

Regional Trail Perspectives 2016

A Survey of Capital District Trail Facilities



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Introduction

The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for the Albany-Schenectady and Saratoga Springs metropolitan areas. This includes Albany, Rensselaer, Saratoga, and Schenectady counties, excluding Moreau and South Glens Falls. The CDTC is a forum for local elected officials and transportation representatives to share ideas and make decisions about major transportation investments. MPOs are designated by the governor of each state for every urban area with at least 50,000 residents.

One of the major products developed by MPOs is a regional transportation plan. This plan guides transportation decision making and activities and recommends solutions to important regional issues such as land use, air quality, energy, economic development, commerce, and quality of life. CDTC's regional transportation plan is called New Visions 2040. This plan was adopted in September 2015 and includes a 20-year policy vision for the transportation system, which will direct planning and capital investments in the Capital Region.

New Visions 2040 includes a Bicycle and Pedestrian Action Plan which outlines strategies and actions to increase access to safe walking and bicycling infrastructure, including multi-use trails and greenways. Multi-use trails, sometimes referred to as shared-use paths, are separated from motorized vehicle traffic. They can be built within a highway right-of-way or within an independent right-of-way. They may be used by cyclists, pedestrians, skaters, wheelchair users, joggers, and other non-motorized users and should be designed to accommodate them. Multi-use trails are an integral part of the transportation system. They provide separated, alternative routes for commuting and non-recreation trips but they are also major recreational destinations in the region. In the U.S. multi-use trails are proving to be both popular with local residents and wise economic investment for the communities through which they pass. Studies have shown that in addition to providing many intangible quality of life benefits, they help stimulate local economies by attracting regional, state, national, and international tourists to an area.

Bicycling and walking trends in the Capital Region are consistent with national trends. Data shows that more people are choosing alternative modes to driving. Even more so, people are demanding their community leaders make walking and bicycling a priority in their cities, towns, and villages. In the Capital Region, various communities have adopted Complete Streets legislation because they want to see their streets designed for all users and there has been immense public support for the expansion of trail networks. Additionally, there are an increasing number of communities who have adopted master plans with a focus on alternative modes of transportation like walking, bicycling, and transit.

Data shows walking and bicycling are becoming increasingly popular in the Capital Region. Pedestrian and bicycle counts regularly conducted by CDTC since 1995 show significant increases. Since bike racks were installed on Capital District Transportation Authority (CDTA) buses in 1998

bike boardings on buses have increased too, with over 70,000 boardings annually. Also, the Mohawk-Hudson Bike-Hike Trail Map and the Regional Bike-Hike Trail Map are consistently the most requested CDTC products, with over 26,000 maps distributed since 2006.

Safe walking and bicycling infrastructure is important because it matters most for people who do not have access to a vehicle. Safe access to alternative modes of transportation provides employment, health, and social opportunities for low-income individuals and families, and people living with disabilities. Expanding and connecting the regional trail network is an important piece to improving safe access to walking and bicycling infrastructure as well as encouraging more non-motorized trips.

A regional trail and greenway system remains a New Visions “Big Ticket Initiative.” While progress in expanding and filling gaps in the regional trails and greenways system since 2007 has been notable, gaps remain and regionally significant proposed trails remain unfunded. The update to the Regional Trail Perspectives provided an opportunity to measure trail use, evaluate trends, and survey trail users and residents on their attitudes towards trails. New Visions 2040 proposed the Regional Trail Perspectives update as an action item.

The CDTC 2016-18 Unified Planning Work Program (UPWP) included a task for the Regional Trail Perspectives Update. The task’s objective was to measure changing attitudes towards trails and trail use since the 2006 Regional Trail Perspectives effort while expanding data collection to additional trails in the region. This report provides an overview of trail use, who is using the trail, what impacts trails have on adjacent residential properties, and what the biggest maintenance obstacles and costs are for trail owners. The end product is a snapshot for each trail of use by mode and gender and trail user and trail adjacent landowner profiles.

Background

The 2006 *Regional Trail Perspectives* report was a follow-up to the 1997 document *The Mohawk Hudson Bike-Hike Trail & Its Impacts on Adjoining Residential Properties* and 1998 document *Mohawk Hudson Bike-Hike Trail: Analysis of Trail Use, Regional Benefits & Economic Impact*. All of these previous studies can be found on the CDTC website at www.cdtcmpo.org/trails.

The 1997 study documented the results of a questionnaire mailed to all owners of residential property along the trail. In addition to identifying pertinent characteristics of landowners and their properties, the survey provided landowners the opportunity to express their opinions

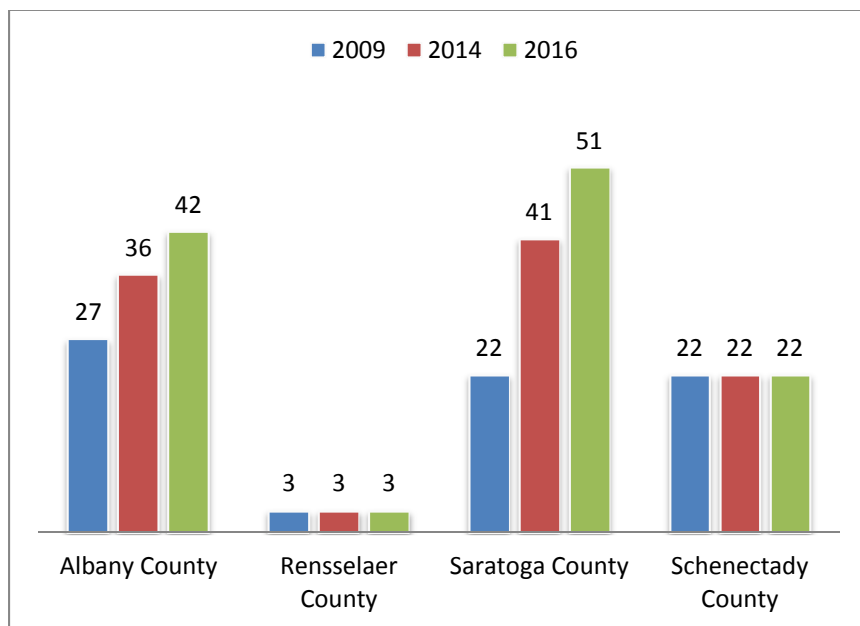
regarding the impact(s) the trail had on their lives and property. The purpose of the 1998 report was to heighten the awareness of the trail as a regional recreational and economic asset and bolster efforts to extend and improve the facility. The 2006 report expanded upon previous reports by collecting baseline data for other trail segments and focused on use activity and attitudes towards the Mohawk-Hudson Bike-Hike Trail, the Zim Smith Trail, and Uncle Sam Bikeway.

These reports have been used to support the expansion and enhancement of the Capital Region's trail network. The data collected has been shared with local communities to help them effectively improve, maintain and promote local trails and address issues concerning adjacent landowners. They were also used for the development of the 2007 CDTC report *Tech Valley Trails: A Greenways Concept Plan for the Capital Region*. The greenways plan maps out a regional system of multi-use trails and greenways to connect the region to open spaces. A regional greenway originated from the New Visions 2030 "Big Idea Initiatives." A regional greenway remains a key recommendation in the most recent New Visions 2040 Plan.

Since the 2006 report there have been several new trail, extension, and enhancement projects. Some of these include but are not limited to the extension of Railroad Run in Saratoga Springs across Route 50 in 2013 and the opening of the Albany County Helderberg Hudson Rail Trail in 2016. There have also been numerous regional efforts to obtain funding to close major gaps and construct multi-use trails that would have significant regional impacts.

The Capital Region trail network has expanded since 2006 [12]. The 2006 Regional Trail Perspectives included data collection on three major trails – the Mohawk Hudson Bike-Hike Trail, Zim Smith Trail, and Uncle Sam Bikeway. At the time, these trails provided a balanced perspective of trail use and opinions in the Capital Region because they reached all four counties and a wide range of communities, from rural to urban. In the 2016 update, six additional trails were added to the dataset, including the Albany County Helderberg-Hudson Rail-Trail, Albany Shaker Trail, Delaware Avenue (Black Bridge) Trail, Ballston Veterans Trail, Railroad Run, and Spring Run. These trails are all at least 1 mile in length, paved, and provide an essential off-road connection or parallel route where there are barriers to safe walking or bicycling [12] [13].

Figure 1. Miles of Constructed Multi-Use Trails

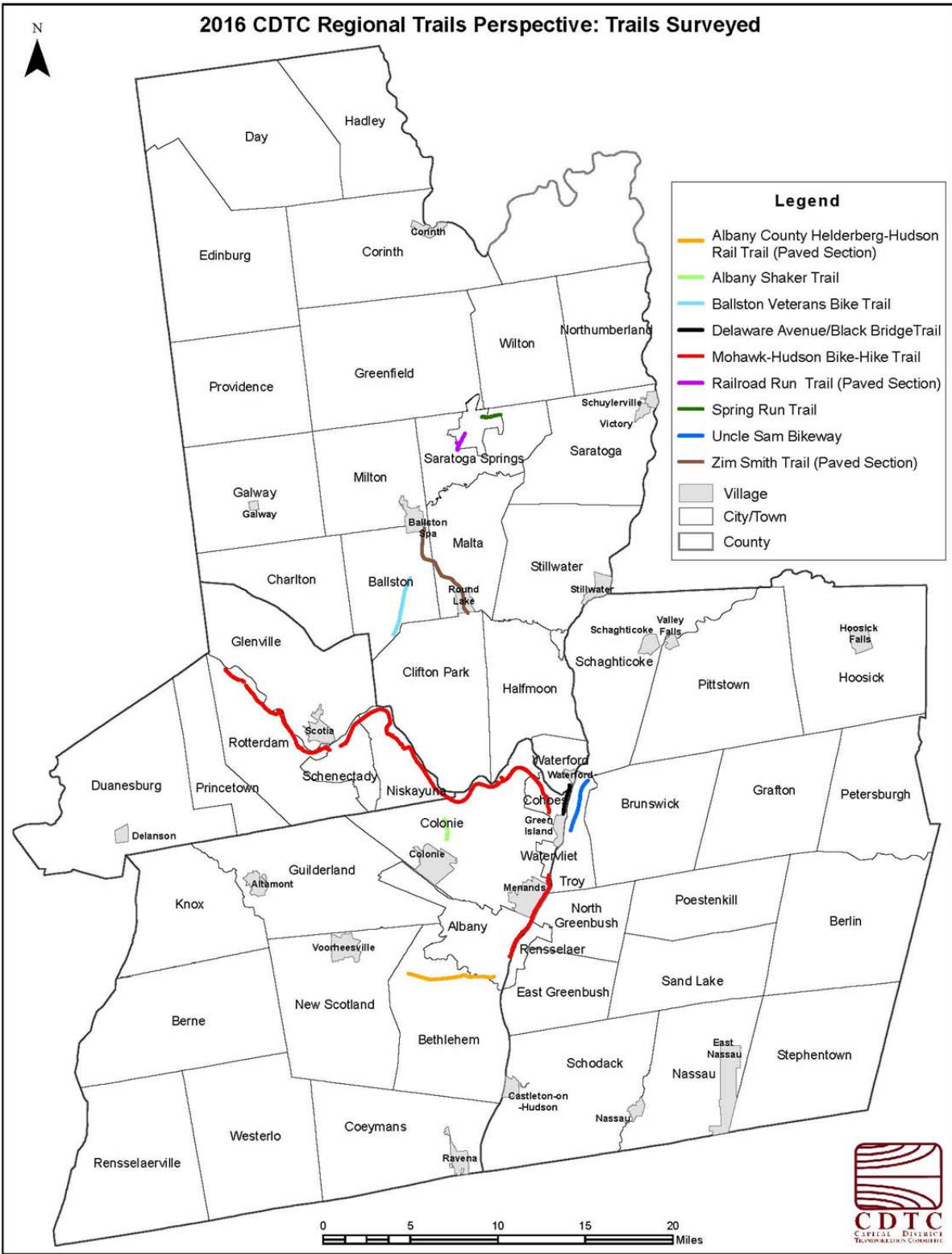


Mileage is determined by CDTC's GIS data inventory and is not a complete inventory of all multi-use trails within the Capital Region.

Figure 2. 2016 Regional Trail Perspectives Trails

Trail Name	Length (miles)
Mohawk-Hudson Bike-Hike Trail (off-road)	34.0
Albany County Helderberg-Hudson Rail-Trail	9.0
Albany Shaker Trail	1.3
Delaware Avenue	2.1
Uncle Sam Bikeway	3.5
Ballston Veterans Trail	3.1
Zim Smith Trail	10.0
Railroad Run	1.3
Spring Run	1.1
Total	65.4

Figure 3. Regional Trail Perspectives Map



While much progress in the expansion and enhancement of trail and greenway facilities has been made in the last decade, gaps and connections still remain. CDTC will continue to incrementally increase funding for pedestrian and bicycle projects through the TIP as monies are available. New Visions 2040 key recommendations include the completion of:

- Patroon Creek Greenway
- Mickey Mahar Trail
- Zim Smith Trail
- Connection between Albany County Helderberg Hudson Rail Trail and Mohawk-Hudson Bike-Hike Trail
- Livingston Avenue Bridge bicycle/pedestrian facility

CDTC maintains that despite federal transportation funding levels, bicycle and pedestrian projects should remain a priority. Systems will be completed through incremental changes and projects.

Objectives

The Capital Region has over 100 miles of multi-use trails. These facilities bring recreational and health qualities to the region while also serving as alternative transportation networks. They connect communities and neighborhoods with commercial centers, parks, and jobs. The Regional Trail Perspectives report looks into how the region and local communities have benefited from multi-use trails while providing the opportunity to promote and highlight the region's extensive network.

The process of collecting the data, as well as the data collected, benefits all Capital Region trail communities. As part of this project, CDTC built a webpage and launched a social media campaign to increase awareness of multi-use trails and the ongoing data collection project. The last comprehensive count project was the CDTC Regional Trail Perspectives in 2006. So the 2016 data collection project provided updated data to measure trends and



changes since 2006, and baseline data for the six additional trails.

Trail count data is often used to secure grant funding, develop trail maintenance and expansion plans, and guide development of new trails. It could also be used in agency and organization budgeting, traffic modeling, and measuring return on investment of new trail facilities. Trail user survey data can help public officials better understand behaviors and needs of trail users. CDTC will use the data collected to measure trends and guide the update to the Capital Region's Greenway Plan, *Tech Valley Trails*.

Data Collection & Methodology

Overview

The Regional Trail Perspectives has two parts— trail counts and trail surveys. Data was collected and measured on nine multi-use trails. As stated earlier, these trails include the Mohawk-Hudson Bike-Hike Trail, Zim Smith Trail, Uncle Sam Bikeway, Albany County Helderberg Rail Trail, Railroad Run, Spring Run Trail, Albany Shaker Trail, Ballston Veterans Trail, Delaware Avenue Trail / Black Bridge. The Mohawk-Hudson Bike-Hike Trail, Zim Smith Trail, and Uncle Sam Bikeway were all part of the 2006 Regional Trail Perspectives.

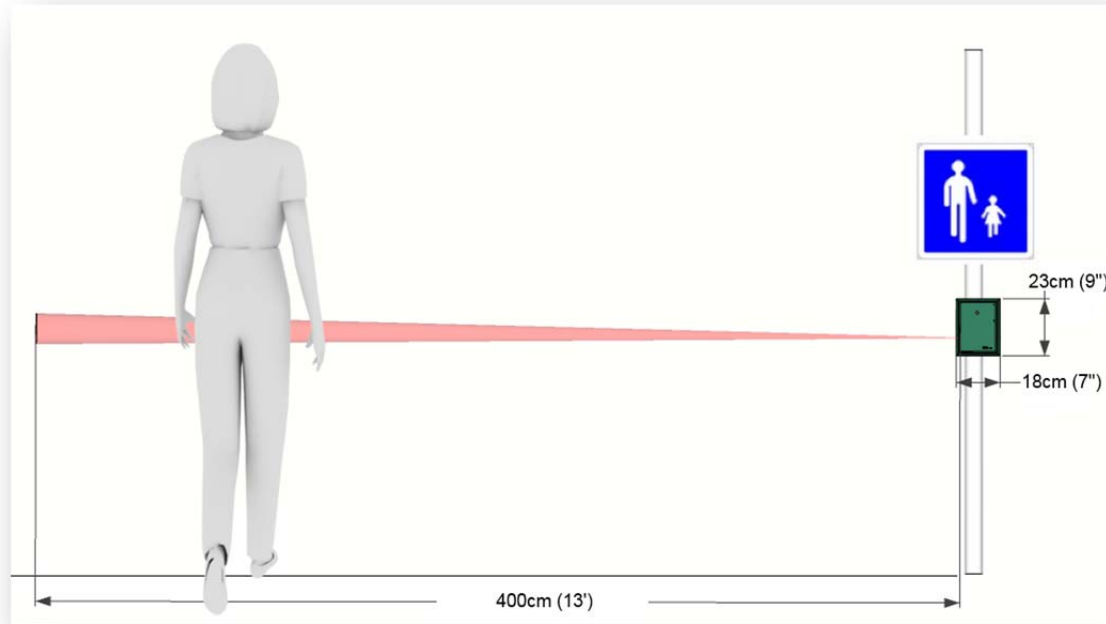
Trail Counts

CDTC contracted with Parks & Trails New York (PTNY) to conduct both automated and manual trail counts at 22 locations on the 9 multi-use trails throughout the month of September 2016. CDTC developed residential and trail user surveys, business owner surveys, and a trail maintenance survey. PTNY installed Eco Counter PYRO-Boxes at all 22 locations for seven consecutive days, on a rotating basis throughout the month of September 2016. The Eco Counters use infrared detectors to measure the heat or temperature of the bicyclists and pedestrians passing it. In this way it can distinguish between people and animals and can determine the number of people passing by.



Eco Counter PYRO-Box installed on Mohawk-Hudson Bike-Hike Trail

In addition to the data collected through the automated counters, PTNY coordinated 16 trail count assistants to perform two observational counts at the 22 locations. These counts were performed on a Tuesday, Wednesday, or Thursday and a Saturday during a predetermined two-hour peak periods for each location. PTNY then organized and analyzed the data collected in accordance with the National Bicycle and Pedestrian Document Project methodology. Based on the data collected by PTNY there are an estimated 1,673,191 annual trail visits to the trails included in this report. The full report can be found in Appendix A.



Sketch of how PYRO Box works. (Source: Eco-Counter)

Trail User Surveys

The CDTC developed and distributed two separate trail user surveys – an on-trail and online survey. The on-trail survey was conducted by volunteers and CDTC staff at various trailheads on the 9 trails. Volunteers registered for 2-hour periods between 7:00AM and 7:00PM between June 27 and August 21, 2016. There were a total of 43 trail user survey sessions. Volunteers conducted the surveys at, or close to, the 22 trail count locations. They were provided surveys, a clipboard, a reflective vest, and business cards that included a link to the project website and online trail user survey. The cards were useful in getting trail users who could not or would not stop to take the on-trail survey because of time

or other limitations, to take the survey from their computer at a later time and provide feedback on Capital Region trails. From the 43 survey sessions, 404 on-trail surveys were collected and 132 surveys were completed online, in Survey Monkey. Figure 4 below shows how many of the 132 online trail users visited each of the Capital Region trails. A total of 536 surveys were collected on trail user opinions, and all surveys were completed voluntarily. This was a different strategy than what was employed in 2006, where 528 staff hours were spent at 11 locations and collected over 2,000 trail user surveys. Despite 75% fewer surveys, trail user opinions were consistent with feedback received in 2006.

Figure 4. Trail User Survey Response Rate

Trail	On-Trail	Online*
Albany County Helderberg Hudson Rail Trail	173	47
Albany Shaker Trail	6	12
Ballston Veterans Trail	11	8
Delaware Avenue Trail / Black Bridge	11	14
Mohawk-Hudson Bike-Hike Trail	135	99
Railroad Run	47	15
Spring Run Trail	0	4
Uncle Sam Bikeway	0	18
Zim Smith Trail	21	36
	404	132

**online survey respondents who visited that trail*

The on-trail user survey was a one-page questionnaire including questions about demographics of users and their attitudes and perceptions regarding the trails and other trail users, their use of the trail, and their recommendations for improvements. The survey was the same as the 2006 Regional Trail Perspectives trail user survey and can be viewed in Appendix B. The online survey was created using Survey Monkey, a web-based survey tool. This survey included the same questions as the on-trail survey with additional questions about details on their typical trail visit, spending related to trail use, and their opinions about using public funding for building and maintaining trails. The link to the online survey was provided on business cards distributed by volunteers on the trails, as well as on the CDTC Twitter and Facebook pages. The online survey can be view in Appendix C.

Adjacent Residential Property Owner Survey

The residential property owner survey was mailed to properties classified as residential and adjacent to one of the nine multi-use trails. CDTC used real property data to determine to which properties to send surveys. The surveys included a postage-paid return envelope. The surveys were mailed on July 22, 2016 and returned by September 2, 2016. A total of 550 surveys were mailed and 128 surveys were completed and returned. The return rate was 23.3%. As can be seen in Figure 5, the Albany Shaker Trail has no adjacent residential properties and the Delaware Avenue Trail had as few as 3. Other trails in denser areas, like the Uncle Sam Trail had 85 adjacent residential properties and intercity trails like the Mohawk-Hudson Bike-Hike Trail, the Capital Region's longest continuous trail, had 269 adjacent residential properties.

Group residences and renters were not included in the survey since the address files only contained the address of the property owner and not the resident. This may have had an effect on the response rate since some properties are occupied as rental units or were vacant. Due to the nature of surveys conducted through the mail, participation is voluntary, therefore limiting control over the response rate and whether those who responded are a representative sample of all adjacent property owners. The property owner survey can be viewed in Appendix D.

Figure 5. Residential Survey Responses

Trail	Surveys Mailed	Surveys Returned	Response Rate
Albany County Helderberg-Hudson Rail-Trail	71	20	28.2%
Albany Shaker Trail	0	0	N/A
Ballston Veterans Trail	40	10	25.0%
Delaware Avenue Trail	4	3	75.0%
Mohawk-Hudson Bike-Hike Trail	269	56	20.8%
Railroad Run	27	10	37.0%
Spring Run	18	6	33.3%
Uncle Sam Bikeway	85	16	18.8%
Zim Smith	36	17	47.2%
	550	128	23.3%

Business Survey

One of the objectives of this study was to measure the economic impact of multi-use trails in the Capital Region. CDTC believed that surveying local businesses adjacent to the trails would be the best way to gather economic data related to the trails. Due to the location and nature of trails in the Capital Region, there were too few adjacent retail businesses to survey. The one business that came up frequently, as a rest area and place to spend money during a trail visit, was Stewart's Shops. When CDTC reached out to Stewart's they responded that they do not track or measure trail users and/or their spending at their stores adjacent or near any of the trails.

Trail Maintenance Survey

Trail maintenance costs and commitments are largely unknown in the Capital Region because they are not tracked. Due to the lack of data on trail maintenance, while CDTC has a list of priority trail building projects, there is no ranking or priority for maintenance projects. To better understand how local multi-use trail maintenance projects are planned and prioritized, CDTC developed and distributed a trail maintenance survey to the owners and maintainers of the 9 multi-use trails included in this project. CDTC distributed the surveys to 12 separate entities and received 7 responses – Schenectady County, City of Saratoga Springs, Town of Colonie, Saratoga County, NYS Office of Parks Recreation and Historic Preservation, Town of Ballston, and City of Cohoes.

The trail maintenance survey was modeled after the Rails to Trails Conservancy's survey used to gather data for their 2015 Maintenance Practices and Costs of Rail Trails report. The survey can be viewed in Appendix E.

Key Findings

CDTC staff compiled the results of 536 trail user surveys. Survey results were reviewed combined and separately – on-trail and online. The survey results were compared to the 2006 Regional Trail Perspectives findings and to regional demographic data. The survey data collected helped create profiles of the typical Capital District trail user and trail adjacent property owner. This data complemented the trail count data that was collected by PTNY. Trail count data provided estimated annual use on each of the 9 trails, who was using the trail by gender and mode, and what day of the week and time trail users were most likely to be visiting each trail. Below are highlights of the trail user data.

- There are an estimated 1.6 million trail visits annually.
- Total trail visits were up about 24% since 2006.
- Over 60% of trail visits are to the Capital District's primary trails: the Zim Smith, Uncle Sam, and Mohawk-Hudson Bike-Hike Trails.
- Lions Park in Niskayuna, on the Mohawk-Hudson Bike-Hike Trail, is the most visited trail location in the region.
- The newest trail, the Albany County Helderberg-Hudson Rail Trail, at Hudson Avenue in Bethlehem, is the fourth most visited trail location in the region.
- The highest percent of trail visits occur in August (14%).
- Peak weekday usage is Mondays between 3:00 – 6:00 PM.
- Peak weekend usage is between 9:00 AM - 12:00 PM.

Figure 6. 2006 & 2016 Annual Trail User Estimates

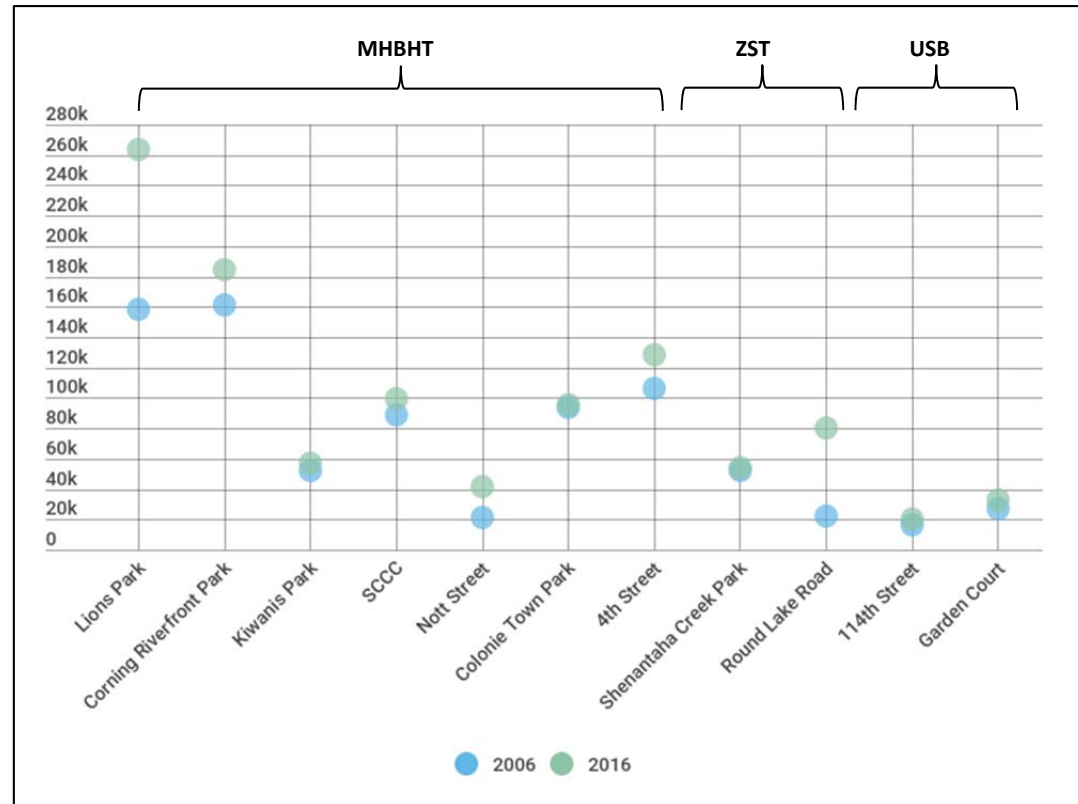
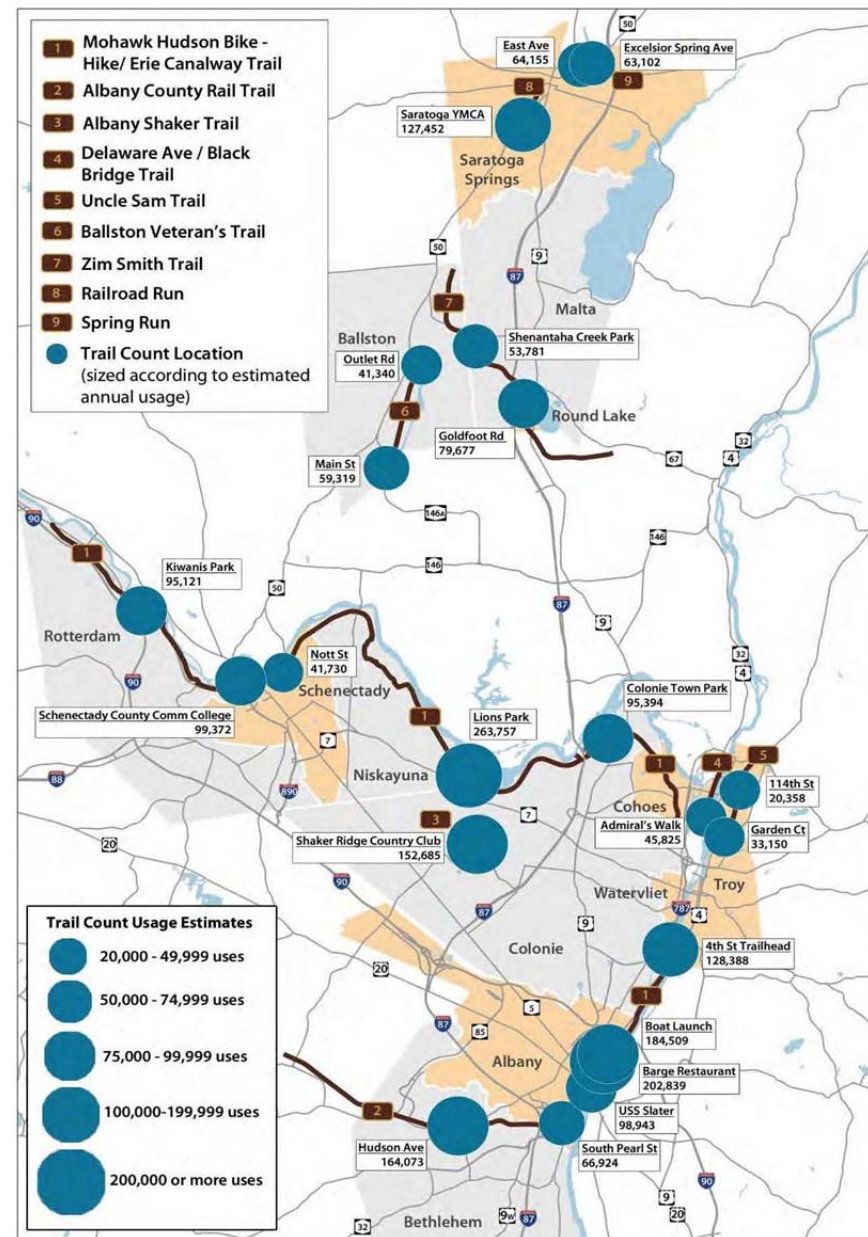


Figure 7. 2016 Trail Count Estimates

Trail Users

- Both counts and surveys showed an almost equal mode split between bicyclists and pedestrians.
- Both counts and surveys showed more males than females using the trails.
- Female trail users outnumbered male trail users only on one trail, the Spring Run Trail, at both count locations.
- Trail users came from 93 different zip codes and about 61% of those zip codes were within the region [24] [25].
- Most trail users are 45 years old or older.
- Trail users are more educated and higher income earners than the average Capital Region person.
- Trail users most valued access to recreation and used the trails primarily for exercise.
- Most trail users travel with at least one person on the trail, but less than 20% bring their children.
- The biggest problem identified on the trails is the lack of services, such as restrooms.
- Trail users did not feel having places to stop and eat or shops along the trail were important.
- Trails in the Capital Region attract tourists from all over the globe.
- Trail tourists mostly visited the Mohawk-Hudson Bike-Hike Trail



and Albany County Helderberg-Hudson Rail-Trail during their time in the Capital Region.

- According to survey respondents that were trail tourists, directional signage on the trails and trail surfaces were their biggest problem.
- Based on survey responses from trail tourists, each spent \$193 per day, excluding the cost of their bike.
- Local trail users mostly spent money at restaurants and bars and grocery and takeout food while visiting the trail(s).
- Other trail-related spending included bicycle purchases and repairs and specialized footwear and clothing for bicycling, walking, skating, and running.

Figure 8. Trail Users Outside of CDTC Planning Area

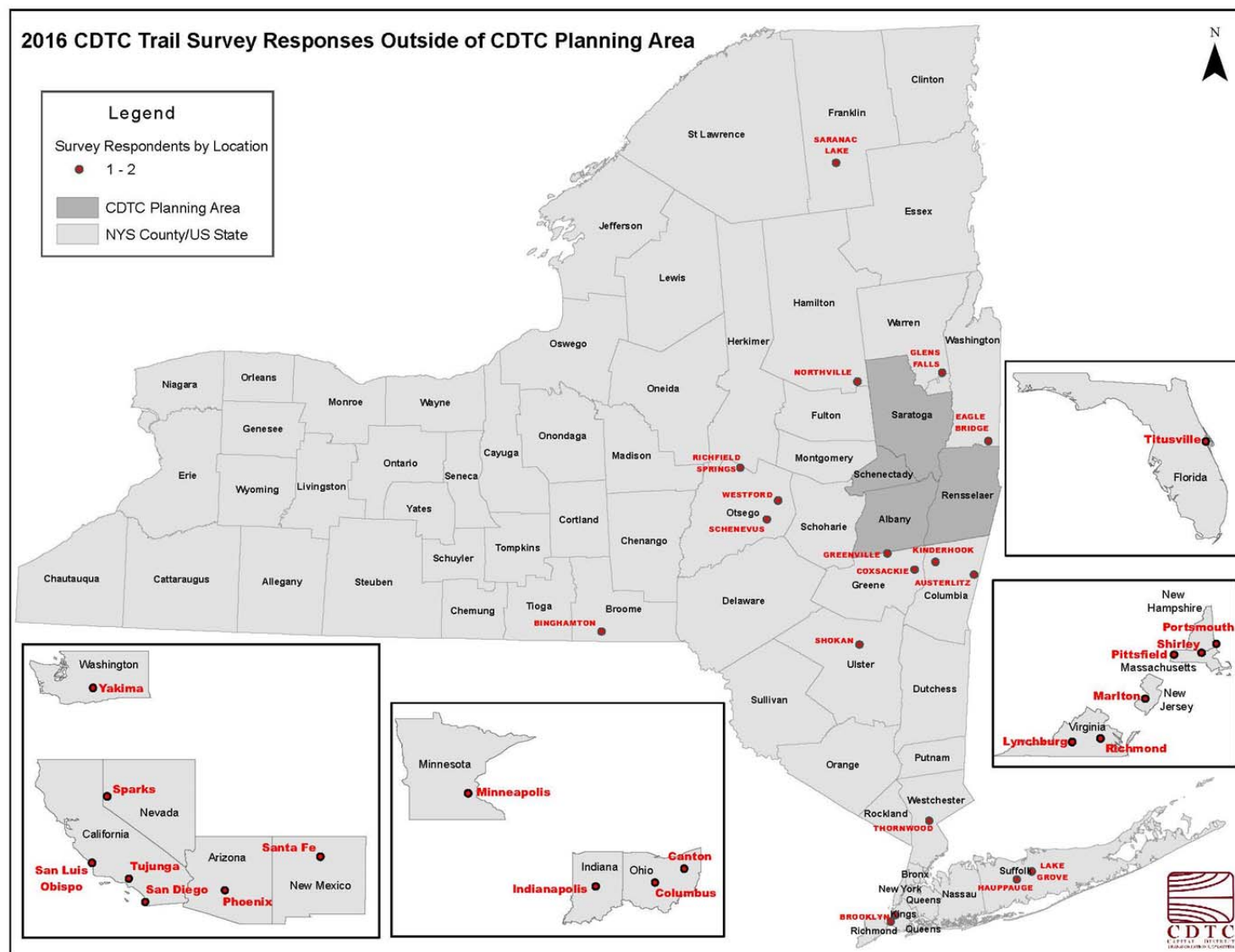
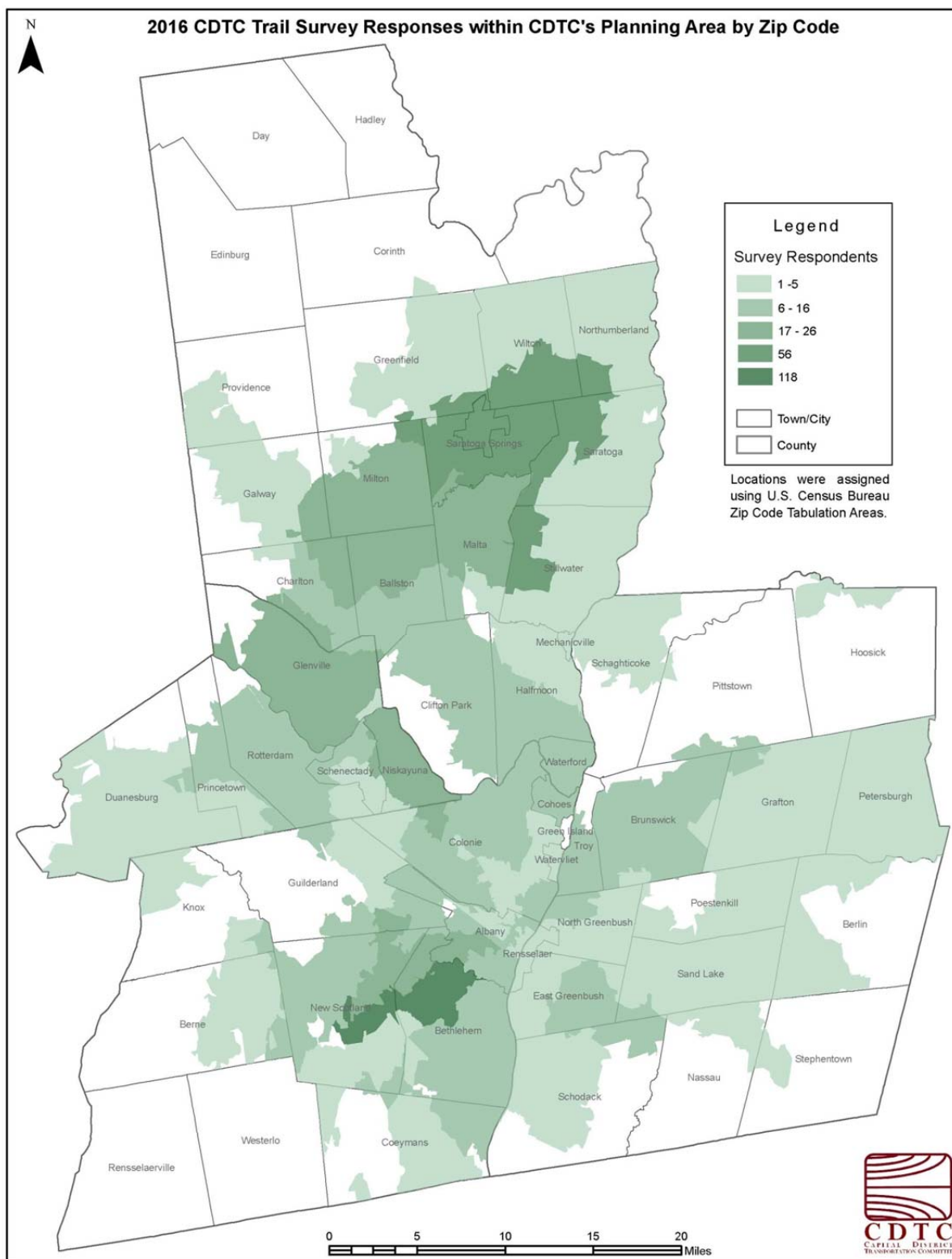


Figure 9. Capital Region Trail Users by Zip Code



Property Owners

- Most property owners, adjacent to the trail, describe their neighborhood as suburban and live on more than ½ acre.
- The percent of property owners that purchased their homes before or after the trail was constructed was even.
- Most property owners are satisfied with the trail as a neighbor and do not feel it poses a risk to their family's safety.
- Just over half of property owners use the trail frequently.
- Over 65% of property owners reported that their current property value is more than \$200,000. The median home value in the Capital Region is \$199,623. In 2006, only 39% of property owners reported a property value of over \$200,000.
- Just about half of property owners feel the trail has highly improved or improved quality of life in their neighborhood.
- Property owner opinions about the impact of the trail on their neighborhood and satisfaction with the trail as a neighbor, both improved since the 2006 survey.
- Over half of property owners felt having the trail adjacent to their property improved their physical activity level and use it frequently.

