

# EVERY MILE COUNTS



## AN ANALYSIS OF THE 2008 TRAIL USER SURVEYS

September 2010

State of New York  
David A. Paterson, Governor  
NYS Office of Parks, Recreation & Historic Preservation  
Carol Ash, Commissioner

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## I. Introduction

The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) is responsible for trail planning throughout New York State through the powers vested in the Commissioner by Section 3.09 of the Parks, Recreation and Historic Preservation Law. Section 3.09 provides in part that the Commissioner may, “Promulgate a comprehensive plan for the establishment of a statewide trails system.”

As designated by the Governor, the OPRHP also acts as the “State’s Trails Coordinator” for the purpose of managing and distributing certain federal assistance funding related to acquisition, development and maintenance of trails. In addition the OPRHP takes lead agency status in the preparation of the State Comprehensive Outdoor Recreation Plan required for participation in the Land and Water Conservation Program.

The surveys and economic impact analysis reported in this study were undertaken and completed in furtherance of those powers, duties and responsibilities of the Commissioner.

New York is fortunate to possess over 16,000 miles of trails throughout the state. There are five primary footpaths including the North Country National Scenic Trail, the Appalachian National Scenic Trail, The Finger Lakes Trail, The Long Path and the Long Island Greenbelt Trail collectively covering nearly 2,500 miles. Official State Designated Snowmobile Trails cover approximately 10,500 miles. In 2006 a survey of trail stakeholders established that there were some 700 identifiable trail segments, many of which were relatively short local trails. In 2007-08 information was gathered on 86 shared use trails which were built upon existing infrastructure such as abandoned railroad corridors, canal towpath and parkway right of ways. These are the types of trails which have caught the attention of many organizations and community leaders in recent years. It is these trails which have received substantial support from transportation and parks related funding sources. It is the use of these types of trails that this study focuses upon.

Throughout New York State there are over 700 miles of rail trail and another 300 miles of trails created on historic corridors such as canal tow paths and parkway right of ways. Most notably these trails include the Erie Canalway Trail, the longest shared use trail in the state. This trail is built both on a canal towpath as well as on an abandoned railroad right of way. While there is an extensive array of shared use trails, found in almost every region of the state, very little is known about those who use NY’s network of shared use trails and what they spend.

For many trails throughout the United States surveys have been conducted and results have been published regarding the economic benefits of those trails. These economic benefits tend to be in a few distinct categories. It has been reported that trails may increase property values for those residential dwellings that are proximate to the trail. It has also been reported that these amenities are highly sought out by new home buyers. Although not quantified, it has also been deduced that trails produce general economic benefits to a community through increased physical activity and a corresponding improvement in public health.

However, both the public and community leaders tend to focus on the direct economic impact of

trails relating to the spending patterns of trail users. These impacts are broken into two groups: spending related to a specific visit to a trail and spending on equipment and clothing to support the recreational activities associated with trail use. These types of spending are referred to as soft expenditures and hard expenditures respectively in prior studies. Various studies have estimated the per visit expenditure by trail patrons. These estimates have varied widely from a few dollars per trip to well over \$30 per visit.

An often quoted 1992 National Park Service study (Moore, 1992) of three rail-trails — the Heritage Trail in rural Iowa, the St. Marks Trail located outside Tallahassee, and the Lafayette / Moraga Trail in the developed suburbs of San Francisco — found that trail use generated from \$1.2 to \$1.9 million annually in economic activity and pumped from \$294,000 to \$630,000 into the economies of trail communities. Per user direct expenditures ranged from a low of \$3.97 to \$11.02 for consumable items and \$130 to \$250 for durable goods associated with trail use in the prior year. Consumable items included food, lodging, transportation and any visits to local attractions while durable goods were primarily recreation specific clothing accessories and equipment (e.g. bicycles).

More recently the 2007 User Survey and Economic Impact Analysis on the York County Heritage Rail Trail (Knoch 2007) reported an average per trip soft good (consumable) expenditures of \$12.86. Soft good expenditures were reported by 72% of respondents. Hard good expenditures were reported by 85% of the respondents and averaged \$367. The 2007 Survey also compared results of three prior surveys that had been undertaken on the same trail beginning in 1999 when the trail opened. Hard good expenditures, mostly bicycles and bicycle related expenses have remained relatively stable, \$337 to \$367, while soft good expenditures have nearly doubled \$6.47 to \$12.86. It is suggested that the increase is attributable to a much longer and developed trail system.

A 2006 study of the Pine Creek Rail Trail in Pennsylvania, suggested that each trail visitor spent \$30 per trip. A 1994 study of the Maryland Central Rail Trail placed trail spending at \$8.33 cents per trip. A 2004 study undertaken on behalf of the Virginia Department of Conservation of the Virginia Creeper Trail concluded that every trail visitor generated a net economic value of between \$23 and \$38 per person visit and supported 30 jobs in the area. The study determined that visitors had contributed \$1.2 million directly to the local economy.

Unfortunately within New York, there is little reported information in this area. A 2003 Economic Impact Study as reported in a publication on the Future of the NYS Canal stated that there was \$384 million in economic benefits generated by the Canal. A 2002 “Conversion Study” of those who made phone or web based inquiries to visit the canal spent \$625 on their vacation. Fifty five percent of those who visited spent between 1 and 3 days on the canal and reported that hiking and biking along the canal were their most favorite activity. Unfortunately neither study attempted to segregate trail use related expenditure by visitors. A 1998 survey and report prepared for the Mohawk Hudson Bike Hike Trail by the Schenectady County Department of Planning estimated per trail visit spending at \$1.16 per visit. This estimate used “zero” spending for 65% of the trail visitors.

Utilizing the methods that had been developed within these other studies, surveys were undertaken on eight shared-use trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards who care for these various trails. The survey data leads to conclusions about who uses these trails, where trail patrons come from, how far they travel to a trail, how far they travel on a trail, what they spend and on what items. With this information in hand, combined with estimates of overall trail use, some estimates of overall trail economic impacts to communities and the state can be made.

Work such as this has not been preformed in New York in the past. This study was coordinated with others such as the Capital District Transportation Committee and the New York Canal Corporation, who have performed prior studies on estimating trail use.

## II. Survey and Survey Methodology

Eight trails were selected for this study. The trails were located throughout the state and are under various management entities. A description of each trail is contained in this report. While trail surface varied, all the trails selected were built on abandoned railroad corridors or canal towpaths and tended to support similar summer recreational activities although this varied by the trail surface.

The primary survey methodology was a voluntary survey printed on legal size paper, pre-folded and placed in a business reply postage paid envelope for return to New York State Parks, Recreation and Historic Preservation, Bureau of Planning, Agency Building No.1, The Governor Nelson A. Rockefeller Empire State Plaza, Albany New York 12214-0380. Each survey was numbered and individualized for the trail that the survey was being placed on. Surveys were color coded to correspond to each trail to facilitate sorting upon return to the Agency.

Each survey contained an introduction and instructions. Respondents were invited to volunteer their address if they would like to receive a free copy of a State Parks map and were invited to volunteer their e-mail address if they would like updates on what is happening with parks and trails in New York.

The surveys contained 25 questions and five demographic questions. The 25 questions were formulated from a review of other similar surveys conducted on trails around the country and similar surveys conducted in State Parks. The intent was to create data that would be comparable to other trails in the country. A copy of the survey is attached as Appendix A.



Each trail steward was shipped 1,500 trail surveys with instructions on placing them on the trail. In addition each trail steward was provided with a minimum of four trail survey boxes. The plastic boxes were constructed of white frames with clear front panels and the wording: "Trail Survey, Please Take One". The instructions provided direction to ensure that surveys were available from June 1 through July 31. (Three trails did not return an adequate number of

completed surveys by July 31, 2008. The survey period was extended on the Catharine Valley and O&W Rail Trail to September 1, 2008 and until October 13, 2008 for the Chautauqua Rails to Trails.) A copy of the trail steward instructions are attached as Appendix B. A total of 1,478 surveys were returned to the OPRHP by the end of the survey.



Trail Steward placing surveys in a box.



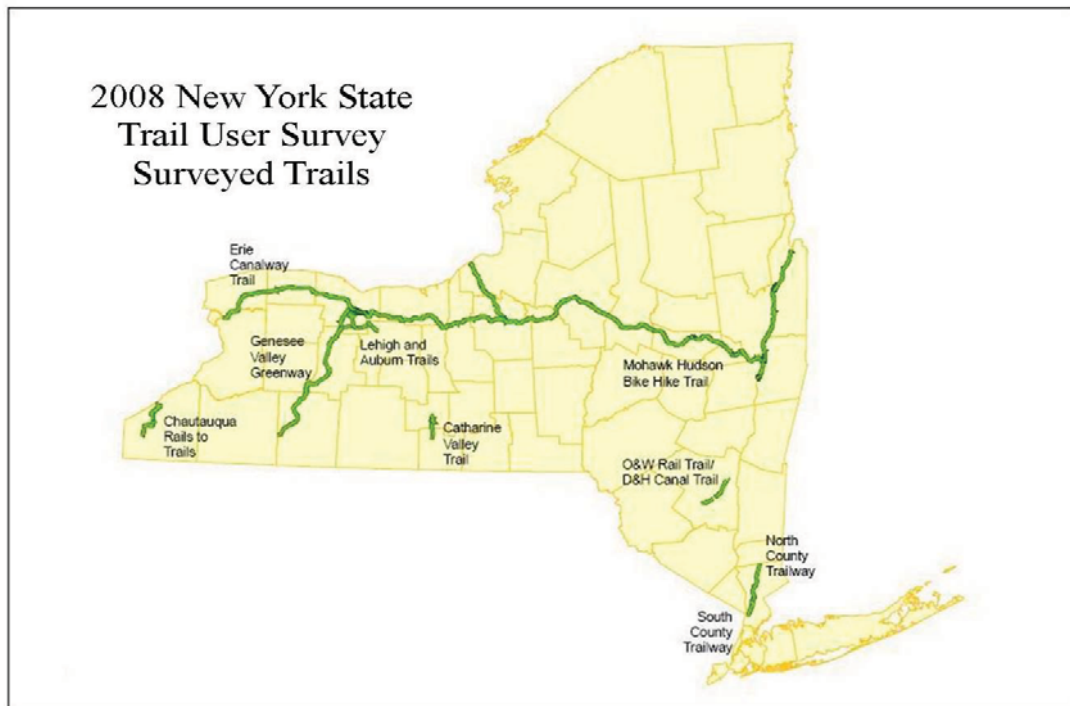
OPRHP staff conduction face-to-face survey.

The same survey was also collected at the Mohawk Hudson Bike Hike Trail in Niskayuna through “face to face” contact with NYS Parks’ staff. Park employees set up a survey station in the vicinity of Lyons Park. Surveys were conducted on Friday, June 27<sup>th</sup>, Tuesday, July 1<sup>st</sup>, Saturday, July 12<sup>th</sup>, Saturday, July 26<sup>th</sup>, and Saturday, August 16<sup>th</sup> from 10 AM until 2 PM with the exception of one Saturday when surveys were collected from 1 PM to 5 PM. Parks’ staff were instructed to approach only persons who appeared to be over the age of 18 and only one person from a group. This method produced 104 surveys. Staff did not complete an interview if the person had already submitted a mail in survey or had previously taken a survey at this location during the summer. Parks’ staff offered a Parks Map to those who completed the survey.

### III. Surveyed Trails

Eight trails were selected for the user survey. Selections were based upon geography and having a willing trail steward who could undertake the work needed to complete the survey. With one exception, all the trails surveyed are relatively long or are a part of a larger system. All allow shared use of their trail while trail surface modifies what uses are permitted, are practical or can be sustained. Each trail is open year round, is not cleared of snow and ice and is accessible for winter recreation. Unfortunately, the timing of the survey did not allow for the examination of winter recreational activities which for some of the trails is suspected to be significant. All of the trails possess the characteristics of a rail trail or towpath trail being relatively wide, flat, and firm. The trails range from urban to suburban to rural in character.

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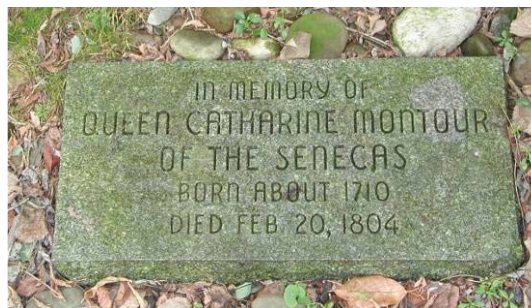




## The Catharine Valley Trail



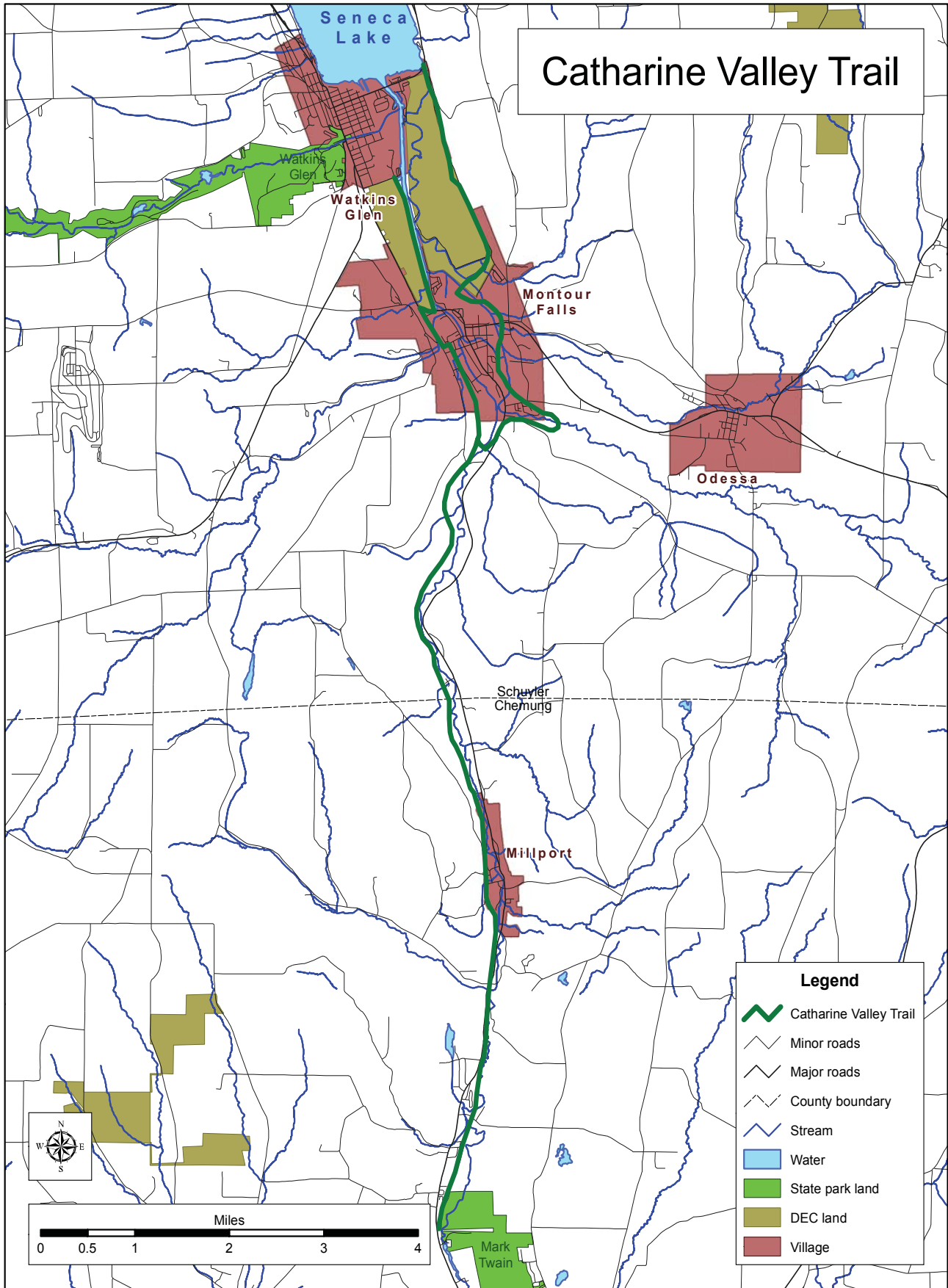
When completed, the Catharine Valley Trail will be a 12 mile shared use trail and natural corridor developed along the abandoned Chemung Canal and railroad system on land primarily under the jurisdiction of the NYS Office of Parks, Recreation and Historic Preservation. The trail is located just south of Seneca Lake and within Schuyler and Chemung Counties. Generally the trail will connect Watkins Glen State Park with Mark Twain State Park and connect the Villages of Watkins Glen, Montour Falls, Millport and Horseheads. The trail is currently under development with 8.5 miles completed between the south side of the Village of Watkins Glen through the Village of Millport. Additional segments planned for the future will connect the trail on Village of Watkins Glen streets to the Seneca Lake waterfront and another segment will continue the trail south of Mark Twain State Park to the Village of Horseheads. Both the Village of Watkins Glen and Watkins Glen State Park enjoy considerable summer tourism.



The Friends of Catharine Valley Trail, a non profit organization, assists with the promotion of the trail through publicity and special event planning and act as liaisons with local tourism agencies. The Friends assisted with the distribution of the trail survey.

The trail is composed of compacted stone dust, has several formal trailhead parking areas, several informational kiosks and accommodates hiking and biking and other non-motorized recreational uses. A recently completed ADA compliant pedestrian bridge carries the trail over NYS Route 14, just south of Millport. The trail does not accommodate equestrian use and no motorized vehicles are allowed including snowmobiles. The trail was selected because it is relatively new, current plans envision an extended trail, and a survey could measure tourists' interest in the trail.

# Catharine Valley Trail





# Catharine Valley Trail User Fact Sheet

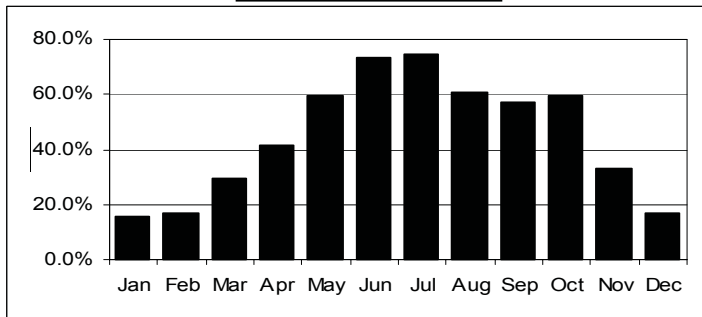
2008 New York State Trail Survey

This survey was implemented on eight shared-use trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards and almost all surveys were completed between Memorial Day and Labor Day 2008.

The information presented here shows the results of 82 survey forms from the Catherine Valley Trail which runs from Watkins Glen State Park to Mark Twain State Park in the Southern Tier of New York State.

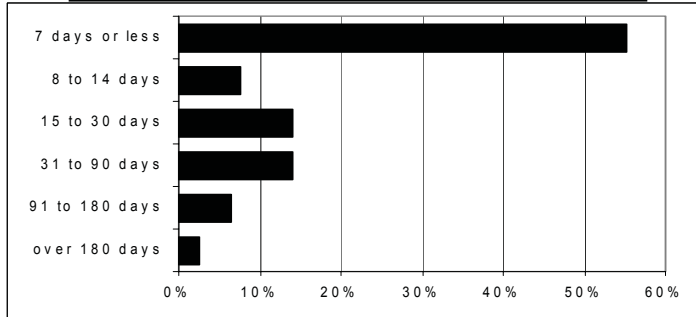
In which activities have you participated in on this trail in the previous 12 months?					
Activity	# Surveys	Percent	Activity	# Surveys	Percent
Hiking	52	63.40%	XC Skiing/Snowshoeing	8	9.80%
Jogging	14	17.10%	Snowmobiling	0	0%
Bicycling	51	62.20%	Other	2	2.40%
Horseback Riding	1	1.20%	No Answer	2	2.40%
(own horse)	1	1.20%			

Trail use by month:



The survey occurred during the summer; winter use may be underreported

Percent of trail users by frequency of trail use:



Average days of use/year is 27.3, median days of use is 6.

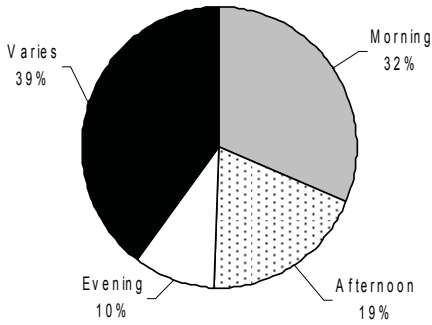
## Local Vs. Non-Local Spending (in dollars)

	Equipment spending	Transportation costs	Food spending	Accommodation spending
Local	\$287	\$1	\$11	\$150
Non-Local	\$300	\$4	\$36	\$97
Statewide Local	\$390	\$.75	\$10	\$109
Statewide non-local	\$387	\$13	\$29	\$86

\*In the above table, equipment spending is calculated per year. The other categories are calculated per trip.

