of the Seneca Allegany Casino in Salamanca. These market shifts may be exploited by focusing resources on local assets that are already positioned in the market place.
- A good strategy should reflect a vision that provides a sense of direction and priority. Two recent initiatives do this, first, the formulation of demonstration project concepts such as proposals for villages, outdoor recreation and trails (e.g., snowmobiling, equestrian, and skiing), and second, the new Seneca Nation casino. These initiatives can take Cattaraugus County’s Enchanted Mountains theme to a higher and more comprehensive level.
- The proposed new demonstration project would promote a first class tourism destination, called The Golden Triangle. It would consist of Salamanca, Ellicottville and Little Valley in the heart of Cattaraugus County’s Enchanted Mountains. Existing and planned tourism assets in the vicinity of the Golden Triangle will appeal to a wide array of tourism markets and market niches, many of them with high-end demographics and disposable income.

Smart Development for Quality Communities

Stakeholders are encouraged to focus: (1) On the perimeter zone around Allegany State Park, (2) Along the Route 219 freeway and I-86 highway corridors, and (3) In aging villages that have existing infrastructure. Limestone, Randolph, Little Valley, Cattaraugus, Gowanda, Ellicottville, and Franklinville have new potentials related to village, outdoor recreation, and trail assets. The Pat McGee Trail, for example, connects the County Fairgrounds, the Little Valley Rider's Club, the Crosspatch Horse Ranch, the Elkdale Country Club, the Villages of Cattaraugus, Ellicottville and Little Valley, and the City of Salamanca within the Golden Triangle.

The Smart Development for Quality Communities guidebook series is Cattaraugus County's approach to Smart Growth. These award-winning guidebooks have received widespread acceptance in the community and from regional and state officials. They were funded by federal grants, the County's budget, and a grant from NYS Senator Patricia McGee. The County Legislature had oversight, and the work was supervised by the Cattaraugus County Department of Economic Development, Planning and Tourism. The guidebooks were conceived and produced by the County's planning staff with specific studies being completed by consultants. This work included extensive community and inter-agency participation over several years.

The County's eight guidebooks can be downloaded for free on the County's web-site as PDF files by going to www.cattco.org and clicking on Advance Planning, then Guidebooks, or by contacting the Cattaraugus County Department of Economic Development, Planning & Tourism at 303 Court Street, Little Valley, NY 14755, telephone (716) 938-9111 x2312.

(November 16, 2005)

Smart Development for Quality Communities

Community	Tourism Asset
Salamanca	Seneca Allegany Casino and Resort
	Allegany State Park
	State Park Village – Seneca Heritage Center
Ellicottville	Holiday Valley/HoliMont Ski Areas
	Hospitality Industry Center
	Festivals Center
Little Valley	Riders Club Equestrian Center
	Pat McGee Trail Center and Hub

By developing, linking, packaging and cross-marketing these assets, the County can appeal to an extremely broad tourism market that is seeking a wide range of recreational and leisure pursuits. Augmenting the Golden Triangle are other existing assets that will appeal to these niche markets:

Community	Tourism Asset
Randolph	Amish Community Culture and Retailing
South Valley	Onoville Marina Boating, Camping
Franklinville	Park Square Arts and Crafts Center

Richard Swist acknowledges that the vision of the Golden Triangle will require significant cooperative investment and marketing by different stakeholders. He points out that most of the assets are already in place and can be promoted even while further development occurs. Given the potential impact of proposed tourism assets, and given the extent of existing assets within the Golden Triangle, the feasibility appears promising and deserves to be tested.

He concludes by saying that this strategy would not defer or ignore other projects outside of the Golden Triangle. As issues pertaining to Route 219 are resolved and the Seneca Nation casino expands, the markets for other projects will continue to evolve and perhaps accelerate. However, it may be prudent, as the next step, to focus on high impact projects within the Golden Triangle.

By articulating a stronger vision of Cattaraugus County’s tourism future, and promoting the Golden Triangle, the County would attract attention to the types of public leadership and investments that would pay the biggest dividends in the short term. The key will be to develop a first class tourism asset that can be appropriately packaged and marketed. With time, the economic returns would be significant.

F. Conclusion

In summary, new concepts and demonstration projects were developed during the Allegany State Park Perimeter Study. This new information is presented in Volumes 1 to 8 of Cattaraugus County’s Smart Development for Quality Communities guidebook series, which is described above. The County’s consultants estimate that this new strategy, if acted upon in all economic sectors, would create jobs and increase business activities in Cattaraugus County (i.e., more than 2,400 new jobs are projected by the Year 2025 if this strategy is implemented aggressively).

Cattaraugus County’s new approach includes all of the traditional economic development strategies that support commercial, industrial and housing development. But it goes an extra step by recommending that community leaders and stakeholders: (1) Curtail sprawl by designing new growth around existing distributed infrastructure (i.e., in rural villages and cities instead of creating new urbanization in greenfields and open space), (2) Link these efforts to villages, outdoor recreation and trails development, and (3) Promote the Golden Triangle in the short term until the Route 219 freeway is fully constructed to Salamanca and opened for business.

**A NEW GUIDEBOOK SERIES BY CATTARAUGUS COUNTY, NEW YORK
FOR ADVANCE PLANNING IN THE 21st CENTURY**

Cattaraugus County has published a new series of guidebooks called the **Smart Development for Quality Communities Series**. These guidebooks are designed especially for Cattaraugus County and its 47 municipalities, and are advisory only. They show us how to create a new and better future. These guidebooks are:

- **Elements of a Countywide Vision**
A Guidebook Published for Cattaraugus County's Smart Development for Quality Community Series – Volume 1
- **A Design Guidebook for Towns and Villages in Cattaraugus County**
A Guidebook Published for Cattaraugus County's Smart Development for Quality Community Series – Volume 2
- **Saving Our Villages**
A Guidebook Published for Cattaraugus County's Smart Development for Quality Community Series – Volume 3
- **A New Vision for Outdoor Recreation Trails in Cattaraugus County**
A Guidebook Published for Cattaraugus County's Smart Development for Quality Community Series – Volume 4
- **Summary & Analysis of Similar Initiatives for Park-Community Economic Development**
A Guidebook Published for Cattaraugus County's Smart Development for Quality Community Series – Volume 5
- **Economic & Market Analysis for Communities in the Perimeter of Allegany State Park**
A Guidebook Published for Cattaraugus County's Smart Development for Quality Community Series – Volume 6
- **Economic Development Strategy – Linkages Between Allegany State Park & Nearby Communities**
A Guidebook Published for Cattaraugus County's Smart Development for Quality Community Series – Volume 7
- **Growing the Equestrian Economy in Cattaraugus County**
A Guidebook Published for Cattaraugus County's Smart Development for Quality Community Series – Volume 8

Each guidebook in this series offers new pathways into the future. They present new knowledge for stakeholders in Cattaraugus County, showing how to promote our villages, cities and other areas that already have infrastructure, and protect our greenways and rural open spaces while promoting outdoor recreation. These guidebooks are growth-inducing, community friendly, and environmentally safe. Copies of these guidebooks can be downloaded at no charge as PDF files at www.cattco.org, click on Advance Planning, then on Guidebooks.

Cattaraugus County

A Place to Grow



*Allegheny River Valley Trail Painting by Anne Conroy Baiter, Trail Volunteer 2005
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