Trail User Profile

There are 3 trail user survey summaries. The first summary is the combined results of the 536 on-trail and online surveys. This summary includes 6 questions that were on both the on-trail and online trail user survey. The next summary is only the results of the 12-question, on-trail user survey, and the last summary includes the results of the longer, 30-question, online trail user survey. Both the on-trail and online surveys can be found in the Appendices. The on-trail survey conducted in 2016 is the same survey conducted by CDTC in 2006. The results of the 2006 trail user survey can be found in 2006 Regional Trail Perspectives report.

Combined Trail User Survey Summary

On-Trail + Online Surveys		
Are you male or female?		
Male	265	52.4%
Female	241	47.6%
<i>Skipped</i>	<i>30</i>	<i>5.6%</i>
<i>Answered</i>	<i>506</i>	<i>94.4%</i>
What is your age?		
17 or younger	1	0.2%
18-20	0	0.0%
21-29	5	1.0%
30-39	29	5.7%
40-49	15	3.0%
50-59	22	4.3%
60 or older	35	6.9%
<i>Skipped</i>	<i>29</i>	<i>5.4%</i>
<i>Answered</i>	<i>507</i>	<i>94.6%</i>
How do you usually get to the trail? Please choose all that apply:		
Drive	227	45.1%
Bike	169	33.6%
Walk/Run	136	27.0%
Other (please specify)	13	2.6%
<i>Skipped</i>	<i>33</i>	<i>6.2%</i>
<i>Answered</i>	<i>503</i>	<i>93.8%</i>

What is your primary purpose for using the trail(s)? Please choose all that apply:		
Health / exercise	406	80.1%
Commute to school / work	33	6.5%
Run errands and visit friends	9	1.8%
Visit the library or other civic spaces	187	36.9%
Other	46	9.1%
<i>Skipped</i>	<i>29</i>	<i>5.4%</i>
<i>Answered question</i>	<i>507</i>	<i>94.6%</i>
About how many times have you used the trail during the past 12 months? Please choose one:		
Less than 5 days	98	19.4%
5-9 days	83	16.4%
10-24 days	103	20.4%
25-49 days	87	17.2%
50 - 100 days	59	11.7%
More than 100 days	76	15.0%
<i>Skipped</i>	<i>31</i>	<i>5.8%</i>
<i>Answered question</i>	<i>505</i>	<i>94.2%</i>
Which activity(ies) do you engage in while on the trail? Please choose all that apply:		
Bicycling	283	55.8%
Running / Jogging	72	14.2%
Walking	244	48.1%
In-line skating	8	1.6%
Other (please specify)	19	3.7%
<i>Skipped</i>	<i>29</i>	<i>5.4%</i>
<i>Answered question</i>	<i>507</i>	<i>94.6%</i>

Figure 10. What is your gender?

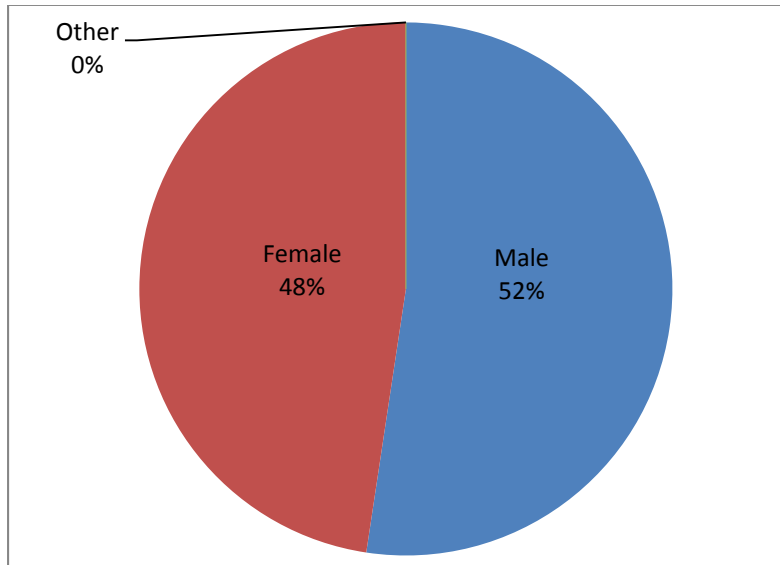


Figure 11. What is your age?

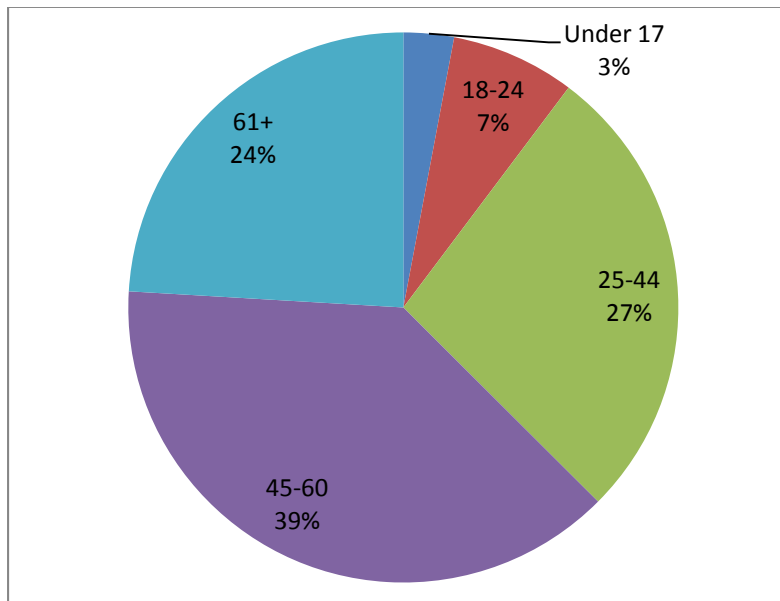


Figure 12. How do you usually get to the trail?

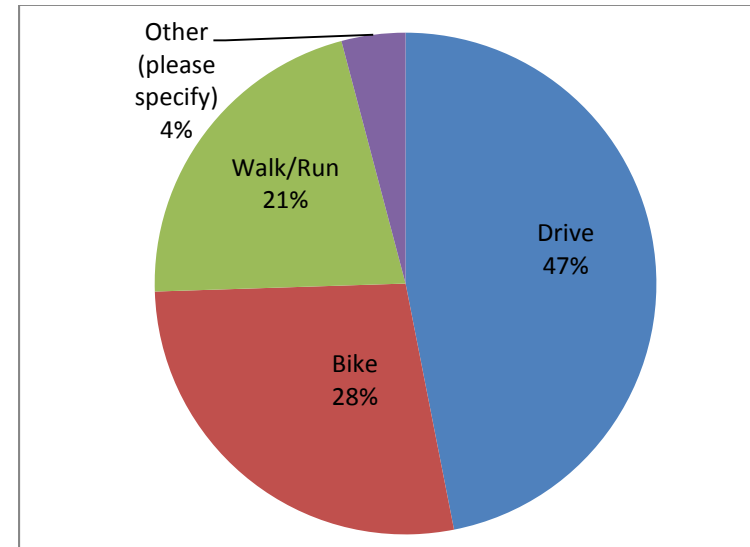


Figure 13. What is your primary purpose for using the trail(s)?

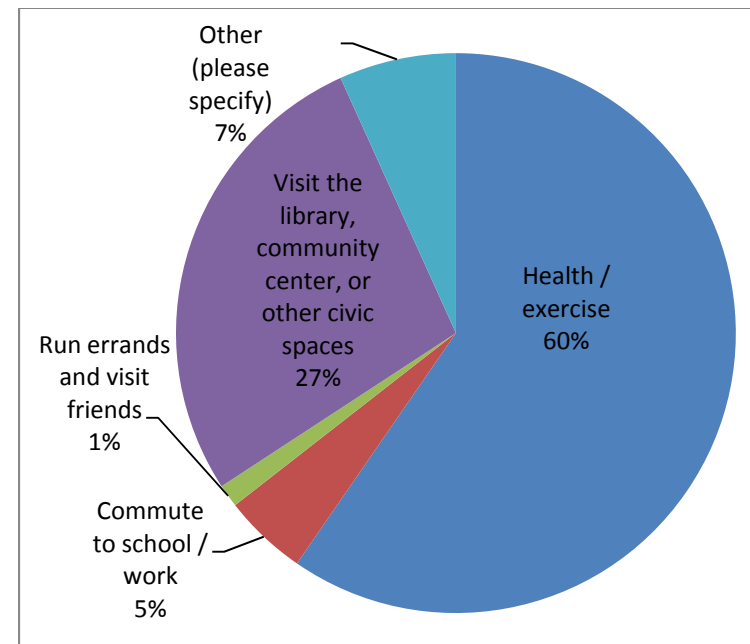


Figure 14. About how many times have you used the trail during the past 12 months?

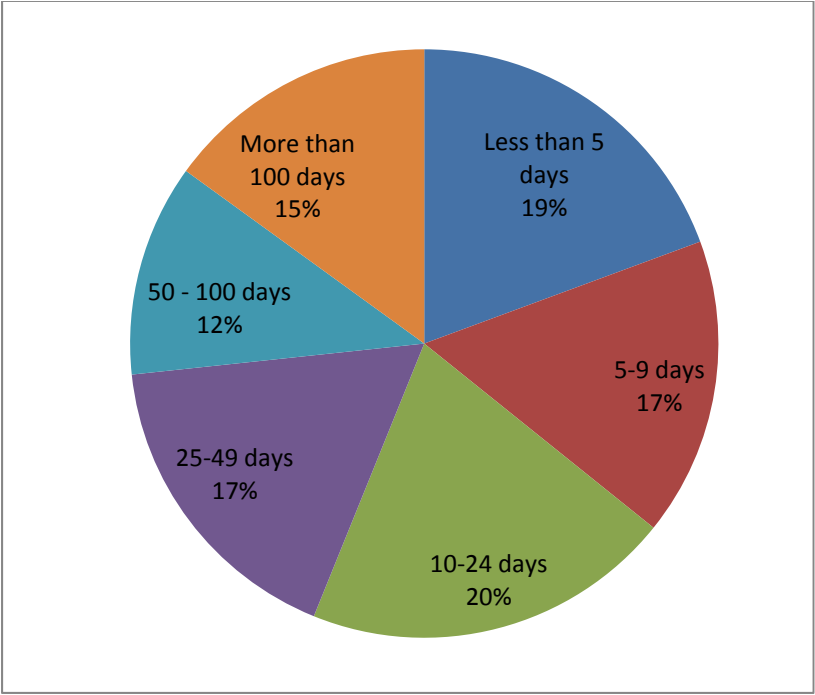
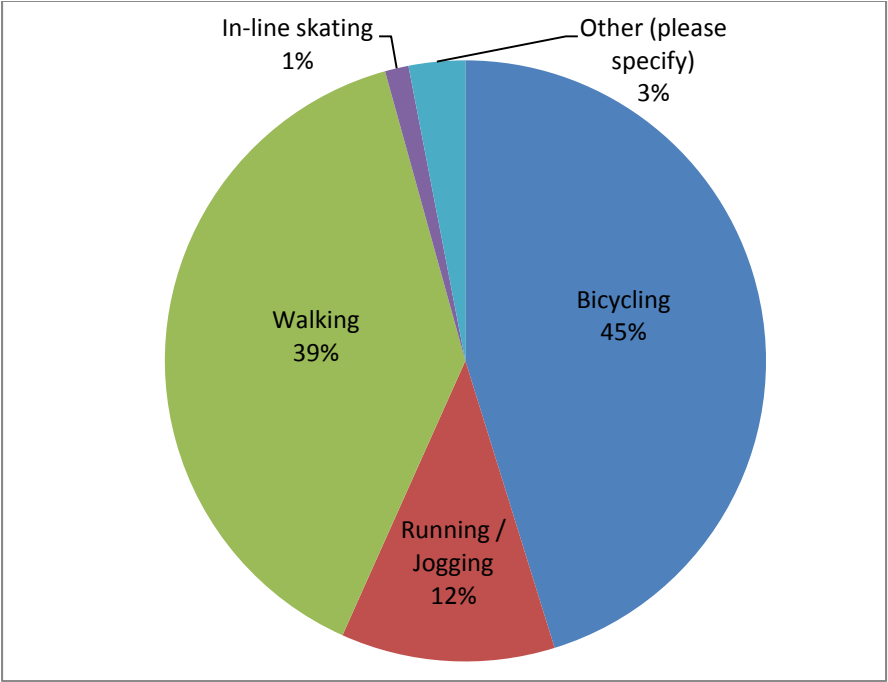


Figure 15. Which activity(ies) do you engage in while on the trail?



On-Trail User Survey Summary

Completed Surveys		
ACHHRT	173	42.8%
AST	6	1.5%
BVT	11	2.7%
DAT	11	2.7%
MHBHT	135	33.4%
RR	47	11.6%
SRT	0	0.0%
USB	0	0.0%
ZST	21	5.2%
Total	404	100.0%

Gender		
Male	213	52.7%
Female	186	46.0%
Skipped	5	1.2%
Age		
Under 16	14	3.5%
16-24	37	9.2%
25-44	104	25.7%
45-64	158	39.1%
65 or over	87	21.5%
Skipped	4	1.0%
Zip Codes		
In CDTC area	51	59.3%
Outside CDTC area, in NYS	17	19.8%
Outside NYS	18	20.9%
Total	86	100.0%

How did you get to the trail today?		
Drove	159	39.4%
Bicycle	129	31.9%
Walk/Run	105	26.0%
Other	7	1.7%
Skipped	4	1.0%
How much time do you plan to spend on the trail today?		
< 1 hr	135	33.4%
1-2 hrs	178	44.1%
>2 hrs	91	22.5%
What activity do you engage in while on the trail?		
Walking	168	41.6%
Running/Jogging	48	11.9%
Bicycling	212	52.5%
In-line Skating	5	1.2%
Other	9	2.2%
What is your primary purpose for using this trail?		
Recreation	181	44.8%
Health/Exercise	307	76.0%
Commute to school/work	24	5.9%
Other	27	6.7%

Figure 16. Gender

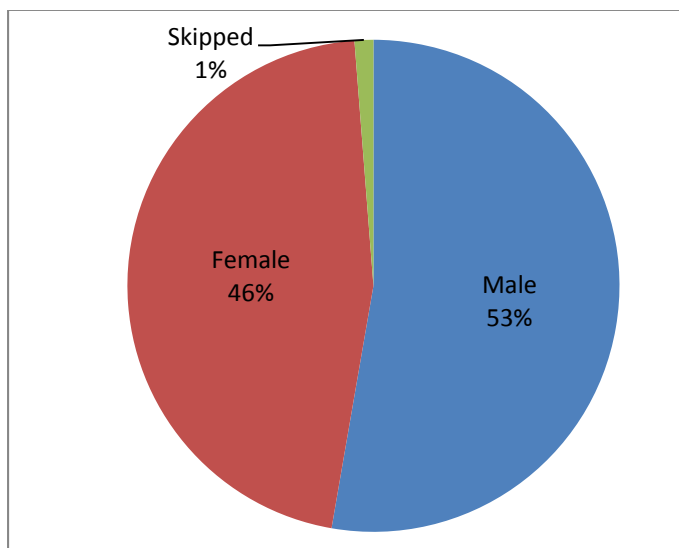


Figure 17. Age

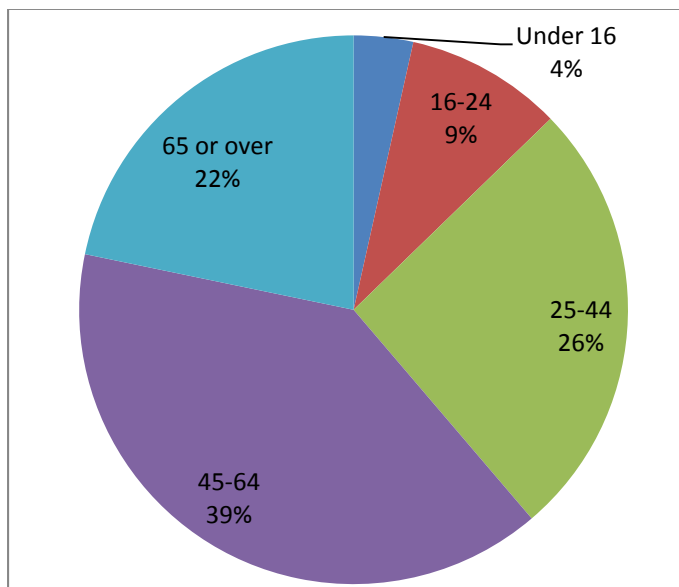


Figure 18. How did you get to the trail?

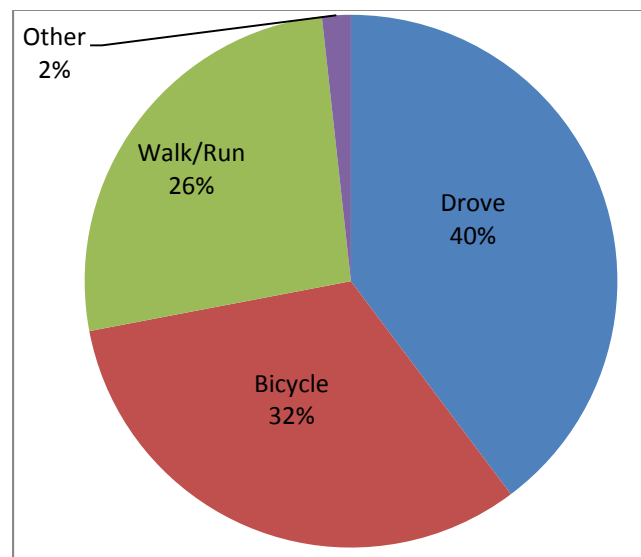


Figure 19. How much time did you spend on the trail?

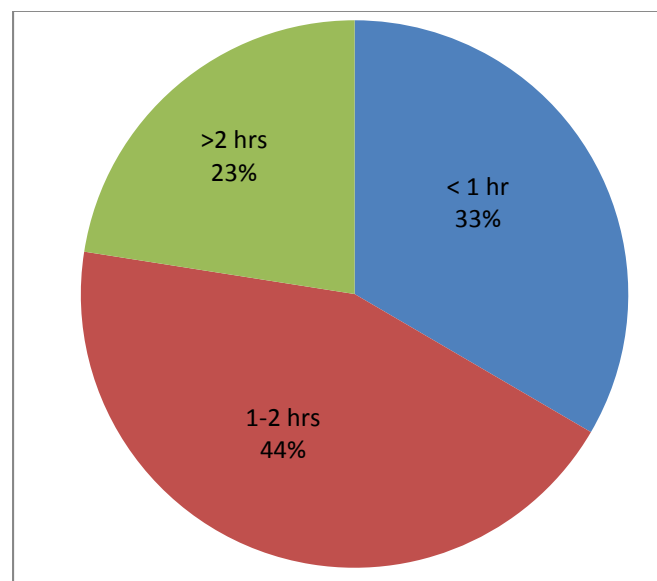


Figure 20. What activity do you engage in while on the trail?

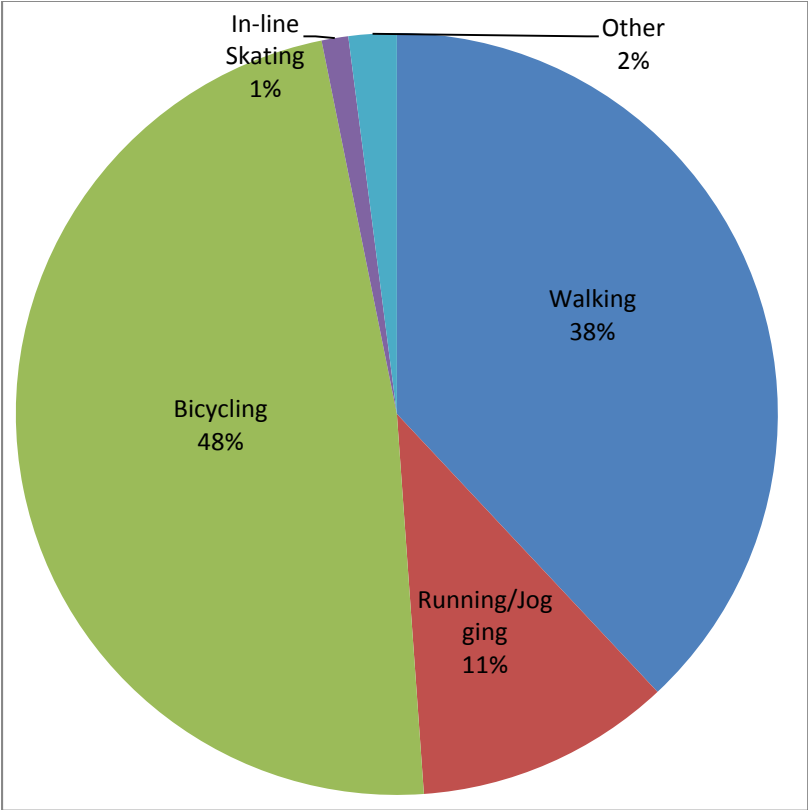
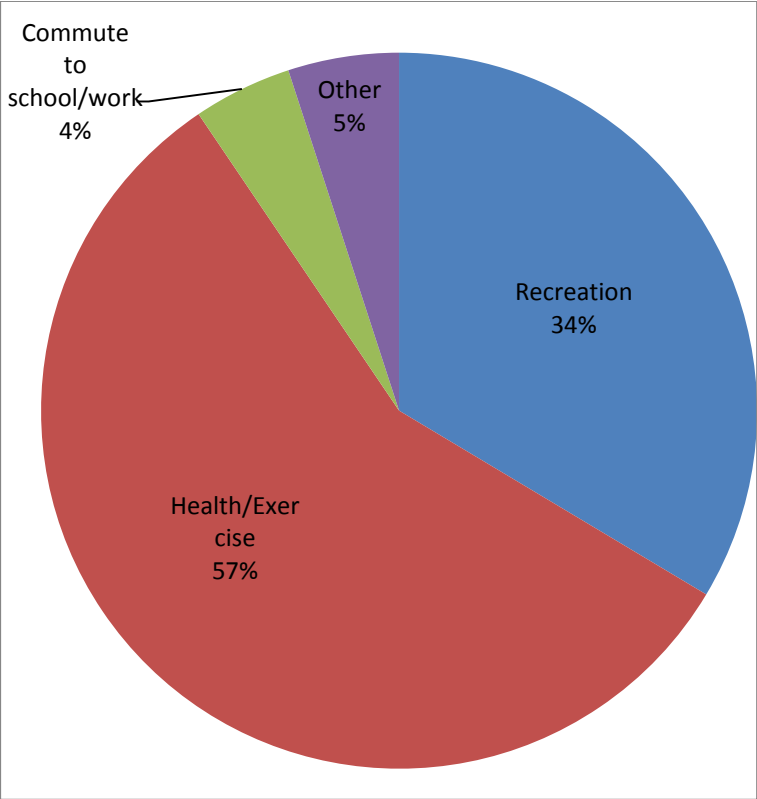


Figure 21. What is your primary purpose for using this trail?



About how many times have you used the trail during the past twelve months?		
Less than 5 days	84	20.8%
5-10 days	64	15.8%
11-24 days	75	18.6%
25-49 days	68	16.8%
50-100 days	53	13.1%
More than 100 days	59	14.6%
Skipped	1	0.2%
On a scale of 1-5, to what extent do you feel the following items are problems on the (insert name of trail).		
Too crowded	1.36	
Conflicts with other trail activities	1.38	
Personal safety (crime)	1.41	
Behavior of trail users	1.52	
Litter, glass & debris	1.55	
Directional signage	1.59	
parking and/or access	1.60	
Trail surface conditions	1.66	
Trail width	1.67	
Dangerous road intersections	1.70	
Pets off leashes/animal waste	1.72	
Lack of services (restrooms, etc.)	2.26	

Are there sections of the trail that you avoid due to poor trail conditions or general concerns about trail maintenance?		
Yes	61	15.1%
No	314	77.7%
Skipped	29	7.2%
Is your visit to this trail part of an overnight trip away from home?		
Yes	22	5.4%
No	363	89.9%
Skipped	19	4.7%
How would you rate your current health status?		
Excellent	128	31.7%
Very Good	183	45.3%
Good	69	17.1%
Fair	9	2.2%
Poor	2	0.5%
Skipped	13	3.2%

Figure 22. About how many times have you used the trail during the past twelve months?

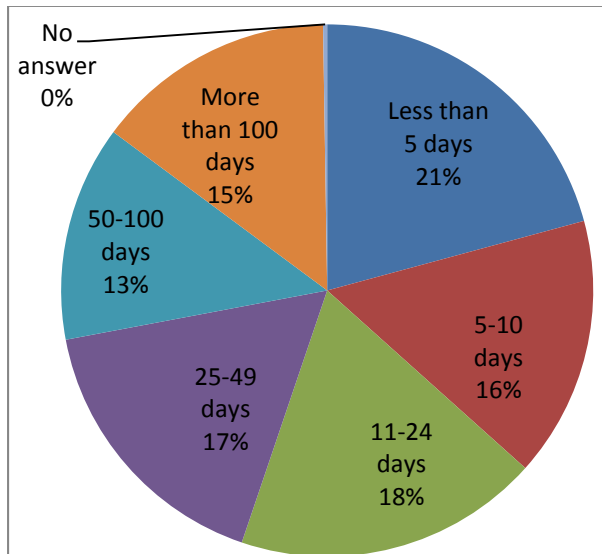


Figure 23. Are there sections of the trail that you avoid due to poor trail conditions or general concerns about trail maintenance?

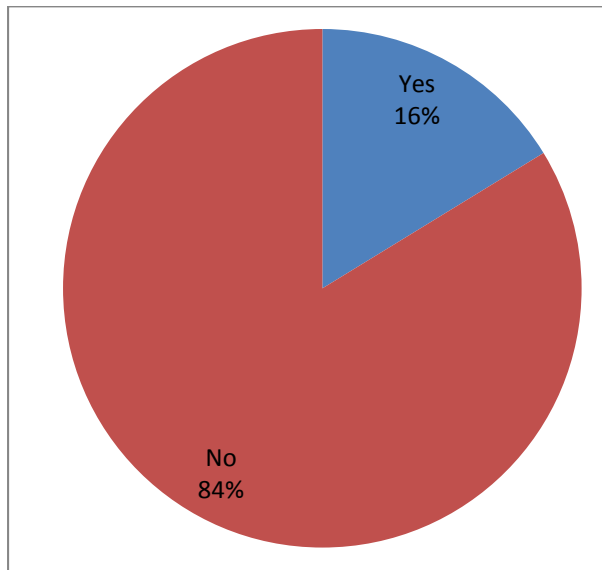


Figure 24. Is your visit to this trail part of an overnight trip away from home?

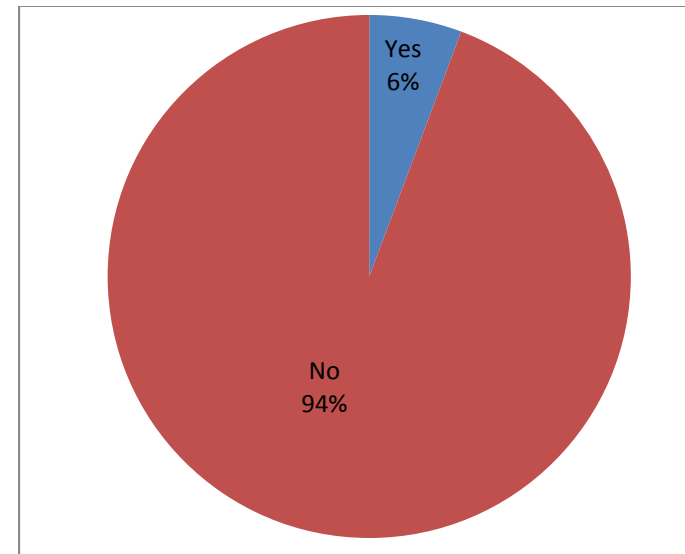


Figure 25. How would you rate your current health status?

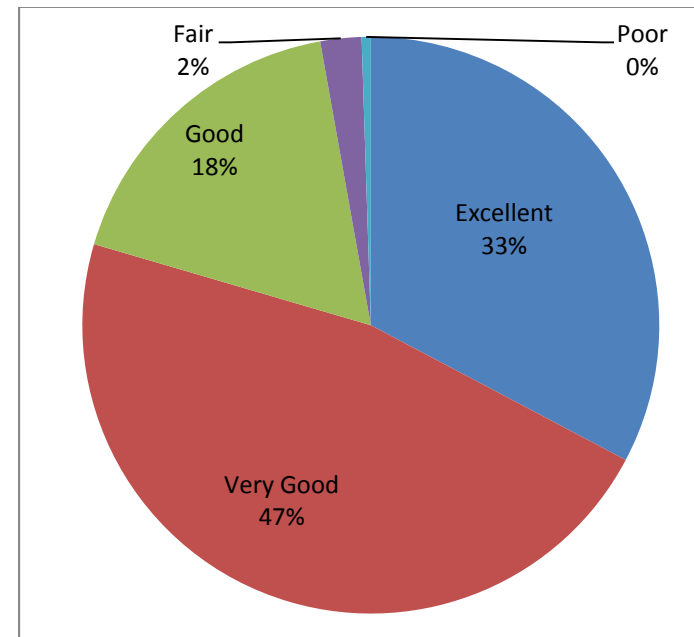
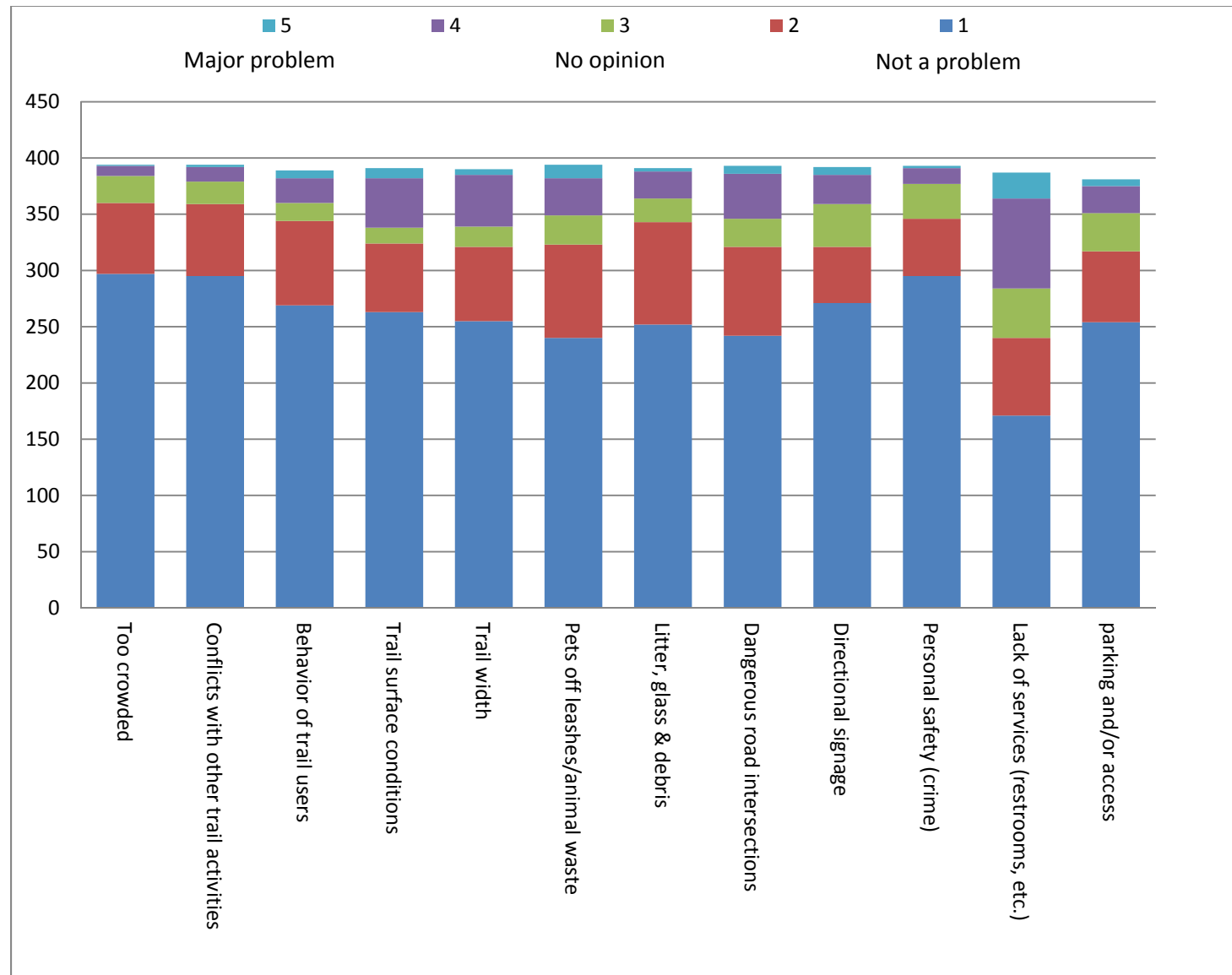


Figure 26. On a scale of 1-5, to what extent do you feel the following items are problems on the trail(s)?