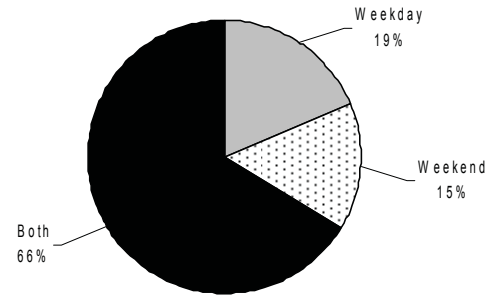
For the Catharine valley trail 23.2% of respondents said it was their first time visiting the trail. The average distance of travel to the trail was 11.9 miles compared to the statewide average of 13.4 miles. Only 11.9% of the people surveyed indicated that they stayed overnight with an average length of stay of 3.3 nights.

**When do trail users visit trails?**



Nearly 1/3 (32%) of users indicated that they visited the trail in the morning

A majority (66%) said they visited the trail both during the week and on weekends.



The average group size of people using the trail was 2.7, slightly higher than the statewide average group size of 2.3. For the day on which they visited the Catherine Valley Trail, those completing the survey form indicated they had participated in the following activities:

Activities participated in on day of survey	
Hiking	63.40%
Bicycling	62.20%
Birding	14.60%
Dog Walking	7.30%

(Percentages add to more than 100% because of multiple answers).

Statewide, and for the Catherine Valley Trail “Health & Exercise” was the main reason for using a trail and “Recreation” was the second most frequently mentioned reason. Statewide, 60.5% of the survey respondents mentioned “Health & Exercise”, while 47.7% of Catherine Valley Trail users cited it. “Recreation” use of the trail was mentioned less for this trail (43.1%) than statewide (26.6%).

Of the 82 surveys collected at the Catherine Valley Trail, all respondents indicated a zip code for their residence. The most common origins were Montour Falls, NY (17.1%) and Elmira, NY (13.4%). Only 6.0% were out-of-state visitors and there were no visitors from foreign countries.

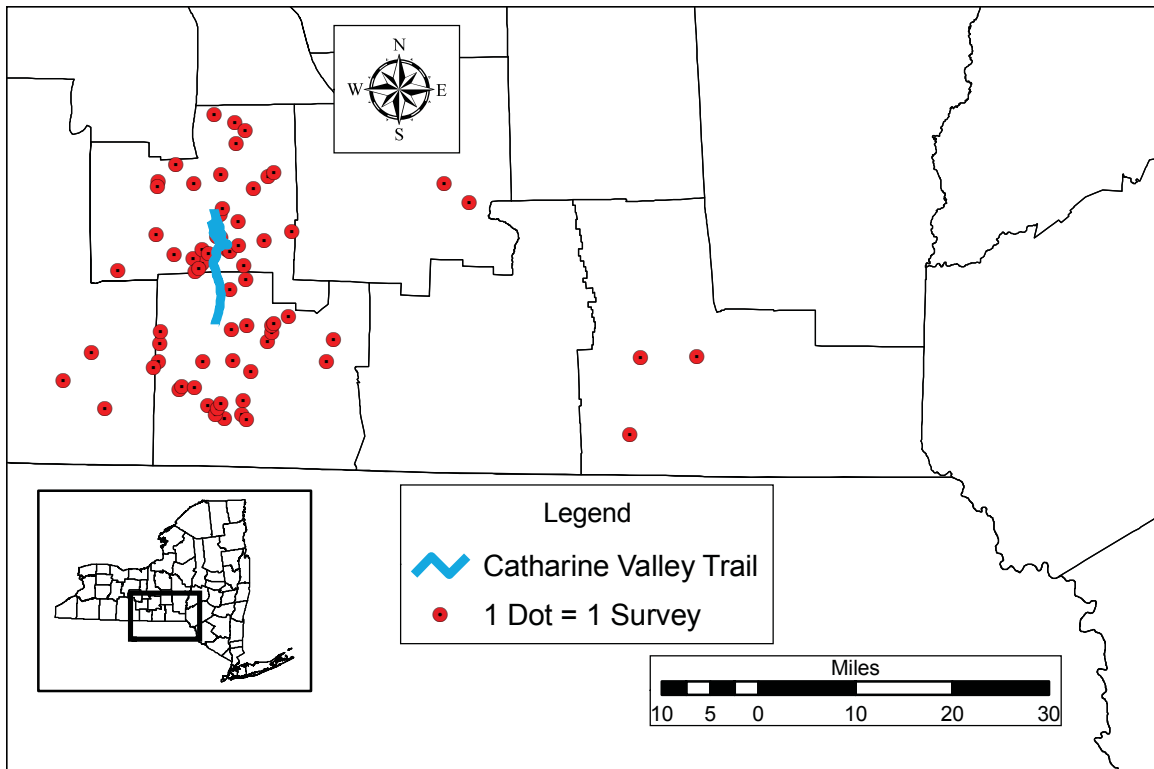
How did you find out about this trail?			
Local knowledge	45.10%	Rails to Trails	6.10%
Word-of-mouth	36.60%	Bike shop	2.40%
Drive by	19.50%	Internet	11.00%
Road sign	15.90%	All other	6.10%

(Percentages add to more than 100% because of multiple answers).

The trail was rated “excellent” or “good” by 98.0% of the users surveyed for maintenance and 100.0% of the users surveyed for cleanliness.

The average age of the Catherine Valley Trail user completing the survey was 52.3, about equal to the statewide average of 52.1 for the eight trails that were surveyed. Employment status was 50% employed full-time; 35.1% retired and the rest in the remaining categories. 1.3% of those surveyed indicated that they were a person with a disability. Exactly one half (50.0%) of those indicating gender on the survey were male. Median household income for those surveyed on this trail was \$71,600, the statewide median was \$85,609.

## Catharine Valley Trail Survey Respondents by Zip code of Residence



The map above shows the location (by zip code) indicated by 72 survey respondents as their primary residence.

Not shown on the map are the following respondents from: Saratoga-Capital Region (1); Maryland(1); Ohio(1); Pennsylvania(3); and Canada(1). There were 2 with no indication of primary residence.

## Chautauqua Rails to Trails

The Chautauqua Rails to Trails is a 30 mile shared use trail system in western New York State. This shared use trail is located almost entirely on private land which has been voluntarily opened to the public by the land owners. It primarily follows the alignment of the abandoned Pennsylvania Railroad between the communities of Brocton and Sherman and passing close to Chautauqua Lake in Mayville, the county seat. The system is dutifully cared for by the not for profit organization, Chautauqua Rails To Trails, Inc. which maintains a web site for promotion of the trail and the organization ([www.chaurtt.org](http://www.chaurtt.org)).



The system is composed of eight segments that are individually named and identified. The north end of the trail begins in the Lake Erie Basin. Users will be treated to stunning views of the lake as they make their way to the south and gradually climb out of the basin. The region is noted for its Concord Grape vineyards and for wine grapes. Allowable uses during the summer include hiking, biking and horseback riding. The trail is also open for winter recreation including cross country skiing, snow shoeing and parts for snowmobiling, all terrain vehicles (ATVs) and other motorized recreation are prohibited.

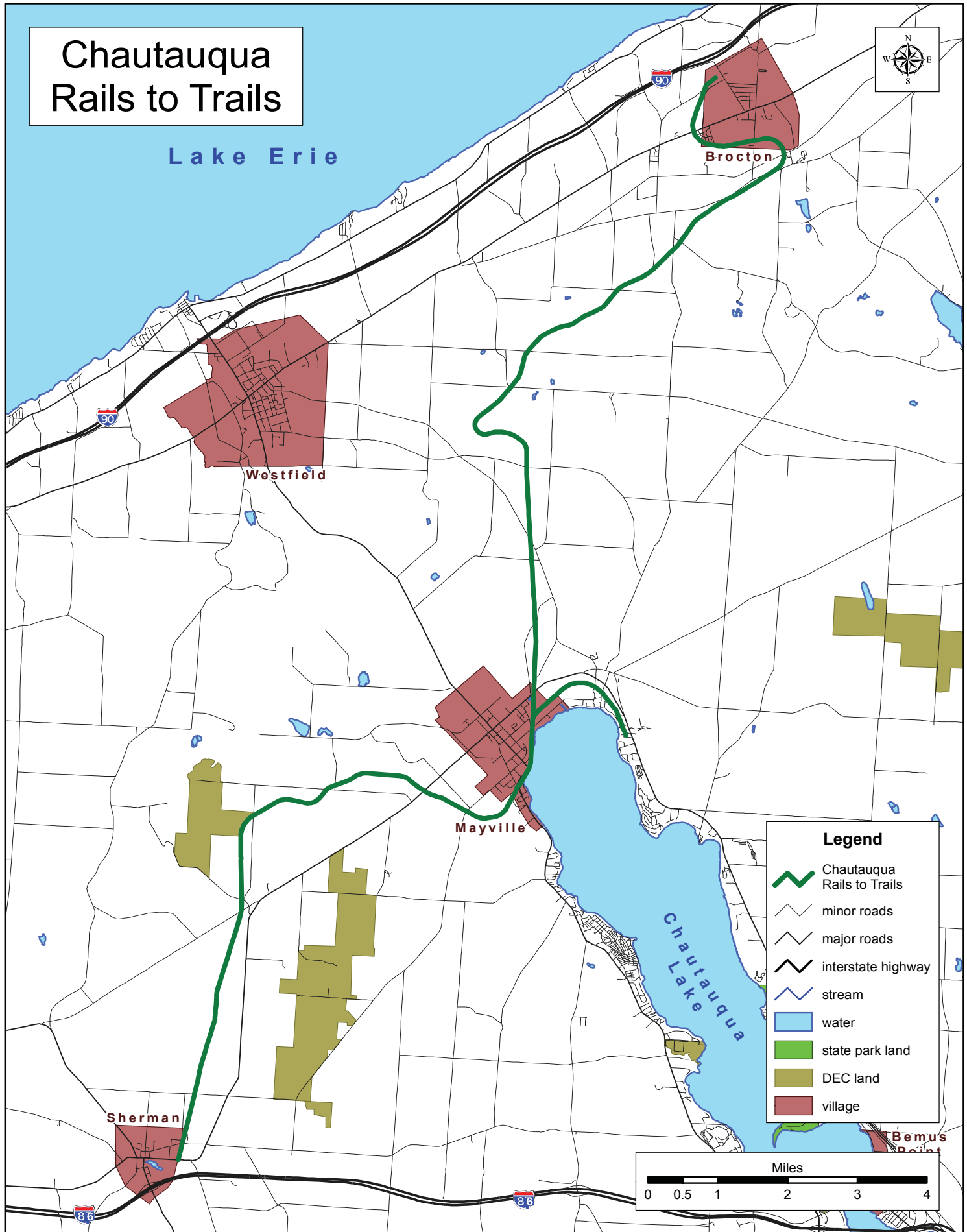
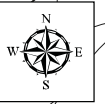


While the trail is built upon the existing infrastructure of the abandoned railway, there are a few on road segments and a few sections which are detoured off the rail corridor to accommodate land owner wishes. For the most part the trail is grass and dirt with minimal surface improvements. What improvements exist are focused near trailheads. The non profit organization continues to seek resources to establish additional trailheads and signage.

The trail was selected for the survey because of its location as one of the most western NY shared use trails; its location near Chautauqua Lake where we expected to encounter some out-of-state tourist traffic; the fact that the majority of this trail is privately owned and has been opened to the public; and finally because Chautauqua Rails to Trails, Inc. is a well organized trail steward capable of the work necessary to undertake the survey.

# Chautauqua Rails to Trails

Lake Erie



## Legend

- Chautauqua Rails to Trails
- minor roads
- major roads
- interstate highway
- stream
- water
- state park land
- DEC land
- village







## Chautauqua Trail User Fact Sheet

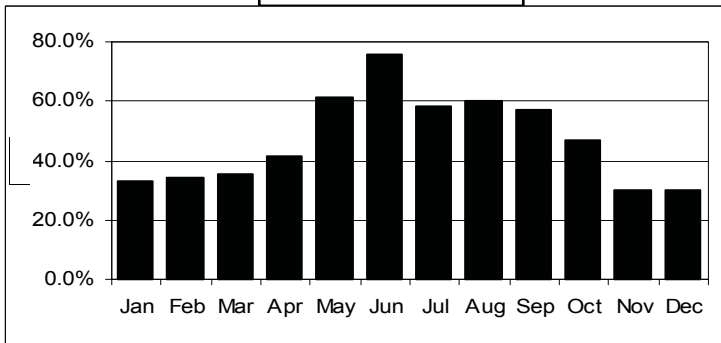
### 2008 New York State Trail Survey

This survey was implemented on eight shared-use trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards and almost all surveys were completed between Memorial Day and Labor Day 2008.

The information presented here shows the results of 70 survey forms from the Chautauqua Trail which runs between the communities of Brocton and Sherman and passes close to Chautauqua Lake in Mayville.

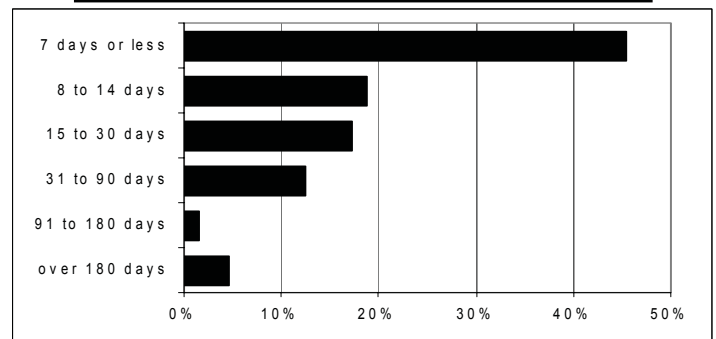
In which activities have you participated in on this trail in the previous 12 months?					
Activity	# Surveys	Percent	Activity	# Surveys	Percent
Hiking	52	74.3%	XC Skiing/Snowshoeing	15	21.4%
Jogging	8	11.4%	Snowmobiling	4	5.7%
Bicycling	36	51.4%	Other	10	14.3%
Horseback Riding	2	2.9%	No Answer	0	0.0%
(own horse)	2	2.0%			

**Trail use by month:**



The survey occurred during the summer; winter use may be underreported

**Percent of trail users by frequency of trail use:**



Average days of use/year is 27, median days of use is 8.

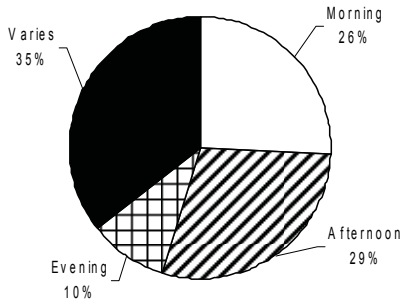
### Local Vs. Non-Local Spending (in dollars)

	Equipment spending	Transportation costs	Food spending	Accommodation spending
Local	\$226	\$.95	\$11	\$205
Non-Local	\$297	\$7	\$31	\$94
Statewide Local	\$390	\$.75	\$10	\$109
Statewide non-local	\$387	\$13	\$29	\$86

\*In the above table, equipment spending is calculated per year. The other categories are calculated per trip.

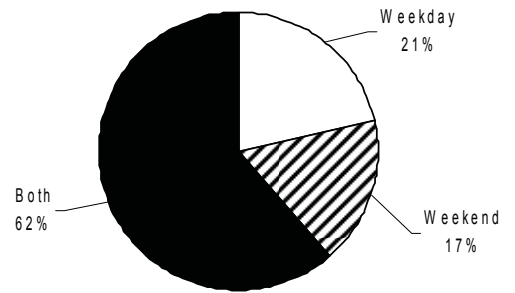
For the Chautauqua trail 21.1% of respondents said it was their first time visiting the trail. The average distance of travel to the trail was 26.1 miles compared to the statewide average of 13.4 miles. 15.5% of the people surveyed indicated that they stayed overnight with an average length of stay of 5.8 nights.

**When do trail users visit trails?**



Over 1/3 of users (35%) indicated they visit the trail at various times during the day.

A majority (62%) said they visited the trail both during the week and on weekends.



The average group size of people using the trail was 2.3, which was equal to the statewide average group size. For the day on which they visited the Chautauqua Trail, those completing the survey form indicated they had participated in the following activities:

Activities participated in on day of survey	
Hiking	74.3%
Bicycling	48.6%
Birding	39.0%
Dog Walking	10.0%

(Percentages add to more than 100% because of multiple answers).

The main reason for using the Chautauqua Trail was Recreation (48.1%) compared to the statewide average of 26.6%. Statewide, 60.5% of the survey respondents mentioned "Health & Exercise" as their main use, while 30.8% of the Chautauqua Trail users cited it.

Of the 70 surveys collected at the Chautauqua Trail, all respondents indicated a zip code for their residence. The most common origins were Brocton, NY (21.4%) and Bemus Point, NY (10.0%). Only 12.9% were out-of-state visitors.

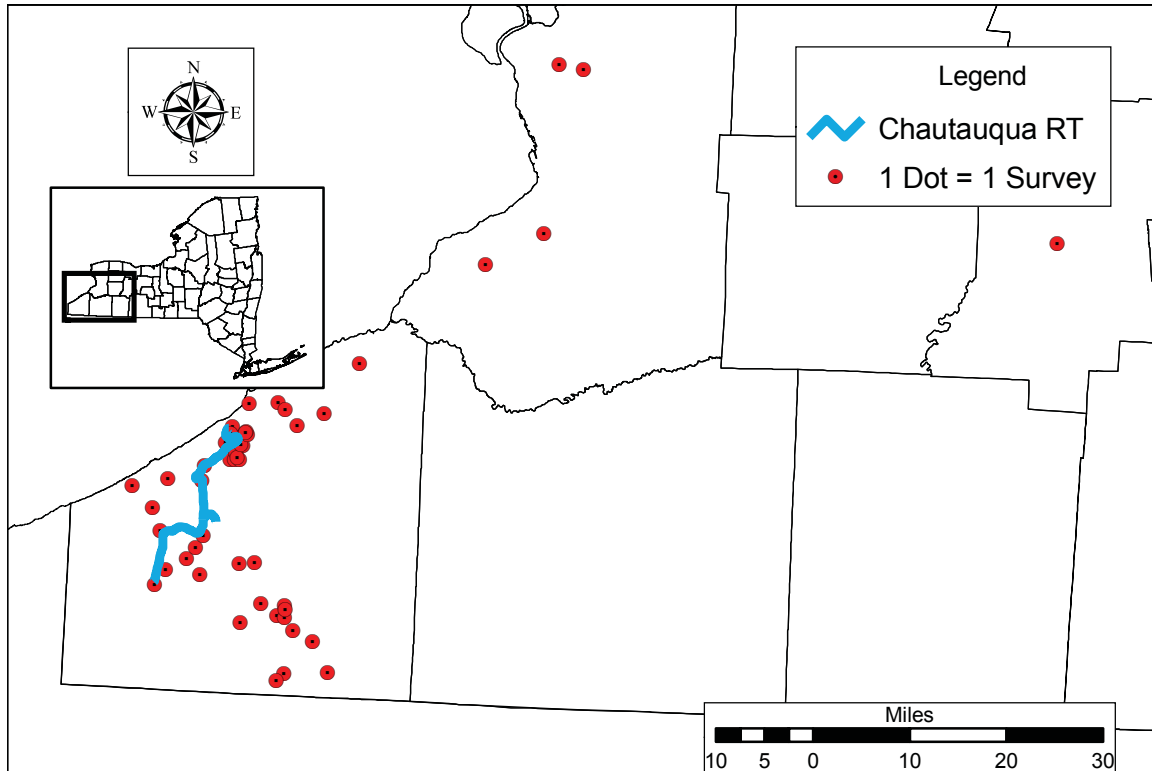
How did you find out about this trail?			
Local knowledge	42.9%	Rails to Trails	25.7%
Word-of-mouth	33.8%	Bike shop	5.7%
Drive by	17.1%	Internet	5.7%
Road sign	17.1%	All other	11.4%

(Percentages add to more than 100% because of multiple answers).

The trail was rated "excellent" or "good" by 80.9% of the users surveyed for maintenance and 90.0% of the users surveyed for cleanliness.

The average age of Chautauqua Trail user completing the survey was 53.1, higher than the statewide average of 52.1 for the eight trails that were surveyed. Employment status was 54.5% employed full-time; 24.4% retired and the rest in the remaining categories. Almost five percent of those surveyed indicated that they were a person with a disability. 58.2% of those indicating gender on the survey were male. Median household income for those surveyed on this trail was \$90,000 the statewide median was \$85,609.

## Chautauqua Rails to Trails



The map above shows the location (by zip code) indicated by 54 survey respondents as their primary residence.

Not shown on the map are the following respondents from:  
Finger Lakes Region (1); Genesee Region(1); Taconic Region(1); Connecticut(1); Maryland(1); Ohio(3); and Pennsylvania(6). There were 2 with no indication of primary residence.