Online Trail User Survey Summary

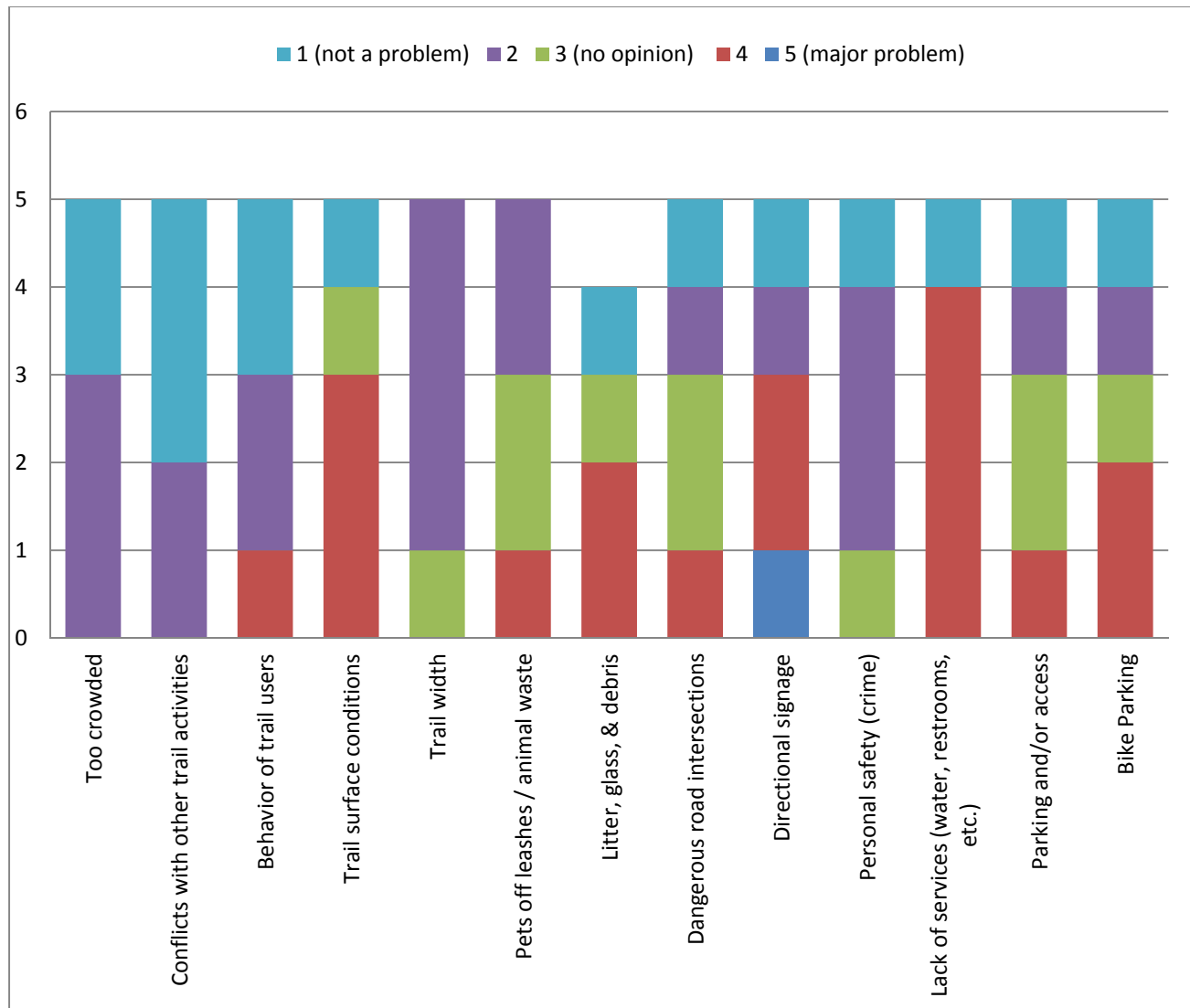
Trails visited by online survey respondents		
ACHHRT	51	38.6%
AST	13	9.8%
BVT	10	7.6%
DAT	16	12.1%
MHBHT	103	78.0%
RR	16	12.1%
SRT	4	3.0%
USB	19	14.4%
ZST	39	29.5%
Total	132	100.0%

OVERNIGHT TRAIL USERS		
Did you use a Capital Region trail as part of an overnight trip away from home?		
Yes	7	5.3%
No	125	94.7%
Which Capital Region multi-use trail(s) did you visit during your trip? Please choose all that apply:		
ACHHRT	4	57.1%
AST	1	14.3%
BVT	2	28.6%
DAT	2	28.6%
MHBHT	4	57.1%
RR	1	14.3%
SRT	0	0.0%
USB	1	14.3%
ZST	3	42.9%
Other	2	28.6%
How long was your trip?		
Days	4.5	
Nights	3.5	

On a scale of 1-5, to what extent do you feel the following items are problems on the Capital Region trail(s)? Please choose the number that best describes how you feel:	
Too crowded	1.6
Conflicts with other trail activities	1.4
Behavior of trail users	2
Trail surface conditions	3.2
Trail width	2.2
Pets off leashes / animal waste	2.8
Litter, glass, & debris	2.4
Dangerous road intersections	2.6
Directional signage	3.2
Personal safety (crime)	2
Lack of services (water, restrooms, etc.)	3.4
Parking and/or access	2.6
Bike Parking	2.8

If you used a Capital Region multi-use trail as part of an overnight trip away from home, how much did you spend during your trip on the following:	
Motel, hotel, cabin, or B&B	\$ 1,450.00
Camping fees	\$ 180.00
Restaurants & bars	\$ 675.00
Groceries & takeout food & drinks	\$ 475.00
Vehicle expenses	\$ -
Local transportation	\$ -
Admission fees	\$ 500.00
Used or new bicycle	\$ 4,500.00
Bike repairs or maintenance	\$ 270.00
Clothing	\$ 550.00
Sporting goods & gear related to my trail use	\$ 200.00
Gambling	\$ -
Souvenirs & other gifts	\$ 50.00
Other	\$ -
Total	\$8,850.00
Per user	\$1,770.00
Per Day	\$393.33

Figure 27. Extent to which overnight trail users felt these were problems on the trail(s)



How do you usually get to the trail? Please choose all that apply:		
Drive	68	66.0%
Bike	40	38.8%
Walk / Run	31	30.1%
Other	6	5.8%
<i>Skipped</i>	29	22.0%
<i>Answered question</i>	103	78.0%
What is your primary purpose for using the trail(s)? Please choose all that apply:		
Health / exercise	99	96.1%
Commute to school / work	9	8.7%
Run errands and visit friends	9	8.7%
Visit the library or other civic spaces	6	5.8%
Other	19	18.4%
<i>Skipped</i>	29	22.0%
<i>Answered question</i>	103	78.0%
About how many times have you used the trail during the past 12 months? Please choose one:		
Less than 5 days	14	13.6%
5-9 days	19	18.4%
10-24 days	28	27.2%
25-49 days	19	18.4%
50 - 100 days	6	5.8%
More than 100 days	17	16.5%
<i>Skipped</i>	30	22.7%
<i>Answered question</i>	102	77.3%
How much time do you typically spend on the trail per visit?		
< 1 hr	26	26.0%
1-2 hrs	65	65.0%
>2 hrs	9	9.0%
<i>Skipped</i>	32	24.2%
<i>Answered question</i>	100	75.8%

Do you exit the trail from the same place you started?		
Yes	83	83.0%
No	17	17.0%
<i>Skipped</i>	32	24.2%
<i>Answered question</i>	100	75.8%
How many people do you generally use the trail(s) with? Please choose one of the following:		
0, I travel alone	42	40.8%
1	36	35.0%
2-3	20	19.4%
3-5	3	2.9%
5 or more	2	1.9%
<i>Skipped</i>	29	22.0%
<i>Answered question</i>	103	78.0%
Do you use the trail with any children under the age of 15?		
Yes	20	19.4%
No	83	80.6%
<i>Skipped</i>	29	22.0%
<i>Answered question</i>	103	78.0%
Which activity(ies) do you engage in while on the trail? Please choose all that apply:		
Bicycling	71	68.9%
Running / Jogging	24	23.3%
Walking	76	73.8%
In-line skating	3	2.9%
Other (please specify)	10	9.7%
<i>Skipped</i>	29	22.0%
<i>Answered question</i>	103	78.0%

What type of bike do you use on the trail(s)? Please choose all that apply:		
Road bike	32	45.1%
Mountain bike	20	28.2%
Cruiser bike	4	5.6%
Hybrid bike	32	45.1%
Adult trike	3	4.2%
Tandem bike	0	0.0%
Buggy / Trailer / Child seat	7	9.9%
Other (please specify)	3	4.2%
<i>Skipped</i>	61	46.2%
<i>Answered question</i>	71	53.8%
Approximately how much do you spend annually on a new or used bike? Please choose one:		
Less than \$100	41	61.2%
\$100 - \$199	11	16.4%
\$200 - \$499	7	10.4%
\$500 - \$999	3	4.5%
\$1,000 or more	5	7.5%
<i>Skipped</i>	65	49.2%
<i>Answered question</i>	67	50.8%
How much do you spend annually on bike maintenance and/or repairs? Please choose one:		
Less than \$25	30	43.5%
\$25 - \$49	11	15.9%
\$50 - \$99	11	15.9%
\$100 or more	17	24.6%
<i>Skipped</i>	63	49.2%
<i>Answered question</i>	69	50.8%

Figure 28. How do you usually get to the trail?

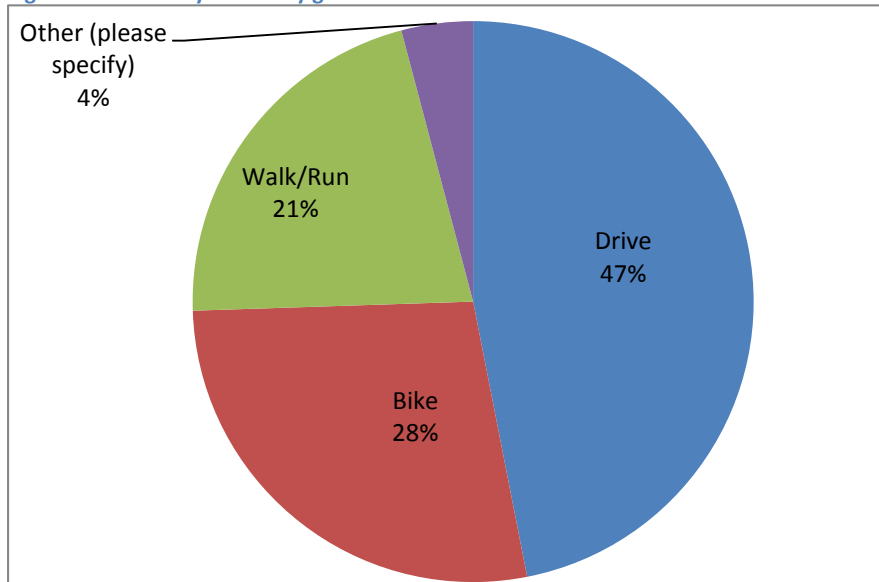


Figure 30. About how many times have you used the trail during the past 12 months?

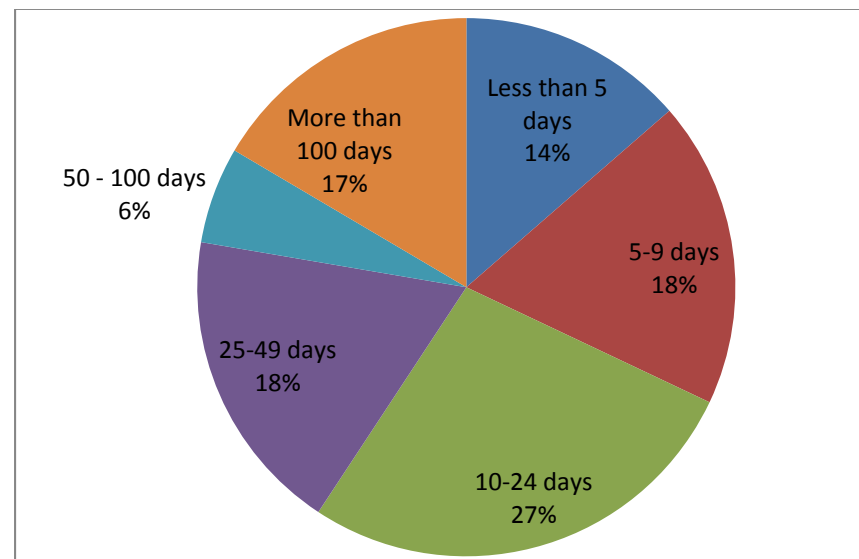


Figure 29. What is your primary purpose for using the trail(s)?

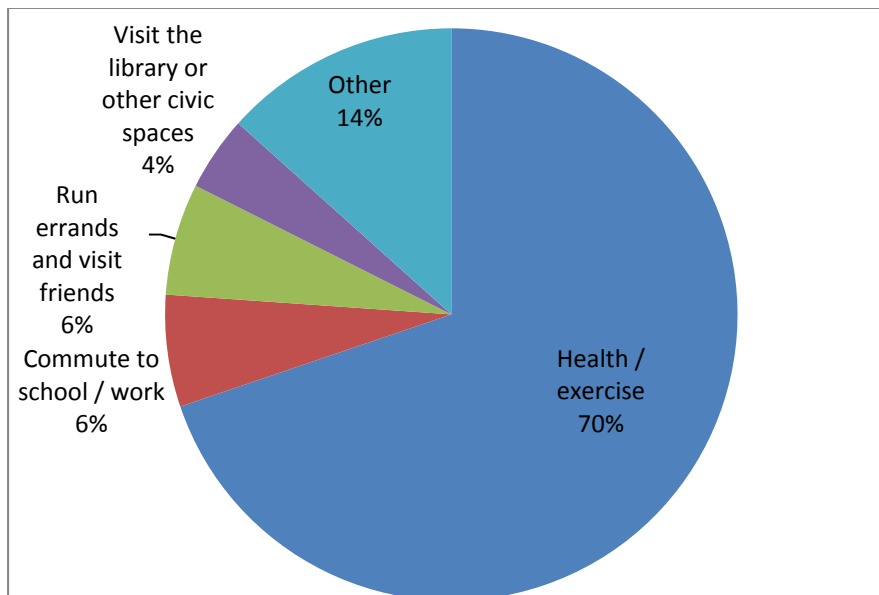


Figure 31. How much time do you typically spend on the trail per visit?

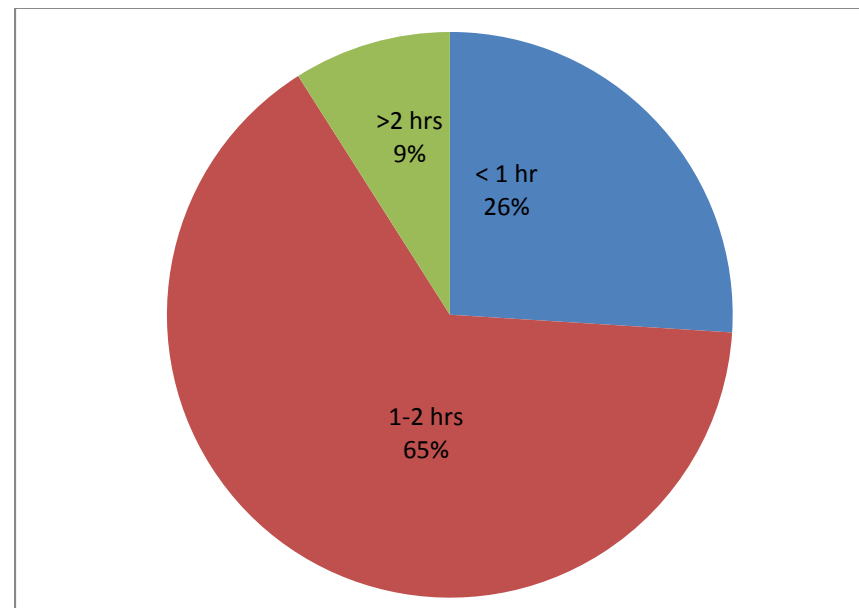


Figure 32. Do you exit from the same place you started?

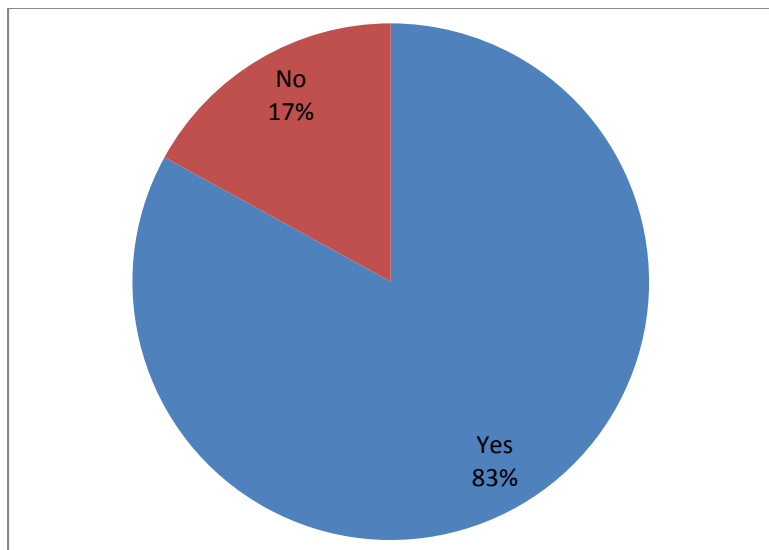


Figure 34. Do you use the trail(s) with any children under the age of 15?

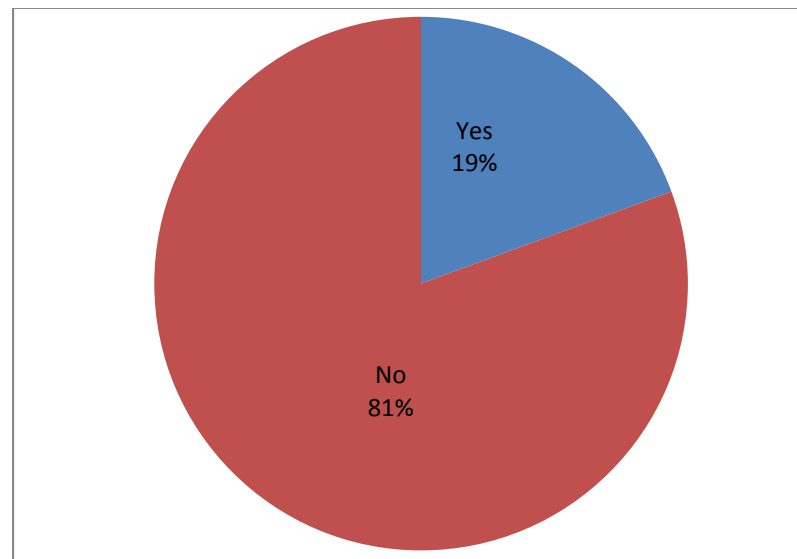


Figure 33. How many people do you usually use the trail with?

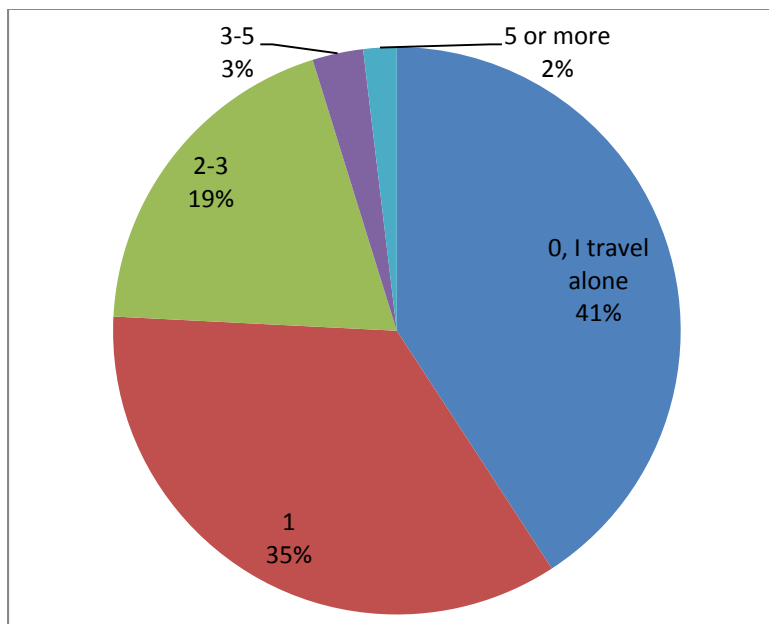


Figure 35. Which activity(ies) do you engage in while on the trail(s)?

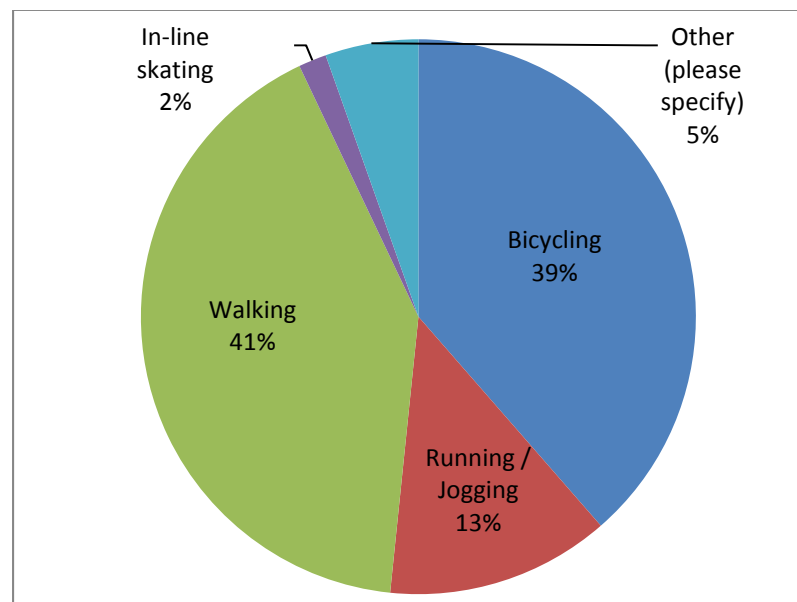


Figure 36. What type of bike(s) do you use on the trail(s)?

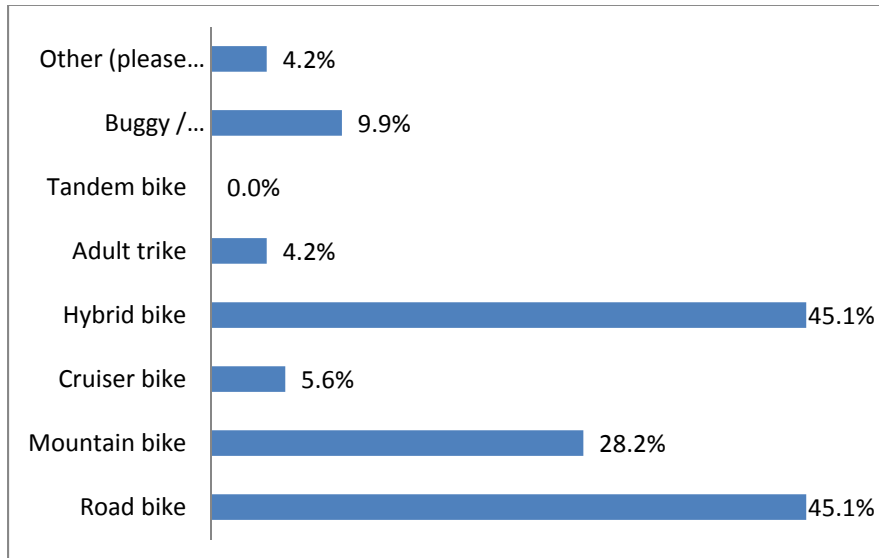


Figure 38. How much do you spend annually on bike maintenance and/or repairs?

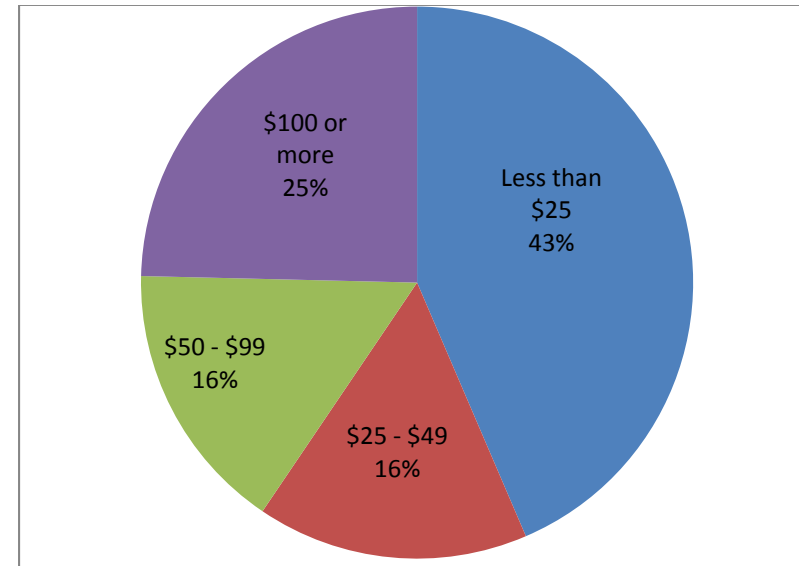
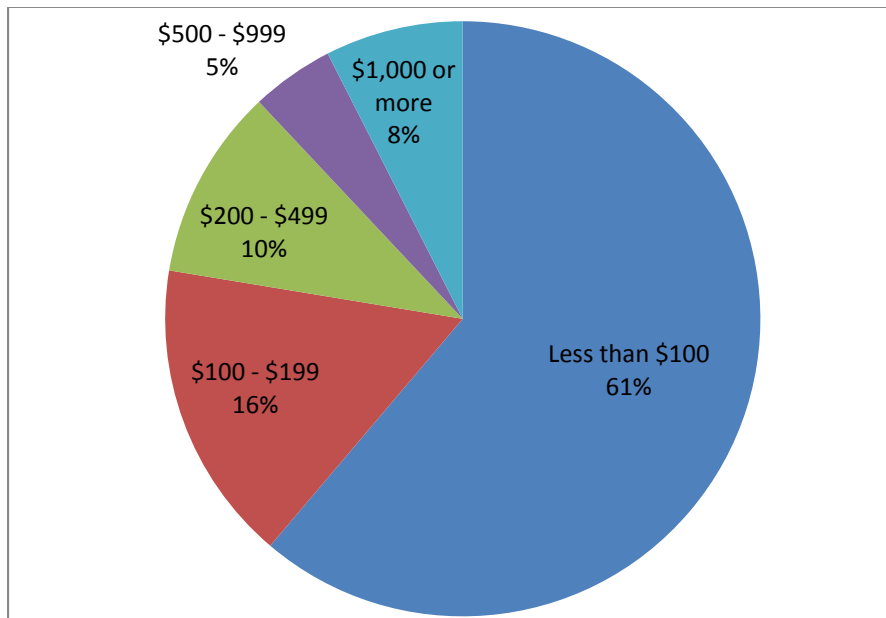


Figure 37. How much do you spend annually on a new or used bike?



How much do you spend annually on footwear, accessories, or other gear related to your trail use, excluding the cost of your bicycle or bicycle repairs/maintenance? Please choose one:		
Less than \$50	36	35.6%
\$50-\$99	26	25.7%
\$100-199	24	23.8%
\$200-\$499	14	13.9%
\$500 or more	1	1.0%
<i>Skipped</i>	<i>31</i>	<i>23.5%</i>
<i>Answered question</i>	<i>101</i>	<i>76.5%</i>

While using the trail(s), how much do you spend at the following types of places on or near the trail?	Avg. / Trail User	
Restaurants and bars	60	59.4%
Grocery and takeout food and drinks	56	55.4%
Souvenirs and other gifts	43	42.6%
Farmers Markets	45	44.6%
Other	33	32.7%
<i>Skipped</i>	<i>31</i>	<i>23.5%</i>
<i>Answered question</i>	<i>101</i>	<i>76.5%</i>
	\$	23.84
	\$	37.80
	\$	7.50
	\$	14.57
	\$	-
		N/A
		N/A

Do you believe trail building and maintenance is a good use of public funds?		
Yes	106	100.0%
No	0	0.0%
<i>Skipped</i>	<i>26</i>	<i>19.7%</i>
<i>Answered question</i>	<i>106</i>	<i>80.3%</i>

Do you believe multi-use trails have a positive impact on quality of life in the Capital Region?		
Yes	105	99.1%
No	0	0.0%
No opinion	1	0.9%
<i>Skipped</i>	<i>26</i>	<i>19.7%</i>
<i>Answered question</i>	<i>106</i>	<i>80.3%</i>
On a scale of 1-5, how important are the following to you:		
Living or working near a trail		4.3
Being able to walk or bike to work or school		3.7
Access to recreation		4.5
Being physically active		4.8
Secure bike parking		3.7
Benches and/or rest areas		3.8
Places to shop along trail(s)		2.6
Places to eat (restaurants and cafes) along trail(s)		2.8
Bike shops / maintenance along trail(s)		2.6
Parking at trailheads		4.2
How did you learn about Capital Region trails?		
Local running / cycling club	4	3.9%
I live near one	55	53.4%
My town / city / village	5	4.9%
CDTC trail maps	7	6.8%
A friend	7	6.8%
Trail organization	7	6.8%
Google maps	4	3.9%
Other (please specify)	14	13.6%
<i>Skipped</i>	<i>29</i>	<i>22.0%</i>
<i>Answered question</i>	<i>103</i>	<i>78.0%</i>

Figure 39. How much do you spend annually on footwear, accessories, or other gear related to your trail use, excluding the cost of your bicycle or bicycle repairs/maintenance?

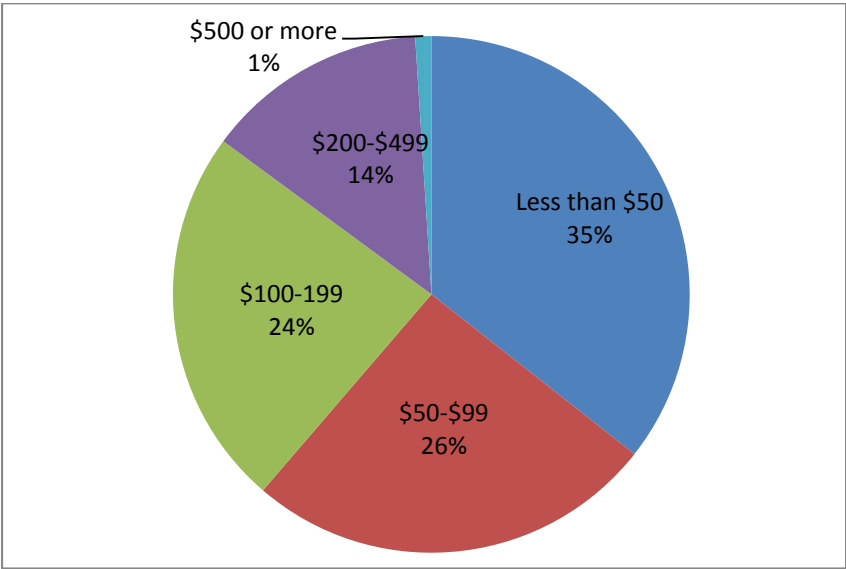


Figure 40. While using the trail(s), how much do you spend at the following types of places on or near the trail?

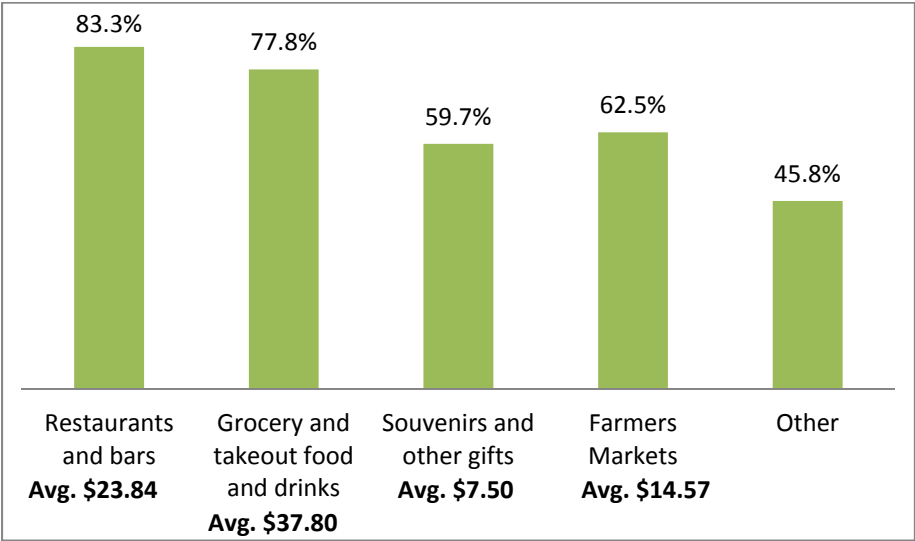


Figure 41. Do you believe trail building and maintenance is a good use of public funds?

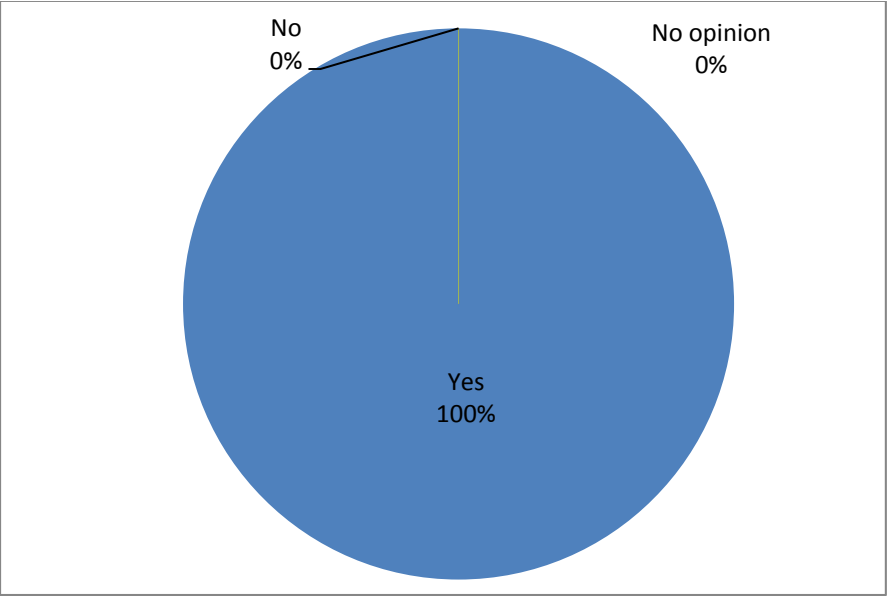


Figure 42. Do you believe multi-use trails have a positive impact on quality of life in the Capital Region?

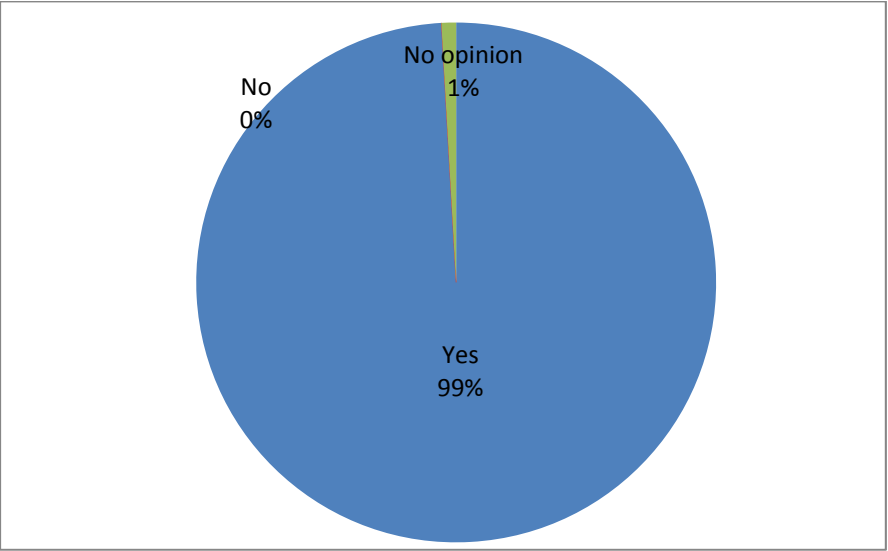


Figure 43. On a scale of 1-5, how important are the following to you?

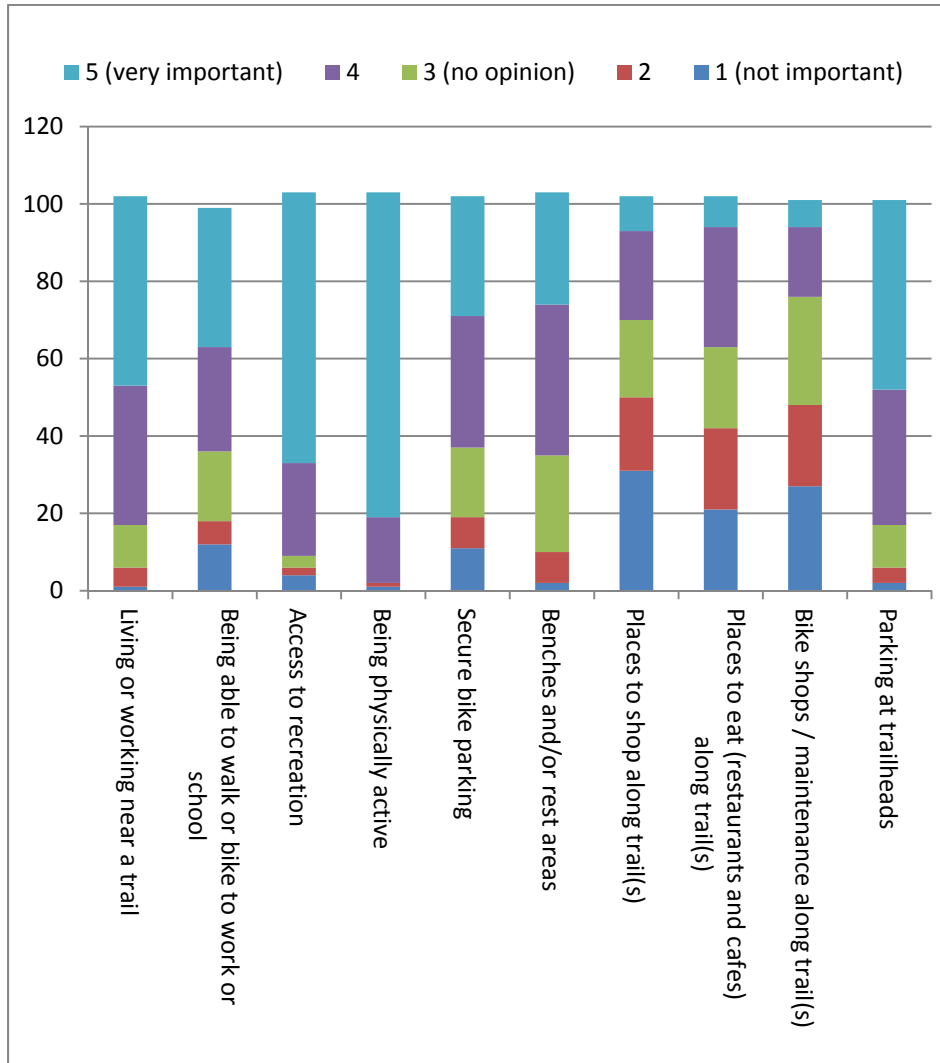
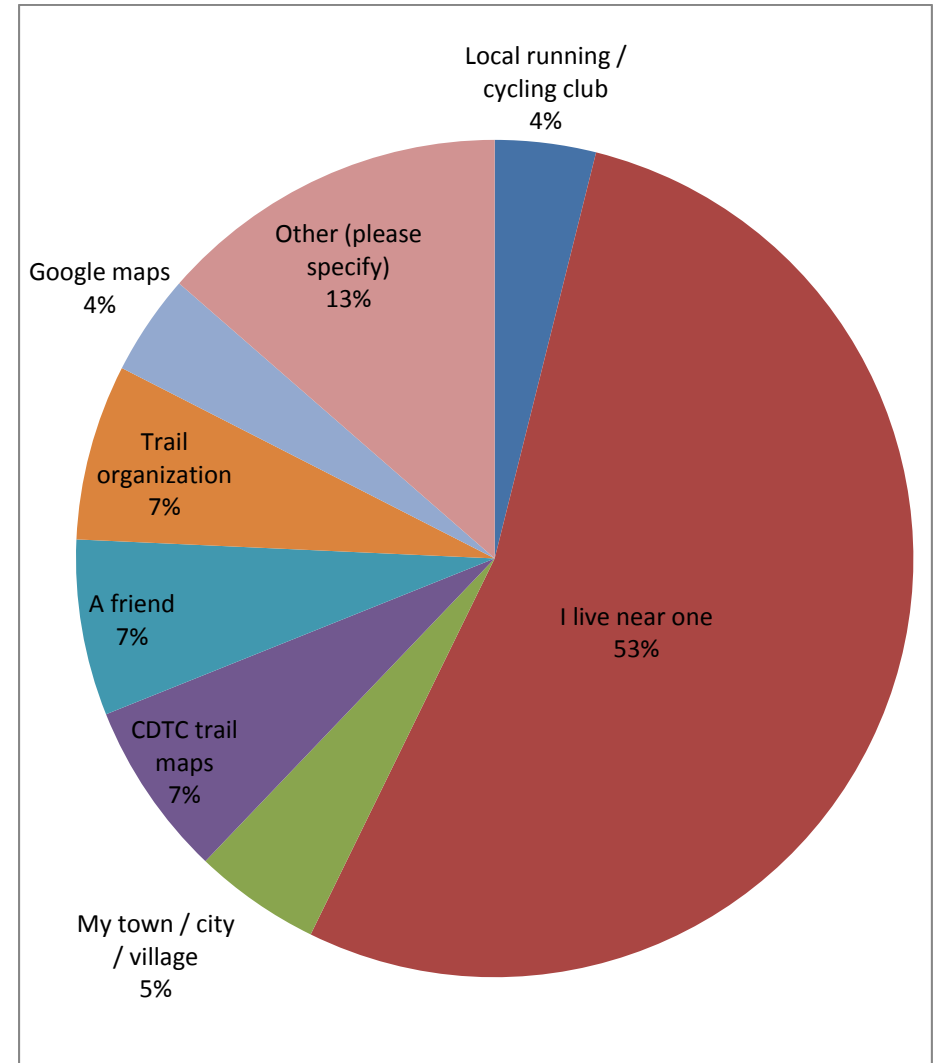


Figure 44. How did you learn about Capital Region trails?