## The Erie Canalway Trail (Lock 32) Town of Pittsford

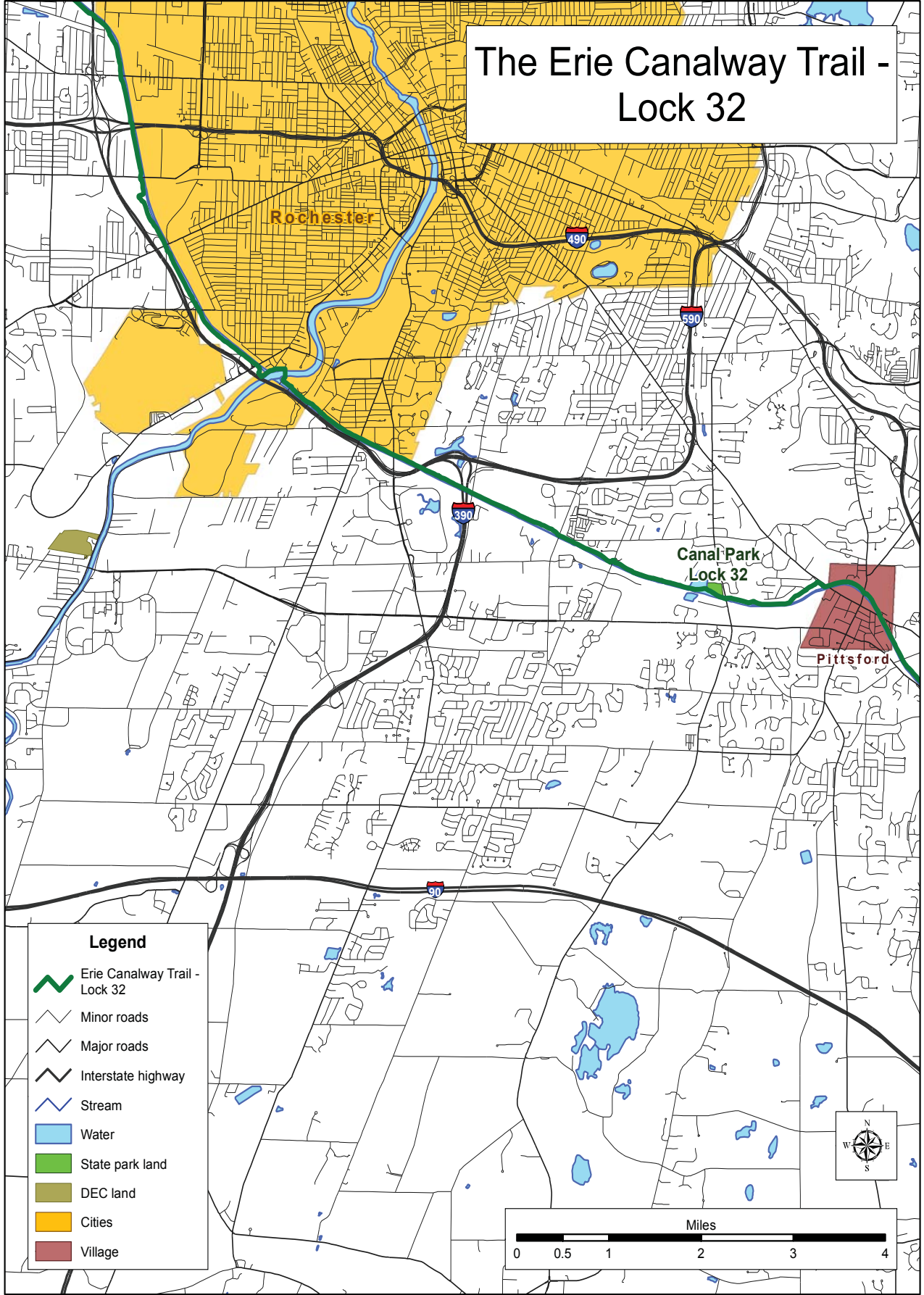


The Canalway Trail is envisioned to parallel the entire 525 mile State Canal System. Similar in function to the NYS Thruway, The Canalway Trail forms the interstate east west route connecting many communities, Greenways and other trails across upstate New York. The Canal Corporation, a New York public benefit corporation under the leadership of the NYS Thruway Authority has responsibility for the Canal system and has committed to building the Canalway Trail. While it was the land path that was surveyed in this study the Canal is also a blueway which spans NY State.

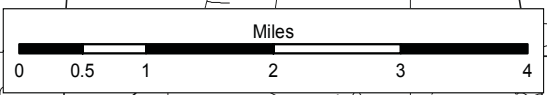


Currently 260 miles of the Canalway Trail have been completed as an off highway shared use trail. While portions of the Canalway Trail are paved many sections are compacted stone dust. The section surveyed here is paved. To the east and west of Lock 32 the trail is a continuous off road path covering approximately 100 miles terminating in the west at the Niagara River. This portion of the Canalway Trail is built exclusively on the canal towpath. The trail is very flat and uniform in the area offering scenic views of the Canal.

# The Erie Canalway Trail - Lock 32



- Legend**
- Erie Canalway Trail - Lock 32
  - Minor roads
  - Major roads
  - Interstate highway
  - Stream
  - Water
  - State park land
  - DEC land
  - Cities
  - Village





# Erie Canalway Trail User Fact Sheet

2008 New York State Trail Survey

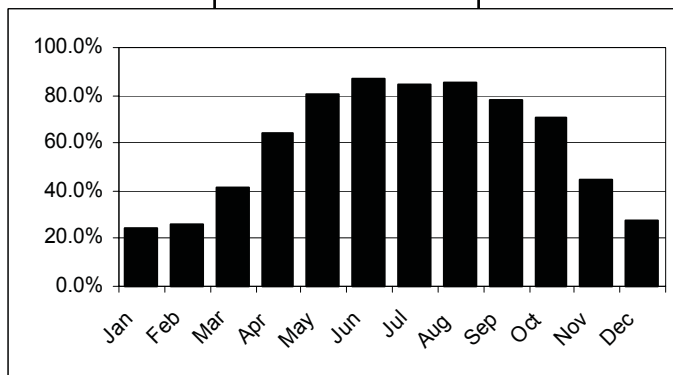
This survey was implemented on eight shared-use trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards and almost all surveys were completed between Memorial Day and Labor Day 2008.

The information presented here shows the results of 212 survey forms from the Erie Canalway Trail which Stretches 524 miles across upstate New York, the Erie, Champlain, Oswego, and Cayuga-Seneca Canals.

## In which activities have you participated in on this trail in the previous 12 months?

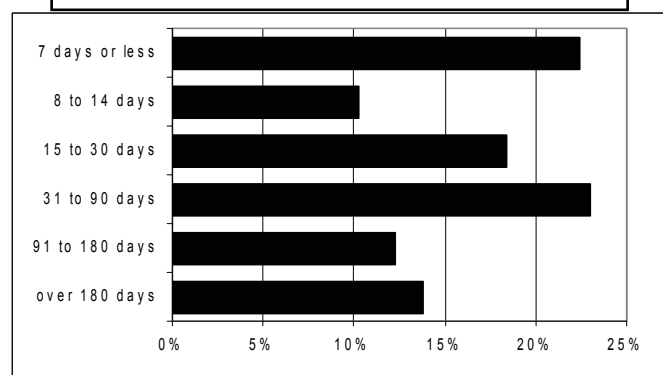
Activity	# Surveys	Percent	Activity	# Surveys	Percent
Hiking	160	75.5%	XC Skiing/Snowshoeing	13	6.1%
Jogging	47	22.2%	Snowmobiling	1	.5%
Bicycling	144	67.9%	Other	21	9.9%
Horseback Riding	0	0.0%	No Answer	0	0.0%
(own horse)	1	0.5%			

Trail use by month:



The survey occurred during the summer; winter use may be underreported

Percent of trail users by frequency of trail use:



Average days of use/year is 69.9, median days of use is 30.

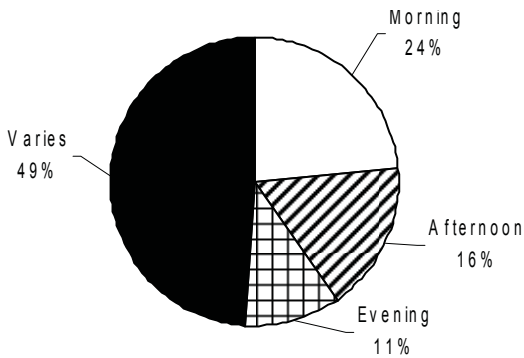
## Local Vs. Non-Local Spending (in dollars)

	Equipment spending	Transportation costs	Food spending	Accommodation spending
Local	\$306	\$.57	\$7	\$70
Non-Local	\$672	\$8	\$57	\$89
Statewide Local	\$390	\$.75	\$10	\$109
Statewide non-local	\$387	\$13	\$29	\$86

\*In the above table, equipment spending is calculated per year. The other categories are calculated per trip.

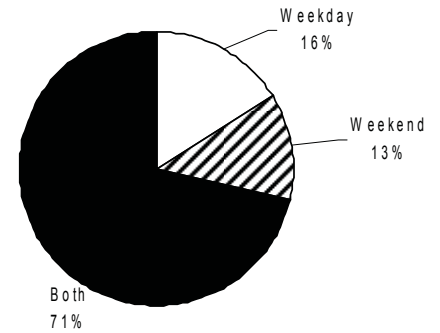
For the Erie Canalway Trail 10.8% of respondents said it was their first time visiting the trail. The average distance of travel to the trail was 15.6 miles compared to the statewide average of 13.4. 10.8% of the people surveyed indicated that they stayed overnight with an average length of stay of 3.4 nights.

### When do trail users visit trails?



Nearly ¼ (24%) of users indicated that they visited the trail in the morning.

A majority (71%) said they visited the trail both during the week and on weekends.



The average group size of people using the trail was 1.99, slightly lower than the statewide average group size of 2.3. For the day on which they visited the Erie Canalway Trail, those completing the survey form indicated they had participated in the following activities:

Activities participated in on day of survey	
Hiking	75.8%
Bicycling	68.9%
Birding	15.1%
Dog Walking	14.2%

(Percentages add to more than 100% because of multiple answers).

Statewide, and for the Erie Canalway Trail “Health & Exercise” was the main reason for using a trail and “Recreation” was the second most frequently mentioned reason. Statewide, 60.5% of the survey respondents mentioned “Health & Exercise”, while 65.5% of the Erie Canalway Trail users cited it. “Recreational” use of the trail was equal to the statewide average of 26.6%.

Of the 212 surveys collected at the Erie Canalway Trail, 202 respondents indicated a zip code for their residence. The most common origins were Rochester, NY (34.4%) and Medina, NY (9.4%). Only 6.0% were out-of-state visitors and there were no Canadians but one visitor from Germany.

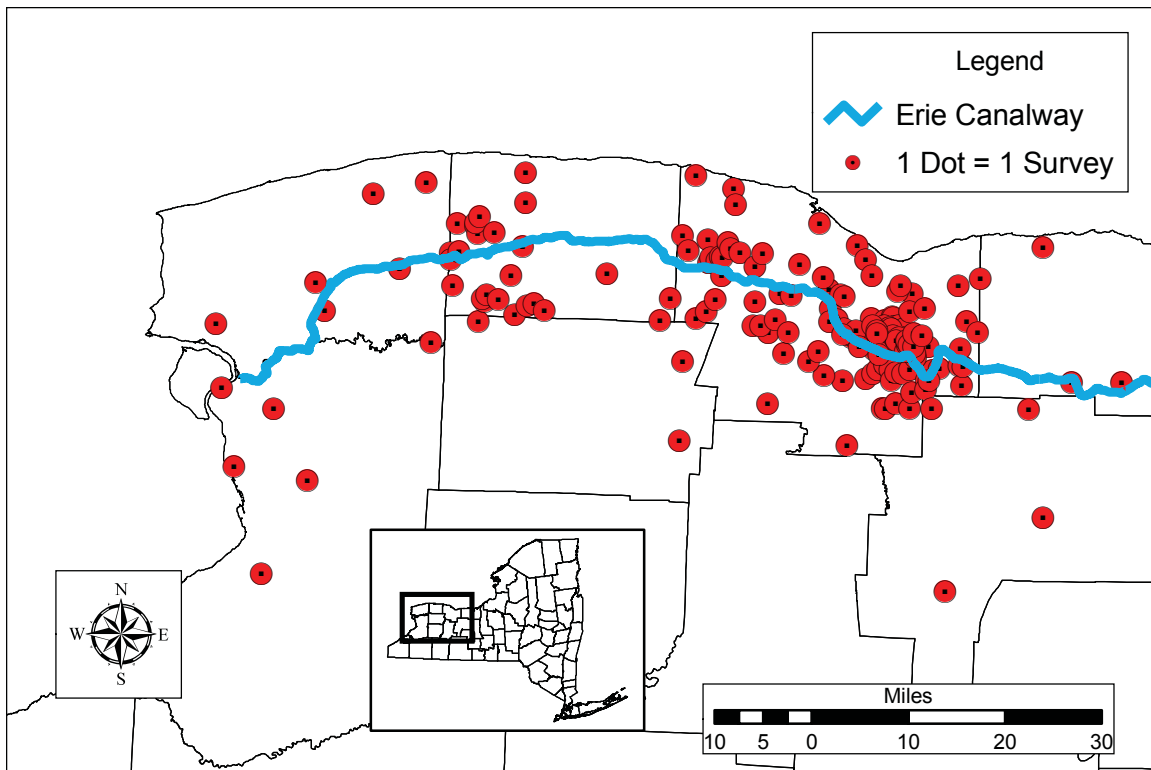
How did you find out about this trail?			
Local knowledge	32.1%	Rails to Trails	5.2%
Word-of-mouth	18.9%	Bike shop	4.7%
Drive by	15.6%	Internet	6.1%
Road sign	10.4%	All other	13.7%

(Percentages add to more than 100% because of multiple answers).

The trail was rated “excellent” or “good” by 93.2% of the users surveyed for maintenance and 94.2% of the users surveyed for cleanliness.

The average age of the Erie Canalway Trail user completing the survey was 53.2, higher than the statewide average of 52.1 for the eight trails that were surveyed. Employment status was 52.3% employed full-time; 23.1% retired and the rest in the remaining categories. Five percent of those surveyed indicated that they were a person with a disability. 61.0% of those indicating gender on the survey were male. Median household income for those surveyed on this trail was \$74,000, the statewide median was \$85,609.

## Erie Canalway



The map above shows the location (by zip code) indicated by 174 survey respondents as their primary residence.

Not shown on the map are the following respondents from other areas of New York State: Central Region(1); Saratoga-Capital Region (2); New York City(1);

Out-of-state visitors not appearing on the map were from Maryland(1); Massachusetts(2); New Hampshire(1); New Jersey(1); Ohio(1); Pennsylvania(1); Rhode Island(1); the District of Columbia (1); Florida (1); Texas(2); Virginia(1); Washington(1); Wisconsin(1); and Canada(1).

There were 12 survey respondents with no indication of primary residence.





The trail was selected because it is a portion of the longest shared use path in the state and significant resources have been expended to draw visitors to the Canal and Canal communities; it is one of two Canalway Trail sites that are surveyed in this study; there is extensive trail user count information for this section of the Canalway Trail and there was willingness and enthusiasm on the part of the Canal Corporation, its employees and Parks and Trails New York to gather trail user information.

## The Genesee Valley Greenway

The Genesee Valley Greenway is a 90 mile system of trails running from the City of Rochester in the north to Cuba, NY near the Pennsylvania border in the south. The trail is located on lands under the jurisdiction of the Office of Parks, Recreation and Historic Preservation and the Department of Environmental Conservation. Both state agencies' efforts are greatly enhanced by the work

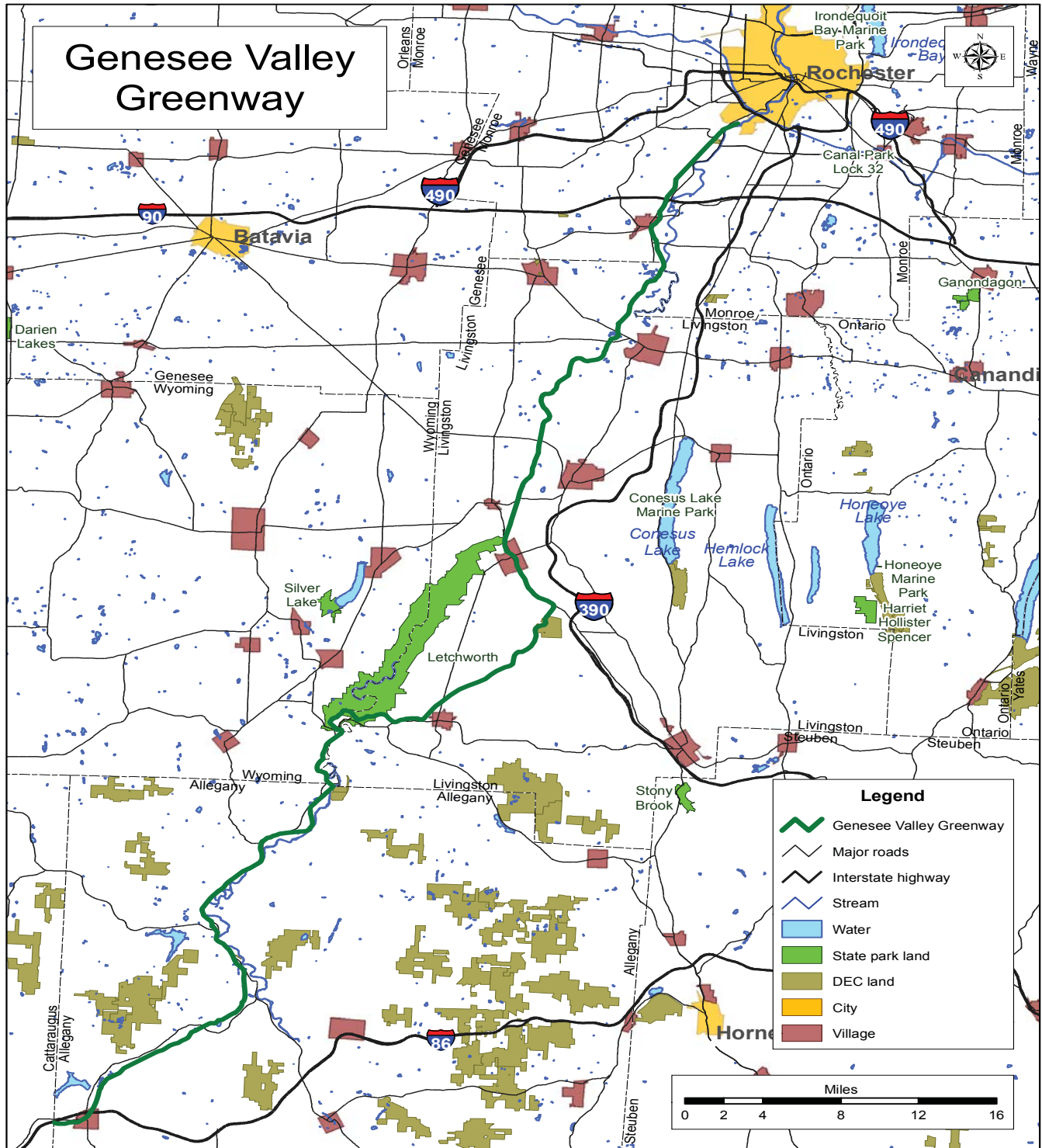


of the Friends of the Genesee Valley Greenway. This partnership is viewed as critical to the success of the Greenway and the Friends enjoy official status through a formal agreement with both agencies. The Friends operate a very informative web site, publish a quarterly newsletter and organize events along the trail. The Friends act as an umbrella organization for volunteer services by coordinating trail stewardship by local organizations and advocating on the trail's behalf.



The trail has been constructed on both the remnants of the Genesee Canal which was closed in 1878 and the Genesee Valley Canal Railroad which began abandoning the line in the early 1960's. While the northern most two miles of the trail are paved, most of the trail is packed cinders, gravel and mowed grass. The southern section of the trail is that part which tends to be the most primitive for trail use. There are southern sections of the trail which have been closed due to washouts. While the trail is predominately off road there are a few on road detours. Other than snowmobiles on certain sections of the trail, no motorized vehicles are permitted. The trail is open to hikers, bikers and horseback riders. Winter recreation on the trail is popular.

The trail was selected because it represents a partnership between two state agencies and a friends organization; it is the longest shared use trail in the state outside the Erie Canalway; its location, originating near a major urban area but passing primarily through a rural setting; and finally because the Friends of the Genesee Valley Greenway, Inc. is a well organized trail steward capable of the work necessary to undertake the survey.





## Genesee Valley Greenway user Fact Sheet

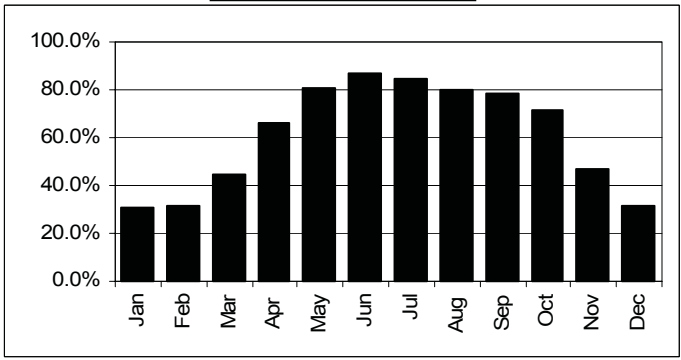
### 2008 New York State Trail Survey

This survey was implemented on eight shared-use trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards and almost all surveys were completed between Memorial Day and Labor Day 2008.

The information presented here shows the results of 236 survey forms from the Genesee Valley Greenway which runs from the city of Rochester in the north to the city of Cuba, NY near the Pennsylvania border in the south.

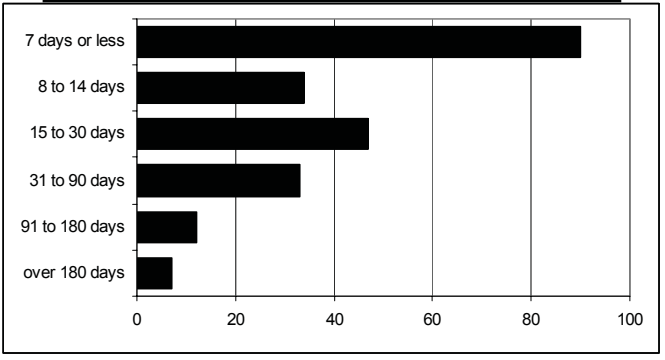
In which activities have you participated in on this trail in the previous 12 months?					
Activity	# Surveys	Percent	Activity	# Surveys	Percent
Hiking	152	64.4%	XC Skiing/Snowshoeing	29	12.4%
Jogging	41	17.6%	Snowmobiling	6	2.6%
Bicycling	166	70.3%	Other	9	6.0%
Horseback Riding	15	6.4%	No Answer	1	0.4%
(own horse)	13	5.6%			

**Trail use by month:**



The survey occurred during the summer; winter use may be underreported

**Percent of trail users by frequency of trail use:**



Average days of use/year is 53.9, median days of use is 25.0

Local Vs. Non-Local Spending (in dollars)				
	Equipment spending	Transportation costs	Food spending	Accommodation spending
Local	\$722	\$.9	\$6	\$175
Non-Local	\$301	\$10	\$17	\$83
Statewide Local	\$390	\$.75	\$10	\$109
Statewide non-local	\$387	\$13	\$29	\$86

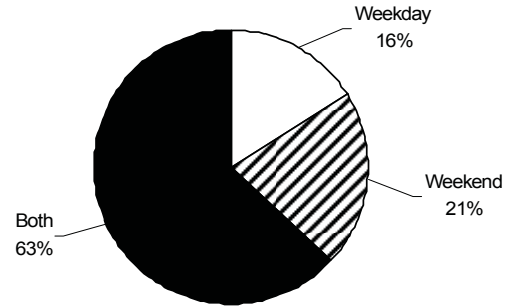
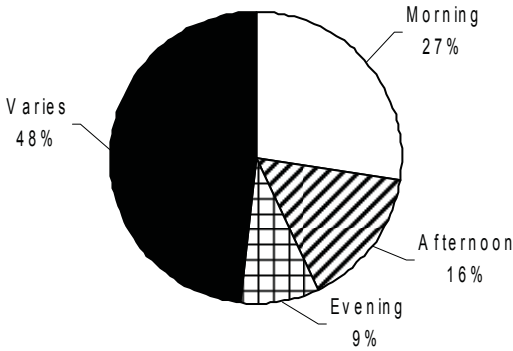
\*In the above table, equipment spending is calculated per year. The other categories are calculated per trip.

For the Genesee Valley Greenway 10.2% of respondents said it was their first time visiting the trail. The average distance of travel to the trail was 15.0 miles compared to the statewide average of 13.4. Only 3.8% of the people surveyed indicated that they stayed overnight with an average length of stay of 2.4 nights

### When do trail users visit trails?

Nearly ½ (48%) of users indicated that they visited at various times during the day.

A majority (62%) said they visited the trail both during the week and on weekends.



The average group size of people using the trail was 2.4, slightly higher than the statewide average group size of 2.1. For the day on which they visited the Genesee Valley Greenway, those completing the survey form indicated they had participated in the following activities:

Activities participated in on day of survey	
Hiking	44.0%
Bicycling	53.2%
Birding	16.3%
Dog Walking	17.6%

(Percentages add to more than 100% because of multiple answers).

Statewide, and for the Genesee Valley Greenway “Health & Exercise” was the main reason for using a trail and “Recreation” was the second most frequently mentioned reason. Statewide, 60.5% of the survey respondents mentioned “Health & Exercise”, while 52.6% of the Genesee Valley Greenway users cited it. “Recreation” use of the trail was mentioned more for this trail (40.1%) than statewide (26.6%).

Many of the users of this trail were from the Rochester area. Of the 233 surveys collected at the Genesee Valley Trail, 215 indicated a zip code for their residence. The most common origins were Rochester, NY (25%) and Scottsville, NY (10%). There were 5 out-of-state visitors (2.3%) and no Canadians or visitors from other foreign countries. The high usage of the trail by locals was confirmed by the percentage (52.9%) of survey respondents indicating they found out about the trail through “local knowledge.”

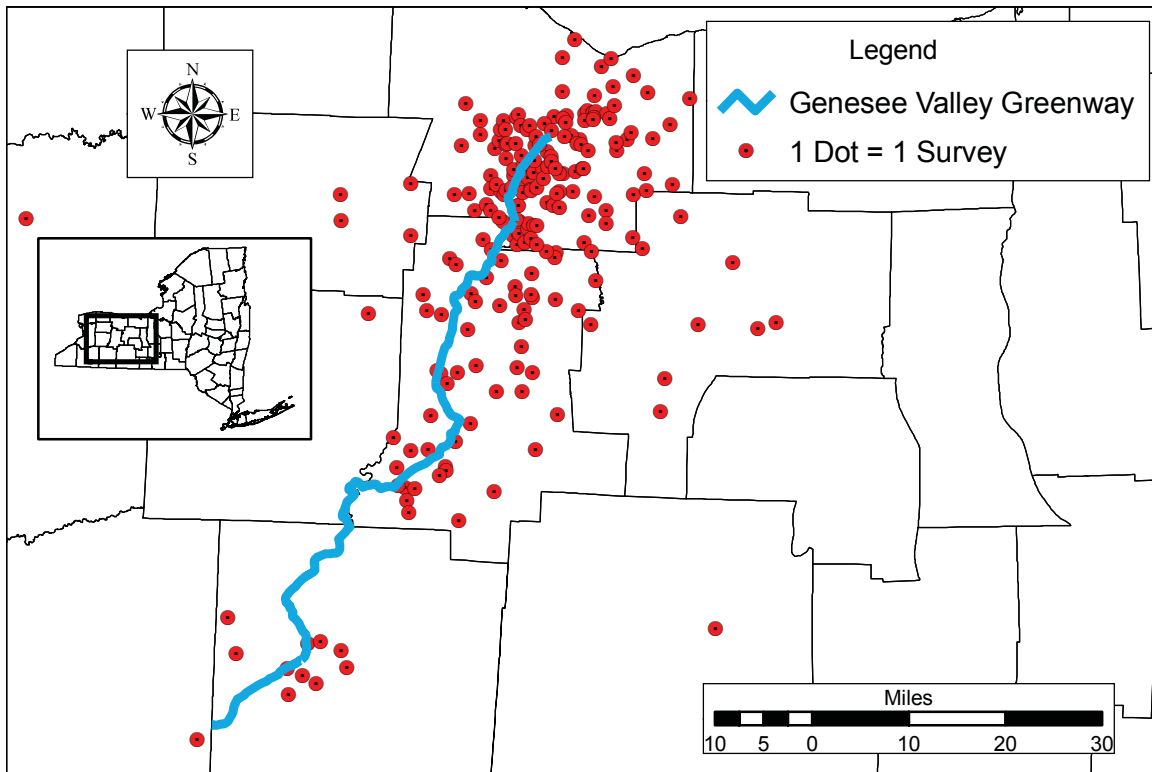
How did you find out about this trail?			
Local knowledge	52.9%	Rails to Trails	7.6%
Word-of-mouth	35.4%	Bike shop	4.5%
Drive by	21.5%	Internet	17.5%
Road sign	24.4%	All other	28.6%

(Percentages add to more than 100% because of multiple answers).

The trail was rated “excellent” or “good” by 89.8% of the users surveyed for maintenance and 95.6% of the users surveyed for cleanliness.

The average age of the Genesee Valley Greenway user completing the survey was 51.1, statistically the same as the statewide average of 52.1. Employment status was 55.0% employed full-time; 22.7% retired and the rest in the remaining categories. Three percent of those surveyed indicated that they were a person with a disability. Seventy-one percent of those indicating gender on the survey were male. Average household income for the survey is \$80,150.

## Genesee Valley



The map above shows the location (by zip code) indicated by 219 survey respondents as their primary residence.

Not shown on the map are the following respondents from other areas of New York State: Central NY(2); New York City(2); and the Saratoga-Capital Region (1).

Visitors from outside New York State were from Connecticut(1); Florida(1); Maryland(1); Michigan(1); Ohio(1); Pennsylvania(3); South Carolina(1); Texas(1) and Canada(1).

There were 5 survey respondents with no indication of primary residence.

## Lehigh and Auburn Trails

Located in the northwest corner of Ontario County, Victor Hiking Trails, Inc. in partnership with the Town of Victor have developed a network of rail trails in their town.

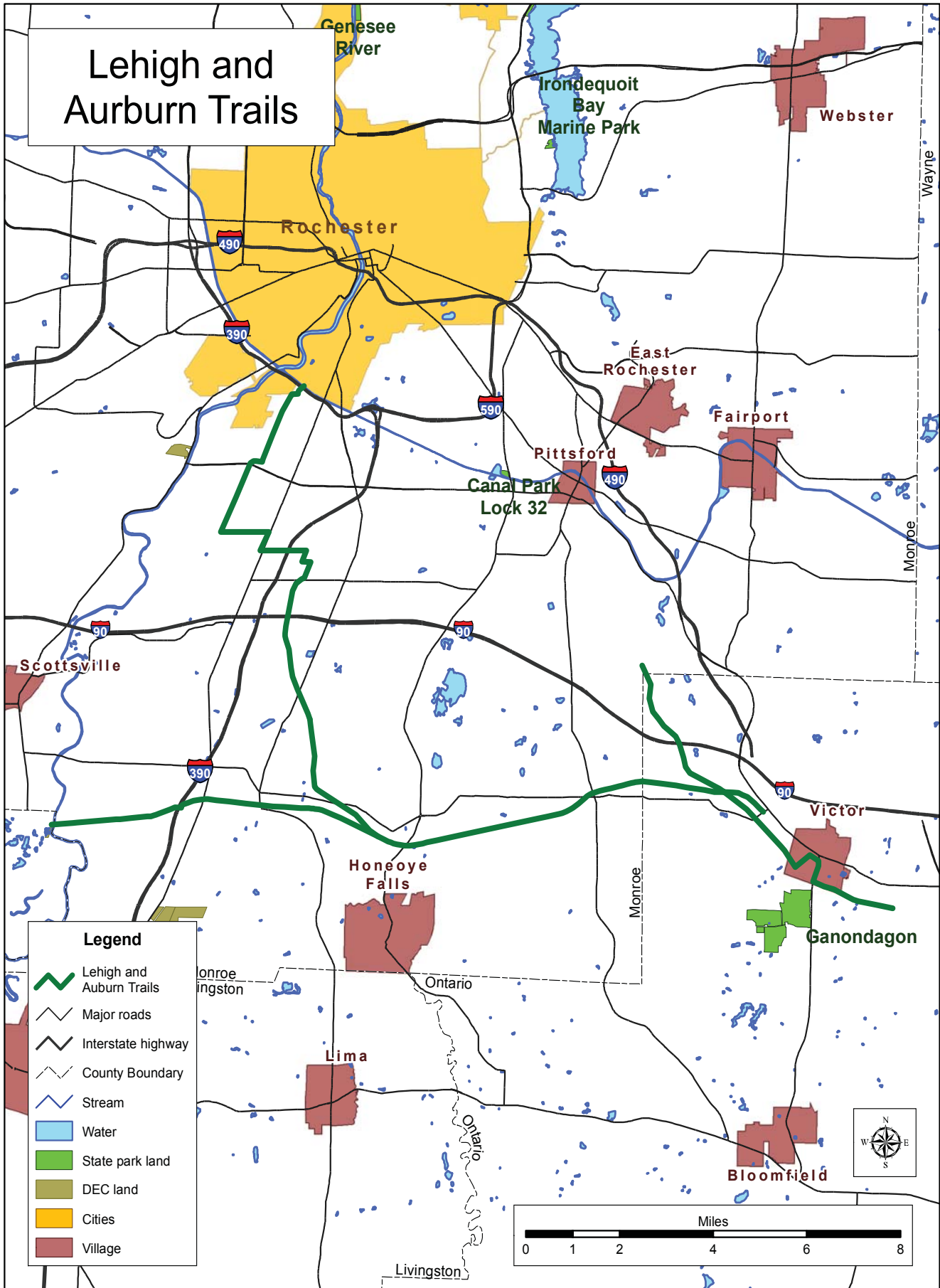


Built on a rail line that ran from Auburn, NY to Rochester, the Auburn Trail was first opened in 1993 by Victor Hiking Trails, Inc. The Lehigh Trail was opened in 1995 and is built upon the Lehigh Valley Railroad corridor and extends into the neighboring towns to the west connecting to both the Erie Canalway and the Genesee Valley Greenway many miles away. The Auburn crosses the Lehigh and acts to extend the trail system to the east.

Victor Hiking Trails, Inc is a non profit organization that undertakes promotion, stewardship and development of the trail system in the town. They operate a website ([www.victorhikingtrails.org](http://www.victorhikingtrails.org)) that conveys information to volunteers and trail users alike. The organization continues to develop additional trail resources and improvements.

Both trails are 10 feet wide and composed of compacted stone dust. Allowable uses include hiking and biking. The western end of the Lehigh accommodates horseback riding.

# Lehigh and Auburn Trails







# Lehigh and Auburn Trail User Fact Sheet

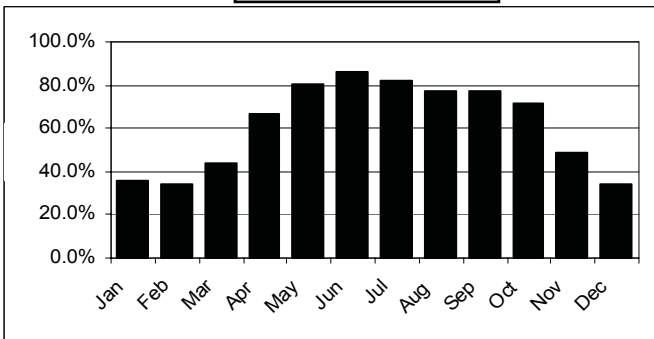
## 2008 New York State Trail Survey

This survey was implemented on eight shared-use trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards and almost all surveys were completed between Memorial Day and Labor Day 2008.

The information presented here shows the results of 165 survey forms from the Lehigh and Auburn Trail located in the northwest corner of Ontario County.

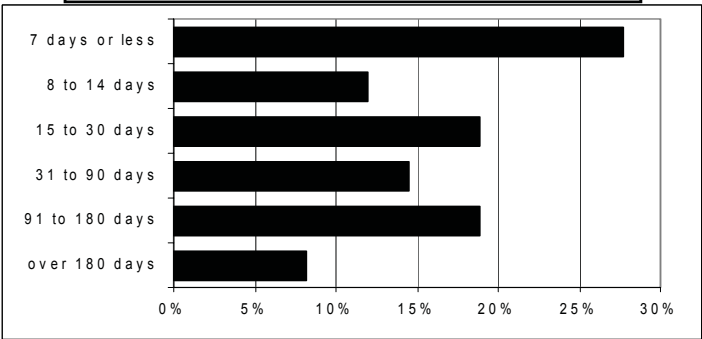
<b>In which activities have you participated in on this trail in the previous 12 months?</b>					
Activity	# Surveys	Percent	Activity	# Surveys	Percent
Hiking	128	77.6%	XC Skiing/Snowshoeing	31	18.8%
Jogging	44	26.7%	Snowmobiling	1	.6%
Bicycling	114	69.1%	Other	5	3.0%
Horseback Riding	3	1.8%	No Answer	0	0.0%
(own horse)	3	1.8%			

**Trail use by month:**



The survey occurred during the summer; winter use may be underreported

**Percent of trail users by frequency of trail use:**

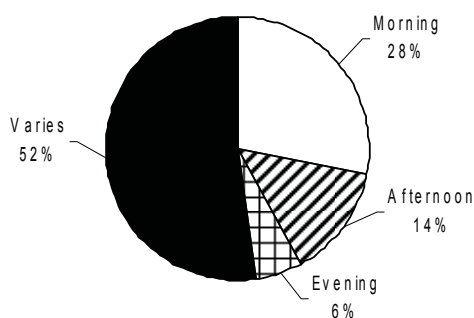


Average days of use/year is 27.3 median days of use is 6

<b>Local Vs. Non-Local Spending (in dollars)</b>				
	Equipment spending	Transportation costs	Food spending	Accommodation spending
Local	\$423	\$.6	\$10	\$74
Non-Local(only 4 users)	\$495	\$10	\$4	\$50
Statewide Local	\$390	\$.75	\$10	\$109
Statewide non-local	\$387	\$13	\$29	\$86

\*In the above table, equipment spending is calculated per year. The other categories are calculated per trip.

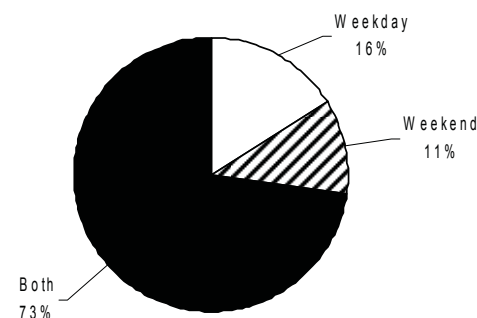
For the Lehigh and Auburn Trail 8.5% of respondents said it was their first time visiting the trail. The average distance of travel to the trail was 6.1 miles compared to the statewide average of 13.4 miles. Only 5.5% of the people surveyed indicated that they stayed overnight with an average length of stay of 1.1 nights.



### When do trail users visit trails?

About 1/2 (52%) said they visited the trail at various times throughout the day.

About 3 out of 4 visitors to this trail indicated they visit on both weekdays and weekends.



The average group size of people using the trail was 3.63, much higher than the statewide average group size of 2.3. For the day on which they visited the Lehigh and Auburn Trail, those completing the survey form indicated they had participated in the following activities:

Activities participated in on day of survey	
Hiking	67.1%
Bicycling	45.5%
Birding	14.0%
Dog Walking	25.9%

(Percentages add to more than 100% because of multiple answers).

Statewide, and for the Lehigh and Auburn Trail “Health & Exercise” was the main reason for using a trail and “Recreation” was the second most frequently mentioned reason. Statewide, 60.5% of the survey respondents mentioned “Health & Exercise”, while 66.9% of the Lehigh and Auburn Trail users cited it. “Recreation” use of the trail was represented equally between the Lehigh and Auburn Trail and statewide at 26.6%.

Of the 165 surveys collected at the Lehigh and Auburn Trail, 164 indicated a zip code for their residence. The most common origins were Victor, NY (42.4%) and Pittsford, NY (9.7%). Only 2.4 % were out-of-state visitors and there were no Canadians or visitors from other foreign countries.