Are you male or female?		
Male	52	48.6%
Female	55	51.4%
<i>Skipped</i>	25	18.9%
<i>Answered question</i>	107	81.1%
What is your age?		
17 or younger	1	0.9%
18-20	0	0.0%
21-29	5	4.7%
30-39	29	27.1%
40-49	15	14.0%
50-59	22	20.6%
60 or older	35	32.7%
<i>Skipped</i>	25	18.9%
<i>Answered question</i>	107	81.1%
How would you rate your current health status? Please choose one:		
Excellent	29	27.1%
Very good	47	43.9%
Good	25	23.4%
Fair	5	4.7%
Poor	1	0.9%
<i>Skipped</i>	25	18.9%
<i>Answered question</i>	107	81.1%

What is the highest level of school you have completed or the highest degree you have received?		
Less than high school degree	1	0.9%
High school degree or equivalent (e.g., GED)	2	1.9%
Some college but no degree	13	12.3%
Associate degree	4	3.8%
Bachelor degree	34	32.1%
Graduate degree	51	48.1%
Prefer not to answer	1	0.9%
<i>Skipped</i>	26	19.7%
<i>Answered question</i>	106	80.3%
How much total combined money did all members of your HOUSEHOLD earn last year?		
\$0 to \$9,999	0	0.0%
\$10,000 to \$24,999	2	1.9%
\$25,000 to \$49,999	7	6.7%
\$50,000 to \$74,999	15	14.4%
\$75,000 to \$99,999	12	11.5%
\$100,000 to \$124,999	13	12.5%
\$125,000 to \$149,999	15	14.4%
\$150,000 to \$174,999	9	8.7%
\$175,000 to \$199,999	7	6.7%
\$200,000 and up	3	2.9%
Prefer not to answer	21	20.2%
<i>Skipped</i>	28	21.2%
<i>Answered question</i>	104	78.8%

Which of the following categories best describes your employment status?		
Employed, working full-time	67	63.2%
Employed, working part-time	9	8.5%
Not employed, looking for work	0	0.0%
Not employed, NOT looking for work	5	4.7%
Retired	24	22.6%
Disabled, not able to work	1	0.9%
<i>Skipped</i>	26	19.7%
<i>Answered question</i>	106	80.3%
Are you White, Black or African-American, American Indian or Alaskan Native, Asian, Native Hawaiian or other Pacific islander, or some other race?		
White	95	90.5%
Black or African-American	0	0.0%
American Indian or Alaskan Native	0	0.0%
Asian	0	0.0%
Native Hawaiian or other Pacific Islander	0	0.0%
Mexican, Puerto Rican, or other Hispanic, Latino, Spanish origin	0	0.0%
From multiple races	3	2.9%
Prefer not to answer	6	5.7%
Some other race	1	1.0%
<i>Skipped</i>	27	20.5%
<i>Answered question</i>	105	79.5%

Figure 45. Gender

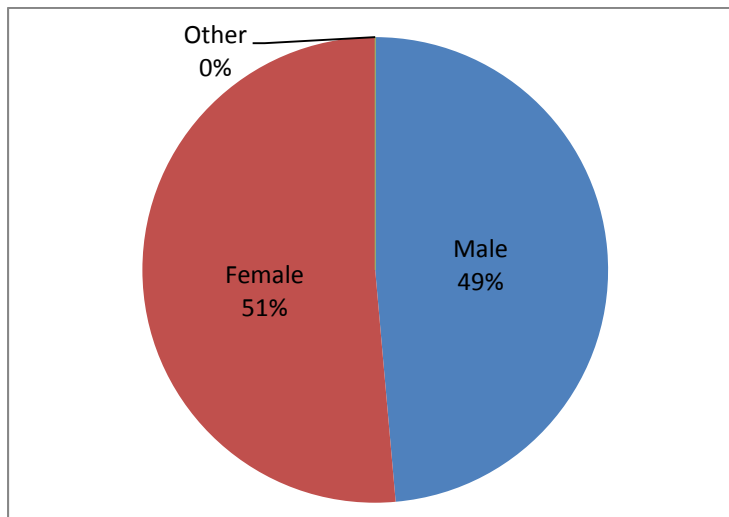


Figure 46. Age

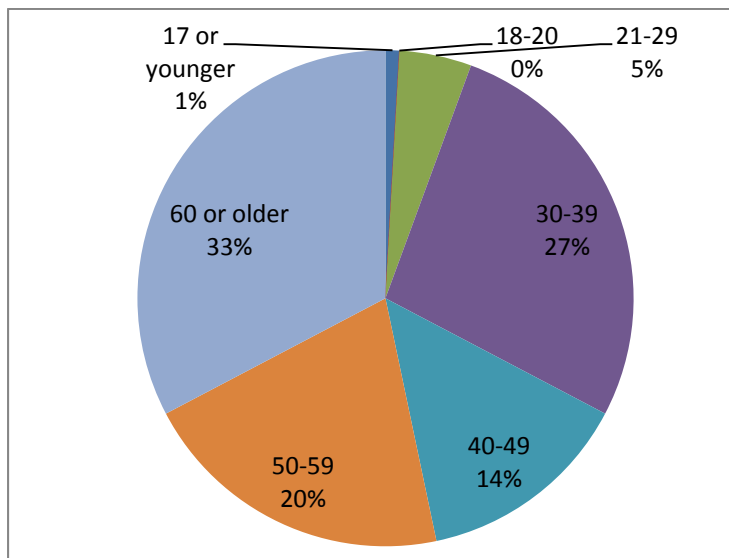


Figure 47. How would you rate your current health status?

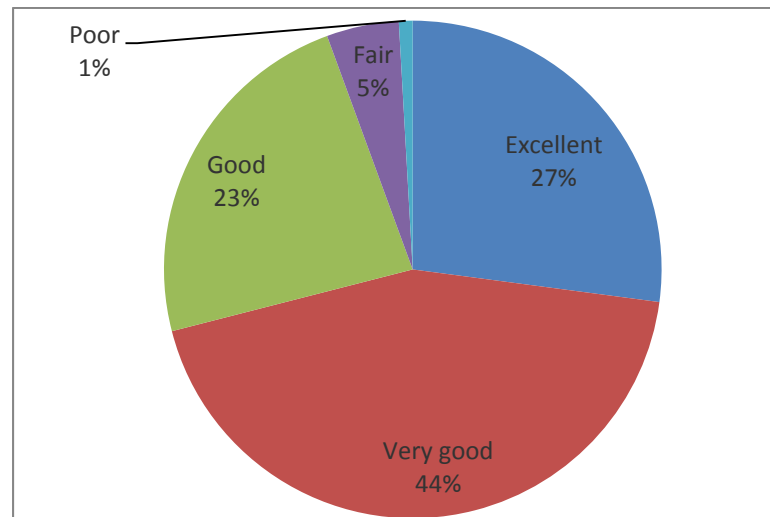


Figure 48. What is the highest level of school you have completed or the highest degree you have received?

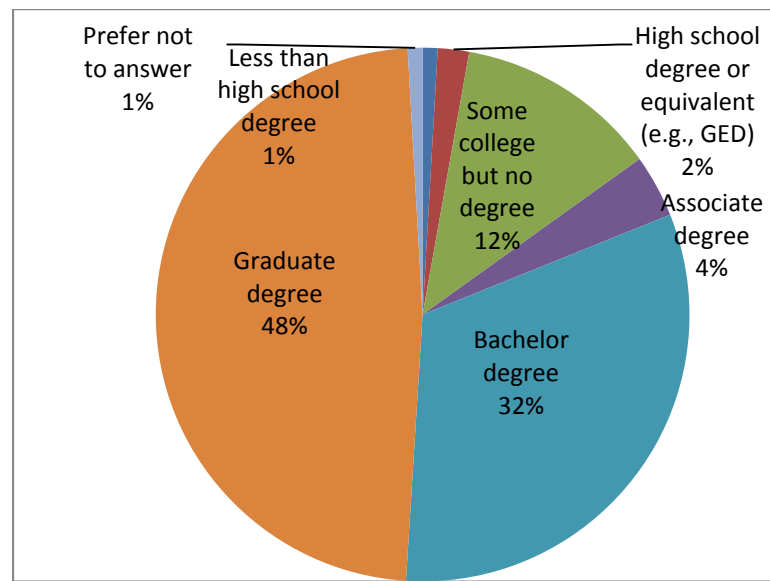


Figure 49. How much total combined money did all members of your household earn last year?

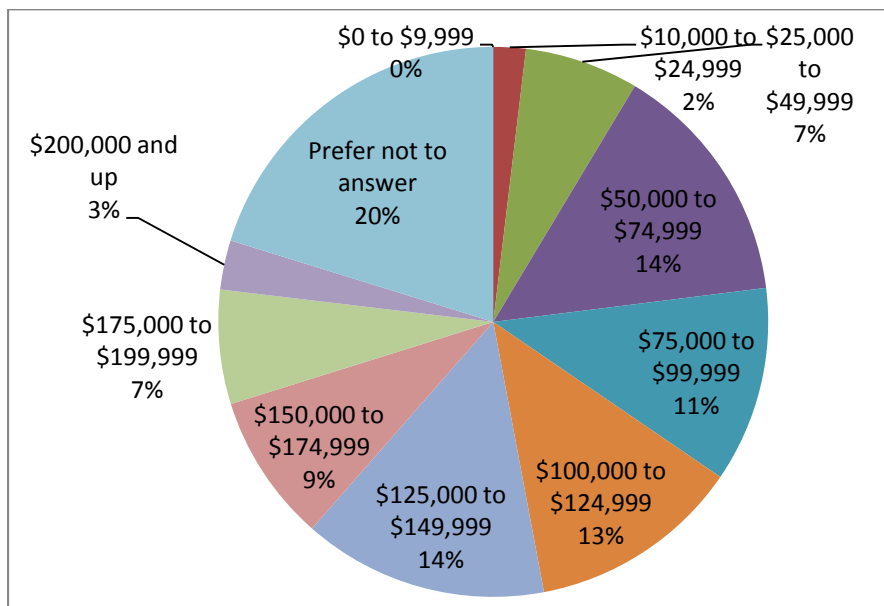


Figure 50. Which of the following best describes your employment status?

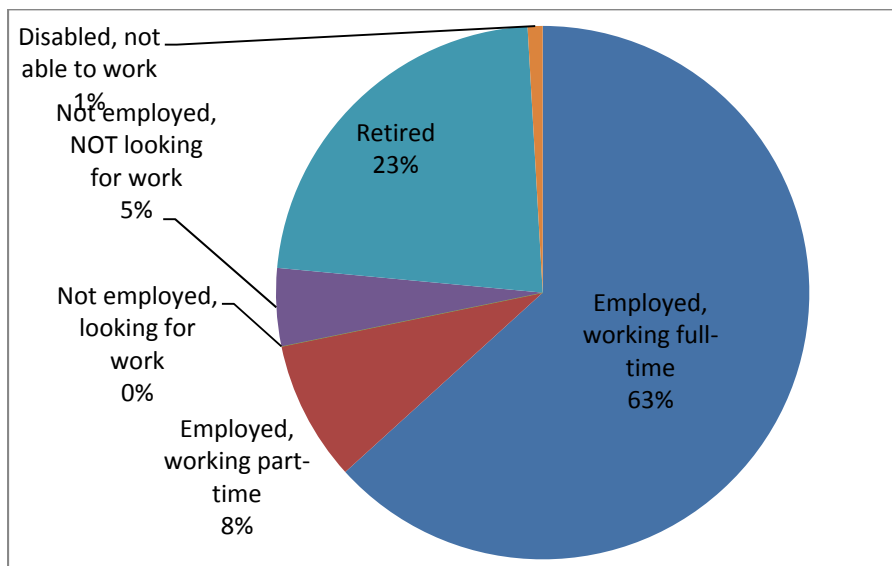
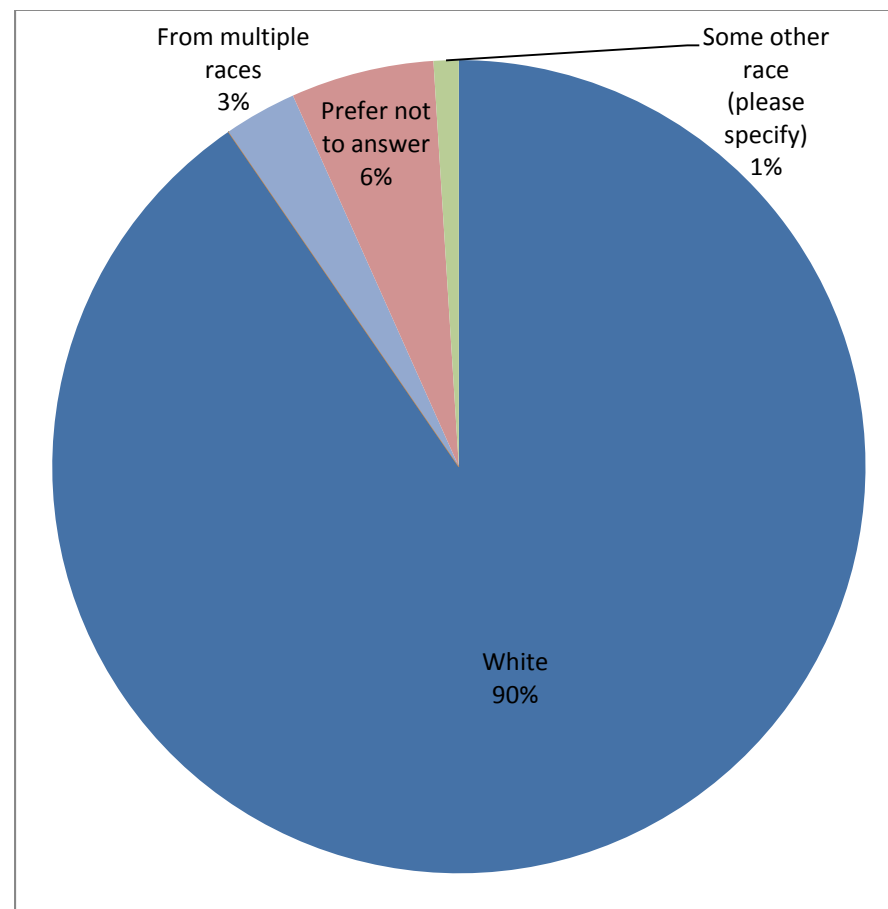


Figure 51. Race



Property Owner Profile

The CDTC mailed surveys to 550 residential property owners whose property lay adjacent to one of the 9 trails included in this report. Some trails, such as the Albany Shaker Trail, have no adjacent residential properties. Other longer trails, such as the Mohawk-Hudson Bike-Hike Trail have hundreds of adjacent residential properties. CDTC received 128 completed surveys, for a return rate of 23.3%. The survey included 18 questions and was identical to the survey issued in 2006. A summary of the survey responses is below.

Adjacent Residential Trail Survey Summary

Which of the following most accurately describes how you use your property near the Trail?		
It is my primary residence	132	96.4%
I rent to a tenant, and do not occupy the residence	0	0.0%
It is my second home	1	0.7%
It is unoccupied	2	1.5%
Other	2	1.5%
Where is the trail in relation to your property line?		
The trail runs through my property	3	2.2%
the trail runs along the edge of my property	94	69.1%
The trail is near my property but not touching it	39	28.7%
Don't know	0	0.0%
Approximately how far (in feet) is the rail trail from your house?		
Less than 100 ft.	64	47.8%
100 ft. to 199 ft.	29	21.6%
200 ft. to 499 ft.	28	20.9%
500 ft. or more	13	9.7%

Approximately how large is your property?		
Less than 1/2 acre	59	43.1%
Between 1/2 and 1 acre	36	26.3%
Between 1 and 3 acres	22	16.1%
3 acres or more	20	14.6%
What is the approximate current value of your property		
Less than \$99,999	5	3.8%
\$100,000-199,999	41	31.1%
\$200,000-299,999	36	27.3%
\$300,000-399,999	19	14.4%
\$400,000-\$499,999	18	13.6%
\$500,000 or more	13	9.8%
How would you describe the setting of your house near the trail?		
Urban	20	15.3%
Suburban	87	66.4%
Rural	24	18.3%
When did you acquire your house?		
After the trail was built	69	50.7%
Before the Trail was built	67	49.3%

Figure 52. Which of the following most accurately describes how you use your property near the Trail?

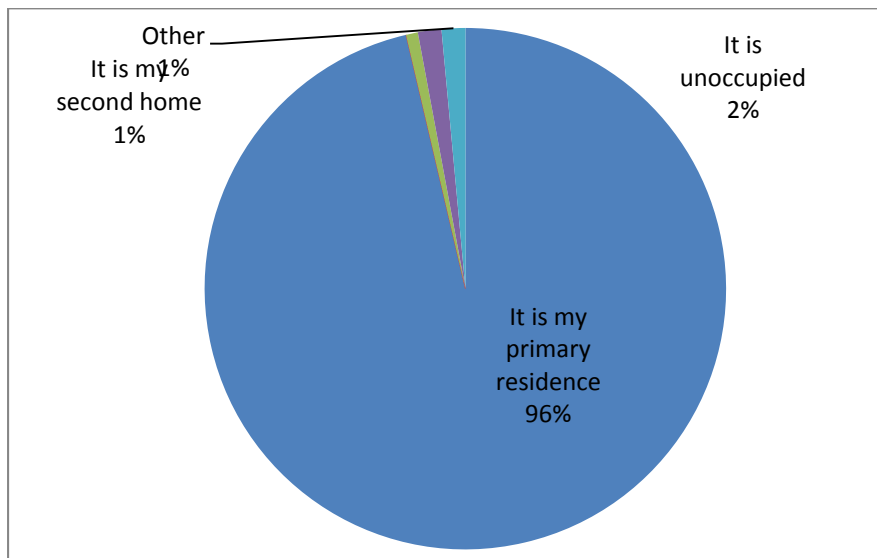


Figure 54. Approximately how far (in feet) is the trail from your house?

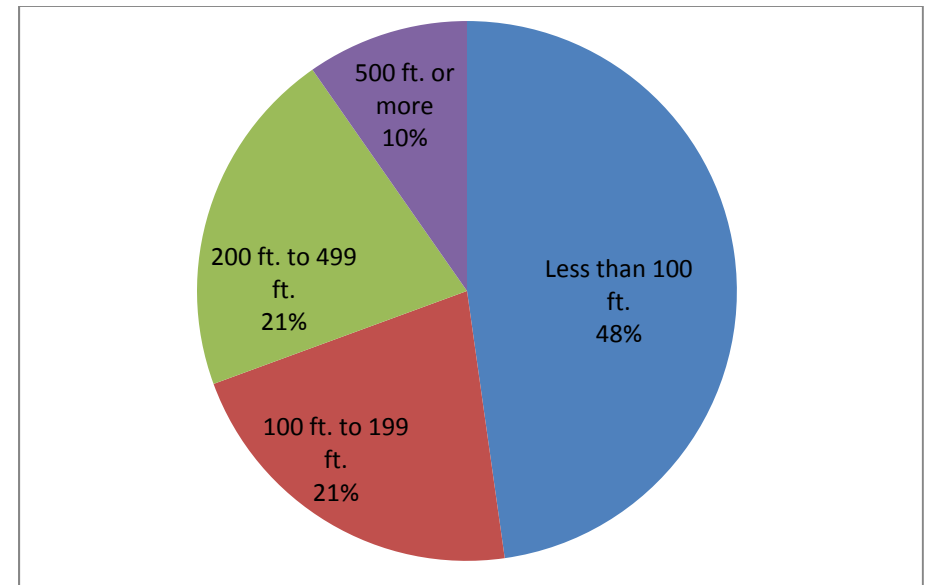


Figure 53. Where is the trail in relation to your property line?

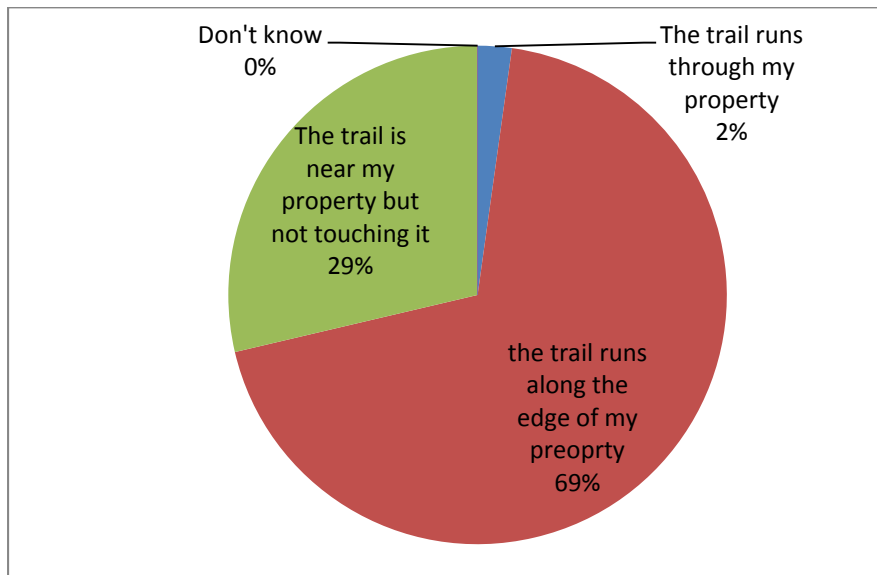


Figure 55. Approximately how large is your property?

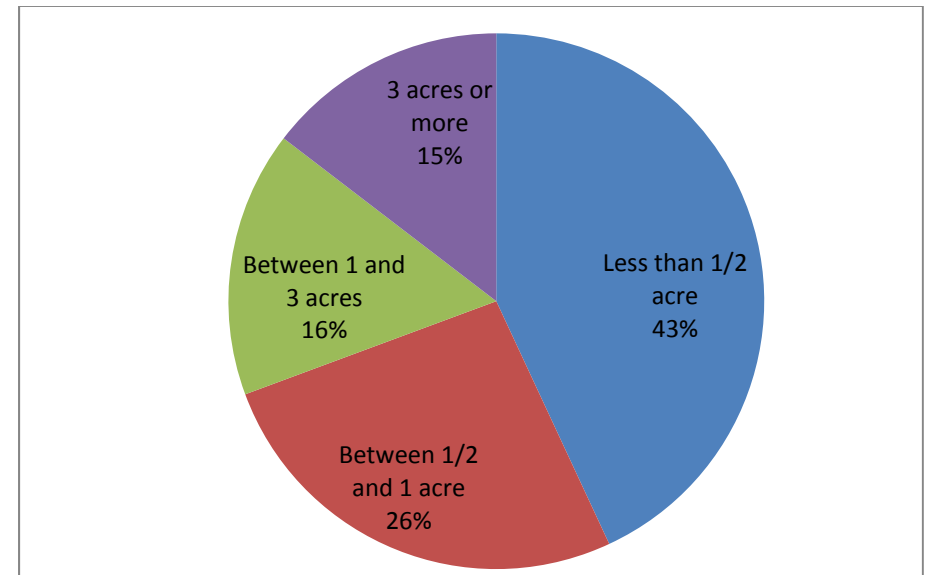


Figure 56. What is the approximate value of your property?

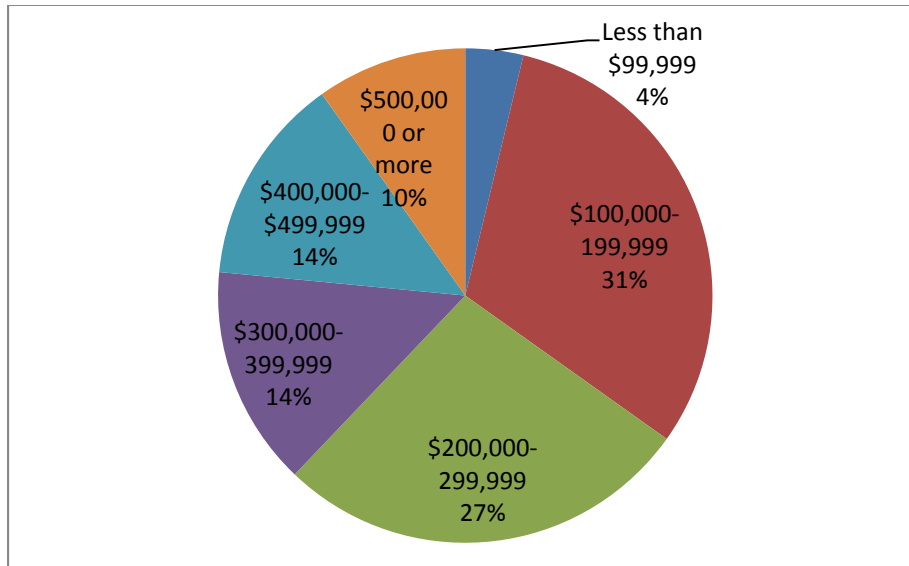


Figure 58. When did you acquire your house?

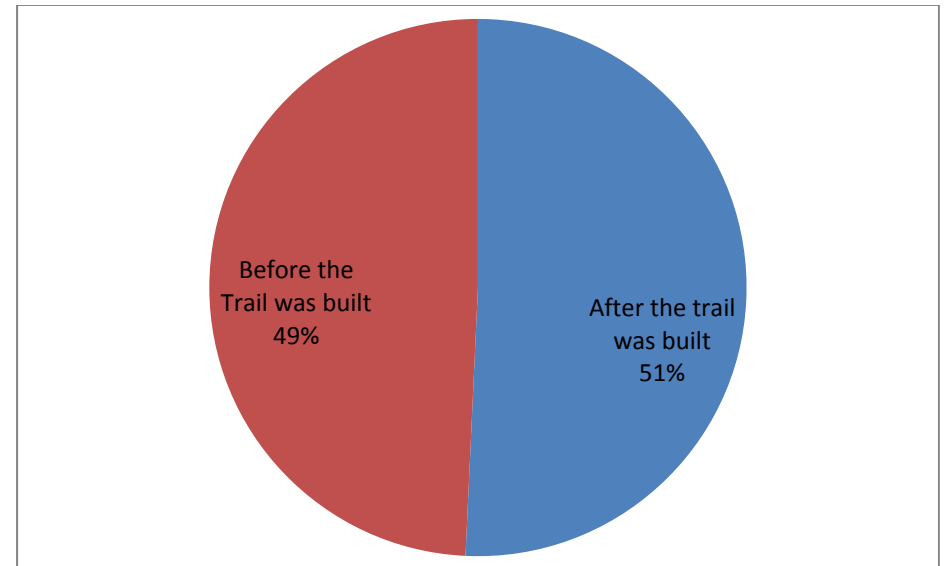
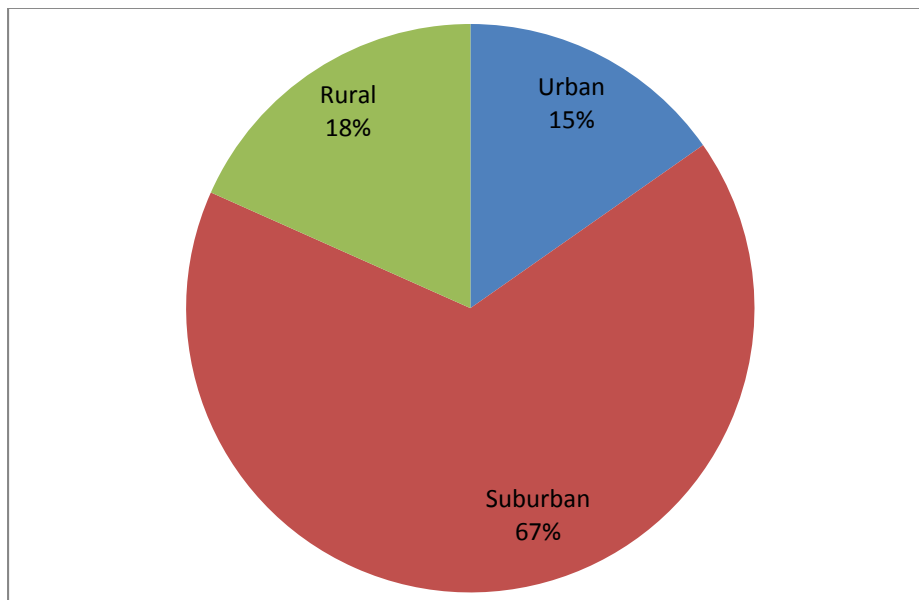


Figure 57. How would you describe the setting of your house near the trail?



Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be?		
Much better	22	16.2%
Better	36	26.5%
Same	59	43.4%
Worse	15	11.0%
Much worse	4	2.9%
On a scale of 1 to 5, to what extent do you feel the following items are problems for your household as a result of the trail and its users?		
Illegal motor vehicle use	2.16	
Litter on/near my property	2.20	
Loitering on/near my property	1.99	
Trespassing onto my property	1.99	
Users harass my pets	1.44	
Vandalism of my property	1.53	
Cars parking on/near my property	1.64	
Pet waste on/near my property	1.92	
Unleashed and roaming pets	1.82	
Discourteous, rude users	1.82	
Burglary of my property	1.60	
Disruptive noise from the trail	2.15	
Other:		
The trail cuts across my driveway. There are stop signs on the trail but I have had several new collisions.		
Snowmobiles are loud and emit lots of exhaust.		
Snow mobiles and motorcycles are disruptive noise from the trail.		

I love the trail. My only complaint would be some snow mobiles after 10pm can be loud, though only happens about twice a year.
ATV's and snowmobiles, sometimes are problem.
In the snow season, we bothered by snowmobile activity, sometimes even at 1:00 AM. Sometimes, there are many snowmobiles traveling in a group. I have called twice in the past.
No more deer! Less wildlife.
Some young people noise at night. Were on a cul-de-sac but people park when they're not supposed to. Some pets that are loose on the trail come to the house
School kids smoke. Concert goers wander in the night.
I have had items stolen from my garage on three occasions.
Access to railroad run is alongside of houses behind the properties. We enjoy interaction with users of the trail.
Homeless people using trail to access woods adjacent to trail (occasional issue) However, what occurs, drinking, swearing and concert.
The other side of the trail is abutted by a small wooded area that attracts numerous homeless people - that is bigger problem but they easily get to the property from the trail.
Someone stole my bike from our shed.
People loudly playing boom boxes and using spray paint to "tag" the rocks along the trail, along with use of vehicles, makes this a very noisy addition to my property line. People refuse to leash their dogs and they come down the hill onto my property.
Love the trail. You guys have done a great job putting it together.

The trail is great
The spread of the invasive plant Japanese Knotweed from the construction of the trail has become a major issue on my property.
Dog waste. People feel the need to scream as joke.
Illegal motor vehicle use was a problem before the trail was paved.
Teenagers like to frequent the trail at night and smoke cigarettes/pot. Not disruptive just loitering.
Loss of privacy - ruining use fo my backyard.
No problems at all
The trail is well maintained. I have enjoyed seeing folks enjoying the trail.
Deer in my backyard major problem.
We are very relaxed with the trail and have not experienced any downsides.
Nice to have so close.
Teens and young adults, occasionally having loud parties late in evening in woods adjacent to the trail.
No problems
some illegal activities.
Hunters and fishermen are the major problem / trappers too
Occasional snowmobile roaring up from the trail along the edge of our property. This is increasingly dangerous.
Never have had a problem.
Snow mobiles.
I have been attacked twice by people's pitbulls over the past 18 years. The last one 2 years ago landed me in the ER. I was a cyclist at the time.

burglary in 2009 with arrest, no problems since. Snowmobile drivers on occasion in evenings
When they have runners for marathons, in the early morning SAT/SUN noisy cow bells, people yelling, banging drums. There is a parking and gathering area near my backyard, on Fond Rd & Cement plant.
I live at 246 Fort ferry Latham, so my house is about 9 past the trail. People Park stretching out on Fort Ferry Rd and you cannot see crossing trail users. Sooner or latter someone will be hit. Parking issue should be solved.
There is a small parking area near the edge of our property. This results in constant overflow parking on our property, driving across our property and dangerous too.
Gun, drones and snowmobiles.
People riding too deep on the roads not moving over. The signs say share the roads however, the bikers take up the roads. Hunters using this for hunting grounds. The police did get notified of this.

Figure 59. Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be?

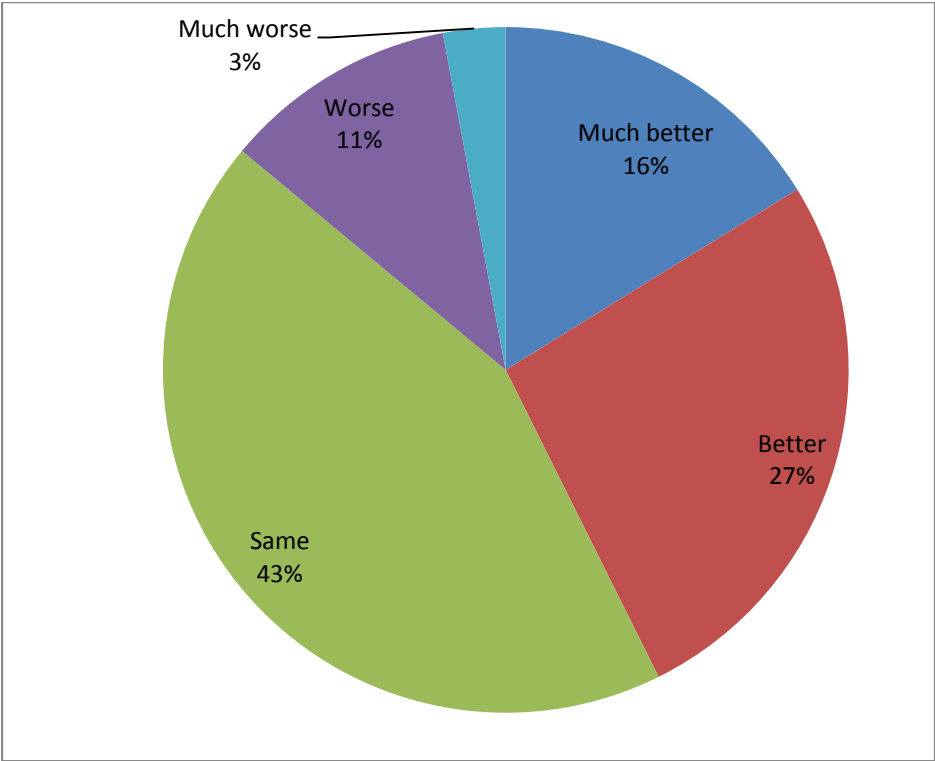
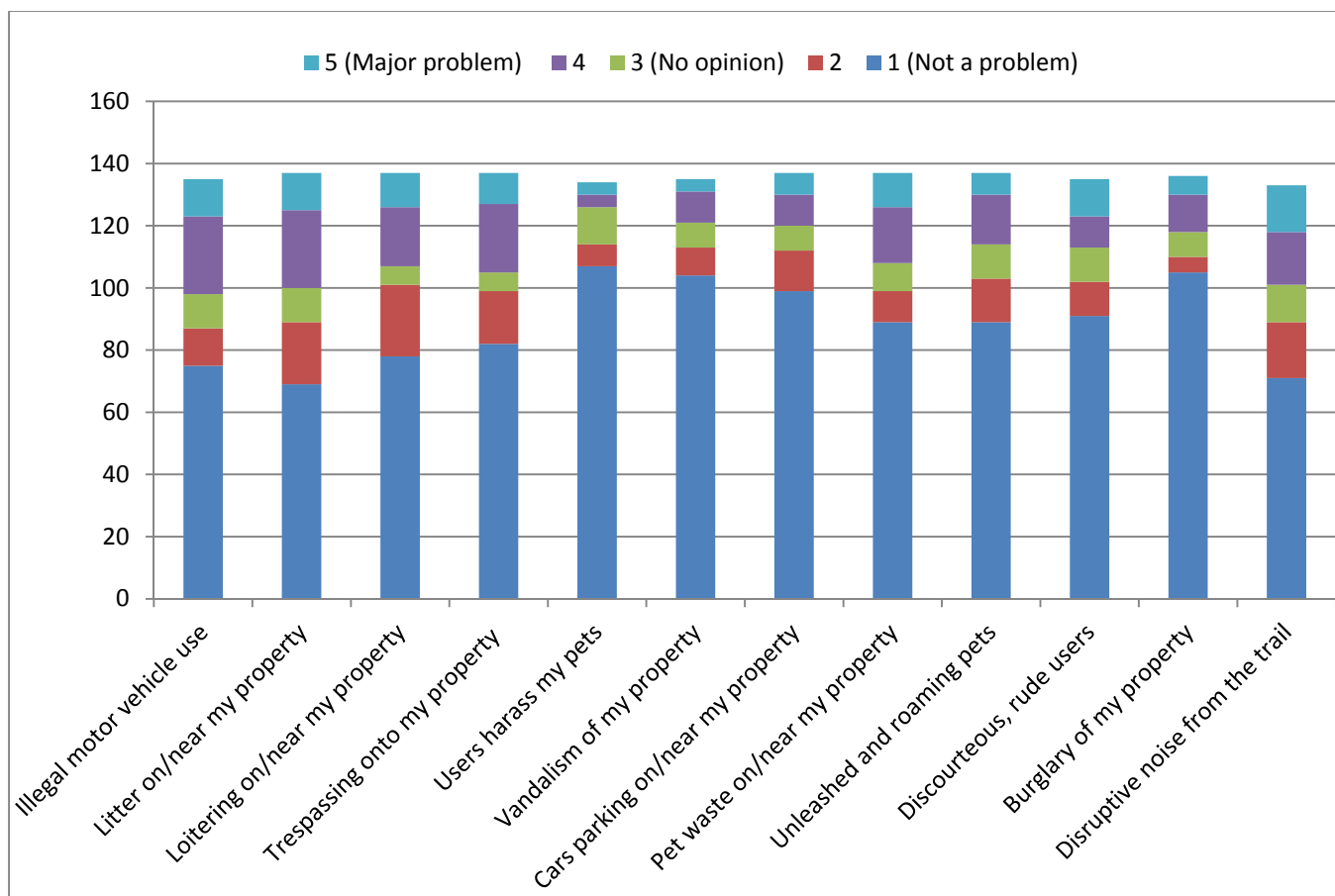


Figure 60. On a scale of 1 to 5, to what extent do you feel the following items are problems for your household as a result of the trail and its users?



Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail users?		
Yes	25	18.7%
No	97	72.4%
No opinion	12	9.0%
If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell?		
Much easier	7	5.2%
Easier	46	34.3%
Same	63	47.0%
Harder	16	11.9%
Much harder	2	1.5%
How do you think being located near the trail has affected the resale value of this property?		
Lowered the resale value	10	7.5%
Increased the resale value	30	22.6%
No effect on the resale value	50	37.6%
No opinion	43	32.3%
Overall, how satisfied are you with having the trail as a neighbor?		
Very satisfied	45	33.1%
Satisfied	42	30.9%
Indifferent	32	23.5%
Unsatisfied	15	11.0%
Very unsatisfied	2	1.5%

How do you feel the trail has affected the quality of your neighborhood?		
Highly improved	24	17.8%
Improved	45	33.3%
No impact	49	36.3%
Worsened	17	12.6%
Completely deteriorated	0	0.0%
Do you feel that the development and management of trail is a good use of public funds?		
Yes	105	79.5%
No	14	10.6%
No opinion	13	9.8%

To what extent do you feel that the trail is important in providing the following benefits to the surrounding community?	
Safe opportunities for public recreation	4.1
Safe opportunities for health and fitness	4.3
Tourism & related economic benefits	3.3
Waterfront access/revitalization	2.8
Open space conservation	3.8
Environmental education opportunities	3.4
Transportation alternatives	3.4
Location for special events	3.1

Other
Crossing my driveway is not safe. Many people cut the unprotected rail road crossing.
Helps raise property value of houses. A person alone is pretty isolated, in groups-great.

I would find it obnoxious if "special events" such as runs and walks to fundraise started using the bike path a lot. Those special events prevent daily users from using the path.
Great experience.
The trail does the opposite of conservation because due to the large machinery involved to build and maintain the trail, there have been rockside and deterioration of what once was a beautiful place.
Cannot wait for the trail to be finished.
Need mileage signage and workout stations for true fitness trail.
The trail has not been used for years. Overgrown broken down trees and wild animals deter usage.
Wish this trail were the side of more school activities/ field trips. Wish waterfront Mohawk River were used more often w/ Kayaks/ canoes, etc. Access for boating should be before maintained.
Because the stretch of trail near our home area, not direct connect on either end to a long stretch of trail limits its use as main road would have be used.
Cohoes allows dumping and filling adjacent to the path and so diminishes opportunities to invite tourists and others
Just a good trail for walking.
Hunting access
Safety at Forts Ferry crossing very poor due to parking habits of users. Parking needs to be directed to sewerage treatment plant entrance.

Historic interpretive signage is important for social orientation and identify of place. The Glens falls to Lake George village trail has excellent signage. Most of them, MHB does not.

How often do the members of your household use the trail?		
Daily	24	18.3%
Frequently	44	33.6%
Occasionally	26	19.8%
Rarely	22	16.8%
Never	15	11.5%

Figure 61. Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail user?

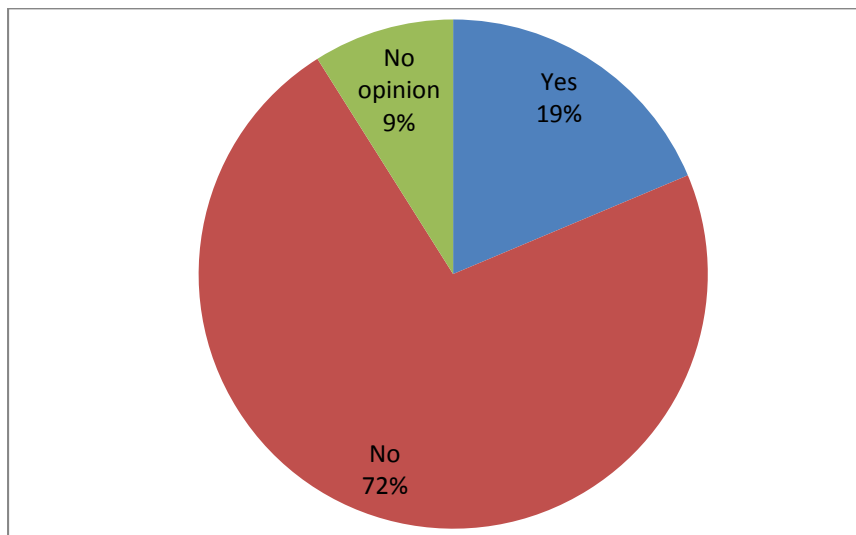


Figure 62. If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell?

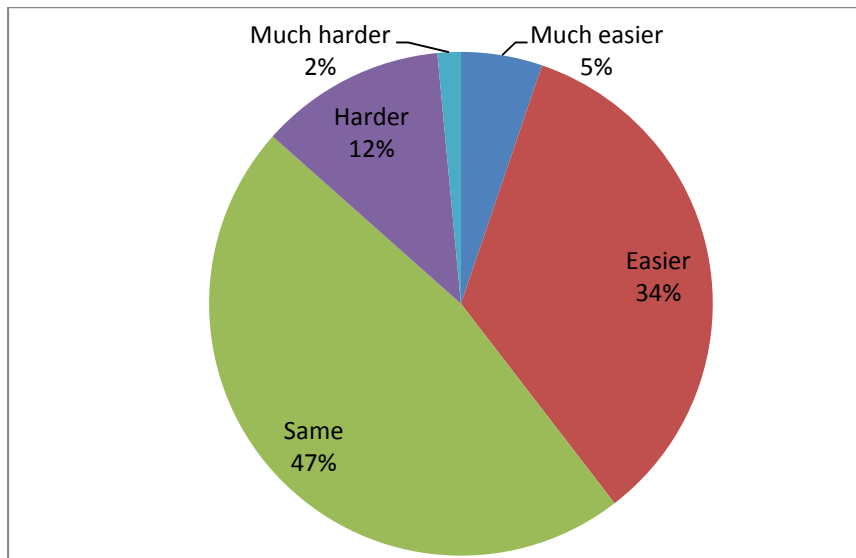


Figure 63. How do you think being located near the trail has affected the resale value of this property?

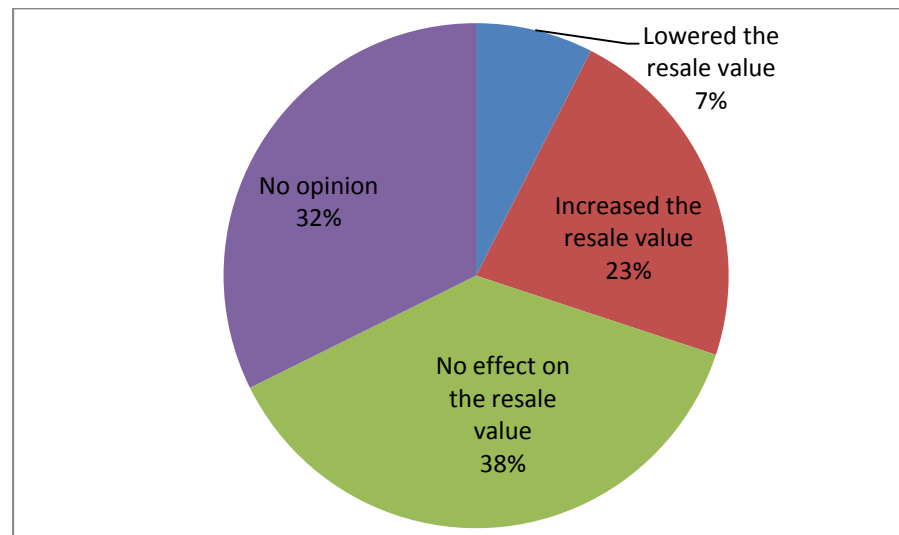


Figure 64. Overall, how satisfied are you with having the trail as a neighbor?

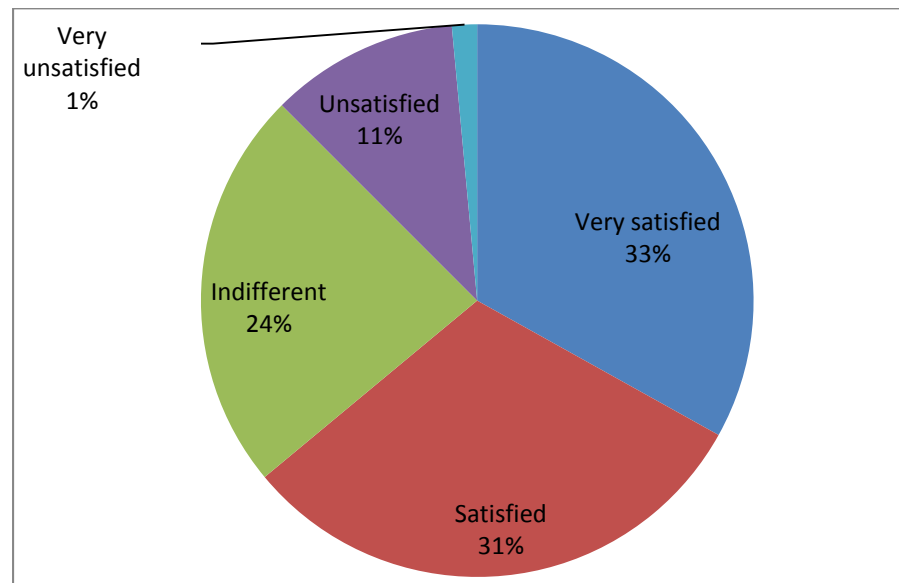


Figure 65. How do you feel the trail has affected the quality of your neighborhood?

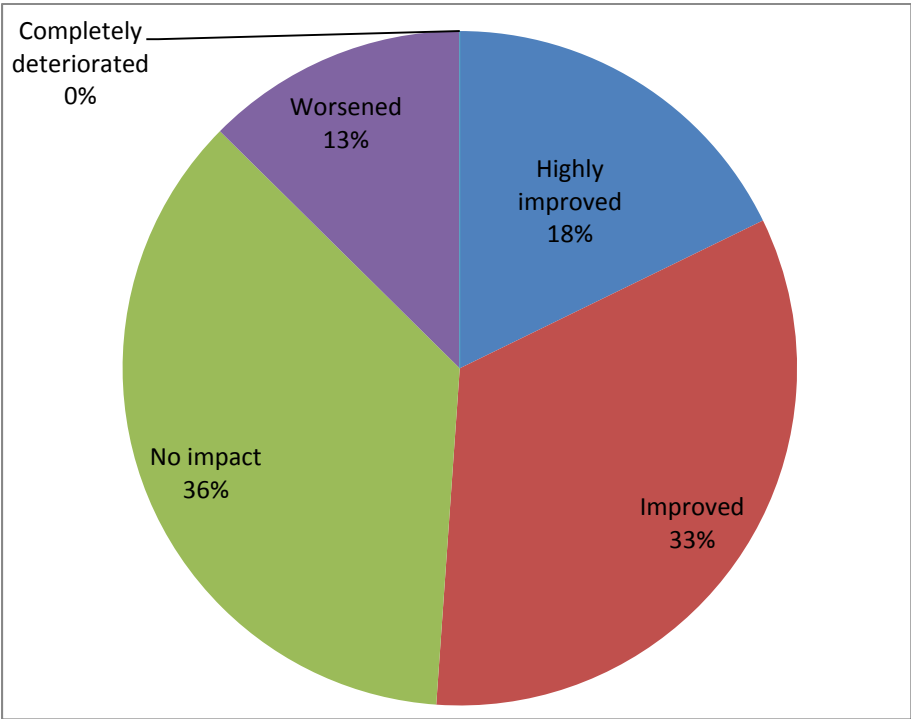


Figure 66. Do you feel that the development and management of trail is good use of public funds?

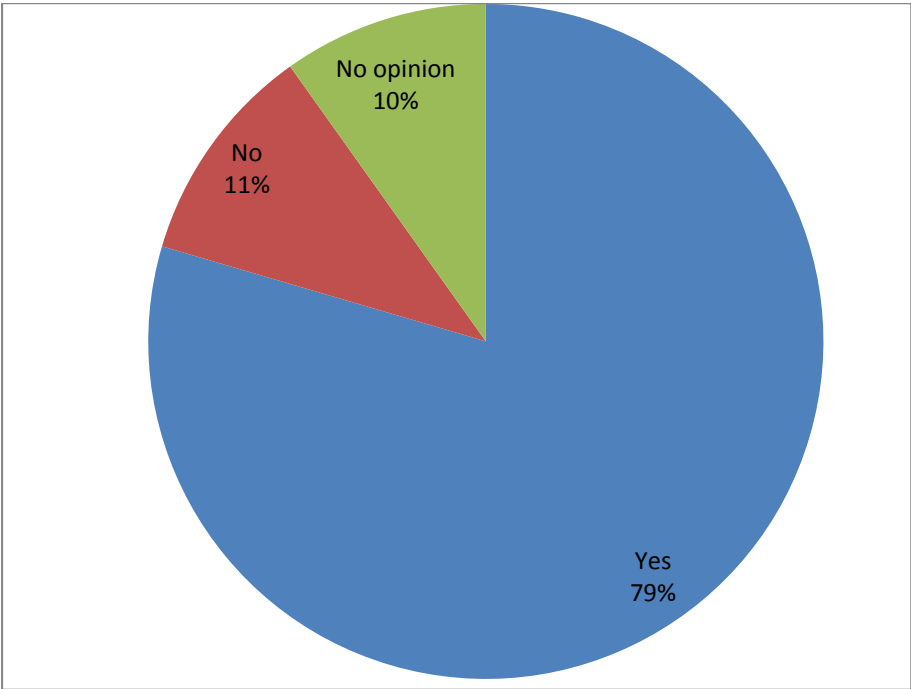


Figure 67. To what extent do you feel that the trail is important in providing the following benefits to the surrounding community?

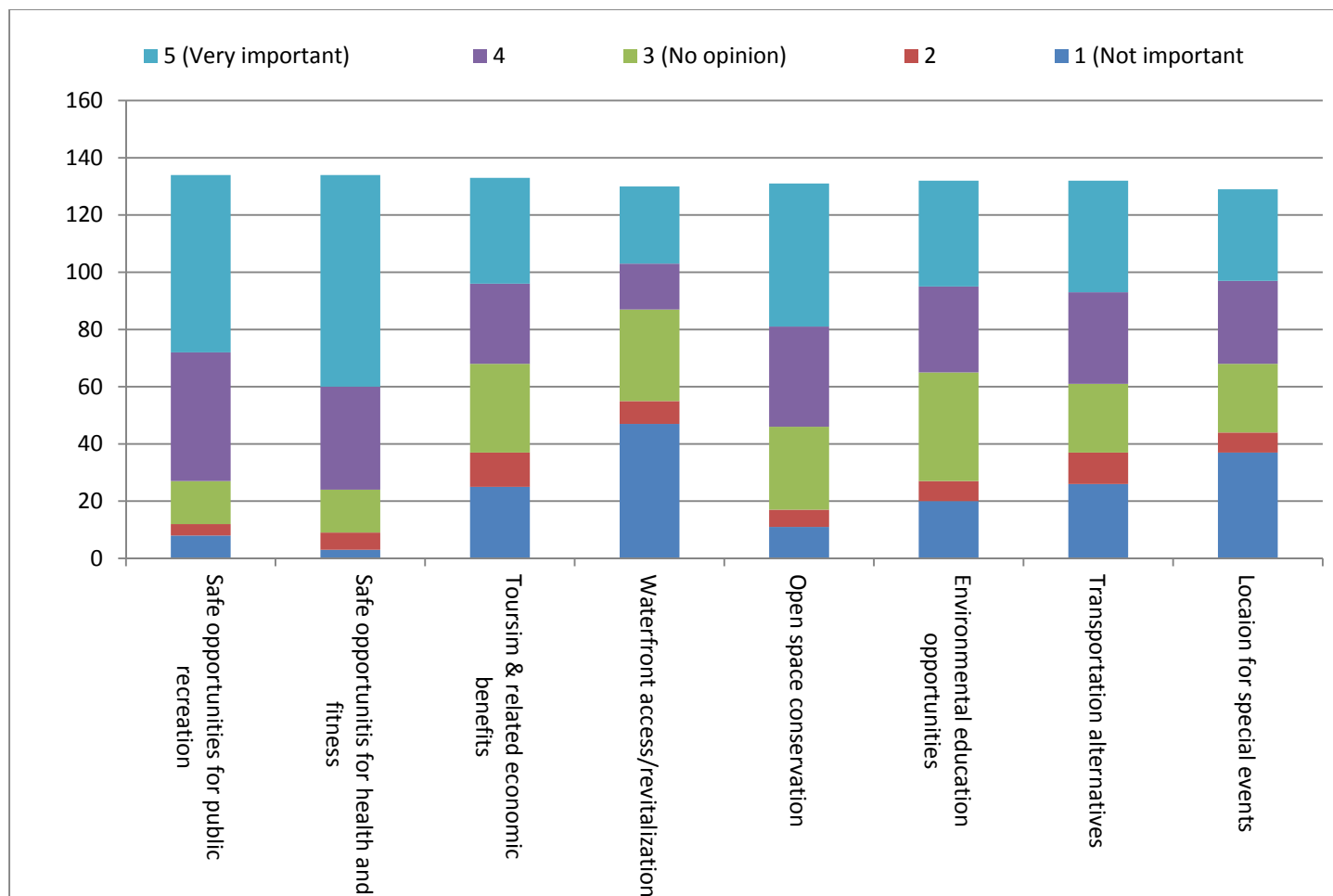
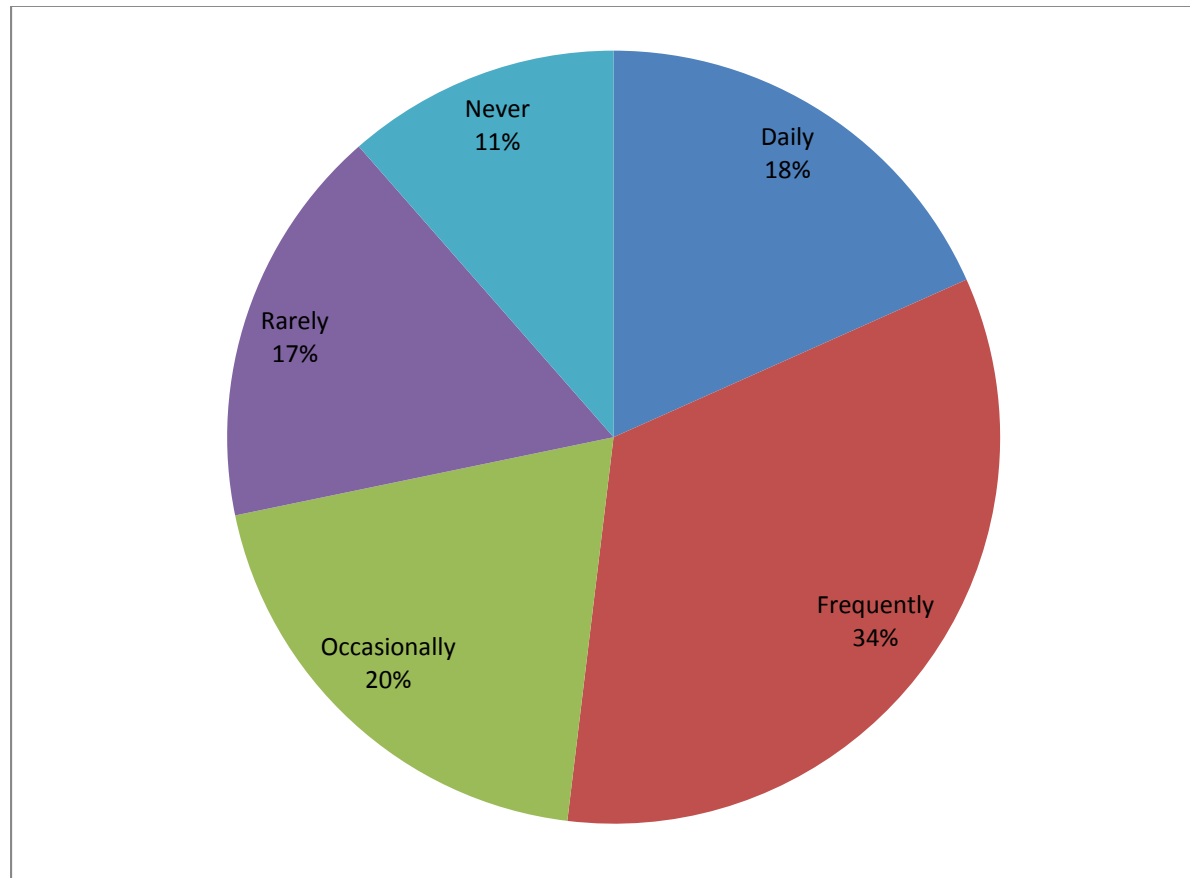


Figure 68. How often do the members of your household use the trail?





Trailside on the Mohawk-Hudson Bike-Hike Trail looking at adjacent residential properties.



View of Mohawk-Hudson Bike-Hike Trail from adjacent residential property

Trail Profiles

Combined trail user and adjacent residential property owner surveys provided an overview, and average of use and opinions about the Capital Region trail network. Below, each of the nine trails included in this report are profiled. CDTC staff observed differences in use and opinions from trail to trail. Each profile provides a brief description of the trail and where it is located, how many surveys were collected, and some basic characteristics.

Albany County Helderberg-Hudson Rail-Trail

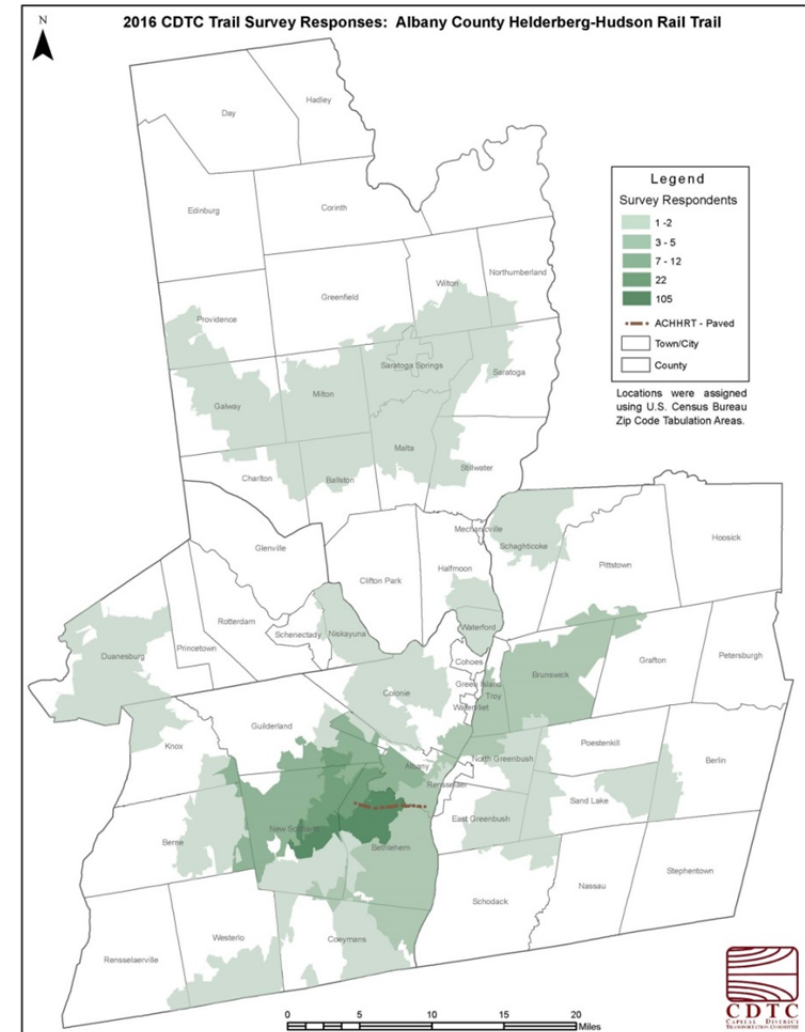
The Albany County Helderberg-Hudson Rail-Trail (ACHHRT) is the newest Capital Region multi-use trail. It is a 9 mile former Delaware and Hudson (D&H) rail corridor between the Port of Albany and Voorheesville. The Regional Trail Perspectives focused on the paved portion of the trail from the Port of Albany to Slingerlands.

Volunteers collected 135 surveys at two locations along the trail and 47 trail users indicated using the ACHHRT on the online survey. Of the 71 surveys mailed to adjacent residential landowners, 20 were returned. The trail attracted users from 41 different area codes with the highest number of users from Delmar, Slingerlands, Voorheesville, and Albany.

The ACHHRT begins in the City of Albany near the Port and Port-related land uses which would be characterized as industrial. It then runs through an isolated, wooded area until it enters the suburban community of Delmar in the Town of Bethlehem. Through Bethlehem it runs adjacent to both residential and retail development. When the trail is completed it will connect to the rural Town of New Scotland and Village of Voorheesville, running adjacent to open space and farmland.

Based on trail counts collected along the trail, the Hudson Avenue trailhead had the 4th highest volume of all 22 locations surveyed during the Summer 2016. There were slightly more males than females counted on the trail and that responded to surveys. Both counts and surveys show more bicyclists than other modes on the trail.

Figure 69. Albany County-Helderberg-Hudson Rail-Trail Users by Zip Code

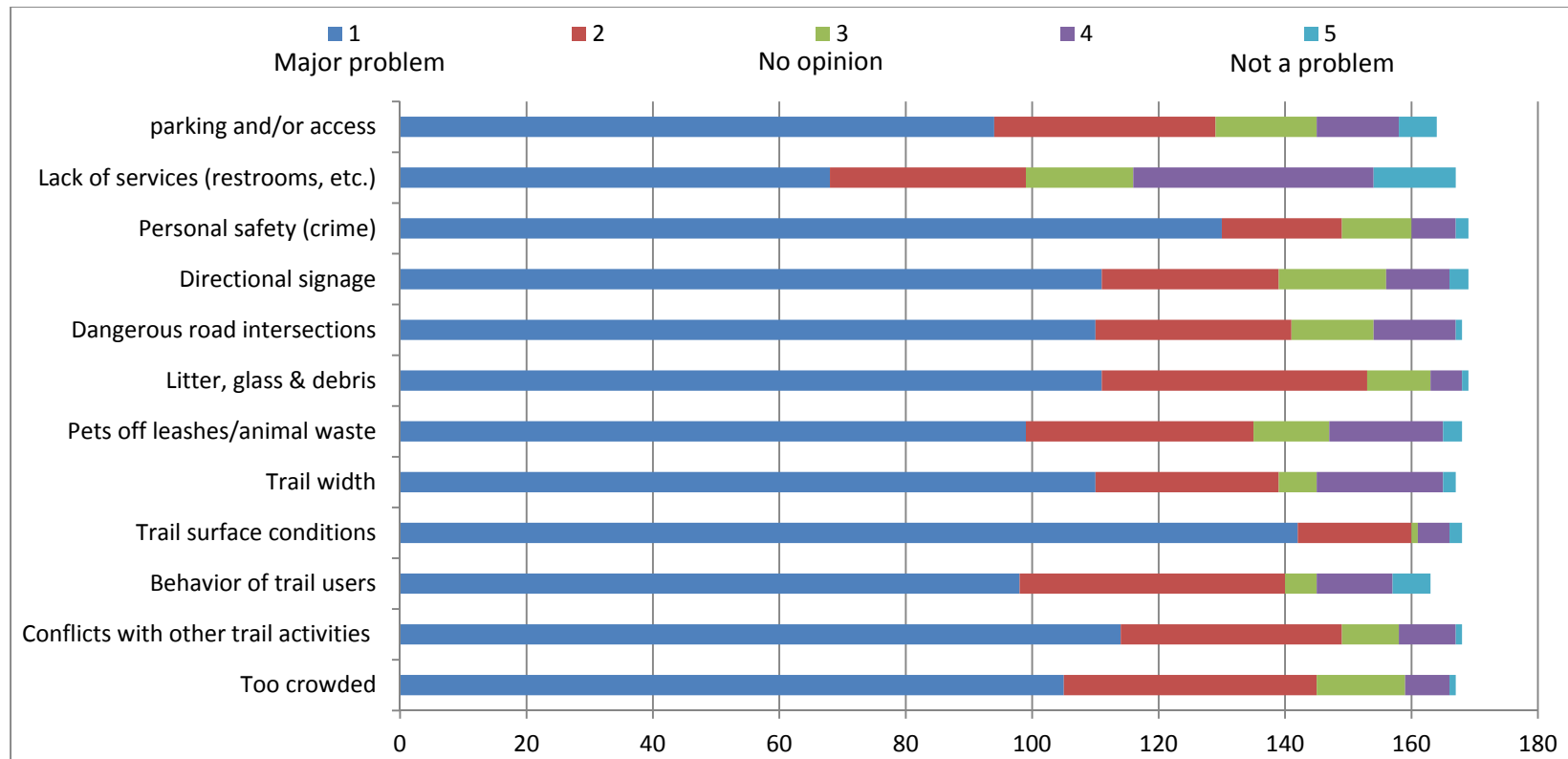


Trail User Survey Summary

Gender		
Male	94	54.34%
Female	77	44.51%
Skipped	2	1.16%
Age		
Under 16	8	4.62%
16-24	20	11.56%
25-44	40	23.12%
45-64	73	42.20%
65 or over	32	18.50%
Skipped	0	0.00%
How did you get to the trail today?		
Drove	47	27.17%
Bicycle	67	38.73%
Walk/Run	51	29.48%
Other	5	2.89%
Skipped	3	1.73%
What activity did you engage in while on the trail today?		
Walking	66	38.15%
Running/Jogging	13	7.51%
Bicycling	100	57.80%
In-line Skating	2	1.16%
Other	4	2.31%
What is your primary purpose for using this trail?		
Recreation	66	38.15%
Health/Exercise	133	76.88%
Commute to school/work	14	8.09%
Other	14	8.09%

About how many times have you used the trail during the past twelve months?		
Less than 5 days	25	14.45%
5-10 days	34	19.65%
11-24 days	34	19.65%
25-49 days	41	23.70%
50-100 days	25	14.45%
More than 100 days	14	8.09%
No answer	0	0.00%
Are there sections of the trail that you avoid due to poor trail conditions or general concerns about trail maintenance?		
Yes	28	16.18%
No	135	78.03%
No answer	10	5.78%
Is your visit to this trail part of an overnight trip away from home?		
Yes	4	2.31%
No	163	94.22%
No answer	6	3.47%
How would you rate your current health status		
Excellent	63	36.42%
Very Good	79	45.66%
Good	28	16.18%
Fair	1	0.58%
Poor	0	0.00%
No answer	2	1.16%

Figure 70. On a scale of 1-5, to what extent do you feel the following items are problems on the Albany County Helderberg-Hudson Rail-Trail?



Adjacent Residential Survey Summary

Which of the following most accurately describes how you use your property near the Trail?		
It is my primary residence	20	100.0%
I rent to a tenant, and do not occupy the residence	0	0.0%
It is my second home	0	0.0%
It is unoccupied	0	0.0%
Other	0	0.0%
Where is the trail in relation to your property line?		
The trail runs through my property	0	0.0%
the trail runs along the edge of my property	15	75.0%
The trail is near my property but not touching it	5	25.0%
Don't know	0	0.0%
Approximately how far (in feet) is the rail trail from your house?		
Less than 100 ft.	10	50.0%
100 ft. to 199 ft.	8	40.0%
200 ft. to 499 ft.	1	5.0%
500 ft. or more	0	0.0%
No answer	1	5.0%
Approximately how large is your property?		
Less than 1/2 acre	11	55.0%
Between 1/2 and 1 acre	8	40.0%
Between 1 and 3 acres	0	0.0%
3 acres or more	1	5.0%

What is the approximate current value of your property?		
Less than \$99,999	0	0.0%
\$100,000-199,999	5	25.0%
\$200,000-299,999	7	35.0%
\$300,000-399,999	6	30.0%
\$400,000-\$499,999	0	0.0%
\$500,000 or more	0	0.0%
No answer	2	10.0%
How would you describe the setting of your house near the trail?		
Urban	1	5.0%
Suburban	18	90.0%
Rural	0	0.0%
No answer	1	5.0%
When did you acquire your house?		
After the trail was built	3	15.0%
Before the Trail was built	17	85.0%
Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be?		
Much better	3	15.0%
Better	6	30.0%
Same	6	30.0%
Worse	2	10.0%
Much worse	2	10.0%
No answer	1	5.0%

Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail users?		
Yes	3	15.0%
No	13	65.0%
No opinion	2	10.0%
No answer	2	10.0%
If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell?		
Much easier	1	5.0%
Easier	5	25.0%
Same	9	45.0%
Harder	4	20.0%
Much harder	1	5.0%
How do you think being located near the trail has affected the resale value of this property?		
Lowered the resale value	2	10.0%
Increased the resale value	3	15.0%
No effect on the resale value	7	35.0%
No opinion	7	35.0%
No answer	1	5.0%
Overall, how satisfied are you with having the trail as a neighbor?		
Very satisfied	7	35.0%
Satisfied	5	25.0%
Indifferent	4	20.0%
Unsatisfied	2	10.0%
Very unsatisfied	2	10.0%

How do you feel the trail has affected the quality of your neighborhood?		
Highly improved	3	15.0%
Improved	9	45.0%
No impact	3	15.0%
Worsened	4	20.0%
Completely deteriorated	0	0.0%
No answer	1	5.0%
Do you feel your proximity to the trail has improved your physical activity levels?		
Yes	11	55.0%
No	6	30.0%
Not sure	2	10.0%
No answer	1	5.0%
Do you feel that the development and management of trail is a good use of public funds?		
Yes	13	65.0%
No	3	15.0%
No opinion	3	15.0%
No answer	1	5.0%
How often do the members of your household use the trail?		
Daily	6	30.0%
Frequently	5	25.0%
Occasionally	4	20.0%
Rarely	3	15.0%
Never	2	10.0%

Figure 71. To what extent do you feel the following items are problems for your household as a result of the trail and its users?

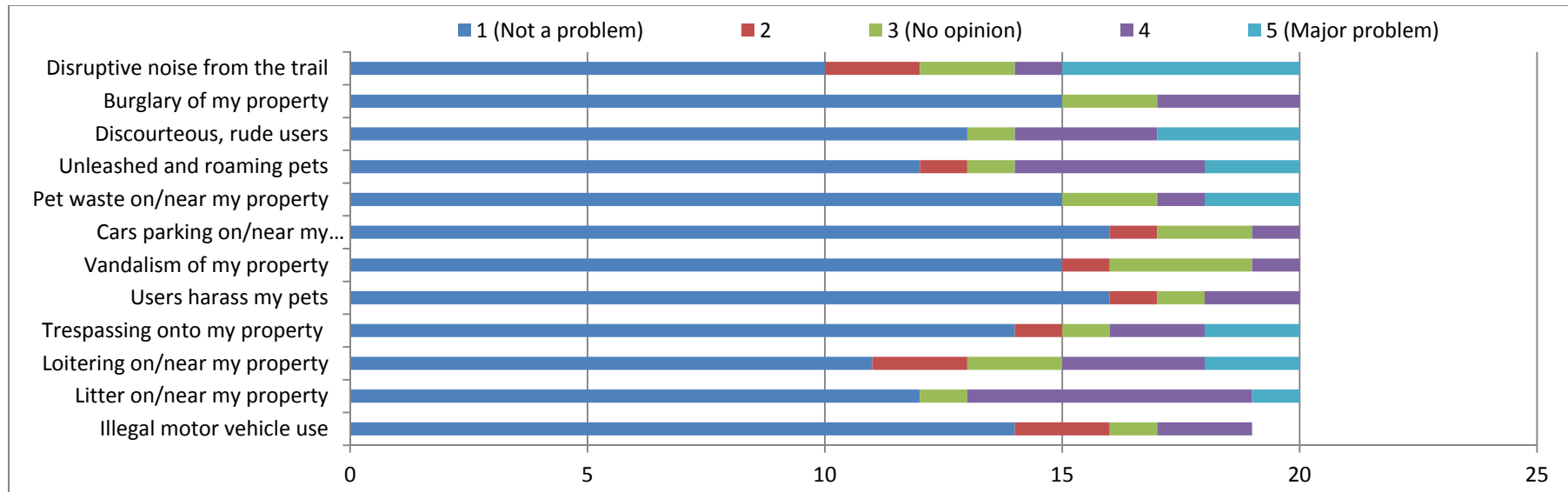
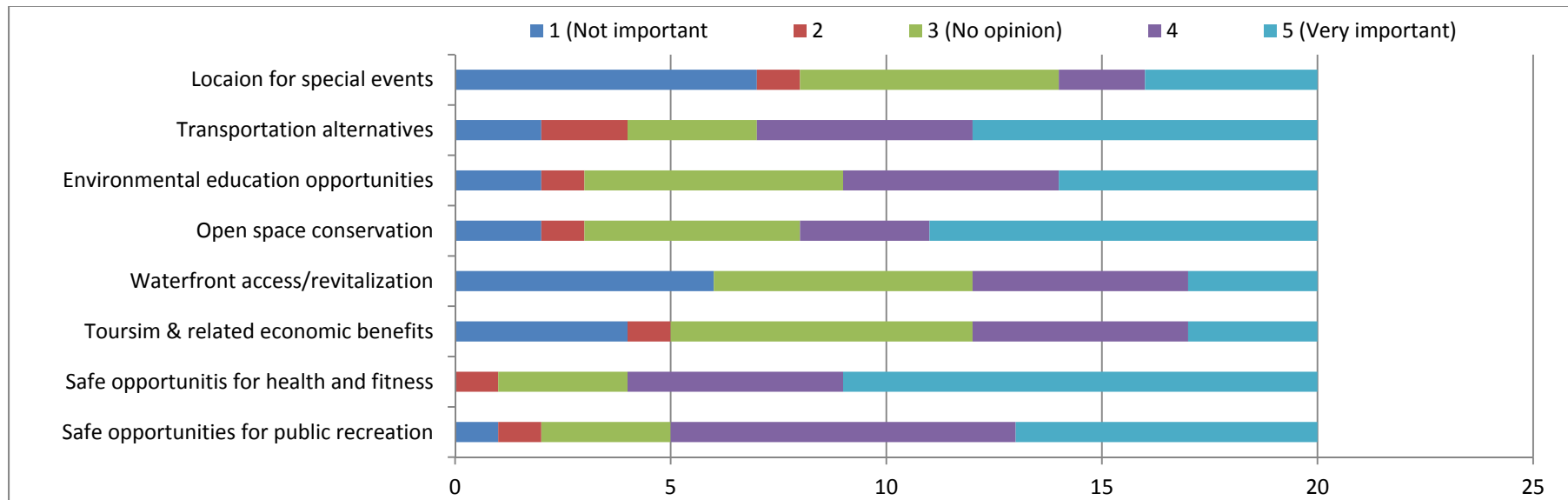


Figure 72. To what extent do you feel that the trail is important in providing the following benefits to the surrounding community?