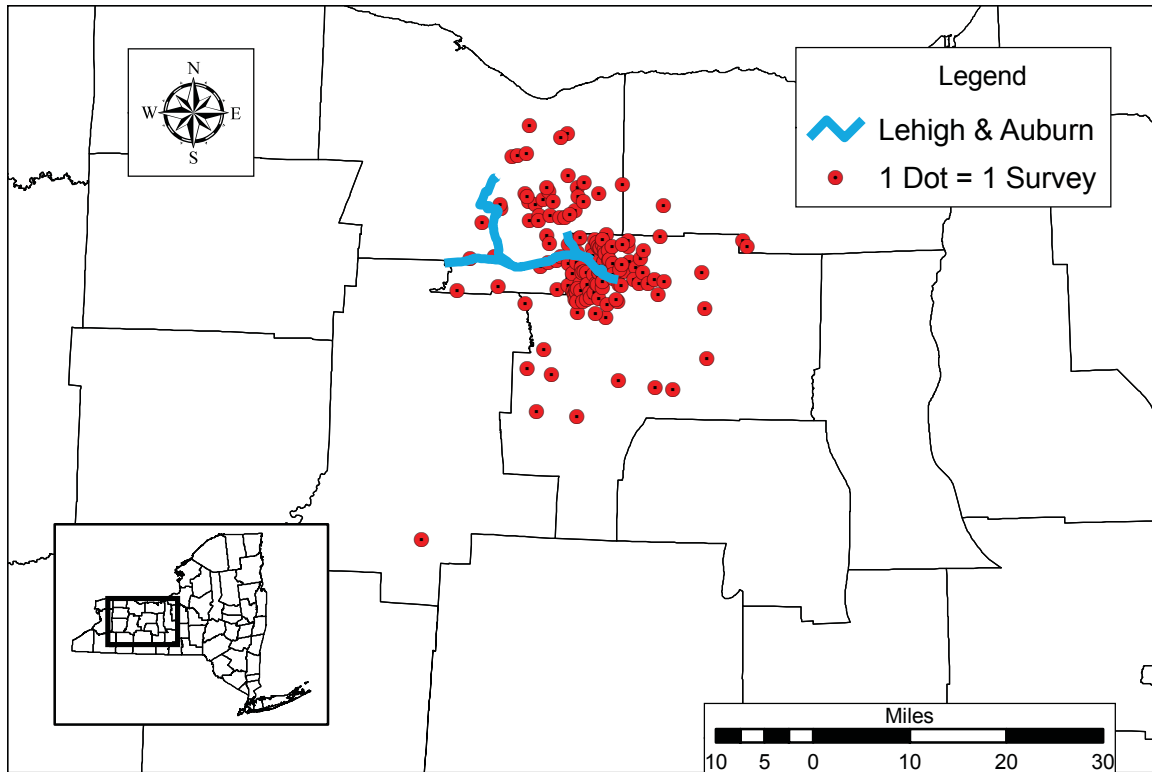
How did you find out about this trail?			
Local knowledge	43.8%	Rails to Trails	6.0%
Word-of-mouth	33.8%	Bike shop	6.7%
Drive by	33.8%	Internet	7.7%
Road sign	8.4%	All other	12.0%

(Percentages add to more than 100% because of multiple answers).

The trail was rated “excellent” or “good” by 95% of the users surveyed for maintenance and 99.4% of the users surveyed for cleanliness.

The average age of the Lehigh and Auburn Trail user completing the survey was 51.8, slightly lower than the statewide average of 52.1 for the eight trails that were surveyed. Employment status was 54.1% employed full-time; 29.3% retired and the rest in the remaining categories. Almost four percent of those surveyed indicated that they were a person with a disability. 57.2% of those indicating gender on the survey were male. Median household income for those surveyed on this trail was \$82,537, the statewide median was \$85,609.

## Lehigh & Auburn Trails



The map above shows the location (by zip code) indicated by 156 survey respondents as their primary residence.

Not shown on the map are the following respondents from other areas of New York State: Niagara(1); Saratoga-Capital Region (1); Taconic(1).

Survey respondents also included people from Alaska(1); Colorado(1); Maine(1); North Carolina(1); South Carolina(1); Pennsylvania(1); and Canada(1). There were 2 with no indication of primary residence.

## Mohawk Hudson Bike Hike Trail

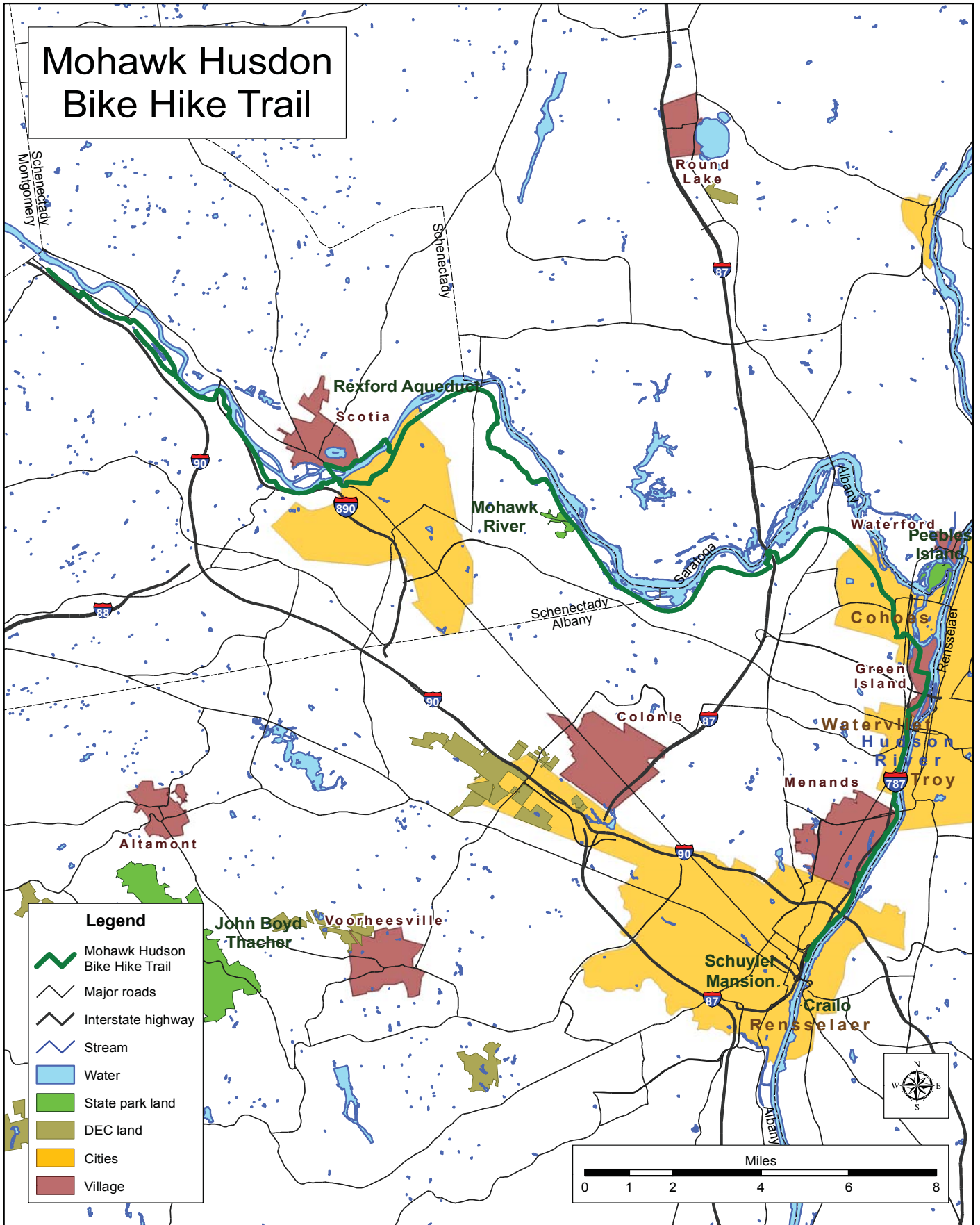


The Mohawk Hudson Bike Hike Trail (MHBHT) was built during the late 1970's and early 1980's. The trail makes up the most eastern part of the Erie Canalway Trail passing through several communities including the Town of Niskayuna for a distance of 42 miles. The Town owns most of the trail as it runs through their community and have developed Lyons Park at the site of an abandoned railroad station. The Town maintains all the MHBHT within the town. Other sections of the MHBHT are maintained by other municipalities in the area. This section of the MHBHT is constructed on an abandoned railroad corridor and is at various distances from the Mohawk River (State Canal).

The Canalway is paved throughout the town and the adjoining municipalities. The trail is a continuous off road shared use route from the City of Cohoes to the City of Schenectady with the exception of one short on road section required to pass under I-87.



# Mohawk Hudson Bike Hike Trail





## Mohawk Hudson Bike & Hike Trail User Fact Sheet

### 2008 New York State Trail Survey

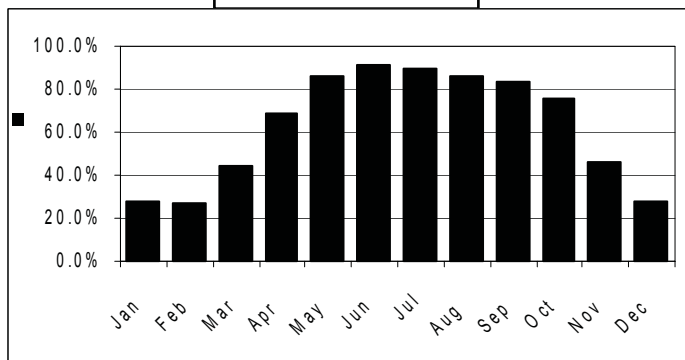
This survey was implemented on eight shared-use trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards and almost all surveys were completed between Memorial Day and Labor Day 2008.

The information presented here shows the results of 259 survey forms from the Mohawk Hudson Bike & Hike Trail which is the easternmost end of the Erie Canalway Trail. This trail passes through several communities including the Town of Niskayuna.

#### In which activities have you participated in on this trail in the previous 12 months?

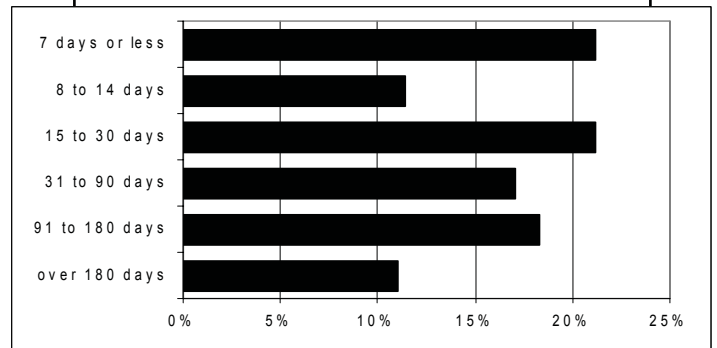
Activity	# Surveys	Percent	Activity	# Surveys	Percent
Hiking	194	74.9%	XC Skiing/Snowshoeing	31	12.0%
Jogging	55	21.2%	Snowmobiling	0	0.0%
Bicycling	179	69.1%	Other	40	15.4%
Horseback Riding	0	0.0%	No Answer	1	0.4%
(own horse)	2	0.8%			

**Trail use by month:**



The survey occurred during the summer; winter use may be underreported

**Percent of trail users by frequency of trail use:**



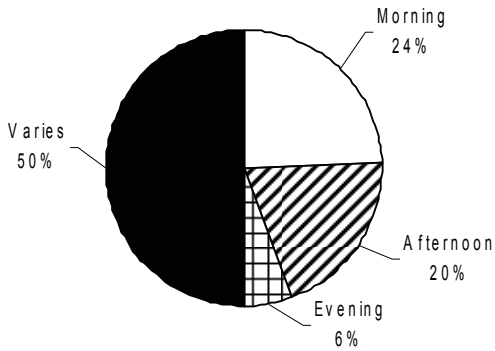
Average days of use/year is 66.4, median days of use is 30.

#### Local Vs. Non-Local Spending (in dollars)

	Equipment spending	Transportation costs	Food spending	Accommodation spending
Local	\$301	\$.7	\$4	\$73
Non-Local	\$550	\$10	\$149	\$138
Statewide Local	\$390	\$.75	\$10	\$109
Statewide non-local	\$387	\$13	\$29	\$86

\*In the above table, equipment spending is calculated per year. The other categories are calculated per trip.

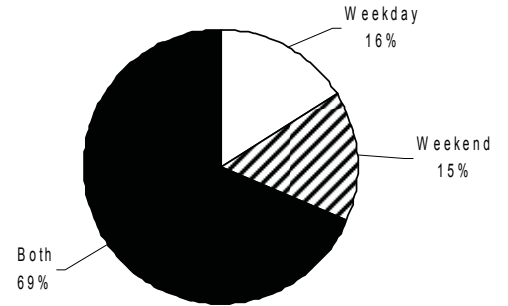
For the Mohawk Hudson Bike & Hike trail 6.2% of respondents said it was their first time visiting the trail. The average distance of travel to the trail was 10.2 miles compared to the statewide average of 13.4 miles. Only 11.2% of the people surveyed indicated that they stayed overnight.



### When do trail users visit trails?

Nearly 1/4 (24%) of users indicated they visited in the morning.

A majority (69%) said they visited the trail both during the week and on weekends.



The average group size of people using the trail was 2.8, slightly higher than the statewide average group size of 2.3. For the day on which they visited the Mohawk Hudson Bike & Hike Trail, those completing the survey form indicated they had participated in the following activities:

Activities participated in on day of survey	
Hiking	65.4%
Bicycling	65.7%
Birding	22.1%
Dog Walking	15.5%

(Percentages add to more than 100% because of multiple answers).

Statewide, and for the Mohawk Hudson Bike & Hike Trail “Health & Exercise” was the main reason for using a trail and “Recreation” was the second most frequently mentioned reason. Statewide, 60.5% of the survey respondents mentioned “Health & Exercise”, while 50.4% of the Mohawk Hudson Bike & Hike Trail users cited it. “Recreation” use of the trail was mentioned slightly less for this trail (23.5%) than statewide (26.6%).

Of the 259 surveys collected at the Mohawk Hudson Bike & Hike Trail, 256 indicated a zip code for their residence. The most common origins were Schenectady, NY (52.9%) and Albany, NY (8.5%). Only 1.6% were out-of-state visitors and there were no Canadians or visitors from other foreign countries.

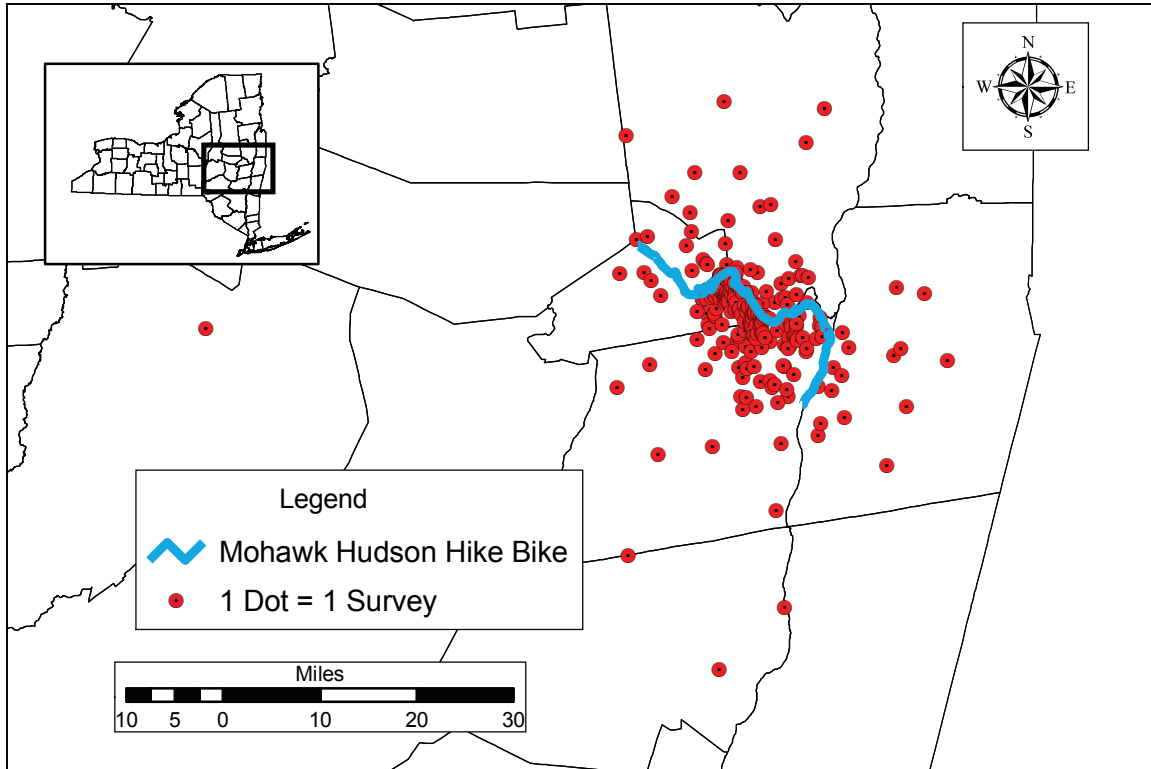
How did you find out about this trail?			
Local knowledge	51.7%	Rails to Trails	3.9%
Word-of-mouth	31.7%	Bike shop	1.2%
Drive by	20.5%	Internet	7.3%
Road sign	10.8%	All other	9.3%

(Percentages add to more than 100% because of multiple answers).

The trail was rated “excellent” or “good” by 93.0% of the users surveyed for maintenance and 95.3% of the users surveyed for cleanliness.

The average age of the Mohawk Hudson Bike & Hike Trail user completing the survey was 53.2, higher than the statewide average of 52.1 for the eight trails that were surveyed. Employment status was 56.3% employed full-time; 27.8% retired and the rest in the remaining categories. 2.4% percent of those surveyed indicated that they were a person with a disability. 54.5% of those indicating gender on the survey were male. Median household income for those surveyed on this trail was \$88,083, the statewide median was \$85,609.

# Mohawk Hudson Bike Hike Trail



The map above shows the location (by zip code) indicated by 244 survey respondents as their primary residence.

Not shown on the map are the following respondents from other areas of New York State: Central NYS (1); Finger Lakes (1); Long Island(1); Palisades(1); Taconic(1); and visitors from out-of-state: Massachusetts(2); New Jersey(1); Ohio(1); and Virginia(1).

There were 6 survey forms with no indication of primary residence.

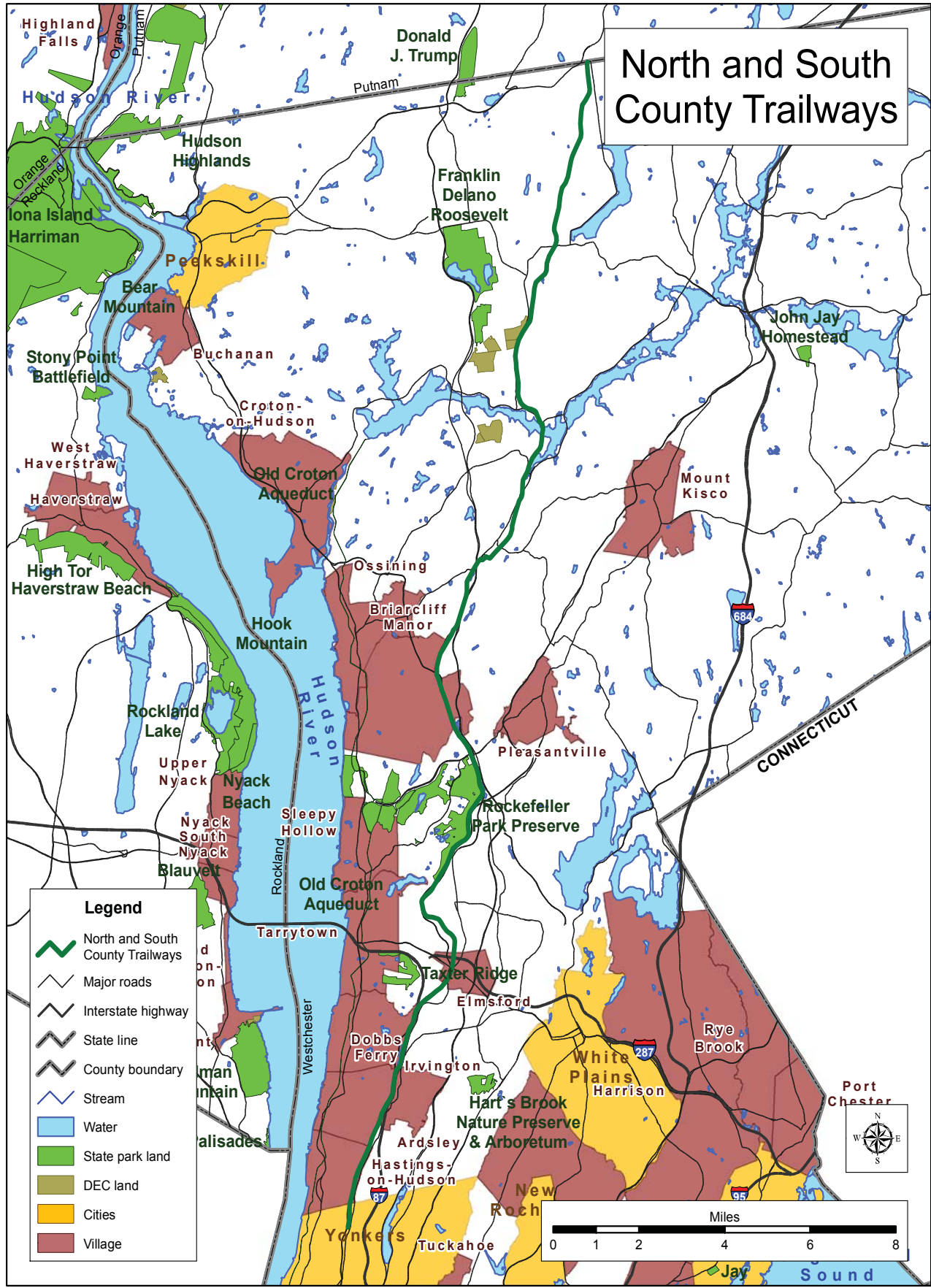


## **North and South County Trailways**

Westchester County has developed an extensive network of Trailways to serve both residents and visitors alike. Spanning the entire county from north to south are the North County and South County Trailways. The County created these Trailways on the abandoned railroad corridor of the Putnam Division of the New York Central Railroad. The North County Trail is 22 miles long and the South County Trail is just over 14 miles long. At the Westchester County line the trail continues into Putnam County to the north and into New York City to the south. The trail is under the stewardship of the Westchester County Department of Parks, Recreation and Conservation who participated in undertaking the survey.

While there are some minor breaks in the South County Trail which are under development, the North County Trail is continuous and paved to a width of 12ft. Hiking, biking and roller blading are common recreational activities on the trail. The Trailways remain open for the winter months but are not cleared of ice and snow.

The Trailways were selected because of their location in a densely populated area of the state; they are promoted on the County's website; and because Westchester County Parks is capable of the work necessary to undertake the survey.





# North/South County Trail User Fact Sheet

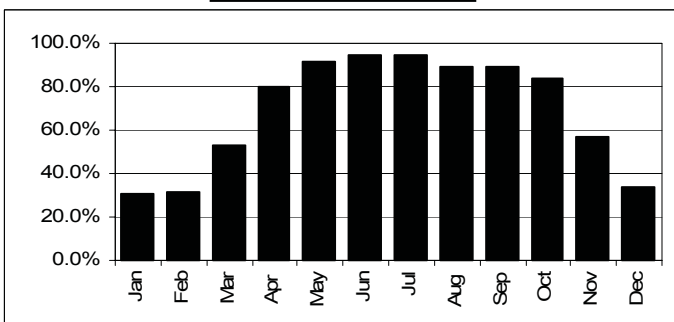
2008 New York State Trail Survey

This survey was implemented on eight shared-use trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards and almost all surveys were completed between Memorial Day and Labor Day 2008.

The information presented here shows the results of 299 survey forms from the North/South County Trail which runs from within New York City in the south through Westchester County and past the Westchester/Putnam border to the north.

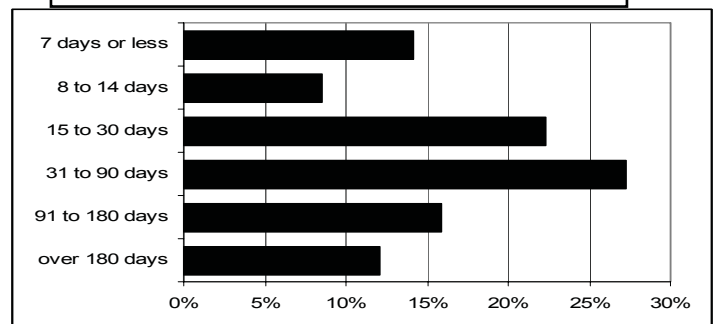
In which activities have you participated in on this trail in the previous 12 months?					
Activity	# Surveys	Percent	Activity	# Surveys	Percent
Hiking	148	49.5%	XC Skiing/Snowshoeing	5	1.7%
Jogging	73	24.4%	Snowmobiling	0	0.0%
Bicycling	233	77.9%	Other	39	14.7%
Horseback Riding	0	0.0%	No Answer	0	0.0%
(own horse)	0	0.0%		5	1.7%

Trail use by month:



The survey occurred during the summer; winter use may be underreported

Percent of trail users by frequency of trail use:

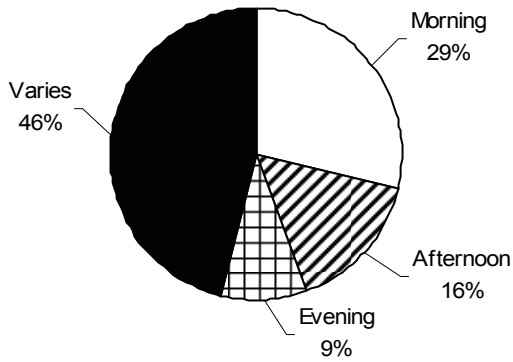


Average days of use/year is 78, median days of use is 60

Local Vs. Non-Local Spending (in dollars)				
	Equipment spending	Transportation costs	Food spending	Accommodation spending
Local	\$389	\$.7	\$11	X
Non-Local	\$462	\$6	\$20	\$65
Statewide Local	\$390	\$.75	\$10	\$109
Statewide non-local	\$387	\$13	\$29	\$86

\*In the above table, equipment spending is calculated per year. The other categories are calculated per trip.

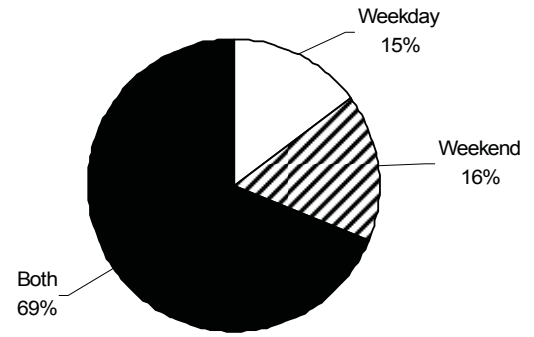
For the North/South County Trail 2.0% of respondents said it was their first time visiting the trail. The average distance of travel to the trail was 6.7 miles compared to the statewide average of 13.4 miles. Only 4.0% of the people surveyed indicated that they stayed overnight with an average stay of one night.



### When do trail users visit trails?

Nearly 1/3 (29%) of users indicated that they visited in the morning.

A majority (69%) said they visited the trail both during the week and on weekends.



The average group size of people using the trail was 1.95, slightly lower than the statewide average group size of 2.3. For the day on which they visited the North/South County Trail, those completing the survey form indicated they had participated in the following activities:

Activities participated in on day of survey	
Hiking	45.6%
Bicycling	64.3%
Birding	8.5%
Dog Walking	10.5%

(Percentages add to more than 100% because of multiple answers).

Statewide, and for the North/South County Trail “Health & Exercise” was the main reason for using a trail and “Recreation” was the second most frequently mentioned reason. Statewide, 60.5% of the survey respondents mentioned “Health & Exercise”, while 69.2% of the North/South County Trail users cited it. “Recreation” use of the trail was mentioned less for this trail (16.7%) than statewide (26.6%).

Many of the users of this trail were from the lower Hudson River area. Of the 299 surveys collected at the North/South County Trail, 190 indicated a zip code for their residence. The most common origins were Yonkers, NY (40.8%) and Hastings on Hudson, NY (14.7%). Only 2.3% were out-of-state visitors and there were no Canadians or visitors from other foreign countries.

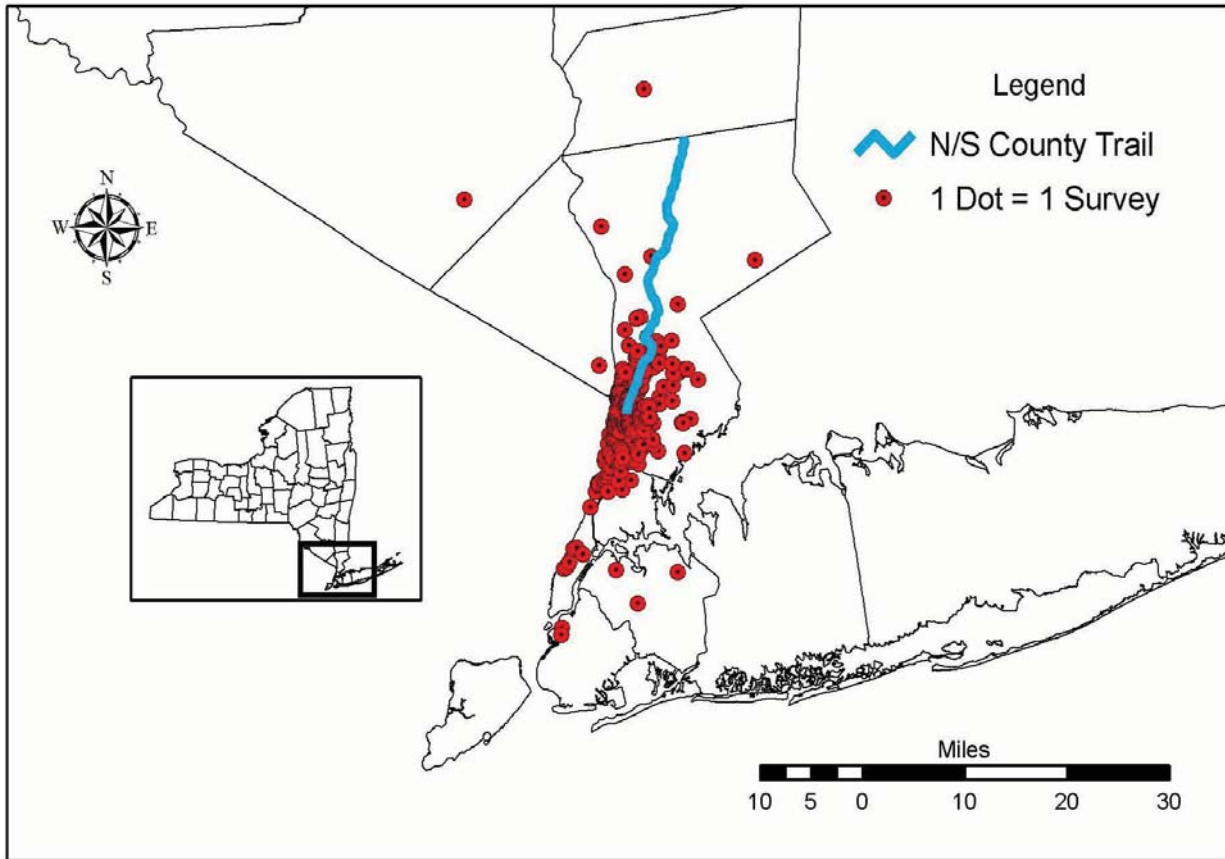
How did you find out about this trail?			
Local knowledge	43.8%	Rails to Trails	6.0%
Word-of-mouth	33.8%	Bike shop	6.7%
Drive by	33.8%	Internet	7.7%
Road sign	8.4%	All other	12.0%

(Percentages add to more than 100% because of multiple answers).

The trail was rated “excellent” or “god” by 77.9% of the users surveyed for maintenance and 87.0% of the users surveyed for cleanliness.

The average age of the North/South County Trail user completing the survey was 50.1, lower than the statewide average of 52.1 for the eight trails that were surveyed. Employment status was 61.3% employed full-time; 17.4% retired and the rest in the remaining categories. Almost four percent of those surveyed indicated that they were a person with a disability. Just about two-thirds (67.9%) of those indicating gender on the survey were male. Median household income for those surveyed on this trail was \$112,597, the statewide median was \$85,609.

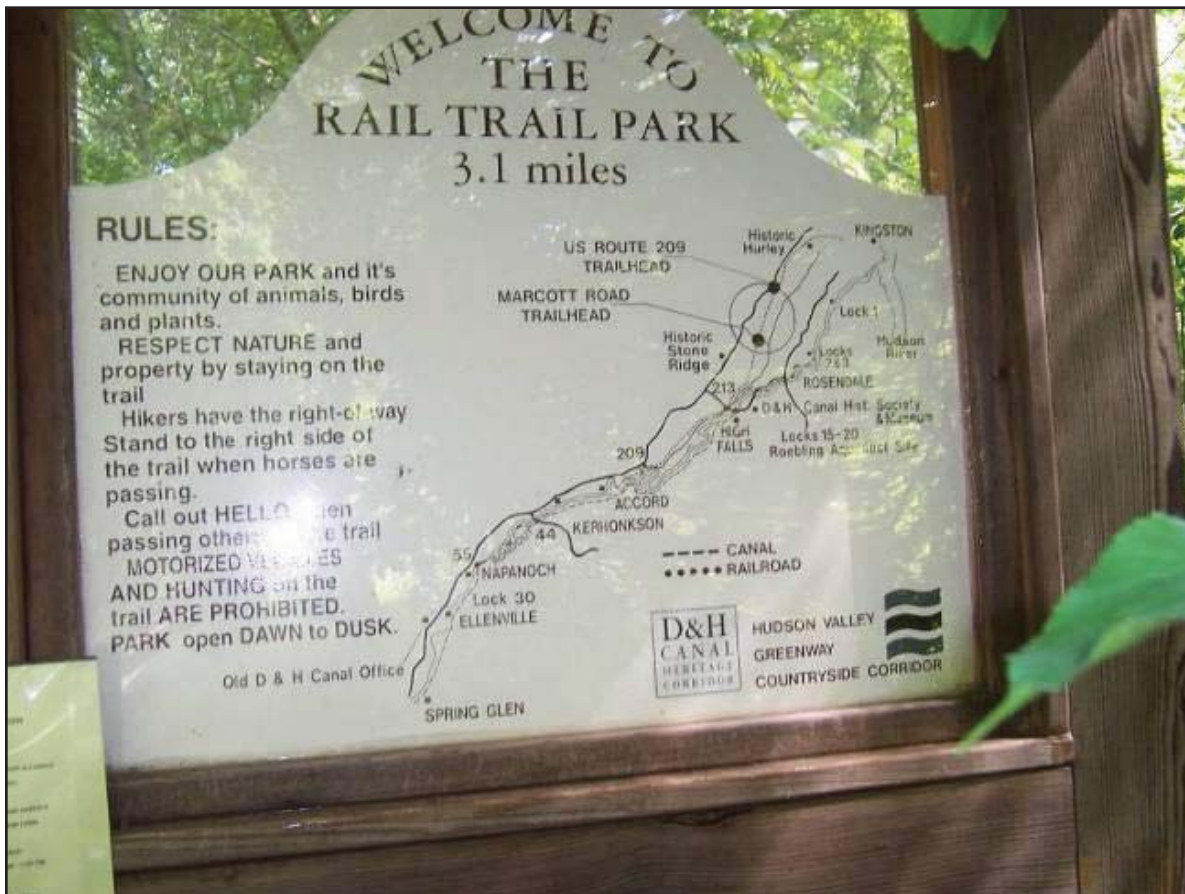
# North/South County Trail



The map above shows the location by zip code indicated by 289 survey respondents as their primary residence. Not shown on the map are respondents from Schenectady(1); Connecticut(1); Florida(2); Massachusetts(1); New Jersey(1); Pennsylvania(1). There were 3 surveys not indicating a primary residence.

## O&W Rail Trail /D&H Canal Trail aka Hurley Rail Trail

Since the late 1980's residents and municipalities along the corridor of the abandoned O&W Railroad and D&H Canal have partnered together to create a multi use trail. Unlike many of the other canals in the state, the D&H was a privately financed project envisioned by William and Maurice Wurts. The project was designed to ship anthracite coal from the mines in Pennsylvania to New York City, cheaply and efficiently. The 120 mile canal and gravity railroad connected Carbondale, Pennsylvania to Kingston, New York and successfully operated from 1828 to 1898. Much of the D&H Canal corridor is paralleled by the O&W Railroad corridor. The O&W using parts of the D&H Canal operated from 1880 through the 1930's and was also heavily dependent on anthracite coal shipments for revenue but also carried tourists to the lower Catskill Mountains.

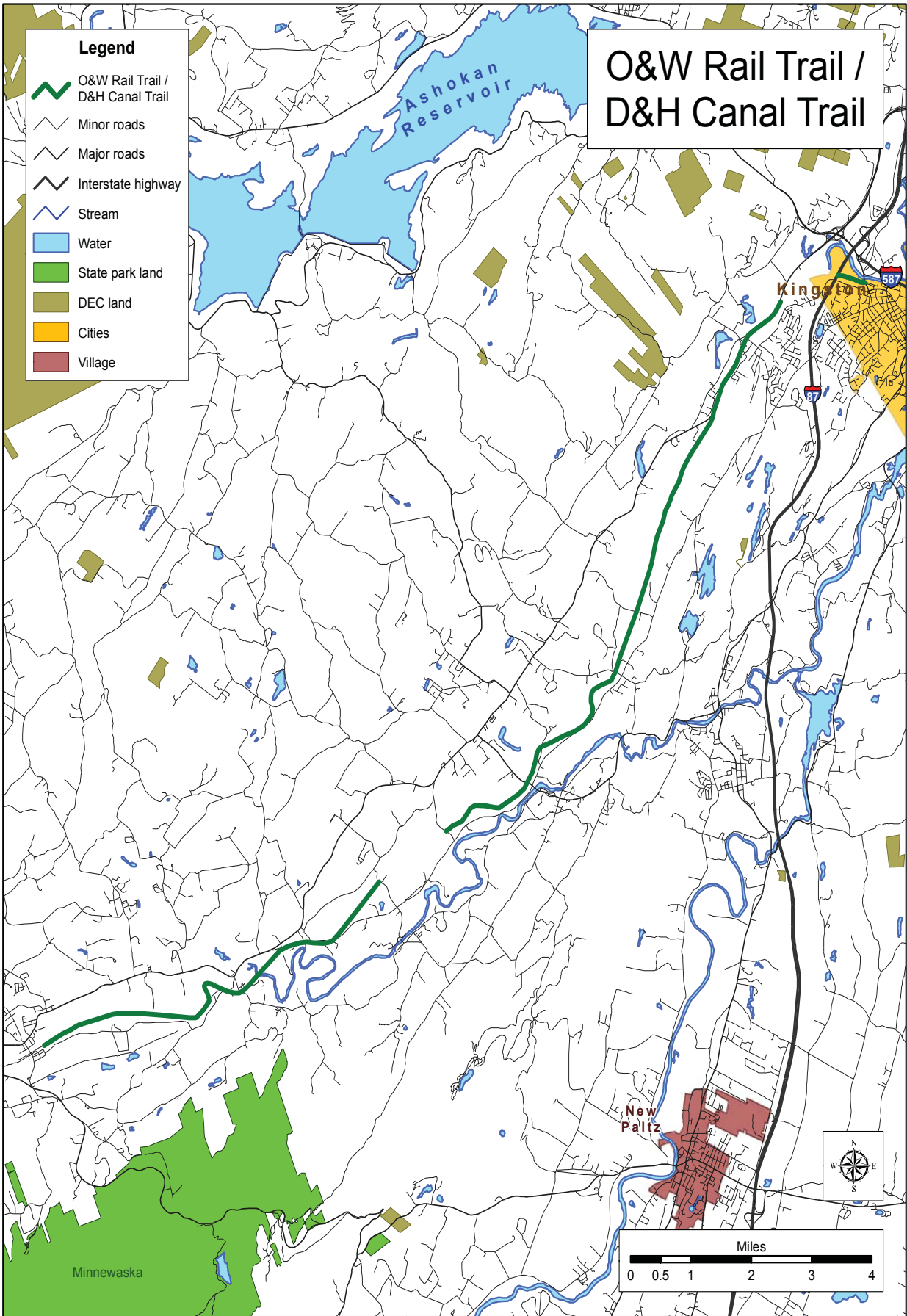


The Town of Hurley owns a portion of the O&W corridor and has developed a 2.2 mile paved shared use trail that was originally opened in 1994. The Hurley Rail Trail is part of the D&H Heritage Corridor, envisioned to run from the City of Kingston in the north, through Ulster, Sullivan and Orange Counties, passing through Port Jervis in the south. The trail currently has many different sections with over 20 miles open in Ulster and Sullivan Counties. Various municipalities have title to the trail and perform primary maintenance responsibilities. A berm separates much of the paved trail from a parallel highway. Various groups within the town adopt portions of the berm, do ornamental plantings and ensure its upkeep and maintenance.



The Hurley Rail Trail is open for hiking, biking and other non-motorized recreational uses. The trail is not cleared in the winter. Projects continue to be undertaken to connect existing sections of the trail.

The Hurley Rail Trail was selected because its development was the result of a grass roots effort that crossed several townships and counties; its location in an area where there is perceived to exist a significant second home market and the potential of the trail to be visited by residents of the NYC metropolitan area. The Town of Hurley Rail Trail Committee provided on site support for the survey.







## O&W / D&H Trail User Fact Sheet

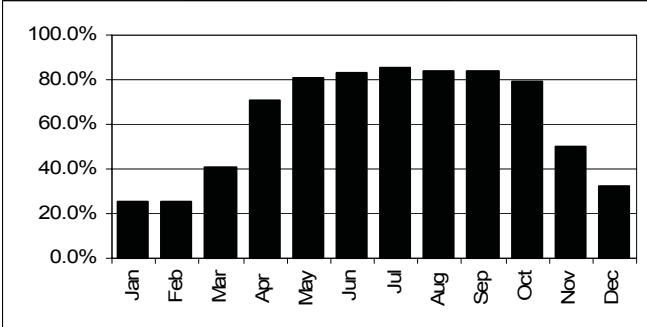
### 2008 New York State Trail Survey

This survey was implemented on eight shared-use trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards and almost all surveys were completed between Memorial Day and Labor Day 2008.