Albany Shaker Trail

The Albany Shaker Trail (AST) is located on the west-side of Albany Shaker Road near the Albany International Airport. It is just over 1 mile in length, begins at Heritage Park and the Ann Lee Nature Preserve on Airline Drive and stretches to Cornell Road at the British American and Airport Park developments. The trail runs along the eastern edge of the Shaker Ridge Country Club and there are no residential property uses adjacent to the trail.

Volunteers collected 6 trail users surveys on the trail and 12 online survey respondents reported using the AST. The trail attracted users from 11 different zip codes with the highest number of users from Niskayuna and Clifton Park. Unlike other trails, the AST experiences peak usage during the lunch hour because of its proximity to many office buildings and large employers. The majority of trail users are pedestrians. Trail count data collected shows more female trail users and trail user survey respondents were mostly male.



Albany Shaker Trail in Latham

Figure 73. Albany Shaker Trail Users by Zip Code

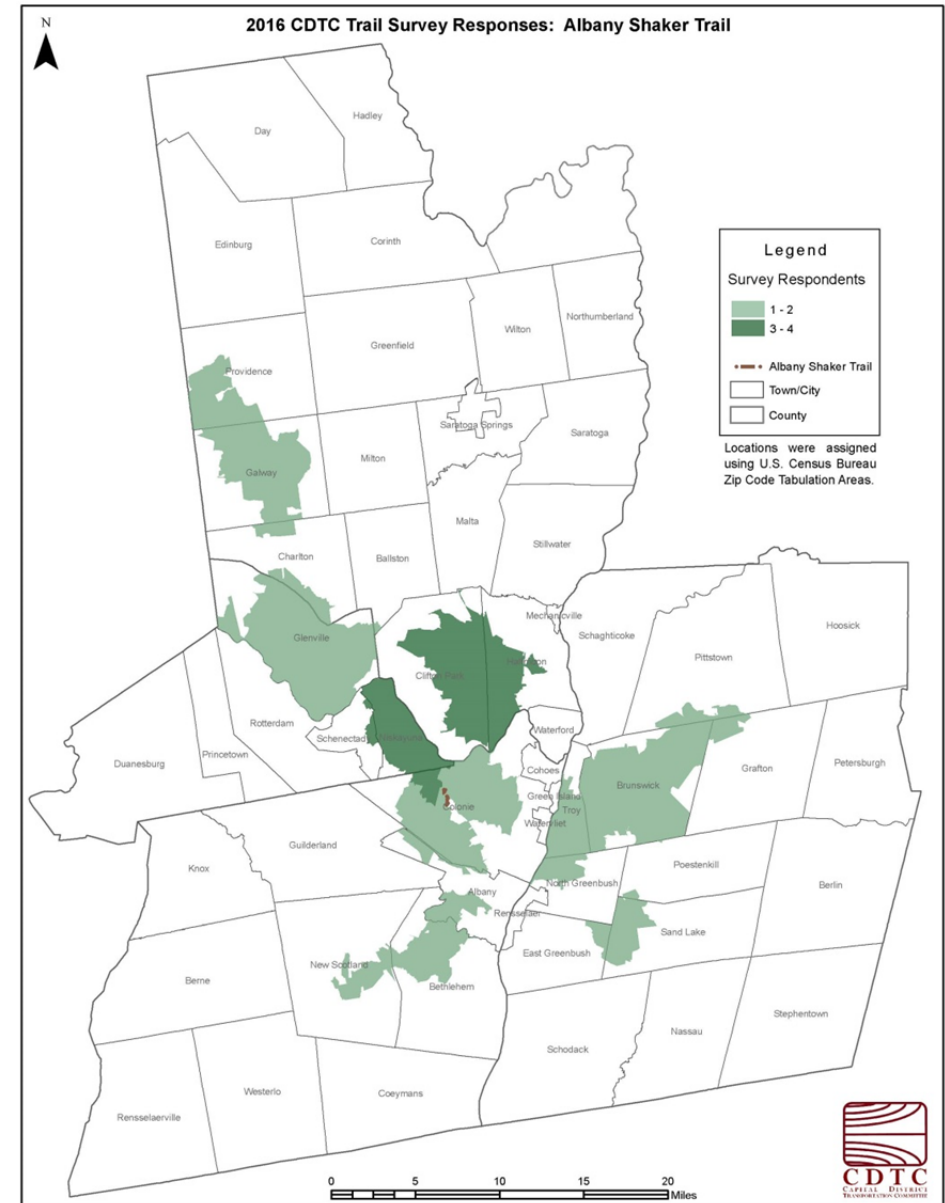
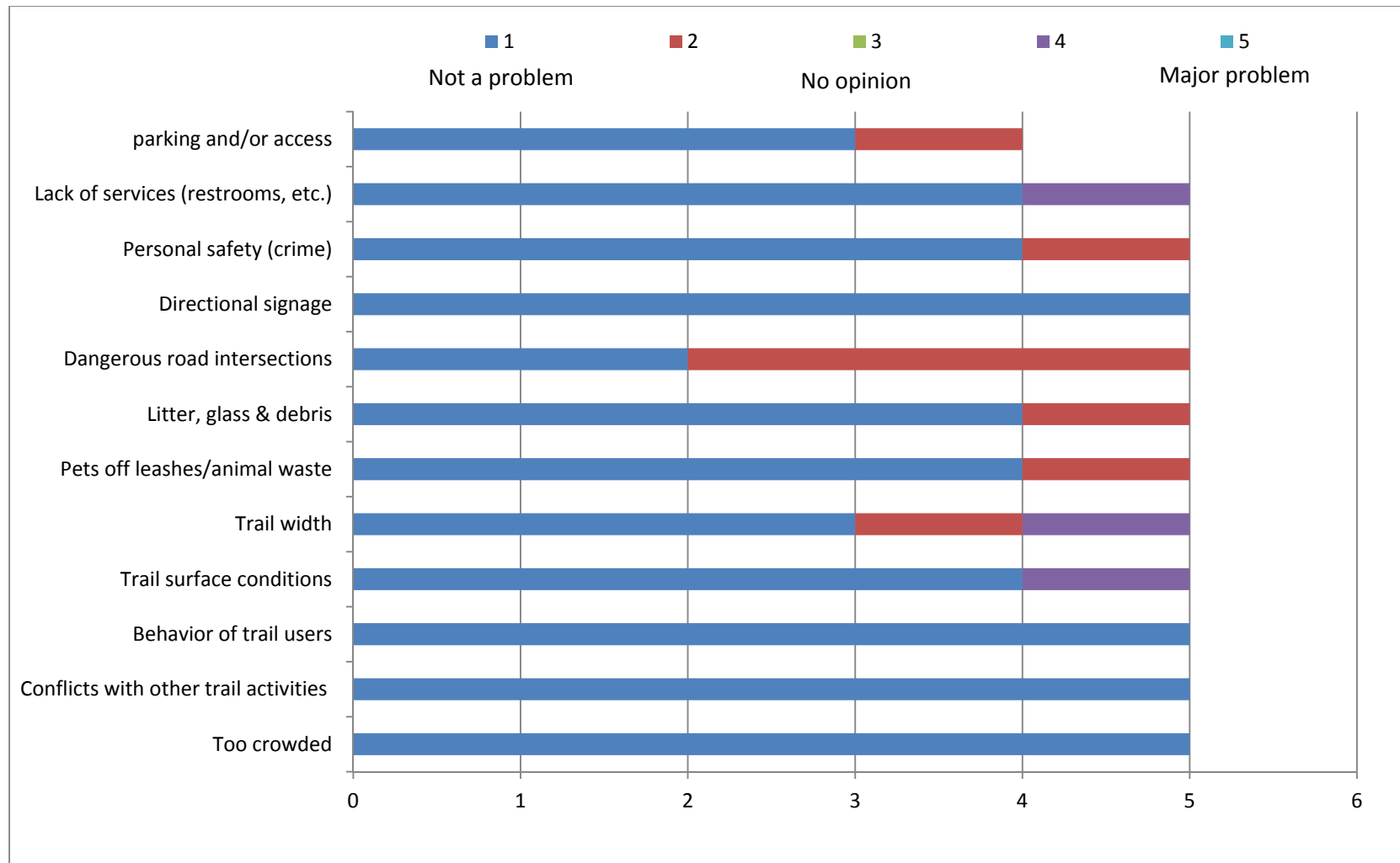


Figure 74. On a scale of 1-5, to what extent do you feel the following items are problems on the Albany Shaker Trail?



Trail User Survey Summary

Gender		
Male	5	83.3%
Female	1	16.7%
Skipped	0	0.0%
Age		
Under 16	0	0.0%
16-24	0	0.0%
25-44	1	16.7%
45-64	4	66.7%
65 or over	1	16.7%
Skipped	0	0.0%
How did you get to the trail today?		
Drove	2	33.3%
Bicycle	0	0.0%
Walk/Run	4	66.7%
Other	0	0.0%
Skipped	0	0.0%
What activity did you engage in while on the trail today?		
Walking	5	83.3%
Running/Jogging	1	16.7%
Bicycling	0	0.0%
In-line Skating	0	0.0%
Other	0	0.0%
What is your primary purpose for using this trail?		
Recreation	2	33.3%
Health/Exercise	5	83.3%
Commute to school/work	0	0.0%
Other	0	0.0%

About how many times have you used the trail during the past twelve months?		
Less than 5 days	1	16.7%
5-10 days	1	16.7%
11-24 days	0	0.0%
25-49 days	0	0.0%
50-100 days	1	16.7%
More than 100 days	3	50.0%
No answer	0	0.0%
Are there sections of the trail that you avoid due to poor trail conditions or general concerns about trail maintenance?		
Yes	0	0.0%
No	6	100.0%
Is your visit to this trail part of an overnight trip away from home?		
Yes	0	0.0%
No	6	100.0%
How would you rate your current health status		
Excellent	0	0.0%
Very Good	2	33.3%
Good	3	50.0%
Fair	0	0.0%
Poor	0	0.0%
No answer	1	16.7%

Ballston Veterans Trail

The Ballston Veterans Trail (BVT) is a 3 mile long multi-use path that runs alongside an active rail line. It begins at Main Street in Ballston Lake between NYS Route 50 and Schauber Road and stretches north into the Town of Ballston at Outlet Road. There a variety of land uses along the trail, from retail to suburban residential to farmland and open space.

Volunteers collected 11 trail user surveys and 8 online survey respondents reported using the BVT. A total of 40 surveys were mailed to adjacent residential property owners and 10 were returned. The trail attracted users from 13 different zip codes with the highest number of users coming from the Burnt Hills and Ballston lake areas.

Trail counts recorded more male than female trail users but more females completed the trail user survey on the trail. The count data showed different mode splits at each end of the trail. The trailhead at Outlet Road in Ballston had more bicyclists and the trailhead at Main Street in Ballston Lake had significantly more pedestrians. The on-trail user survey and adjacent residential property owner survey summaries can be found on the next pages.



Ballston Veterans Trail in Ballston Lake

Figure 75. Ballston Veterans Trail Users by Zip Code

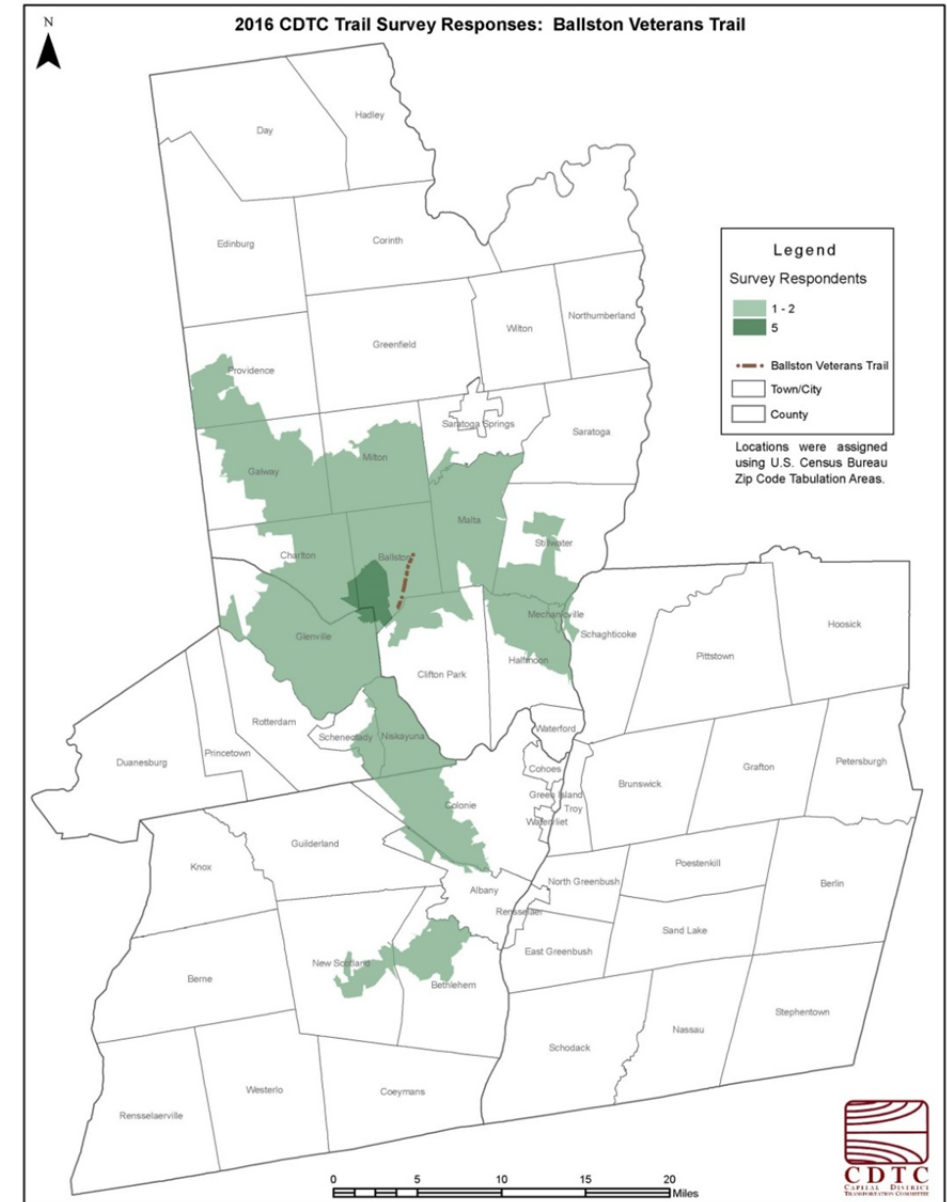
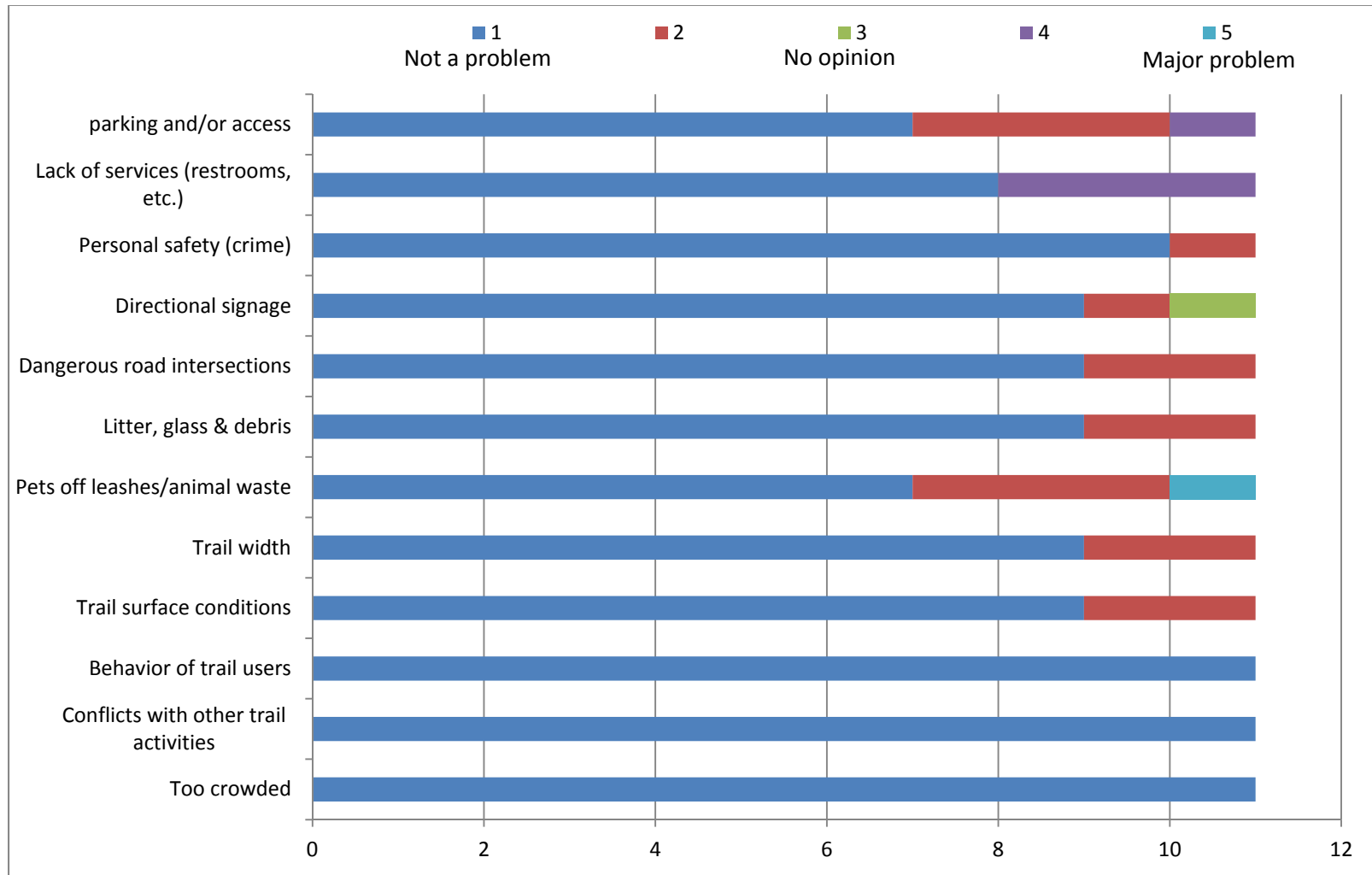


Figure 76. On a scale of 1-5, to what extent do you feel the following items are problems on the Ballston Veterans Trail?



Trail User Survey Summary

Gender		
Male	5	45.5%
Female	6	54.5%
Skipped	0	0.0%
Age		
Under 16	0	0.0%
16-24	2	18.2%
25-44	0	0.0%
45-64	4	36.4%
65 or over	5	45.5%
Skipped	0	0.0%
How did you get to the trail today?		
Drove	8	72.7%
Bicycle	0	0.0%
Walk/Run	3	27.3%
Other	0	0.0%
Skipped	0	0.0%
What activity did you engage in while on the trail today?		
Walking	5	45.5%
Running/Jogging	4	36.4%
Bicycling	2	18.2%
In-line Skating	0	0.0%
Other	0	0.0%
What is your primary purpose for using this trail?		
Recreation	4	36.4%
Health/Exercise	10	90.9%
Commute to school/work	0	0.0%
Other	0	0.0%

About how many times have you used the trail during the past twelve months?

Less than 5 days	3	27.3%
5-10 days	0	0.0%
11-24 days	2	18.2%
25-49 days	2	18.2%
50-100 days	1	9.1%
More than 100 days	3	27.3%
No answer	0	0.0%

Are there sections of the trail that you avoid due to poor trail conditions or general concerns about trail maintenance?

Yes	0	0.0%
No	11	100.0%

Is your visit to this trail part of an overnight trip away from home?

Yes	0	0.0%
No	11	100.0%

How would you rate your current health status

Excellent	4	36.4%
Very Good	6	54.5%
Good	1	9.1%
Fair	0	0.0%
Poor	0	0.0%

Adjacent Residential Survey Summary

Which of the following most accurately describes how you use your property near the Trail?		
It is my primary residence	9	90.0%
I rent to a tenant, and do not occupy the residence	0	0.0%
It is my second home	0	0.0%
It is unoccupied	0	0.0%
Other	1	10.0%
Where is the trail in relation to your property line?		
The trail runs through my property	0	0.0%
the trail runs along the edge of my property	6	60.0%
The trail is near my property but not touching it	4	40.0%
Don't know	0	0.0%
Approximately how far (in feet) is the rail trail from your house?		
Less than 100 ft.	2	20.0%
100 ft. to 199 ft.	1	10.0%
200 ft. to 499 ft.	4	40.0%
500 ft. or more	3	30.0%
Approximately how large is your property?		
Less than 1/2 acre	0	0.0%
Between 1/2 and 1 acre	3	30.0%
Between 1 and 3 acres	5	50.0%
3 acres or more	2	20.0%

What is the approximate current value of your property?		
Less than \$99,999	0	0.0%
\$100,000-199,999	1	10.0%
\$200,000-299,999	2	20.0%
\$300,000-399,999	3	30.0%
\$400,000-\$499,999	1	10.0%
\$500,000 or more	0	0.0%
No answer	3	30.0%
How would you describe the setting of your house near the trail?		
Urban	0	0.0%
Suburban	3	30.0%
Rural	7	70.0%
When did you acquire your house?		
After the trail was built	2	20.0%
Before the Trail was built	8	80.0%
Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be?		
Much better	0	0.0%
Better	4	40.0%
Same	4	40.0%
Worse	2	20.0%
Much worse	0	0.0%
Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail users?		
Yes	1	10.0%
No	9	90.0%
No opinion	0	0.0%

If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell?		
Much easier	0	0.0%
Easier	2	20.0%
Same	8	80.0%
Harder	0	0.0%
Much harder	0	0.0%
How do you think being located near the trail has affected the resale value of this property?		
Lowered the resale value	0	0.0%
Increased the resale value	2	20.0%
No effect on the resale value	3	30.0%
No opinion	5	50.0%
Overall, how satisfied are you with having the trail as a neighbor?		
Very satisfied	2	20.0%
Satisfied	4	40.0%
Indifferent	3	30.0%
Unsatisfied	1	10.0%
Very unsatisfied	0	0.0%
How do you feel the trail has affected the quality of your neighborhood?		
Highly improved	2	20.0%
Improved	5	50.0%
No impact	2	20.0%
Worsened	1	10.0%
Completely deteriorated	0	0.0%

Do you feel your proximity to the trail has improved your physical activity levels?		
Yes	5	50.0%
No	3	30.0%
Not sure	1	10.0%
No answer	1	10.0%
Do you feel that the development and management of trail is a good use of public funds?		
Yes	7	70.0%
No	0	0.0%
No opinion	2	20.0%
No answer	1	10.0%
How often do the members of your household use the trail?		
Daily	0	0.0%
Frequently	2	20.0%
Occasionally	3	30.0%
Rarely	2	20.0%
Never	1	10.0%
No answer	2	20.0%

Delaware Avenue Trail

The Delaware Avenue Trail (DAT) is a former Delaware and Hudson railroad corridor converted to a 2-mile multi-use trail and opened in 2013. The trail is also sometimes referred to as the Black Bridge Trail. It connects the communities of Waterford, Cohoes, and Green Island providing access to the Waterford Harbor Visitor Center, Champlain Canal Bike Trail and Peebles Island State Park. It also provides a connection to the on-road portions of the Mohawk-Hudson Bike-Hike Trail.

Volunteers collected 11 on-trail surveys and 14 online survey respondents reported using the DAT. Of the 4 surveys mailed to adjacent residential property owners, 3 were returned. The trail attracted users from 10 different zip codes with the highest number of users being from Cohoes, Waterford, Troy, and Albany.

Both trail counts and surveys reported more male trail users. The trail also attracts more pedestrian than bicyclists. The trail user and adjacent residential property owner survey are summarized on the next pages.



Black Bridge on the Delaware Avenue Trail in Cohoes

Figure 77. Delaware Avenue Trail Users by Zip Code

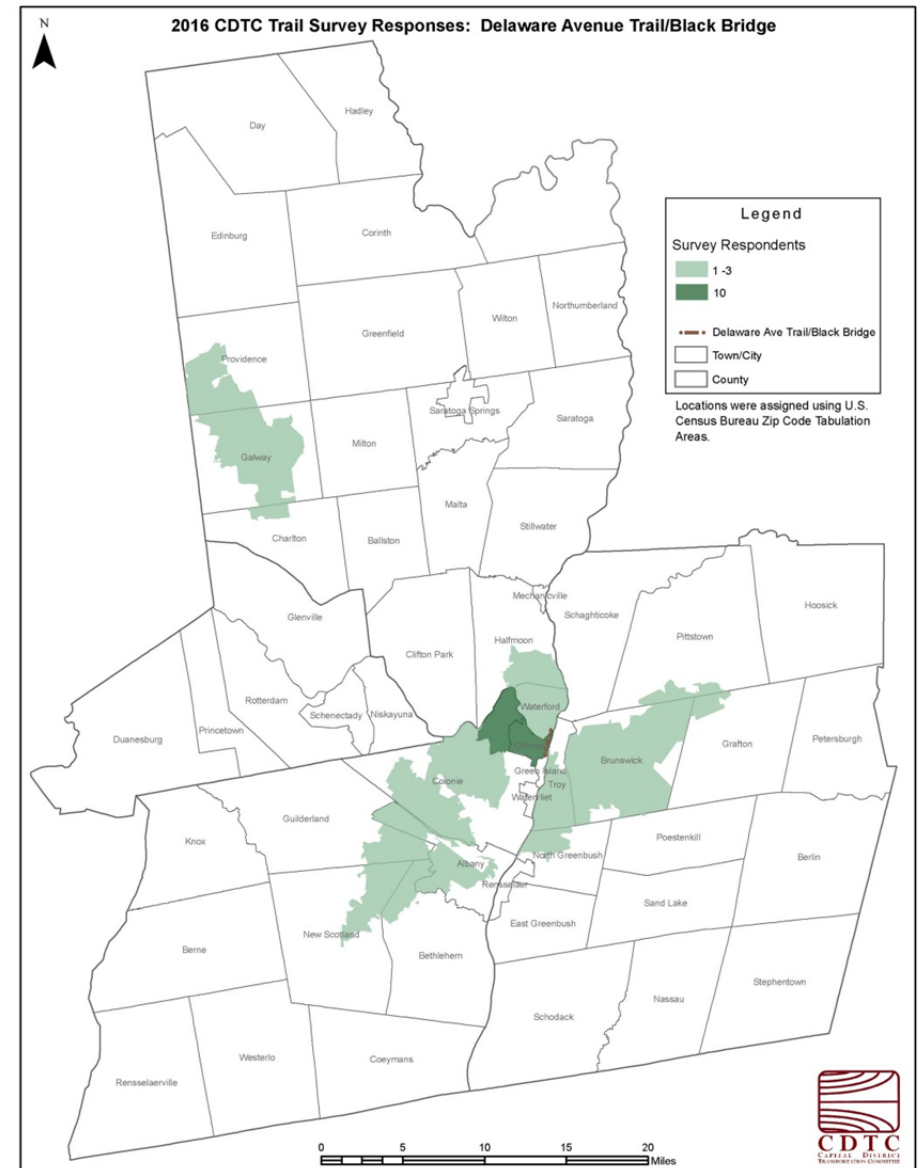
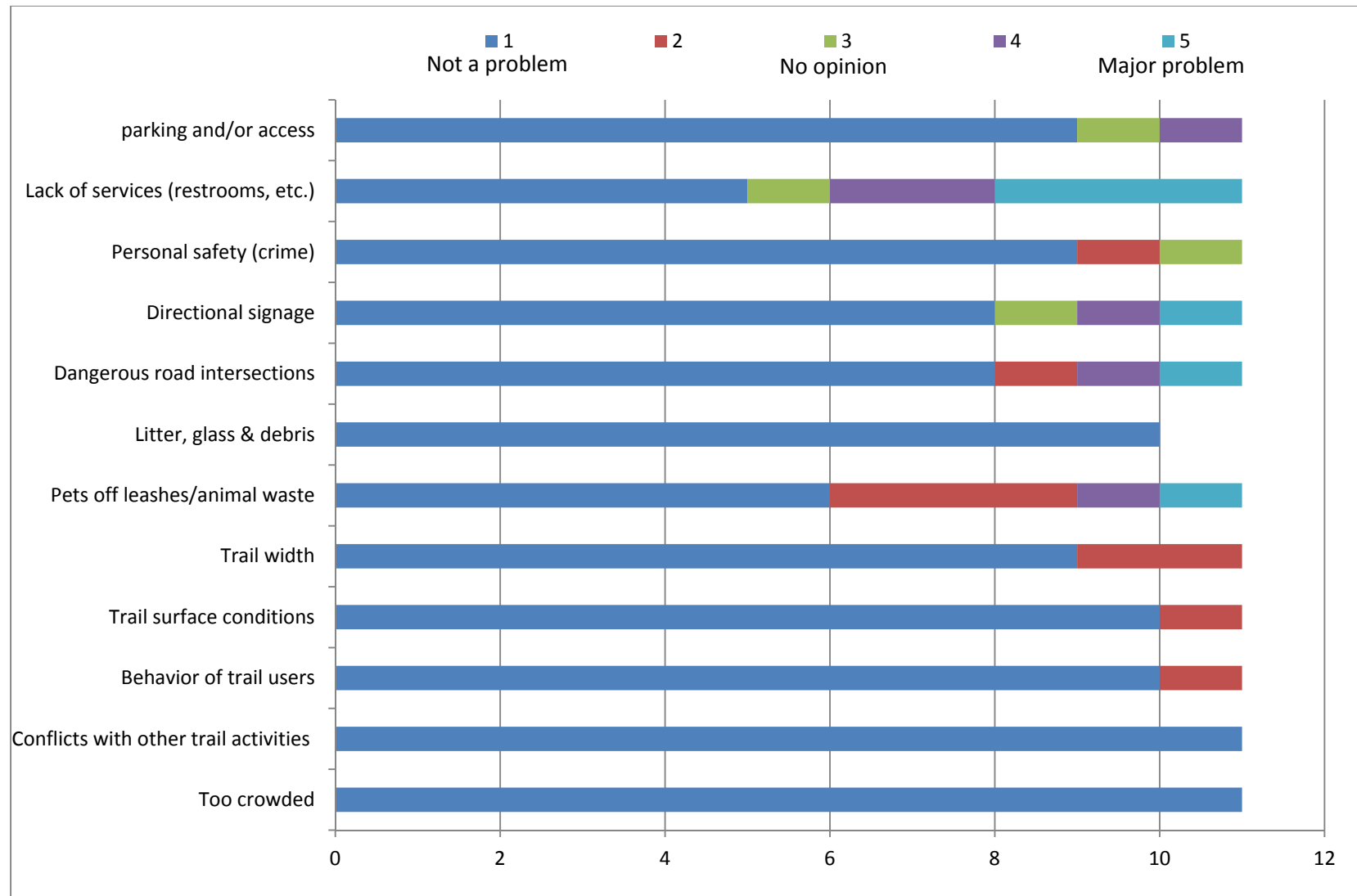


Figure 78. On a scale of 1-5, to what extent do you feel the following items are problems on the Delaware Avenue Trail?



Trail User Survey Summary

Gender		
Male	6	54.5%
Female	5	45.5%
Skipped	0	0.0%
Age		
Under 16	0	0.0%
16-24	0	0.0%
25-44	3	27.3%
45-64	4	36.4%
65 or over	3	27.3%
Skipped	1	9.1%
How did you get to the trail today?		
Drove	0	0.0%
Bicycle	2	18.2%
Walk/Run	9	81.8%
Other	0	0.0%
Skipped	0	0.0%
What activity did you engage in while on the trail today?		
Walking	8	72.7%
Running/Jogging	2	18.2%
Bicycling	3	27.3%
In-line Skating	0	0.0%
Other	1	9.1%
What is your primary purpose for using this trail?		
Recreation	4	36.4%
Health/Exercise	10	90.9%
Commute to school/work	0	0.0%
Other	0	0.0%

About how many times have you used the trail during the past twelve months?		
Less than 5 days	0	0.0%
5-10 days	0	0.0%
11-24 days	0	0.0%
25-49 days	0	0.0%
50-100 days	1	9.1%
More than 100 days	10	90.9%
No answer	0	0.0%
Are there sections of the trail that you avoid due to poor trail conditions or general concerns about trail maintenance?		
Yes	0	0.0%
No	10	90.9%
No answer	1	9.1%
Is your visit to this trail part of an overnight trip away from home?		
Yes	0	0.0%
No	9	81.8%
No answer	2	18.2%
How would you rate your current health status		
Excellent	3	27.3%
Very Good	3	27.3%
Good	2	18.2%
Fair	2	18.2%
Poor	0	0.0%
No answer	1	9.1%

Adjacent Residential Survey Summary

Which of the following most accurately describes how you use your property near the Trail?		
It is my primary residence	2	66.7%
I rent to a tenant, and do not occupy the residence	0	0.0%
It is my second home	0	0.0%
It is unoccupied	0	0.0%
Other	1	33.3%
Where is the trail in relation to your property line?		
The trail runs through my property	0	0.0%
the trail runs along the edge of my property	1	33.3%
The trail is near my property but not touching it	2	66.7%
Don't know	0	0.0%
Approximately how far (in feet) is the rail trail from your house?		
Less than 100 ft.	2	66.7%
100 ft. to 199 ft.	0	0.0%
200 ft. to 499 ft.	0	0.0%
500 ft. or more	1	33.3%
Approximately how large is your property?		
Less than 1/2 acre	1	33.3%
Between 1/2 and 1 acre	1	33.3%
Between 1 and 3 acres	1	33.3%
3 acres or more	0	0.0%

What is the approximate current value of your property?		
Less than \$99,999	0	0.0%
\$100,000-199,999	2	66.7%
\$200,000-299,999	1	33.3%
\$300,000-399,999	0	0.0%
\$400,000-\$499,999	0	0.0%
\$500,000 or more	0	0.0%
How would you describe the setting of your house near the trail?		
Urban	1	33.3%
Suburban	1	33.3%
Rural	1	33.3%
When did you acquire your house?		
After the trail was built	0	0.0%
Before the Trail was built	3	100.0%
Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be?		
Much better	0	0.0%
Better	0	0.0%
Same	2	66.7%
Worse	1	33.3%
Much worse	0	0.0%
Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail users?		
Yes	0	0.0%
No	2	66.7%
No opinion	1	33.3%

If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell?		
Much easier	0	0.0%
Easier	1	33.3%
Same	1	33.3%
Harder	1	33.3%
Much harder	0	0.0%
How do you think being located near the trail has affected the resale value of this property?		
Lowered the resale value	0	0.0%
Increased the resale value	1	33.3%
No effect on the resale value	1	33.3%
No opinion	1	33.3%
Overall, how satisfied are you with having the trail as a neighbor?		
Very satisfied	1	33.3%
Satisfied	1	33.3%
Indifferent	0	0.0%
Unsatisfied	1	33.3%
Very unsatisfied	0	0.0%
How do you feel the trail has affected the quality of your neighborhood?		
Highly improved	1	33.3%
Improved	1	33.3%
No impact	1	33.3%
Worsened	0	0.0%
Completely deteriorated	0	0.0%

Do you feel your proximity to the trail has improved your physical activity levels?		
Yes	1	33.3%
No	1	33.3%
Not sure	1	33.3%
Do you feel that the development and management of trail is a good use of public funds?		
Yes	2	66.7%
No	0	0.0%
No opinion	1	33.3%
How often do the members of your household use the trail?		
Daily	0	0.0%
Frequently	1	33.3%
Occasionally	0	0.0%
Rarely	0	0.0%
Never	1	33.3%
No answer	1	33.3%

Figure 79. To what extent do you feel the following items are problems for your household as a result of the trail and its users?