The information presented here shows the results of 149 survey forms from the O&W / D&H trail which runs from just outside Kingston to High Falls.

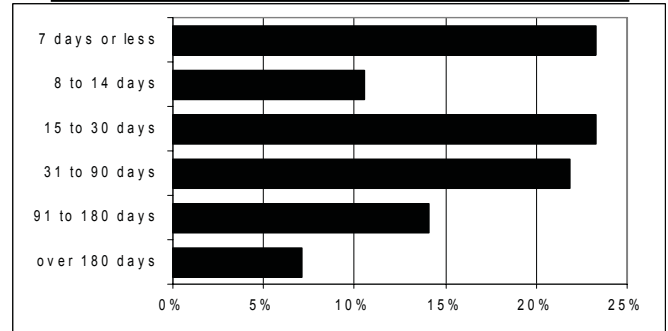
In which activities have you participated in on this trail in the previous 12 months?					
Activity	# Surveys	Percent	Activity	# Surveys	Percent
Hiking	114	76.5%	XC Skiing/Snowshoeing	19	12.8%
Jogging	44	29.5%	Snowmobiling	0	0%
Bicycling	91	61.1%	Other	9	6.0%
Horseback Riding	0	0.0%	No Answer	3	2.0%
(own horse)	5	3.4%			

**Trail use by month:**



The survey occurred during the summer; winter use may be underreported

**Percent of trail users by frequency of trail use:**



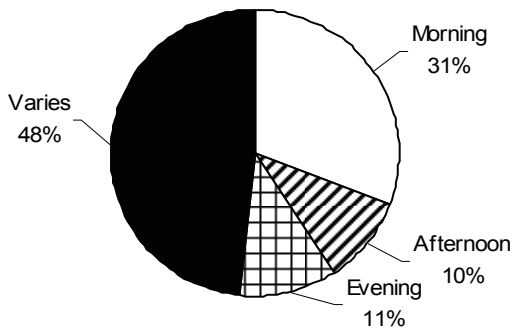
Average days of use/year is 52.2, median days of use is 27.4.

### Local Vs. Non-Local Spending (in dollars)

	Equipment spending	Transportation costs	Food spending	Accommodation spending
Local	\$240.8	\$.89	\$4.7	0
Non-Local	\$126.0	\$2.3	\$7.40	\$70
Statewide Local	\$389.5	\$.76	\$7.6	\$0.0
Statewide non-local	\$342.5	\$14.44	\$53.2	\$97.0

\*In the above table, equipment spending is calculated per year. The other categories are calculated per trip.

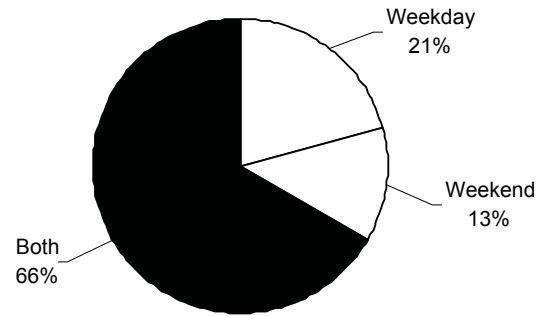
For the O&W/D&H trail 7.1% of respondents said it was their first time visiting the trail. The average distance of travel to the trail was 6.2 miles compared to the statewide average of 13.4 miles. Only 3.2% of the people surveyed indicated that they stayed overnight with an average length of stay of 5.4 nights.



**When do trail users visit trails?**

Nearly 1/3 (31%) of users indicated they either visited in the morning.

A majority (66%) said they visited the trail both during the week and on weekends.



The average group size of people using the trail was 2.12, slightly lower than the statewide average group size of 2.74. For the day on which they visited the O&W/D&H trail, those completing the survey form indicated they had participated in the following activities:

Activities participated in on day of survey	
Hiking	63.8%
Bicycling	40.9%
Birding	10.1%
Dog Walking	2.4%

(Percentages add to more than 100% because of multiple answers).

Statewide, and for the O&W/D&H trail, "Health & Exercise" was the main reason for using a trail and "Recreation" was the second most frequently mentioned reason. Statewide, 53.4% of the survey respondents mentioned "Health & Exercise", while 67.8% of the O&W/D&H trail users cited it. "Recreation" use of the trail was mentioned less for this trail (13.7%) than statewide (23.0%).

Most of the users of this trail were local. Of the 149 surveys collected at the O&W/D&H trail, 144 indicated a zip code for their residence. The most common were Hurley, NY 12443 (42 responses) and Kingston, NY 12401 (40 responses). There were 5 out-of-state zip codes and 1 Canadian. The high usage of the trail by locals was confirmed by the percentage (51.7%) of survey respondents indicating they found out about the trail through "local knowledge."

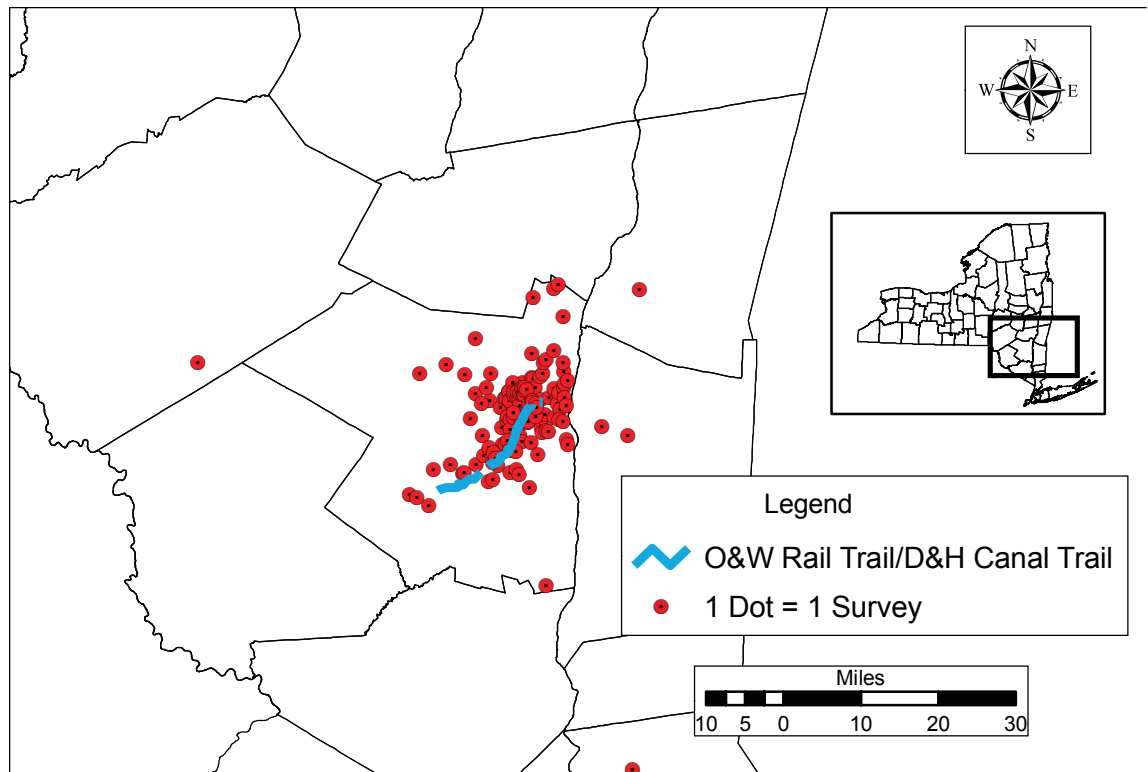
How did you find out about this trail?				
Local knowledge	51.7%		Rails to Trails	4.7%
Word-of-mouth	34.2%		Bike shop	3.4%
Drive by	32.2%		Internet	1.3%
Road sign	13.4%		All other	7.4%

(Percentages add to more than 100% because of multiple answers).

The trail was rated "excellent" or "good" by users 92.4% of the time for maintenance and 93.8% of the time for cleanliness.

The average age of the O&W/D&H trail user completing the survey was 52.8, again statistically the same as the statewide average of 52.0. Employment status was 55.5% employed full-time; 27.7% retired and the rest in the remaining categories. Five percent of those surveyed indicated that they were a person with a disability. Fifty-seven percent of those indicating gender on the survey were female. Average household income for the survey is \$73,469.

## Town of Hurley / O&W Rail Trail



The map above shows the location (by zip code) indicated by 128 survey respondents as their primary residence.

Not shown on the map are the following respondents from:  
New York City (1); Rhinebeck(1); Yorktown Heights(1); Bloomfield(1); Hudson(1) New Jersey (1); Michigan (1); Missouri(1); Virginia(1); and Canada(1). There were 6 with no indication of primary residence.

## IV. Survey-wide Summary and Findings

Surveys have been conducted at many trails throughout the United States and the published results have discussed the benefits of those trails. There have been different types of benefits resulting from the existence and usage of these trails. Studies have shown that trails have increased property values for residential dwellings that are near the trail. Although generally not quantified, it is also believed that trails produce general economic benefits to a community through increased physical activity and a corresponding improvement in public health.

Public and community leaders tend to focus on the direct and indirect economic impacts of trails relating to the spending patterns of trail users. These impacts are related to spending during visits to a trail. There is also spending on equipment, clothing and other amenities to support the recreational activities associated with trail use.

Utilizing methods similar to those used for other studies, surveys were undertaken on these eight trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards who care for these various trails. The survey data has provided information about who uses these trails, where trail patrons come from, how far they travel to a trail, how far they travel on a trail, how much they spend and on what items. The information in hand combined with estimates of overall trail use provided the basis for estimating the overall trail economic impacts to communities and the state. Caution must be used when applying the findings of this survey to other trails in New York State because the selected trails are not necessarily representative of all state trails.

As part of the survey, trail users were asked questions regarding their spending. This included how much they spent on various trail-related equipment during the past 12 months and how much they spent during their most recent trip to the trail on food, accommodations and non-automobile transportation (e.g. train fare, airline tickets). Automobile expenses were estimated based on the distance of the trail-user's home zip code to the trail entrance nearest the survey distribution box. This distance was multiplied first by 1.1 to account for road vs. straight-line differences and then multiplied again by \$0.19. This dollar/mile figure was selected because during 2008 this amount was the allowed deduction for medical travel by automobile. The other two figures used by the I.R.S. were \$0.55 for business travel and \$0.14 for charitable work. The \$0.55 figure includes fixed costs of owning an automobile (depreciation, insurance, etc.). This would be inappropriate for this type of analysis because business might be the primary reason for owning a car but owning a car for the primary purpose of visiting a trail is not likely. The \$0.14 charitable figure is fixed by legislation and is probably not accurate for 2008. The \$0.19 figure is a reasonably accurate estimate of the additional per mile cost of operating an automobile which is the decision that most car-owning trail visitors would make.

The total cost of visiting the trail was calculated by adding the food, lodging and auto/non-auto transportation costs. The following table shows the results of these calculations for those responding to the survey:

User Spending (Local and Non-local)						
Trail	Users indicating an amount spent				All users	
	Average	Median	n		Average	n
Catharine Valley	\$42.80	\$7.70	68		\$35.50	82
Chautauqua Rails to Trail	\$53.70	\$8.60	53		\$40.60	70
Erie Canalway	\$48.60	\$5.30	146		\$33.50	212
Genesee Valley	\$36.50	\$4.40	170		\$26.30	236
Lehigh & Auburn	\$23.60	\$2.80	96		\$13.80	165
Mohawk Hike & Bike	\$18.40	\$2.20	190		\$13.50	259
North & South County Trail	\$17.60	\$2.10	234		\$13.70	300
O&W/D&H	\$18.70	\$2.20	120		\$14.60	154
<b>Statewide</b>	<b>\$28.90</b>	<b>\$3.10</b>	<b>1077</b>		<b>\$21.20</b>	<b>1478</b>

note: "Users indicating \$ spent" are those people who responded to questions concerning money spent on their trail visit, (even those indicating \$0 spent). "All users" assumed non-respondents, those who left the answer blank, had spent \$0.

Trail users also spend money on equipment for recreational use. The survey asked trail users "Has your use of this trail influenced your purchase of: (check all that apply)" followed by the 6 items listed below, 'Nothing' and 'Other'.

Item	% of trail users checking item
Bicycle	34%
Bicycle Supplies	32%
Footwear	30%
Clothing	23%
Camping Gear	1%
Auto accessories related to trail use	8%

The median amount spent by the trail users on equipment is \$200.00.

One of the most important ways many recreational facilities can affect the community in which it is located is by attracting visitors from outside the area who then spend money while visiting the area. However, this survey showed that most use of trails is local. The median distance travelled to get to the trail for all 8 trails was 4.8 miles, ranging from a low of 3.6 miles for the Lehigh and Auburn Trail to a high of 11.2 miles for the Chautauqua Rails to Trail. It would seem that this measure, indicating a high proportion of local users, shows that trails have a limited economic impact on their communities. Other benefits to the local community are still important, especially health benefits (getting youths outdoors, fighting obesity, etc.).

A more thorough analysis to determine this economic impact was done with the responses collected at the D&H/O&W trail. The D&H/O&W trail was selected because they had done more trail counts than other trails and this would result in a more reliable estimate of annual usage of the trail. The methodology for estimating yearly use of a trail from a trail count was developed by Dr. Greg Lindsey of Indiana University. Using the methodology developed by Dr. Lindsey, estimates of annual usage were calculated that ranged from roughly 35,000 visits to 65,000 visits. The average of the 7 annual estimates was 48,000 and this is the figure that was used in subsequent calculations of economic impact.

Reviewing the survey data collected on the Town of Hurley Rail Trail, it was found that about 10.5% of the trail users were non-local. Non-local users were found to spend more money in connection with their visits to the trail than local users. They averaged \$202.35/trail visit versus an expenditure of only \$5.19/trail visit for local users.

Assuming a multiplier effect of 2.0, (typical for this type of spending in an area similar to where this trail is located, the economic impact would be about \$2 million which would support about 40 FTE (Full Time Equivalent) jobs within the community. Additional economic impact exists because of increased tax revenues to the local community. Currently, Ulster County has a sales tax rate of 8% of which 4% leaves the local area and goes to New York State.

The above is just the affect of one trail on its community. The results for other trails in the 2008 Trail User/Economic Survey will also be studied. However, because the total number of trails within New York State is not known and trail usage data is not available for many, if not most of the trails in New York State, it is not possible to make a statewide estimate of the economic impact of all of the trails and trail activities in New York State. It would be expected that the 700+ trails currently inventoried may have a significant economic impact.

Primary Residence of Trail User by Trail Name								
	Catherine Valley	Chautauqua	Erie Canalway	Genesee Valley	Lehigh & Auburn Trails	Mohawk Hudson	North/South County	O&W Rail Trail
<u>NYS OPRHP Regions:</u>								
Allegany	0	49	0	12	0	0	0	0
Catskills	0	0	0	0	0	0	0	56
Central	3	0	1	2	0	1	0	0
Finger Lakes	69	1	6	9	100	1	0	0
Genesee	1	2	162	198	56	0	0	0
Long Island	0	0	0	0	0	1	0	0
New York City	0	0	1	2	0	0	37	1
Niagara	0	4	12	1	1	0	0	0
Palisades	0	0	0	0	0	1	2	82
Saratoga-Capital	1	0	2	1	1	244	1	0
Taconic	0	1	0	0	1	1	251	4
<u>Other States:</u>								
Alaska	0	0	0	0	1	0	0	0
Colorado	0	0	0	0	1	0	0	0
Connecticut	0	1	0	1	0	0	1	0
District of Columbia	0	0	1	0	0	0	0	0
Florida	0	0	1	1	0	0	2	0
Maine	0	0	0	0	1	0	0	0
Maryland	1	1	1	1	0	0	0	0
Massachusetts	0	0	2	0	0	2	1	0
Michigan	0	0	0	1	0	0	0	1
Missouri	0	0	0	0	0	0	0	1
New Hampshire	0	0	1	0	0	0	0	0
New Jersey	0	0	1	0	0	1	1	1
North Carolina	0	0	0	0	1	0	0	0
Ohio	1	3	1	0	0	0	0	0
Pennsylvania	3	6	1	0	1	0	1	0
Rhode Island	0	0	1	0	0	0	0	0
South Carolina	0	0	0	1	1	0	0	0
Texas	0	0	2	1	0	0	0	0
Virginia	0	0	1	0	0	1	0	1
Washington	0	0	1	0	0	0	0	0
Wisconsin	0	0	1	0	0	0	0	0
<u>Other:</u>								
Canada	1	0	1	0	0	0	0	1
Unknown	2	2	12	5	0	6	3	6
Total	82	70	212	236	165	259	300	154

This table shows the location of the primary residence of the person completing the survey form.



# State-Wide Trail User Fact Sheet

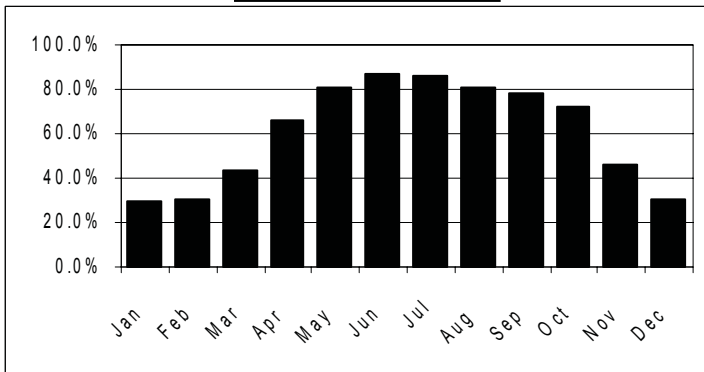
2008 New York State Trail Survey

This survey was implemented on eight shared-use trails during the summer of 2008. The surveys were undertaken in partnership with the trail stewards and almost all surveys were completed between Memorial Day and Labor Day 2008.

Since the eight trails here are not totally inclusive of all the trails in New York State, many of the facts presented here will be shown for each individual trail. At a future point, it will be determined to what extent these findings can be applied statewide.

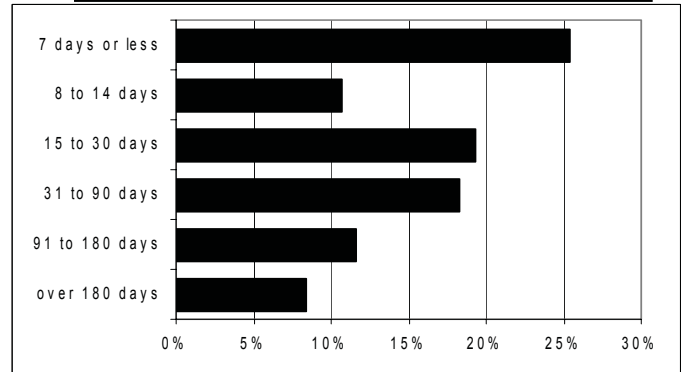
Number of Surveys Collected					
Trail	# surveys	Percent	Trail	# surveys	percent
Chautauqua Rail to Trail	70	5.5%	Mohawk Hike & Bike	259	17.5%
Genesee Valley	236	16.0%	O&W / D&H	154	10.4%
Lehigh & Auburn	165	11.2%	North & South County	300	20.3%
Erie Canalway	212	14.3%			
Catharine Valley	82	5.5%	<b>Statewide</b>	<b>1478</b>	<b>100.0%</b>

Trail use by month:



The survey occurred during the summer; winter use may be underreported

Percent of trail users by frequency of trail use:

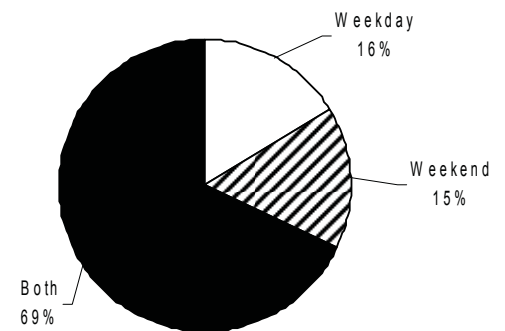
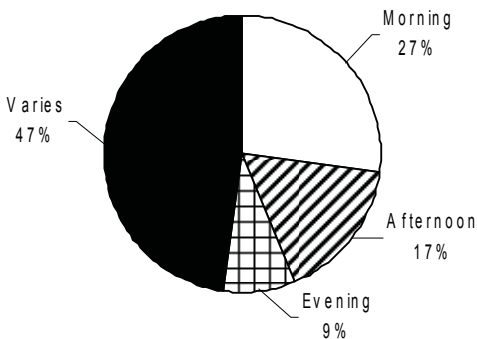


Average days of use/year is 54.9, median days of use is 25

## When do trail users visit trails?

Over ¼ (27%) of the visitors to trails indicated they visited in the morning

A majority (69.0%) said they visited the trail both during the week and on weekends.





Trail Use					
Trail	Days Visited Trail		Distance travelled on Trail	Distance Travelled to Trail	Most Recent Visit - Time on Trail
	Average	Median	Average	Average	Minutes
Catharine Valley	27.4	6.0	17.2	11.9	103.1
Chautauqua Rails to Trail	27.0	8.0	7.7	26.1	109.4
Erie Canalway	69.9	30.0	17.7	32.7	93.7
Genesee Valley	31.8	12.0	11.8	15.0	113.7
Lehigh & Auburn	52.9	20.0	7.7	6.2	81.1
Mohawk Hike & Bike	66.5	30.0	21.6	10.0	94.0
North & South County Trail	69.4	40.0	14.9	6.8	86.5
O&W/D&H	52.2	27.5	6.2	6.3	90.4
<b>Statewide</b>	<b>54.9</b>	<b>25.0</b>	<b>14.0</b>	<b>13.5</b>	<b>95.0</b>

Statewide, the average group size of people using the trail was 2.74, ranging from a low of 1.95 for the North & South County Trails in Westchester County to 3.63 for the Lehigh and Auburn Trail.

For these 8 trails, walking/hiking and biking were the two main activities which trail visitors had participated in during the previous 12 months (68% for each). The next most popular activity was jogging at 22.1%. This was a summer survey so people who use these trails exclusively in the winter would not have completed survey forms. For this and other reasons, cross-country skiing (10.2%) and snowmobiling (0.8%) percentages may be lower than the actual usage.

“Health & Exercise” surpassed “Recreation” as the reason for using the trail by 51.1% to 22.5%. The remaining 26.4% was divided among many differing responses.

Non-local trail users were asked to estimate their spending for their most recent trip on equipment, food, transportation, and accommodations. These are the results:

User Spending (Non-local)						
Trail	Users indicating an amount spent				All users	
	Average	Median	n		Average	n
Catharine Valley	\$38.50	\$17.00	28		\$21.60	82
Chautauqua Rails to Trail	\$49.90	\$10.00	27		\$27.80	70
Erie Canalway	\$37.70	\$8.00	64		\$17.60	212
Genesee Valley	\$22.80	\$12.00	62		\$9.00	236
Lehigh & Auburn	\$11.00	\$ 4.00	39		\$9.90	165
Mohawk Hike & Bike	\$15.80	\$2.00	77		\$5.00	259
North & South County Trail	\$32.90	\$ 7.00	78		\$8.80	300
O&W/D&H	\$11.50	\$6.00	33		\$2.60	154
<b>Statewide</b>	<b>\$26.60</b>	<b>\$8.00</b>	<b>408</b>		<b>\$19.32</b>	<b>1478</b>

User Spending (Local and Non-local)					
Trail	Users indicating an amount spent			All users	
	Average	Median	n	Average	n
Catharine Valley	\$42.80	\$7.70	68	\$35.50	82
Chautauqua Rails to Trail	\$53.70	\$8.60	53	\$40.60	70
Erie Canalway	\$48.60	\$5.30	146	\$33.50	212
Genesee Valley	\$36.50	\$4.40	170	\$26.30	236
Lehigh & Auburn	\$23.60	\$2.80	96	\$13.80	165
Mohawk Hike & Bike	\$18.40	\$2.20	190	\$13.50	259
North & South County Trail	\$17.60	\$2.10	234	\$13.70	300
O&W/D&H	\$18.70	\$2.20	120	\$14.60	154
<b>Statewide</b>	<b>\$28.90</b>	<b>\$3.10</b>	<b>1077</b>	<b>\$21.20</b>	<b>1478</b>

Non-local Spending				
Trail	Equipment spending (past 12 months)	Transportation costs (per trip)	Food spending (per trip)	Accommodation spending (per trip)
Catharine Valley	\$133.00	\$5.30	\$38.50	\$115.00
Chautauqua Rails to Trail	\$178.00	\$14.10	\$49.90	\$120.40
Erie Canalway	\$517.50	\$32.50	\$37.70	\$82.50
Genesee Valley	\$296.70	\$11.70	\$22.80	\$83.20
Lehigh & Auburn	\$400.00	\$7.00	\$11.00	\$72.30
Mohawk Hike & Bike	\$445.00	\$9.70	\$15.80	\$117.50
North & South County Trail	\$362.70	\$7.50	\$32.90	\$65.00
O&W/D&H	\$126.00	\$2.30	\$11.50	\$70.00
<b>Statewide</b>	<b>\$342.50</b>	<b>\$14.40</b>	<b>\$26.60</b>	<b>\$97.00</b>

## User Demographics

The average age of the trail user completing the survey was 52 with little variation among the trails. Statewide employment status was 52% employed full-time; 25 retired and the rest in the remaining categories. Sixty percent of those completing the survey were male. Average household income for the survey is \$94,113.

## Estimating Yearly Trail Usage

Dr. Greg Lindsey of Indiana University did extensive research using electronic trail monitoring and traffic counts from trails in the Indianapolis, Indiana area to determine factors affecting the usage of the trails. He also developed a methodology for predicting annual trail usage from sample trail counts. To do this, he determined there is a statistical relationship between weekday peak hour usage counts and total annual usage.

The calculations used with this method got results within 20 to 30 percent accuracy of the actual count in Dr. Lindsey's research.

Using the techniques developed by Dr. Lindsey requires assuming that the trails in New York State are similar in at least some aspects to the trails in Indianapolis, Indiana. To a certain extent this is true, the climate in New York, north of New York City to Rochester and up to Albany, while not identical to that of Indianapolis, is not markedly different. The winters in New York may be slightly longer and there is more snow, but the results on the final calculations would probably not be large. Similarly, the trails mentioned in this report are located near, but not within urban areas, as were the trails studied by Dr. Lindsey.

The results of this research are employed in this report for the trails which submitted adequate data on usage during peak hour periods. While a number of trails did submit trail counts, the most reliable and complete counts were done at the O&W/D&H trail and the North & South County trails in Westchester. The procedures developed by Dr. Lindsey will be applied to these trails later in this report.



## Factors in determining Economic Impact

A trail can have an economic impact on the community in several ways. Indirect impacts such as increased property values for residences and businesses located near the trail, as well as health benefits to users of the trail. However, the economic value is determined to a large extent on the number of trail users, how many of these come from outside the immediate vicinity of the trail, how much they spend on their visits to the trail, etc. This is why the extent of traffic on the trail over the course of a year is so important to determine. The methodology developed by Dr. Lindsey is very useful because it is a simple, inexpensive way to develop this information.

Once there exists a reasonably reliable estimate of annual trail usage, the 2 next important pieces of data are information on trail use expenditures and the number of trail visitors who are not from the nearby community. Local spending is not included in economic impact estimates because these expenditures are assumed to have occurred anyway.

## Economic Impact – A specific example: The O&W/D&H Trail

For a practical example of implementing the procedures mentioned above, the O&W/D&H trail was used and the findings are shown in Section IV Survey-wide Summary and Findings.

## Application of the methodologies to the other surveyed trails.

Of the other trails in this survey, the Westchester County North & South County trails, Genesee Valley Greenway, Erie Canalway and the Chautauqua Rails to Trail submitted trail counts. This data will be examined in the future to determine if it is possible to estimate the economic impact of the trails.

Appendices

Appendix A  
Survey Form

Appendix B  
Trail Steward Instructions

Appendix C  
Office of Parks, Recreation and Historic Preservation Regions

Appendix D  
Sample Trail Count Form

# Appendix A - Survey Form

Eric Canalway

Free State Trails Map for completing this survey !! (see reverse)

Dear Trail Visitor:

Thank you for taking a few minutes to share in this trail user survey, which is being conducted by the New York State Office of Parks, Recreation & Historic Preservation and the New York State Canal Corporation. This trail is one of many across the state being surveyed. Your input and comments are important to us and will be shared with those who maintain this trail. Please include comments on your entire visit including surrounding services, such as food, lodging and other attractions. Again, thank you for helping us to improve our NY trail system.



Please fill in your answers and comments and place the survey in the prepaid envelope which was provided and place it in a mailbox. If you did not receive a prepaid envelope, please see the mailing instructions at the bottom of the reverse side of this form. Results will be posted on the website at www.nysparks.com after January. Please mail this survey prior to August 15, so your comments will be included with the results.



## Your Use of This Trail

- How frequently did you use this trail in the past 12 months? (Approximate # of days) \_\_\_\_\_  
 This is my first visit ever.
- Please circle any months during which you use this trail:  
Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
- Please check all of these activities in which you participated on this trail during the past 12 months (not all uses may be allowed on this trail):  
 Walking/Hiking                       Horseback Riding ( I own a horse  I rented a horse)  
 Jogging/Running                       XC Skiing/Snowshoeing  
 Biking                                       Snowmobiling                       Other \_\_\_\_\_
- Generally, when do you use this trail? (check only one response)  Weekdays  Weekends  Both
- What time of day do you generally use this trail? (check only one response)  
 Morning  Afternoon  Evenings  Varies
- On average, how much time do you spend on this trail each visit? (Check only one response)  
 Less than 30 minutes  30 minutes to 1 hour  1 hour to 2 hours  More than 2 hours
- Would you consider your use of this trail to be for ... (check one response)  
 Recreation  Commuting  Health and Exercise  Fitness Training  Physical Therapy  
 Other \_\_\_\_\_
- How did you find out about this trail? (check all that apply)  
 Word of mouth                       Roadside signage                       Driving past                       Newspaper  
 Bike shop                               Tourism Office                       Parks & Trails New York  
 Rails-To-Trails Conservancy                       New York State or local governmental agency  
 Internet web site                       Local knowledge                       Other \_\_\_\_\_
- Has your use of this trail influenced your purchase of: (check all that apply)  
 Bike     Bike supplies                       Footwear                       Clothing                       Camping Gear  
 Auto accessories related to trail use                       Nothing                       Other \_\_\_\_\_
- Approximately how much did you spend on the items above in the past 12 months? \$ \_\_\_\_\_
- The maintenance of this trail is (check one)  Excellent  Good  Fair  Poor
- The cleanliness of this trail is (check one)  Excellent  Good  Fair  Poor
- What amenity, if any, would you like to see added to this trail? \_\_\_\_\_
- Would you be willing to make a voluntary donation to help maintain this trail? (check one)  Yes  No

## Your Most Recent Visit to This Trail

15. The date on which you most recently used this trail: \_\_\_ / \_\_\_ / \_\_\_\_\_

OR

If your visit to this trail was for 2 or more consecutive days, please indicate the beginning \_\_\_ / \_\_\_ / \_\_\_\_\_ and ending dates \_\_\_ / \_\_\_ / \_\_\_\_\_

16. Including yourself, how many were in your immediate group (family/friends) when you visited the trail?

\_\_\_\_\_ Adults (62 & over)                      \_\_\_\_\_ Adults (18 to 61)  
\_\_\_\_\_ Teens (13 to 17)                      \_\_\_\_\_ Children (12 & under)

17. During this trail visit did you: (check all that apply)

- Hike/Walk/Jog     Rollerblade                       Bike                       Fish/Boat/Other water recreation  
 Birding/studying wildlife                       Study Flowers                       Ride a Horse  
 From the trail, visit another place: \_\_\_\_\_

Please proceed to the other side

Your Most Recent Visit to this Trail (continued)

18. How many total (out and back, if applicable) miles did you travel on this trail during this visit? \_\_\_\_\_
19. During this trail visit did you incur any transportation expenses? (check one)  Yes  No; If yes, approximately how much did you spend on automotive expenses (gasoline, tolls) \$ \_\_\_\_\_ other transportation expenses (train fare, airline tickets, etc.) \$ \_\_\_\_\_
20. In conjunction with your trip to this trail, did you purchase any of the following? (Check all that apply)  
 Beverages  Candy/Snacks/Fast foods  Meals at a restaurant (along/near the trail)  
 Fruit  None of these
21. Approximately how much did you spend, (per person), on the items above on this visit? \$ \_\_\_\_\_
22. Did this visit to the trail involve an overnight stay?  Yes  No; If yes what type of accommodations did you use?  
 Motel/Hotel  Friend or Relatives Home  Public Campground/Campsite  Private Campground  
 Summer Home  Bed & Breakfast  Other (Please specify) \_\_\_\_\_
23. How many nights did you stay in conjunction with your visit to this trail? \_\_\_\_\_
24. Approximately how much did you spend on overnight accommodations per night? \$ \_\_\_\_\_

Your Use of this and other Trails

25. Has the availability of multi-use trails ever influenced:  
Where you live?  Yes  No Where you vacation?  Yes  No
26. During the past 12 months, approximately how many days did you use a trail other than this one?  
within New York State? \_\_\_\_\_ elsewhere? \_\_\_\_\_  
 I have not visited any other trails in the past 12 months.

Demographics (Personal Information is not shared)

- S1. If you are a U.S. resident, please enter your zip code \_\_\_\_\_  
If not, please indicate Canadian Province or other foreign country of residence: \_\_\_\_\_
- S2. Age: \_\_\_\_\_ Gender:  M  F
- S3. Please check your employment status:  Employed full-time  Employed part-time  Self-employed  
 Unemployed  Retired  Student  Homemaker
- S4. Are you a person with a disability?  Yes  No
- S5. (OPTIONAL) Approximately what is your household's total annual income?  
 Under \$15,000  \$15,000 to \$29,999  \$30,000 to \$49,999  
 \$50,000 to \$74,999  \$75,000 to \$124,999  \$125,000 to \$199,999  
 \$200,000 or more

We appreciate your efforts in helping to improve New York State's trail system. If you would like to receive a free trails map and information on other trails throughout the state, please provide us with the following information. We will not share your personal information with any other organization without your permission:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Email: \_\_\_\_\_

- Want to be kept up to date on what's happening with parks and trails in New York? Please check this box to share your email with not-for-profit organizations that support trail opportunities in partnership with the New York State Office of Parks, Recreation and Historic Preservation.

A postage paid envelope should have been provided to you at the time you received this survey. We apologize if you do not have one, but you can still participate by mailing this survey form to:

New York State Office of Parks Recreation and Historic Preservation  
Planning Bureau  
Agency Building #1 - 17th Floor  
Albany, NY 12238

Thank you for your cooperation

New York State Office of Parks, Recreation and Historic Preservation  
Affirmative Action/ Equal Opportunity Employer

## **Appendix B - Trail Stewards' Instructions**

Dear Trail Steward:

Thank you for agreeing to participate in the survey of trail patrons who use your trail. This letter is to provide you with guidelines on how the trail survey should be conducted.

You will be provided with approximately 1500 pre-folded questionnaires in business reply postage paid envelopes customized for your trail. Approximately 1 dozen questionnaires have been retained at Parks for our records. The survey forms are numbered and are in sequence in the boxes provided.

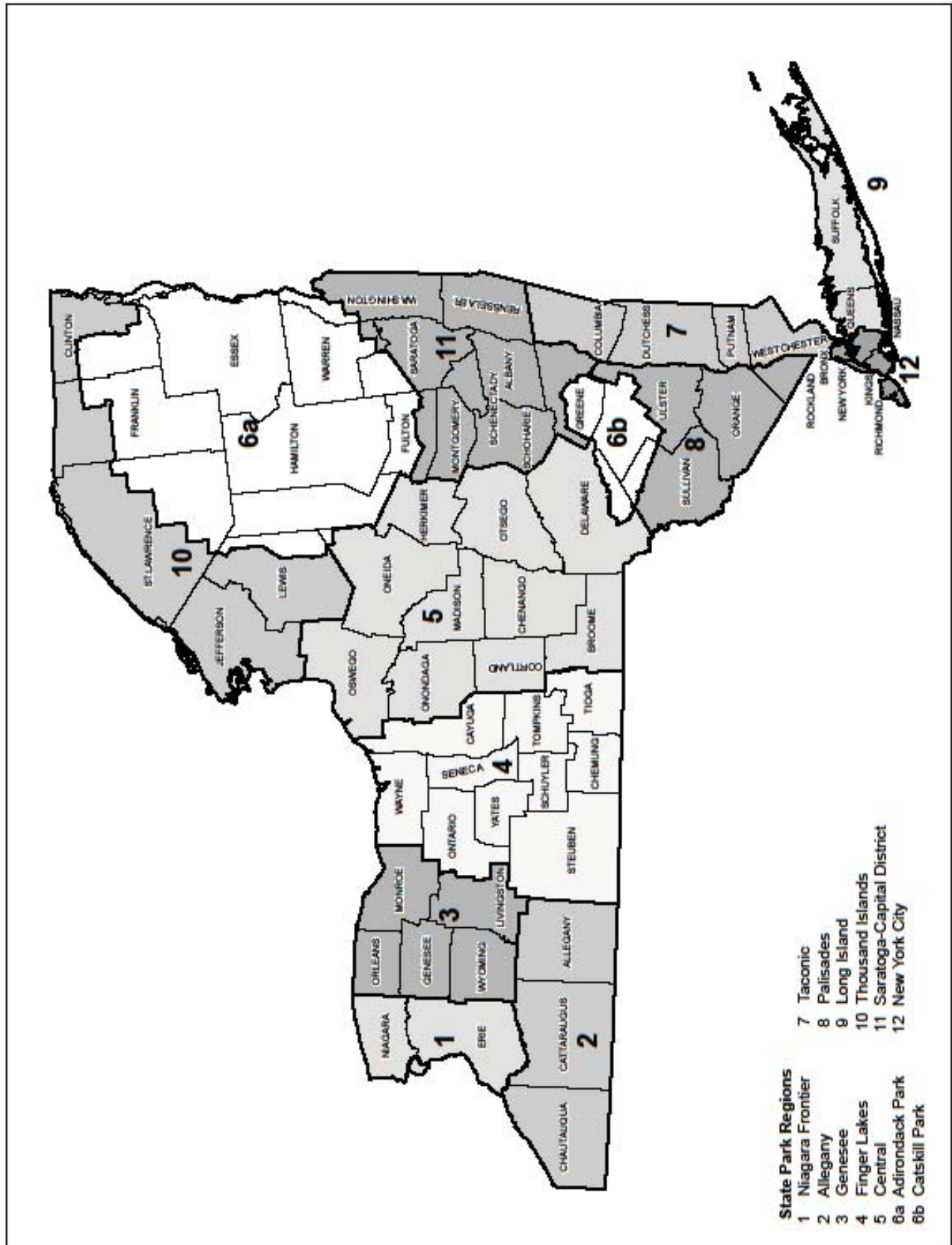
In addition you have been provided with 4 trail boxes marked "Trail Survey - Please Take One." Two trail boxes should be installed in proximity to the trail, near a trail head location, where trail users would tend to begin and end their journey. Two trail boxes should be held in reserve. We are entrusting you to use your judgment to locate the boxes in the most active area along your trail. The boxes may be affixed to a post or to a kiosk. We recommend that the boxes be affixed using screws. However in some circumstances they may be affixed using wire ties.

No more than 180 questionnaires should be put out each week in the trail boxes to ensure that we get a representative sample from June 1 to July 31. In addition we need to ensure that there is an opportunity to sample both weekdays and weekends. If your trail is busy you may find that you have to split your placement of surveys between weekdays and weekends. In such a case it would be suggested that you place surveys on a Friday evening / Saturday morning and once again on another weekday morning. The surveys have serial numbers 1-1500. Please place them on the trail in ascending order and keep a simple record of when they were placed.

As much as we hope it would not occur there is the potential for a single person to remove all the questionnaires from the trail box. Placing the trail boxes in the most visible location should reduce this potential. Further limiting the number of surveys placed in the box at any one time, should reduce the impact of any mischievous deeds. No one knows your trail better than you do, therefore you are in the best position to assess the potential of the boxes being tampered with.

Should any issues come up before, during or after the survey period please feel free to contact Dominic Jacangelo at 518-237-8643 (Dominic.jacangelo@oprhp.state.ny.us) or Wes Bartlett at 518-474-8410 (Wesley.bartlett@oprhp.state.ny.us) . They would be glad to assist you.





# 2008 Chautauqua Rails to Trails User Count

Name: \_\_\_\_\_ Phone: 326-7461 Email: \_\_\_\_\_  
 Date: 7/5/08 Time Conducted: 8 to 11 am Location (app): Prospect Station / Vil. Portland

Trail Surface: Grass Weather Conditions: sunny partly cloudy rainy App. Temperature: 75-80  
 (asphalt, stone dust, grass, dirt) (circle) (degrees Fahrenheit)

Make one "tick mark" for each person passing by in either direction.

USER TYPE	
CYCLISTS	Two groups - 2 in each group
WALKERS	1 walker alone 2 groups of 2 - both had dogs
SKATERS / SKATE BRD	X
JOGGERS / RUNNERS	Frequent users at least 1 is a member 2
BABY STROLLERS	X
WHEELCHAIR / ADA ASSISTIVE	
EQUESTRIAN	X
OTHER- WRITE IN	X