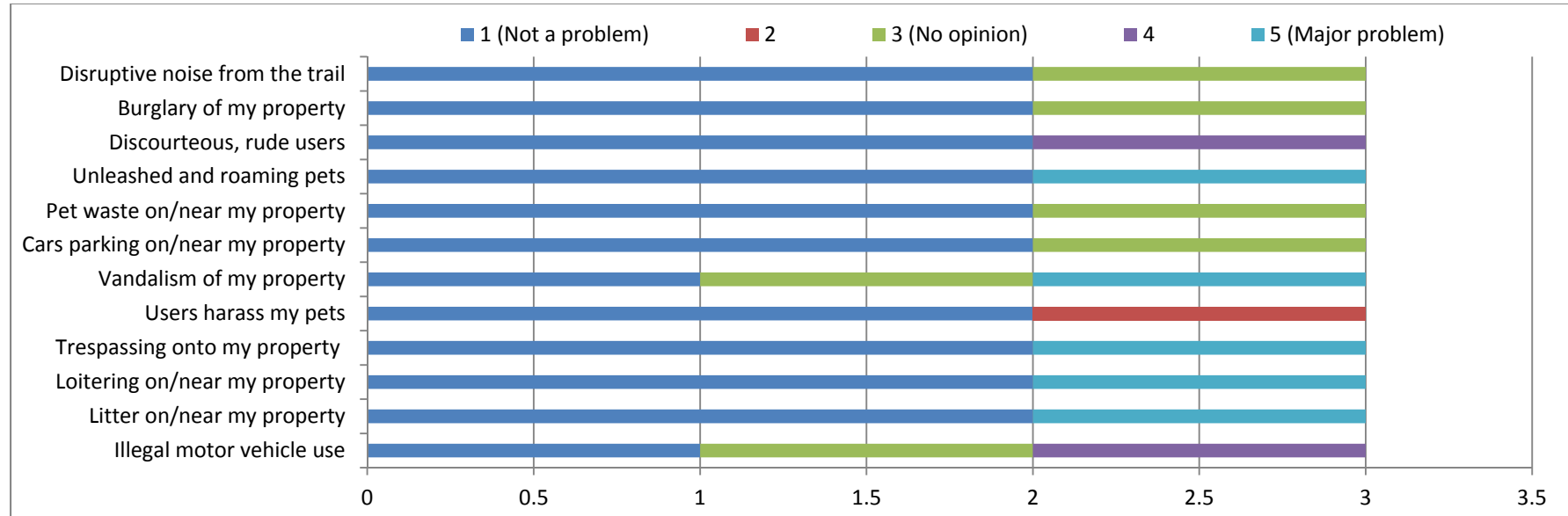
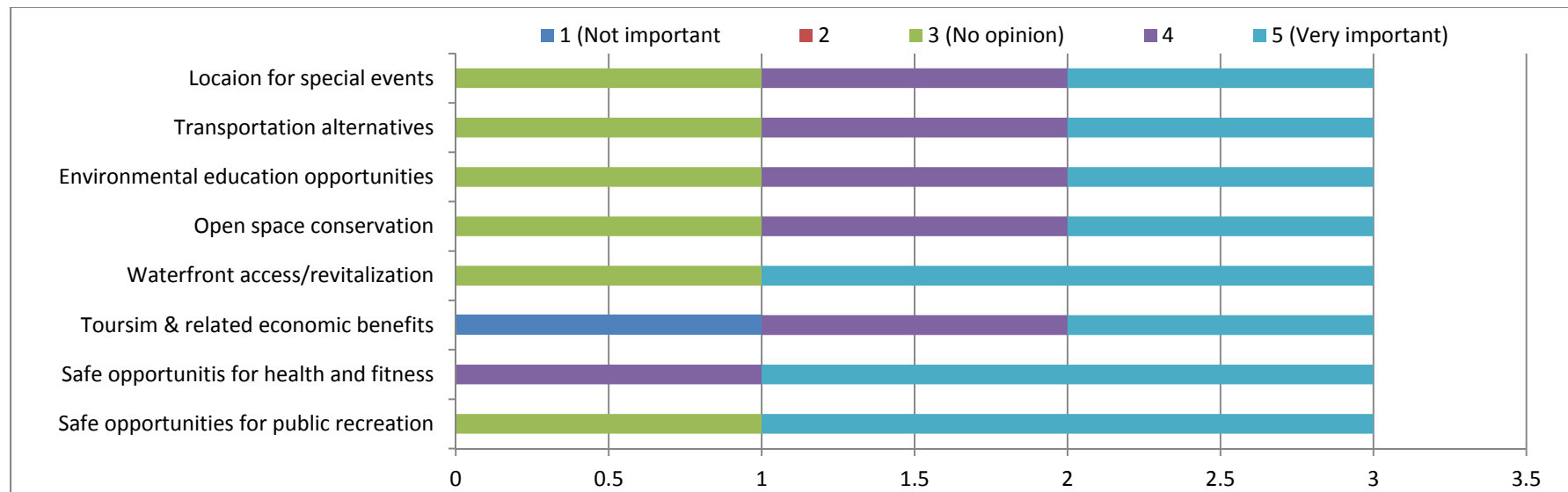


Figure 80. To what extent do you feel that the trail is important in providing the following benefits to the surrounding community?



Mohawk-Hudson Bike-Hike Trail

The Mohawk-Hudson Bike-Hike Trail (MHBHT) is the longest continuous multi-use trail in the Capital Region, stretching from the City of Albany through the Town of Rotterdam. It is part of the 360-mile Erie Canalway Trail that ends in Buffalo, NY. There are 35 miles of off-road trail within the CDTC area, which continues to grow and expand as new trails and infrastructure connect to it. There are also a significant number of signed, on-road miles that connect gaps along the trail.

Volunteers collected 135 surveys at locations along the trail and 99 trail users indicated using the MHBHT on the online survey. Of the 269 surveys mailed to adjacent residential landowners, 56 were returned.

The MHBHT is adjacent to almost every type of land use in the Capital Region and connects urban as well as suburban and rural neighborhoods and towns. There are several parks along the trail that also serve as trailheads. Annual use is highest at three locations along the trail – Lions Park in Niskayuna, the Barge Restaurant at the Corning Riverfront Park in Albany and the Boat Launch at the Corning Riverfront Park in Albany.

Both trail count and survey data show a close to 50/50 split of bicyclists and walkers/joggers on the trail. The surveys also show approximately the same gender split, with more males than females using the trail.

Trail use increased at all count locations since 2006. The MHBHT attracts trail users from 45 different zip codes, with use extending throughout the region and beyond. Based on survey data, the trail attracted the most users from Delmar, Albany, Niskayuna, Troy and Saratoga Springs. The MHBHT also had the highest number of overnight rail user survey respondents, likely capturing visitors traveling the Erie Canalway Trail from Albany to Buffalo or portions in between.

Figure 81. MHBHT Users by Zip Code

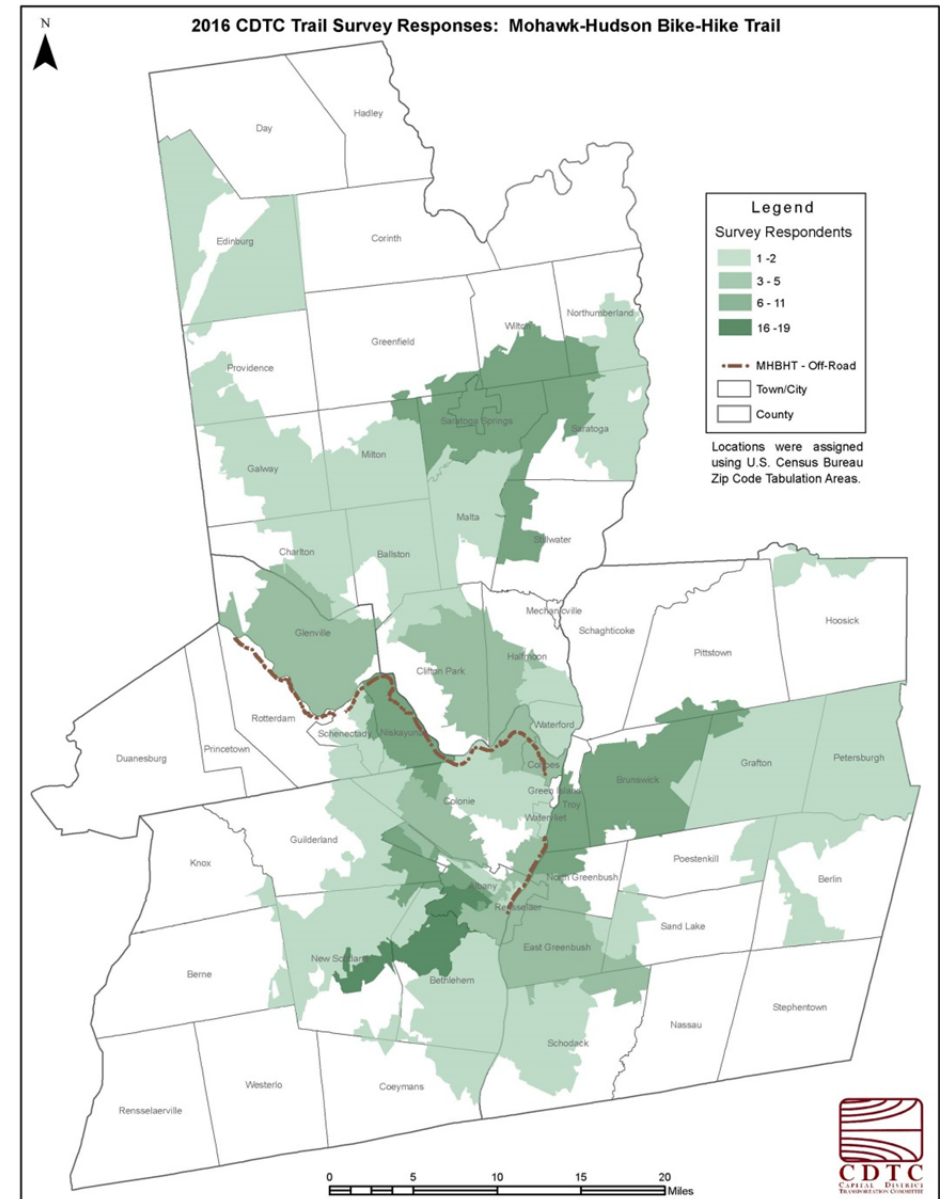
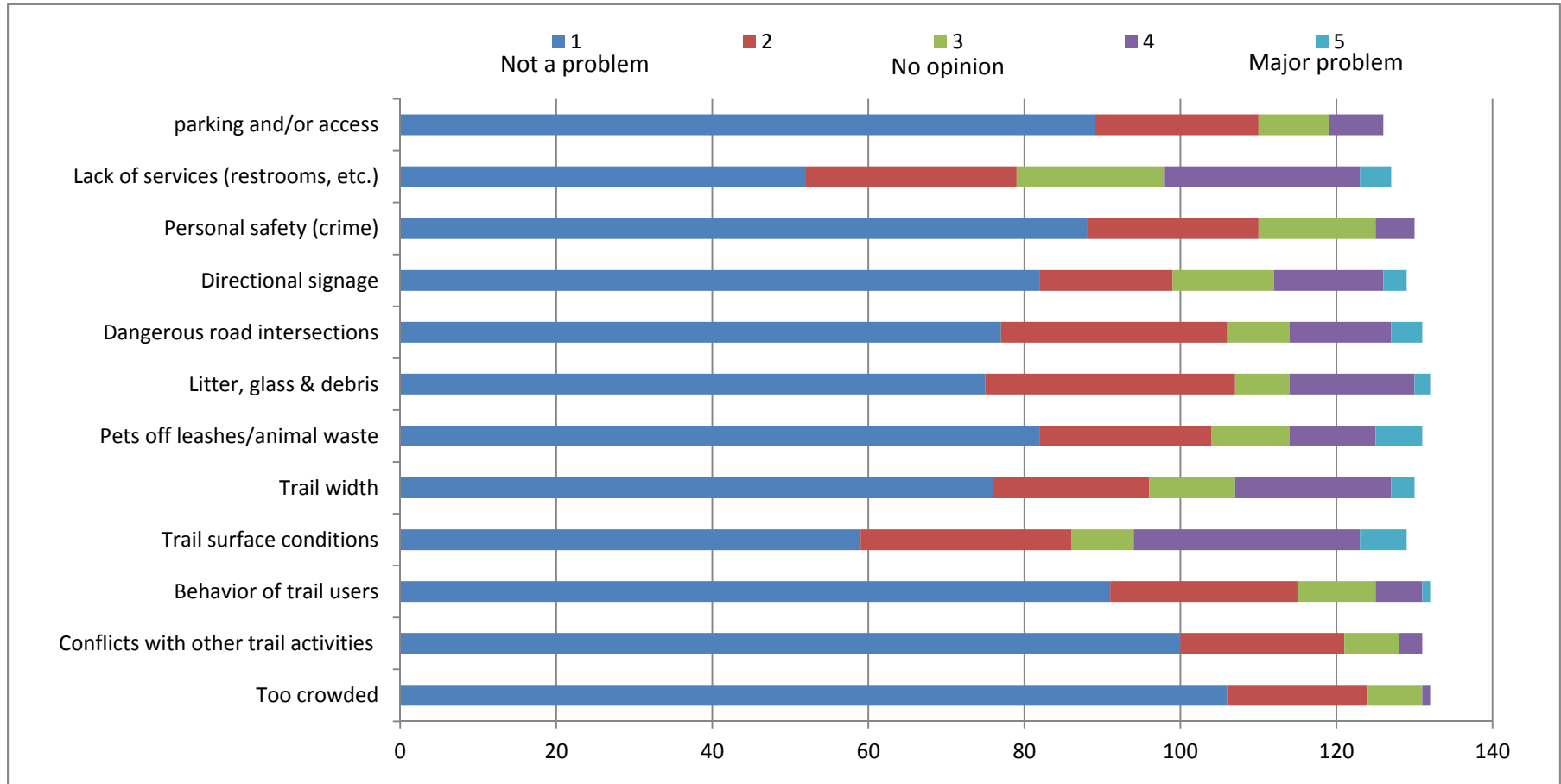


Figure 82. On a scale of 1-5, to what extent do you feel the following items are problems on the MHBHT?



Trail User Survey Summary

Gender		
Male	76	56.3%
Female	56	41.5%
Skipped	3	2.2%
Age		
Under 16	2	1.5%
16-24	10	7.4%
25-44	36	26.7%
45-64	49	36.3%
65 or over	36	26.7%
How did you get to the trail today?		
Drove	80	59.3%
Bicycle	40	29.6%
Walk/Run	13	9.6%
Other	2	1.5%
What activity did you engage in while on the trail today?		
Walking	51	34.5%
Running/Jogging	13	8.8%
Bicycling	77	52.0%
In-line Skating	3	2.0%
Other	4	2.7%
What is your primary purpose for using this trail?		
Recreation	66	36.7%
Health/Exercise	98	54.4%
Commute to school/work	8	4.4%
Other	8	4.4%

About how many times have you used the trail during the past twelve months?		
Less than 5 days	46	34.1%
5-10 days	18	13.3%
11-24 days	22	16.3%
25-49 days	17	12.6%
50-100 days	15	11.1%
More than 100 days	16	11.9%
No answer	1	0.7%
Are there sections of the trail that you avoid due to poor trail conditions or general concerns about trail maintenance?		
Yes	25	18.5%
No	95	70.4%
No answer	15	11.1%
Is your visit to this trail part of an overnight trip away from home?		
Yes	14	10.4%
No	113	83.7%
No answer	8	5.9%
How would you rate your current health status		
Excellent	39	28.9%
Very Good	62	45.9%
Good	20	14.8%
Fair	6	4.4%
Poor	2	1.5%
No answer	6	4.4%

Adjacent Residential Survey Summary

Which of the following most accurately describes how you use your property near the Trail?		
It is my primary residence	53	94.6%
I rent to a tenant, and do not occupy the residence	0	0.0%
It is my second home	1	1.8%
It is unoccupied	1	1.8%
Other	0	0.0%
No answer	1	1.8%
Where is the trail in relation to your property line?		
The trail runs through my property	2	3.6%
the trail runs along the edge of my property	36	64.3%
The trail is near my property but not touching it	17	30.4%
Don't know	0	0.0%
No answer	1	1.8%
Approximately how far (in feet) is the rail trail from your house?		
Less than 100 ft.	28	50.0%
100 ft. to 199 ft.	9	16.1%
200 ft. to 499 ft.	13	23.2%
500 ft. or more	5	8.9%
No answer	1	1.8%
Approximately how large is your property?		
Less than 1/2 acre	20	35.7%
Between 1/2 and 1 acre	16	28.6%
Between 1 and 3 acres	12	21.4%
3 acres or more	7	12.5%
No answer	1	1.8%

What is the approximate current value of your property?		
Less than \$99,999	1	1.8%
\$100,000-199,999	19	33.9%
\$200,000-299,999	19	33.9%
\$300,000-399,999	3	5.4%
\$400,000-\$499,999	6	10.7%
\$500,000 or more	0	0.0%
No answer	1	1.8%
How would you describe the setting of your house near the trail?		
Urban	8	14.3%
Suburban	37	66.1%
Rural	7	12.5%
No answer	1	1.8%
When did you acquire your house?		
After the trail was built	38	67.9%
Before the Trail was built	17	30.4%
No answer	1	1.8%
Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be?		
Much better	8	14.3%
Better	15	26.8%
Same	28	50.0%
Worse	4	7.1%
Much worse	1	1.8%

Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail users?		
Yes	12	21.4%
No	39	69.6%
No opinion	4	7.1%
No answer	1	1.8%
If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell?		
Much easier	3	5.4%
Easier	20	35.7%
Same	26	46.4%
Harder	4	7.1%
Much harder	1	1.8%
No answer	2	3.6%
How do you think being located near the trail has affected the resale value of this property?		
Lowered the resale value	4	7.1%
Increased the resale value	9	16.1%
No effect on the resale value	24	42.9%
No opinion	17	30.4%
No answer	2	3.6%
Overall, how satisfied are you with having the trail as a neighbor?		
Very satisfied	17	30.4%
Satisfied	18	32.1%
Indifferent	14	25.0%
Unsatisfied	6	10.7%
Very unsatisfied	0	0.0%
No answer	1	1.8%

How do you feel the trail has affected the quality of your neighborhood?		
Highly improved	8	14.3%
Improved	12	21.4%
No impact	28	50.0%
Worsened	7	12.5%
Completely deteriorated	0	0.0%
No answer	1	1.8%
Do you feel your proximity to the trail has improved your physical activity levels?		
Yes	30	53.6%
No	19	33.9%
Not sure	5	8.9%
No answer	2	3.6%
Do you feel that the development and management of trail is a good use of public funds?		
Yes	47	83.9%
No	5	8.9%
No opinion	3	5.4%
No answer	1	1.8%
How often do the members of your household use the trail?		
Daily	9	16.1%
Frequently	19	33.9%
Occasionally	10	17.9%
Rarely	9	16.1%
Never	7	12.5%
No answer	2	3.6%

Figure 83. To what extent do you feel the following items are problems for your household as a result of the trail and its users?

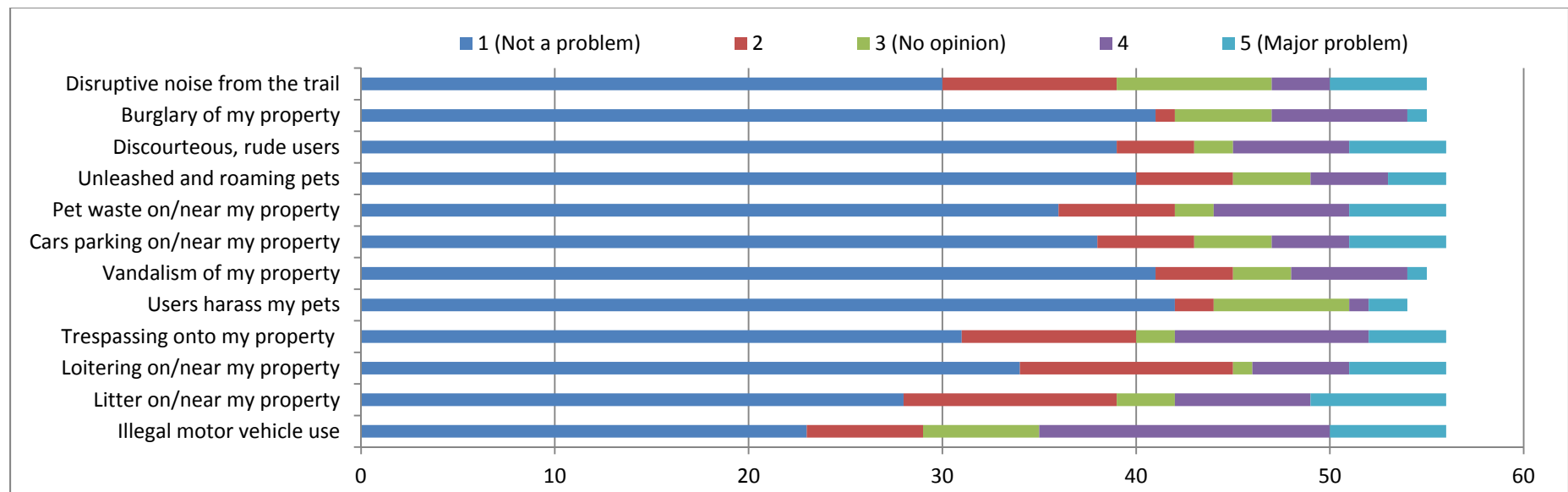
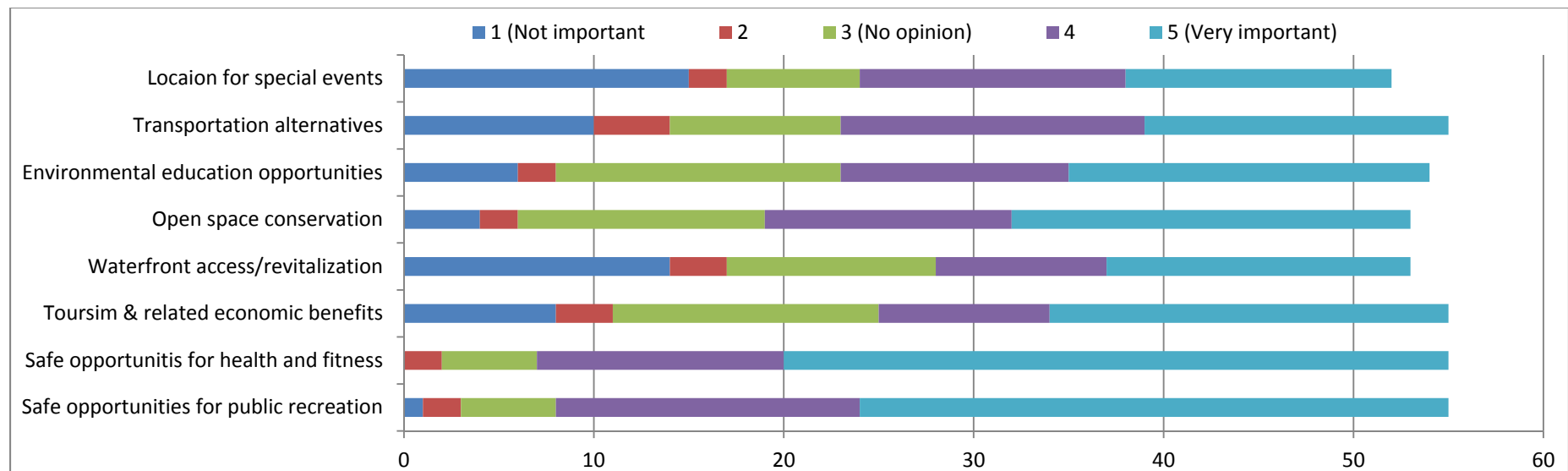


Figure 84. To what extent do you feel that the trail is important in providing the following benefits to the surrounding community?



Railroad Run

The Railroad Run (RRR) multi-use trail is 1.3 miles long beginning at West Circular Street and ending at NYS Route 50 across from Saratoga Spa State Park. There are plans to eventually connect the trail to the Zim Smith Trail which currently ends in Ballston Spa. The trail connects the State Park with the West Side neighborhood in Saratoga Springs. It also provides a non-motorized connection to the Saratoga YMCA.

A total of 47 surveys were collected from trail users on the trail and 15 online survey respondents reported using the trail. A total of 27 surveys were mailed to adjacent residential property owners and 10 were returned. The trail attracted users from 12 different zip codes with the most users being from Saratoga Springs and Ballston Spa.

Both trail counts and trail user surveys show more pedestrians than bicyclists. Trail count data showed slightly more male trails users than but trail user surveys reported more females.



Railroad Run in Saratoga Springs

Figure 85. Railroad Run Users by Zip Code

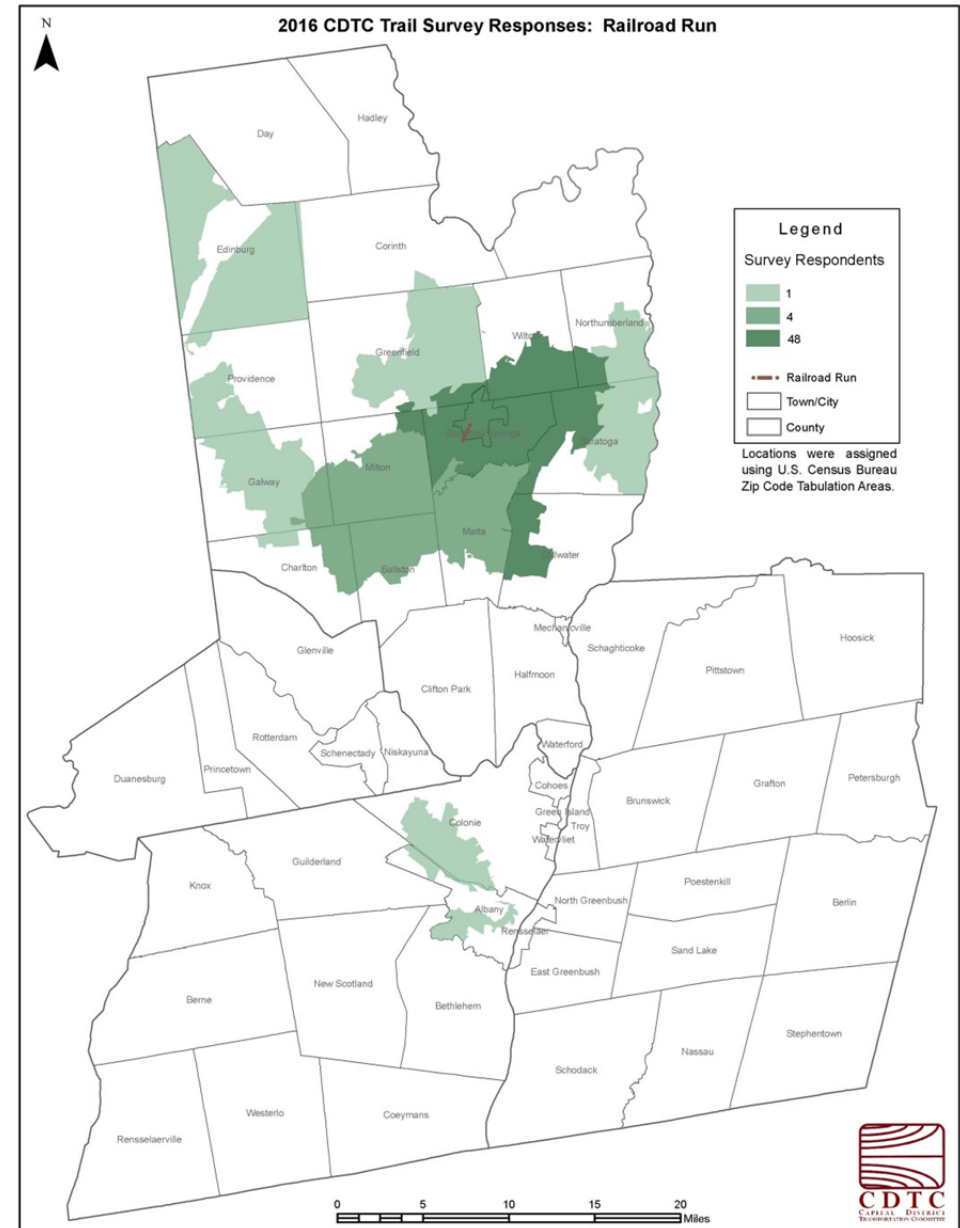
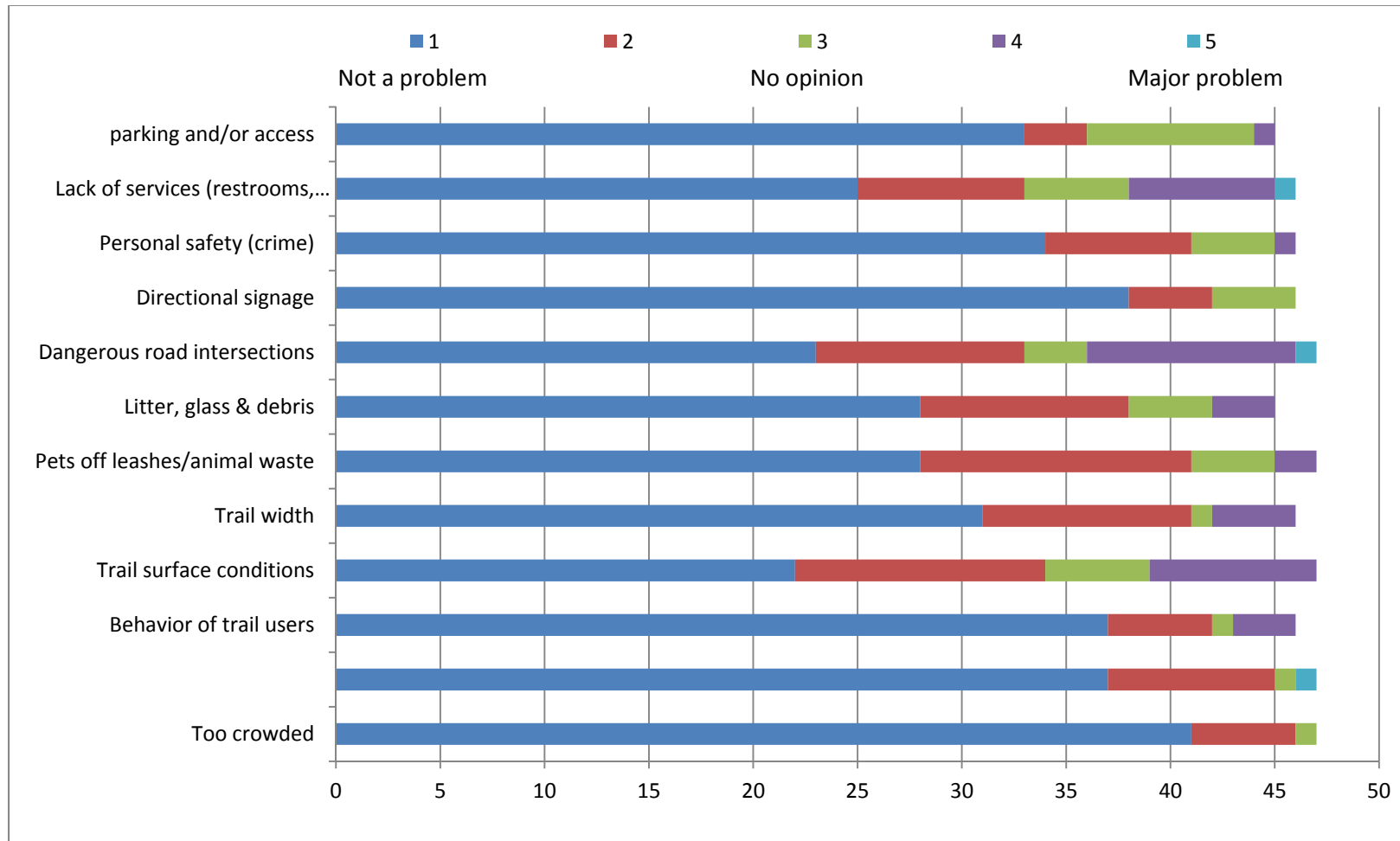


Figure 86. On a scale of 1-5, to what extent do you feel the following items are problems on Railroad Run?



Trail User Summary

Gender		
Male	19	40.4%
Female	28	59.6%
Skipped	0	0.0%
Age		
Under 16	3	6.4%
16-24	4	8.5%
25-44	19	40.4%
45-64	14	29.8%
65 or over	6	12.8%
Skipped	1	2.1%
How did you get to the trail today?		
Drove	3	6.4%
Bicycle	19	40.4%
Walk/Run	24	51.1%
Other	0	0.0%
Skipped	1	2.1%
What activity did you engage in while on the trail today?		
Walking	19	40.4%
Running/Jogging	13	27.7%
Bicycling	22	46.8%
In-line Skating	0	0.0%
Other	0	0.0%
What is your primary purpose for using this trail?		
Recreation	29	61.7%
Health/Exercise	34	72.3%
Commute to school/work	2	4.3%
Other	4	8.5%

About how many times have you used the trail during the past twelve months?		
Less than 5 days	4	8.5%
5-10 days	8	17.0%
11-24 days	9	19.1%
25-49 days	7	14.9%
50-100 days	10	21.3%
More than 100 days	9	19.1%
No answer	0	0.0%
Are there sections of the trail that you avoid due to poor trail conditions or general concerns about trail maintenance?		
Yes	7	14.9%
No	37	78.7%
No answer	3	6.4%
Is your visit to this trail part of an overnight trip away from home?		
Yes	3	6.4%
No	41	87.2%
No answer	3	6.4%
How would you rate your current health status		
Excellent	13	27.7%
Very Good	22	46.8%
Good	10	21.3%
Fair	0	0.0%
Poor	0	0.0%
No answer	2	4.3%

Adjacent Residential Survey Summary

Which of the following most accurately describes how you use your property near the Trail?		
It is my primary residence	10	100.0%
I rent to a tenant, and do not occupy the residence	0	0.0%
It is my second home	0	0.0%
It is unoccupied	0	0.0%
Other	0	0.0%
Where is the trail in relation to your property line?		
The trail runs through my property	0	0.0%
the trail runs along the edge of my property	10	0.0%
The trail is near my property but not touching it	0	0.0%
Approximately how far (in feet) is the rail trail from your house?		
Less than 100 ft.	10	100.0%
100 ft. to 199 ft.	0	0.0%
200 ft. to 499 ft.	0	0.0%
500 ft. or more	0	0.0%
Approximately how large is your property?		
Less than 1/2 acre	10	100.0%
Between 1/2 and 1 acre	0	0.0%
Between 1 and 3 acres	0	0.0%
3 acres or more	0	0.0%

What is the approximate current value of your property?		
Less than \$99,999	0	0.0%
\$100,000-199,999	0	0.0%
\$200,000-299,999	1	1.0%
\$300,000-399,999	2	2.0%
\$400,000-\$499,999	6	6.0%
\$500,000 or more	1	1.0%
How would you describe the setting of your house near the trail?		
Urban	7	70.0%
Suburban	3	30.0%
Rural	0	0.0%
When did you acquire your house?		
After the trail was built	8	80.0%
Before the Trail was built	2	20.0%
Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be?		
Much better	4	40.0%
Better	3	30.0%
Same	1	10.0%
Worse	2	20.0%
Much worse	0	0.0%
Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail users?		
Yes	3	30.0%
No	6	60.0%
No opinion	1	10.0%

If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell?		
Much easier	1	10.0%
Easier	5	50.0%
Same	3	30.0%
Harder	1	10.0%
Much harder	0	0.0%
How do you think being located near the trail has affected the resale value of this property?		
Lowered the resale value	0	0.0%
Increased the resale value	5	50.0%
No effect on the resale value	2	20.0%
No opinion	3	30.0%
Overall, how satisfied are you with having the trail as a neighbor?		
Very satisfied	4	40.0%
Satisfied	4	40.0%
Indifferent	2	20.0%
Unsatisfied	0	0.0%
Very unsatisfied	0	0.0%
How do you feel the trail has affected the quality of your neighborhood?		
Highly improved	4	40.0%
Improved	5	50.0%
No impact	1	10.0%
Worsened	0	0.0%
Completely deteriorated	0	0.0%

Do you feel your proximity to the trail has improved your physical activity levels?		
Yes	8	80.0%
No	2	20.0%
Not sure	0	0.0%
Do you feel that the development and management of trail is a good use of public funds?		
Yes	10	100.0%
No	0	0.0%
No opinion	0	0.0%
How often do the members of your household use the trail?		
Daily	5	50.0%
Frequently	5	50.0%
Occasionally	0	0.0%
Rarely	0	0.0%
Never	0	0.0%

Figure 87. To what extent do you feel the following items are problems for your household as a result of the trail and its users?

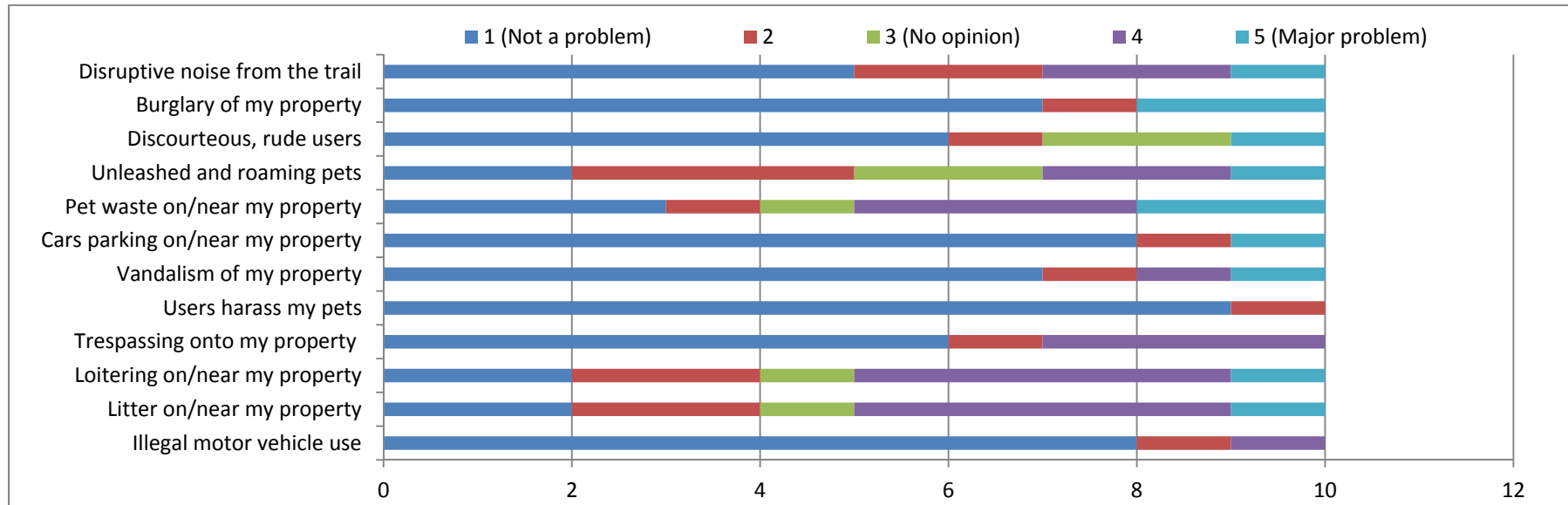
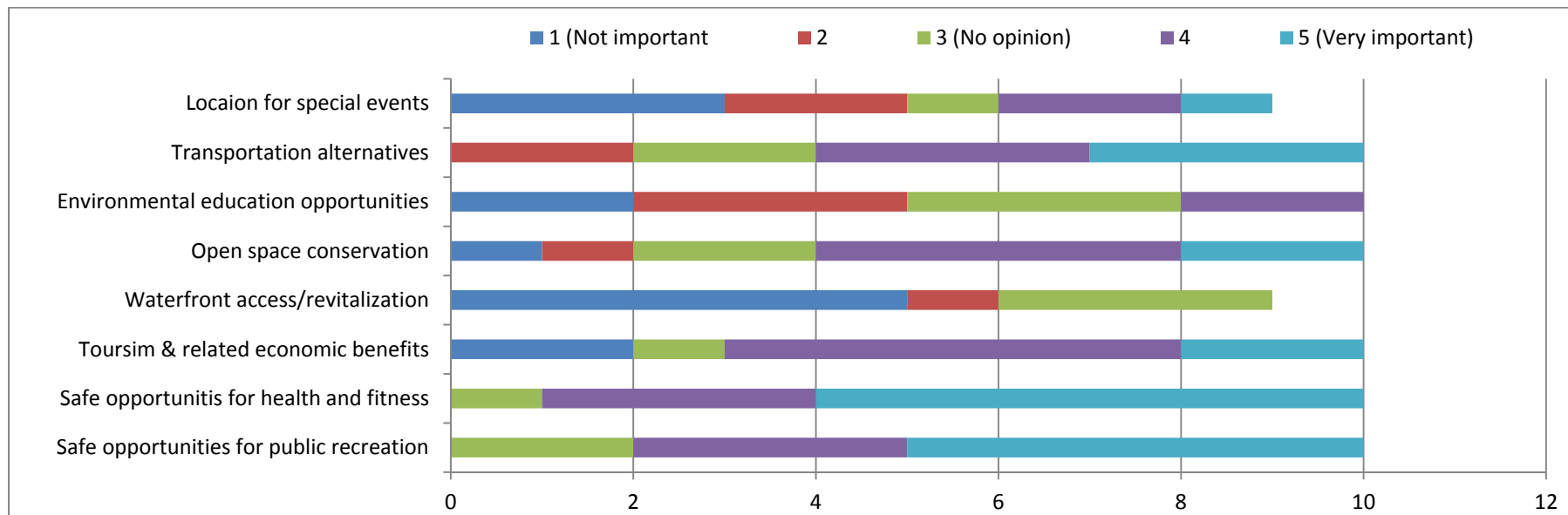


Figure 88. To what extent do you feel that the trail is important in providing the following benefits to the surrounding community?



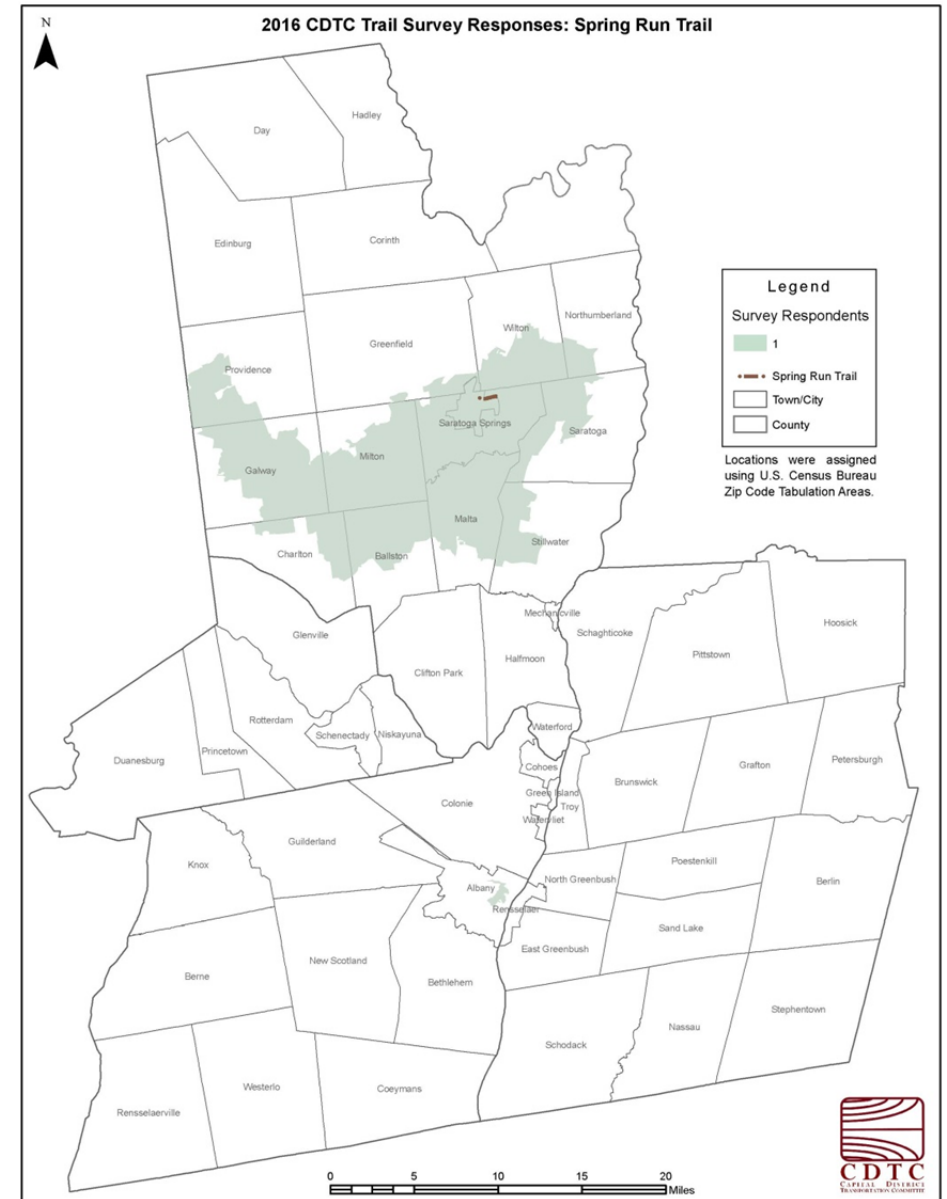
Spring Run Trail

The Spring Run Trail (SRT) stretches just over 1 mile beginning at East Avenue and ending at the Wilton border on the west side of I-87. The corridor is a former railroad bed converted to a multi-use trail and completed in 2010. The trail connects areas of new development in the City along Excelsior Avenue to downtown Saratoga Springs.

No trail user surveys were collected on the trail and only 4 survey respondents reported using the SRT in the online trail user survey. There were 18 adjacent residential property owner surveys mailed and 6 were returned. According to trail count data, the trail attracts significantly more pedestrians than bicyclists and more female than male users.



Figure 89.Spring Run Trail Use by Zip Code



Adjacent Residential Survey Summary

Which of the following most accurately describes how you use your property near the Trail?		
It is my primary residence	6	100.0%
I rent to a tenant, and do not occupy the residence	0	0.0%
It is my second home	0	0.0%
It is unoccupied	0	0.0%
Other	0	0.0%
Where is the trail in relation to your property line?		
The trail runs through my property	0	0.0%
the trail runs along the edge of my property	6	100.0%
The trail is near my property but not touching it	0	0.0%
Don't know	0	0.0%
Approximately how far (in feet) is the rail trail from your house?		
Less than 100 ft.	2	33.3%
100 ft. to 199 ft.	1	16.7%
200 ft. to 499 ft.	2	33.3%
500 ft. or more	1	16.7%
Approximately how large is your property?		
Less than 1/2 acre	0	0.0%
Between 1/2 and 1 acre	2	33.3%
Between 1 and 3 acres	3	50.0%
3 acres or more	1	16.7%

What is the approximate current value of your property?		
Less than \$99,999	0	0.0%
\$100,000-199,999	0	0.0%
\$200,000-299,999	0	0.0%
\$300,000-399,999	2	33.3%
\$400,000-\$499,999	2	33.3%
\$500,000 or more	2	33.3%
How would you describe the setting of your house near the trail?		
Urban	0	0.0%
Suburban	6	100.0%
Rural	0	0.0%
When did you acquire your house?		
After the trail was built	1	16.7%
Before the Trail was built	5	83.3%
Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be?		
Much better	1	16.7%
Better	2	33.3%
Same	3	50.0%
Worse	0	0.0%
Much worse	0	0.0%
Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail users?		
Yes	1	16.7%
No	5	83.3%
No opinion	0	0.0%

If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell?		
Much easier	0	0.0%
Easier	3	50.0%
Same	3	50.0%
Harder	0	0.0%
Much harder	0	0.0%
No answer	0	0.0%
How do you think being located near the trail has affected the resale value of this property?		
Lowered the resale value	0	0.0%
Increased the resale value	3	50.0%
No effect on the resale value	3	50.0%
No opinion	0	0.0%
Overall, how satisfied are you with having the trail as a neighbor?		
Very satisfied	3	50.0%
Satisfied	2	33.3%
Indifferent	1	16.7%
Unsatisfied	0	0.0%
Very unsatisfied	0	0.0%

How do you feel the trail has affected the quality of your neighborhood?		
Highly improved	1	16.7%
Improved	4	66.7%
No impact	0	0.0%
Worsened	1	16.7%
Completely deteriorated	0	0.0%
Do you feel your proximity to the trail has improved your physical activity levels?		
Yes	4	66.7%
No	2	33.3%
Not sure	0	0.0%
Do you feel that the development and management of trail is a good use of public funds?		
Yes	5	83.3%
No	0	0.0%
No opinion	1	16.7%
How often do the members of your household use the trail?		
Daily	2	33.3%
Frequently	2	33.3%
Occasionally	2	33.3%
Rarely	0	0.0%
Never	0	0.0%

Uncle Sam Bikeway

The Uncle Sam Bikeway (USB) is a 3.5 mile multi-use path on a former railroad bed running north-south in the City of Troy. The trail begins at Middleburgh Street and ends at Northern Drive in Lansingburgh and connects neighborhoods with parks, schools, and various commercial and retail establishments. The corridor formerly served the Troy and Boston Railroad, the Fitchburg Railroad, and lastly the Boston and Maine Railroad and was dismantled in the 1970s. The USB was opened in 1981.

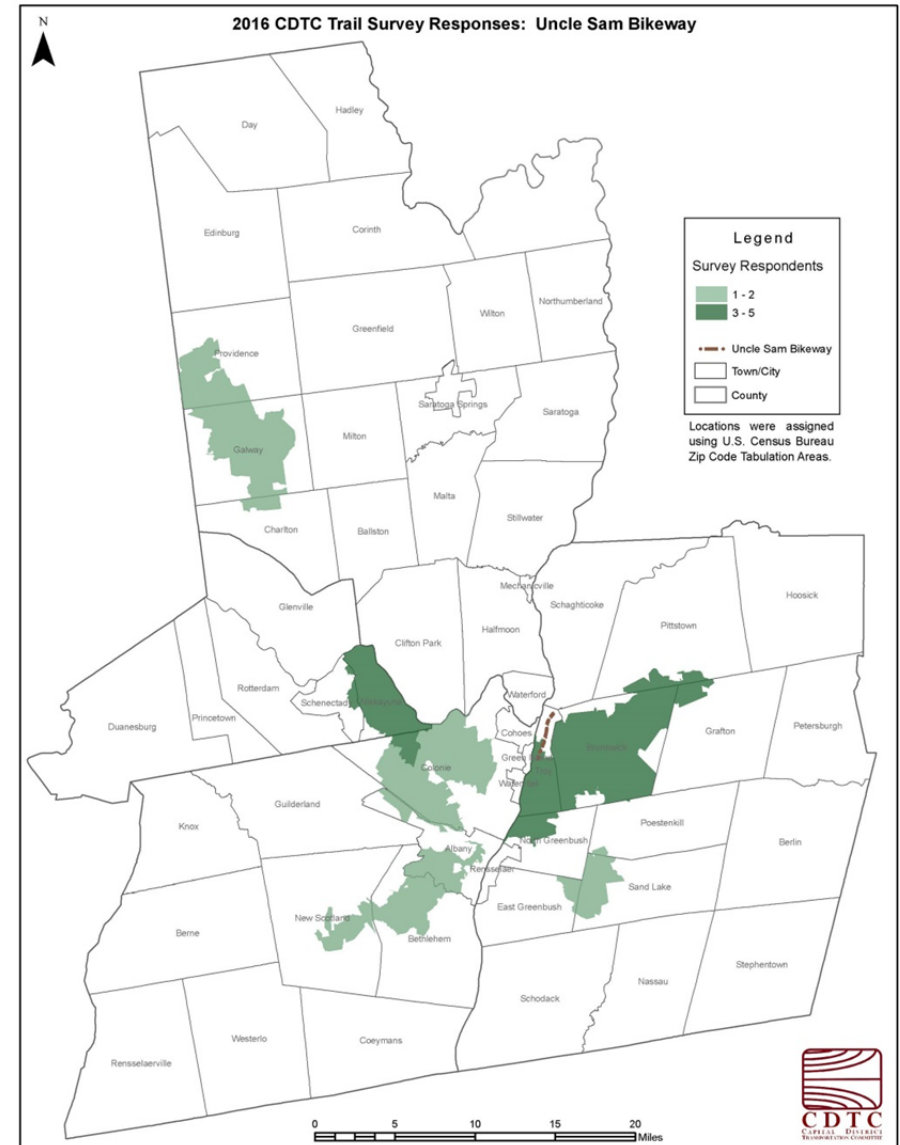
No on-trail surveys were completed on the USB and 18 trail users reported using the USB. A total of 85 surveys were mailed to adjacent residential property owners and 16 were returned. Based on the online trail user survey responses, users came from 10 different zip codes. The zip codes with the highest number of trail users were Troy, Niskayuna, Albany, and Delmar. Trail count data collected showed more bicyclists than pedestrians in the Garden Court area of the trail but more pedestrians than bicyclists in the 114 Street area of the trail and more male users at both locations.

While the trail feels isolated it connects urban neighborhoods and property uses. Trail use slightly increased since 2006.



Uncle Sam Bikeway in Troy

Figure 90. Uncle Sam Bikeway Trail Users by Zip Code



Adjacent Residential Survey Summary

Which of the following most accurately describes how you use your property near the Trail?		
It is my primary residence	16	100.0%
I rent to a tenant, and do not occupy the residence	0	0.0%
It is my second home	0	0.0%
It is unoccupied	0	0.0%
Other	0	0.0%
Where is the trail in relation to your property line?		
The trail runs through my property	0	0.0%
the trail runs along the edge of my property	7	43.8%
The trail is near my property but not touching it	8	50.0%
Don't know	0	0.0%
No answer	1	6.3%
Approximately how far (in feet) is the rail trail from your house?		
Less than 100 ft.	6	37.5%
100 ft. to 199 ft.	3	18.8%
200 ft. to 499 ft.	5	31.3%
500 ft. or more	1	6.3%
No answer	1	6.3%
Approximately how large is your property?		
Less than 1/2 acre	10	62.5%
Between 1/2 and 1 acre	5	31.3%
Between 1 and 3 acres	1	6.3%
3 acres or more	0	0.0%

What is the approximate current value of your property?		
Less than \$99,999	4	25.0%
\$100,000-199,999	9	56.3%
\$200,000-299,999	1	6.3%
\$300,000-399,999	1	6.3%
\$400,000-\$499,999	0	0.0%
\$500,000 or more	0	0.0%
No answer	1	6.3%
How would you describe the setting of your house near the trail?		
Urban	3	18.8%
Suburban	10	62.5%
Rural	2	12.5%
No answer	1	6.3%
When did you acquire your house?		
After the trail was built	11	68.8%
Before the Trail was built	4	25.0%
No answer	1	6.3%
Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be?		
Much better	2	12.5%
Better	3	18.8%
Same	9	56.3%
Worse	2	12.5%
Much worse	0	0.0%

Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail users?		
Yes	3	18.8%
No	9	56.3%
No opinion	3	18.8%
No answer	1	6.3%
If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell?		
Much easier	1	6.3%
Easier	4	25.0%
Same	7	43.8%
Harder	3	18.8%
Much harder	0	0.0%
No answer	1	6.3%
How do you think being located near the trail has affected the resale value of this property?		
Lowered the resale value	2	12.5%
Increased the resale value	3	18.8%
No effect on the resale value	5	31.3%
No opinion	4	25.0%
No answer	2	12.5%
Overall, how satisfied are you with having the trail as a neighbor?		
Very satisfied	2	12.5%
Satisfied	5	31.3%
Indifferent	5	31.3%
Unsatisfied	3	18.8%
Very unsatisfied	0	0.0%
No answer	1	6.3%

How do you feel the trail has affected the quality of your neighborhood?		
Highly improved	3	18.8%
Improved	1	6.3%
No impact	8	50.0%
Worsened	3	18.8%
Completely deteriorated	0	0.0%
No answer	1	6.3%
Do you feel your proximity to the trail has improved your physical activity levels?		
Yes	6	37.5%
No	8	50.0%
Not sure	0	0.0%
No answer	2	12.5%
Do you feel that the development and management of trail is a good use of public funds?		
Yes	7	43.8%
No	5	31.3%
No opinion	1	6.3%
No answer	3	18.8%
How often do the members of your household use the trail?		
Daily	0	0.0%
Frequently	3	18.8%
Occasionally	3	18.8%
Rarely	5	31.3%
Never	3	18.8%
No answer	2	12.5%

Figure 91. To what extent do you feel the following items are problems for your household as a result of the trail and its users?

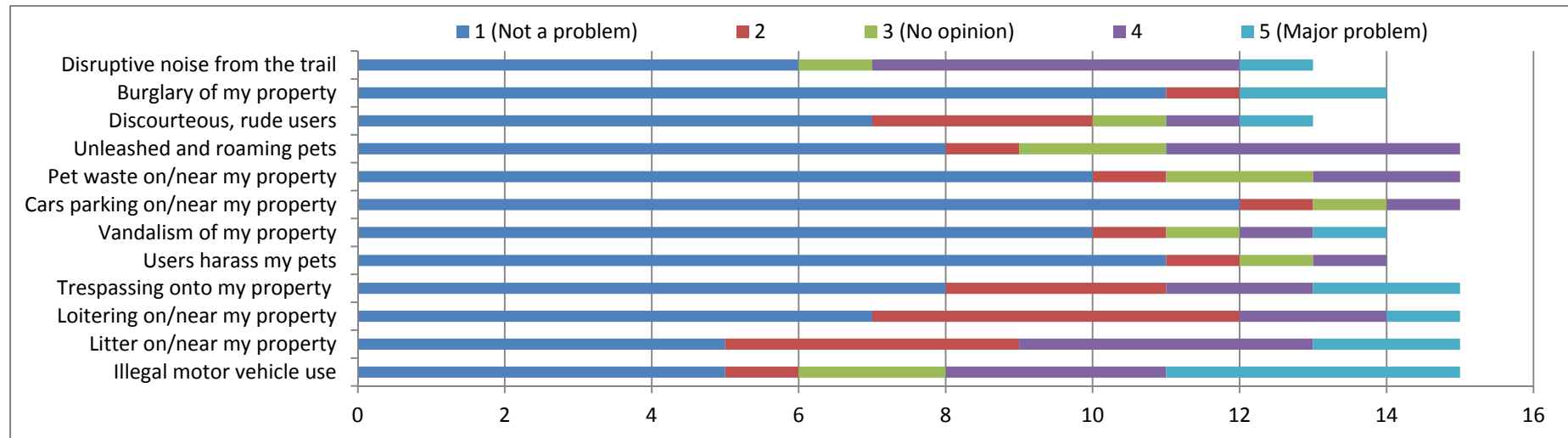
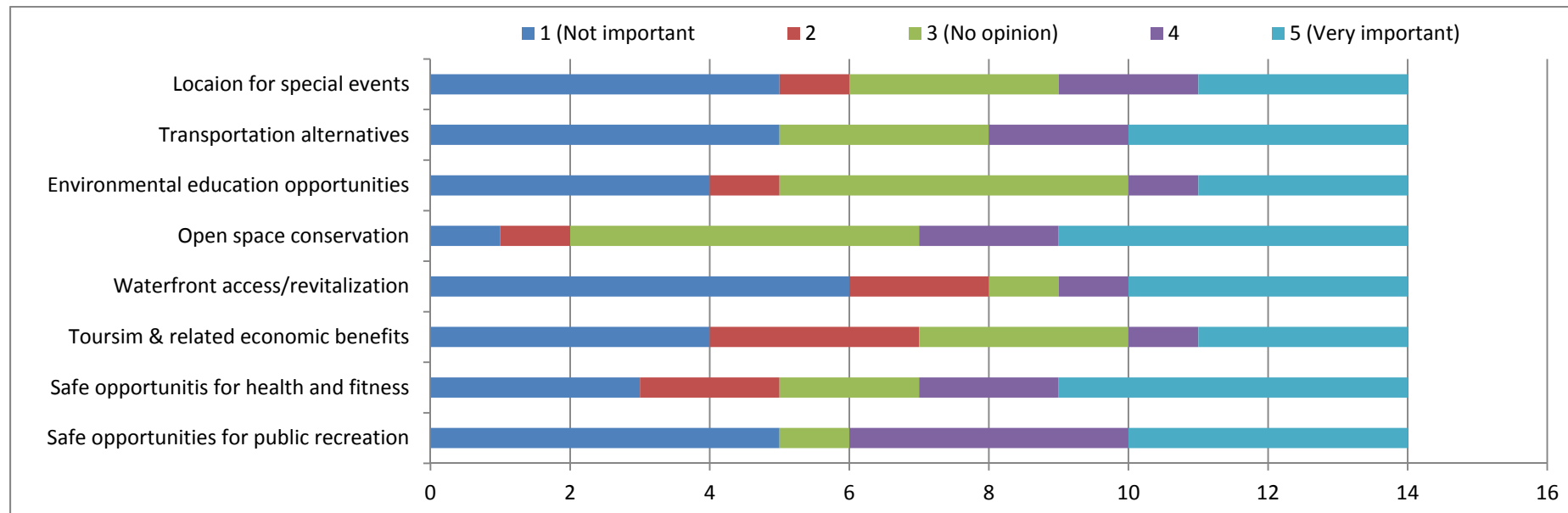


Figure 92. To what extent do you feel that the trail is important in providing the following benefits to the surrounding community?



Zim Smith Trail

The Zim Smith Trail (ZST) is a 10-mile multi-use trail that connects Ballston Spa to Coon's Crossing in Halfmoon through the Towns of Ballston, Malta, and Clifton Park and the Village of Round Lake in Saratoga County. It is often referred to as the “backbone of the county trail system.” It is the only trail in New York State to be designated a National Recreation Trail by the U.S. Department of Interior and National Park Service. An extension of the trail from Coon's Crossing into the City of Mechanicville is planned and will be constructed in the near future.

Volunteers collected 21 surveys at locations along the trail and 36 trail users indicated using the ZST on the online survey. Of the 36 surveys mailed to adjacent residential landowners, 17 were returned. The trail attracted users from 23 different zip codes. The highest number of trail users came from Ballston Spa, Ballston, Saratoga Springs, and Troy.

The ZST runs through predominantly suburban and rural communities of Saratoga County, connecting multiple parks and natural areas. Similar to other trails surveyed, there were more bicyclists than other modes and more male than female trail users.

Trail use increased at both count locations since 2006, but more than tripled at the Goldfoot Road / Round Lake Road area of the trail from.

Figure 93. Zim Smith Trail Users by Zip Code

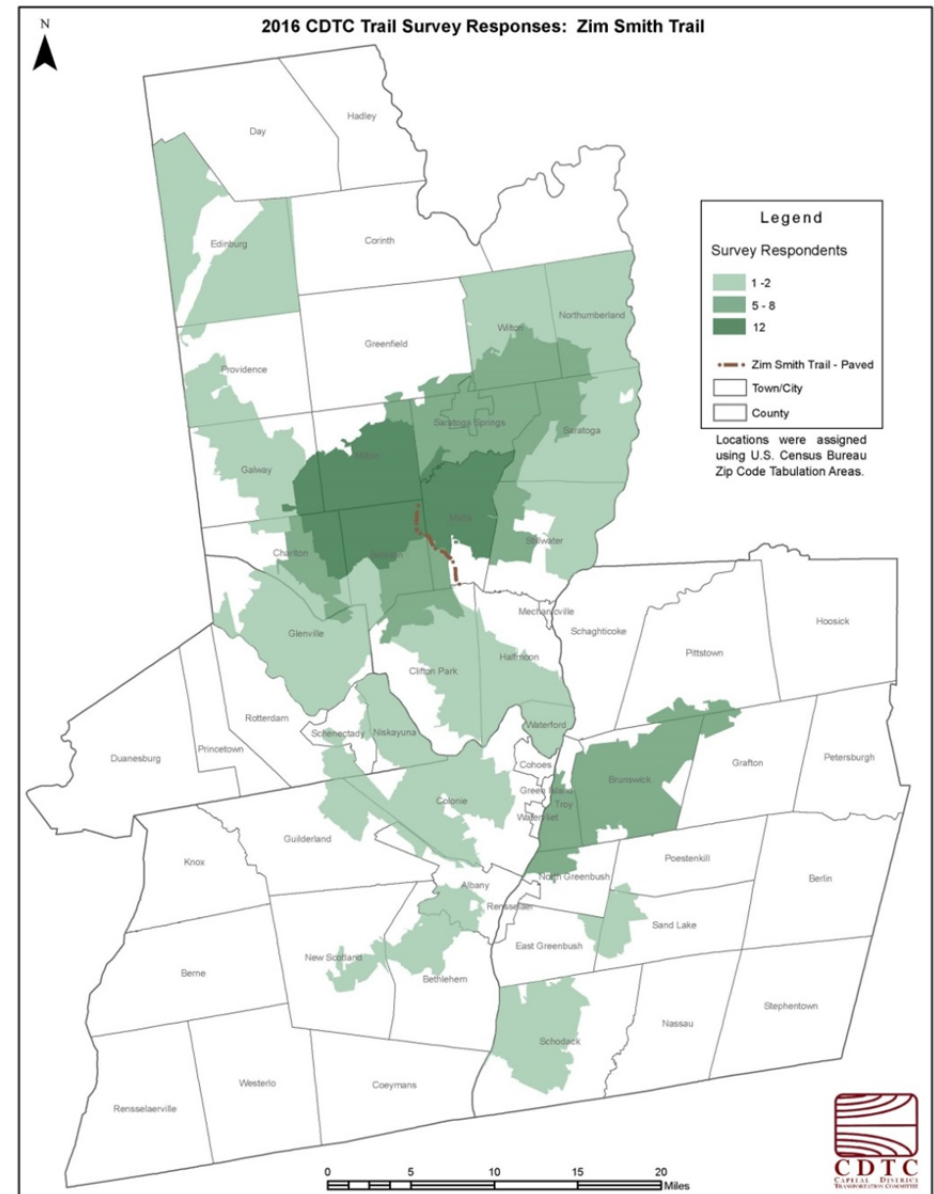
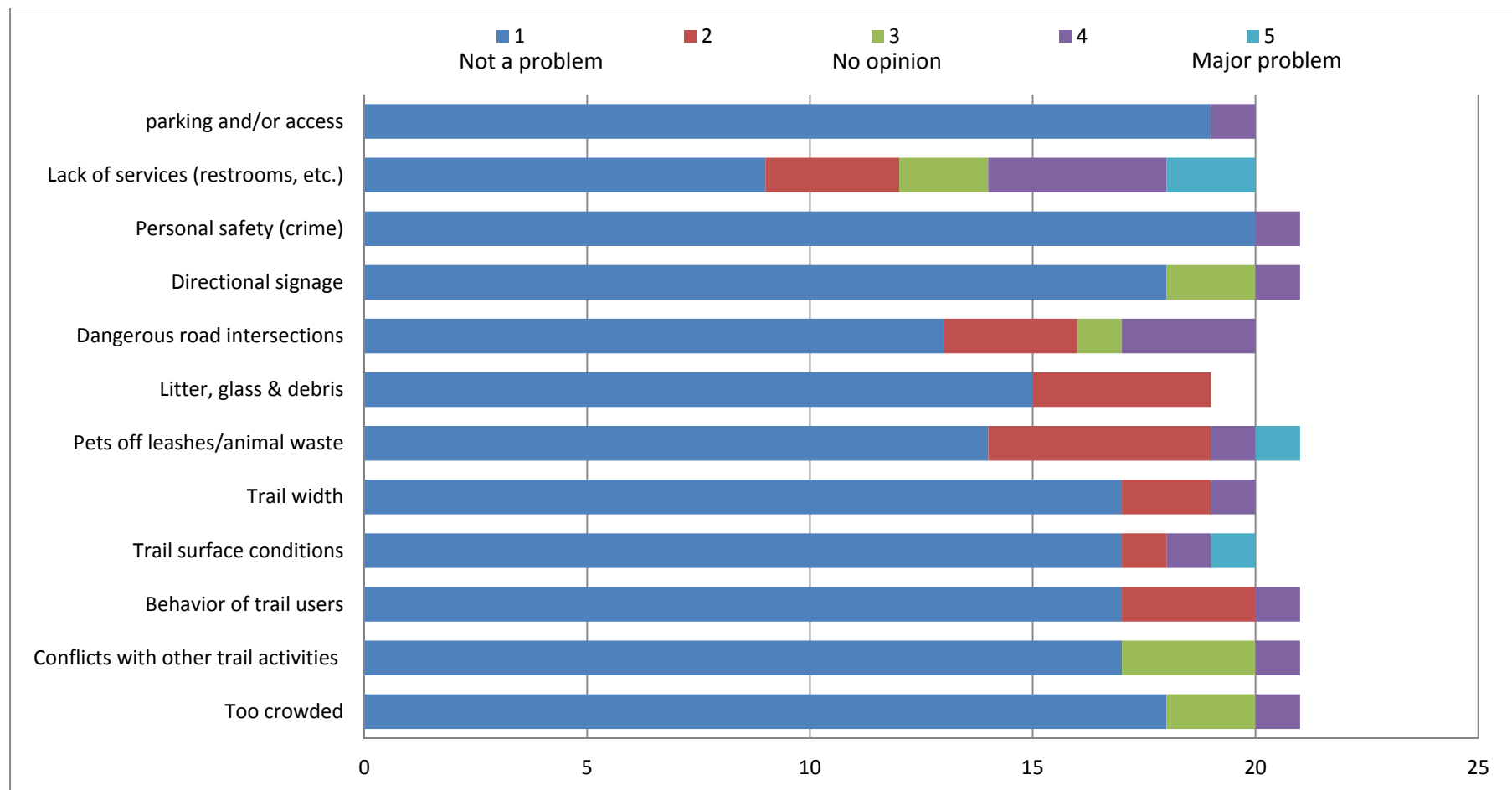


Figure 94. On a scale of 1-5, to what extent do you feel the following items are problems on the Zim Smith Trail?



Trail User Survey Summary

Gender		
Male	8	38.1%
Female	13	61.9%
Age		
Under 16	1	4.8%
16-24	1	4.8%
25-44	5	23.8%
45-64	10	47.6%
65 or over	4	19.0%
How did you get to the trail today?		
Drove	19	90.5%
Bicycle	1	4.8%
Walk/Run	1	4.8%
Other	0	0.0%
How did you get to the trail today?		
Drove	19	90.5%
Bicycle	1	4.8%
Walk/Run	1	4.8%
Other	0	0.0%
What is your primary purpose for using this trail?		
Recreation	10	47.6%
Health/Exercise	17	81.0%
Commute to school/work	0	0.0%
Other	1	4.8%

About how many times have you used the trail during the past twelve months?		
Less than 5 days	5	23.8%
5-10 days	3	14.3%
11-24 days	8	38.1%
25-49 days	1	4.8%
50-100 days	0	0.0%
More than 100 days	4	19.0%
Are there sections of the trail that you avoid due to poor trail conditions or general concerns about trail maintenance?		
Yes	1	4.8%
No	20	95.2%
Is your visit to this trail part of an overnight trip away from home?		
Yes	1	4.8%
No	20	95.2%
How would you rate your current health status		
Excellent	6	28.6%
Very Good	9	42.9%
Good	5	23.8%
Fair	0	0.0%
Poor	0	0.0%

Adjacent Residential Survey Summary

Which of the following most accurately describes how you use your property near the Trail?		
It is my primary residence	16	94.1%
I rent to a tenant, and do not occupy the residence	0	0.0%
It is my second home	0	0.0%
It is unoccupied	1	5.9%
Other	0	0.0%
Where is the trail in relation to your property line?		
The trail runs through my property	1	5.9%
the trail runs along the edge of my property	13	76.5%
The trail is near my property but not touching it	3	17.6%
Don't know	0	0.0%
Approximately how far (in feet) is the rail trail from your house?		
Less than 100 ft.	4	23.5%
100 ft. to 199 ft.	7	41.2%
200 ft. to 499 ft.	3	17.6%
500 ft. or more	2	11.8%
No answer	1	5.9%
Approximately how large is your property?		
Less than 1/2 acre	7	41.2%
Between 1/2 and 1 acre	1	5.9%
Between 1 and 3 acres	0	0.0%
3 acres or more	9	52.9%

What is the approximate current value of your property		
Less than \$99,999	0	0.0%
\$100,000-199,999	5	29.4%
\$200,000-299,999	5	29.4%
\$300,000-399,999	2	11.8%
\$400,000-\$499,999	3	17.6%
\$500,000 or more	1	5.9%
No answer	1	5.9%
How would you describe the setting of your house near the trail?		
Urban	0	0.0%
Suburban	9	52.9%
Rural	7	41.2%
No answer	1	5.9%
When did you acquire your house?		
After the trail was built	6	35.3%
Before the Trail was built	11	64.7%
Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be?		
Much better	4	23.5%
Better	3	17.6%
Same	6	35.3%
Worse	2	11.8%
Much worse	1	5.9%
No answer	1	5.9%

Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail users?		
Yes	2	11.8%
No	14	82.4%
No opinion	1	5.9%
If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell?		
Much easier	1	5.9%
Easier	6	35.3%
Same	6	35.3%
Harder	3	17.6%
Much harder	0	0.0%
No answer	1	5.9%
How do you think being located near the trail has affected the resale value of this property?		
Lowered the resale value	2	11.8%
Increased the resale value	4	23.5%
No effect on the resale value	6	35.3%
No opinion	5	29.4%
Overall, how satisfied are you with having the trail as a neighbor?		
Very satisfied	9	52.9%
Satisfied	3	17.6%
Indifferent	3	17.6%
Unsatisfied	2	11.8%
Very unsatisfied	0	0.0%

How do you feel the trail has affected the quality of your neighborhood?		
Highly improved	2	11.8%
Improved	8	47.1%
No impact	6	35.3%
Worsened	1	5.9%
Completely deteriorated	0	0.0%
Do you feel your proximity to the trail has improved your physical activity levels?		
Yes	9	52.9%
No	7	41.2%
Not sure	1	5.9%
Do you feel that the development and management of trail is a good use of public funds?		
Yes	14	82.4%
No	1	5.9%
No opinion	2	11.8%
How often do the members of your household use the trail?		
Daily	2	11.8%
Frequently	7	41.2%
Occasionally	4	23.5%
Rarely	3	17.6%
Never	1	5.9%

Figure 95. To what extent do you feel the following items are problems for your household as a result of the trail and its users?

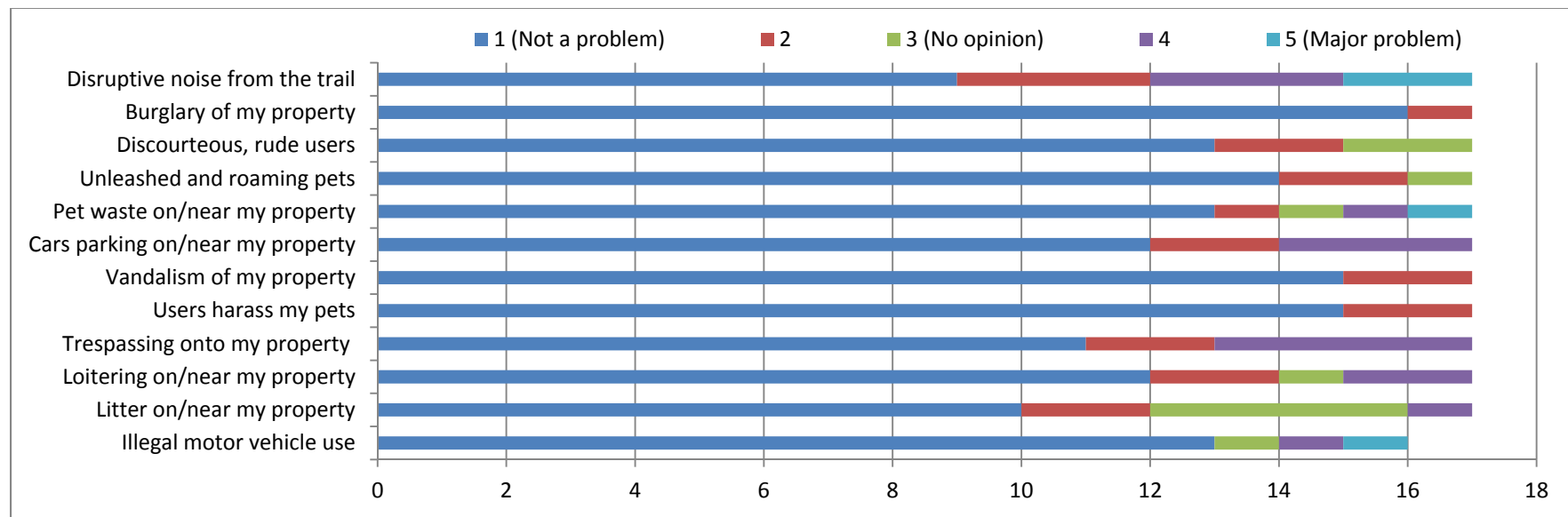
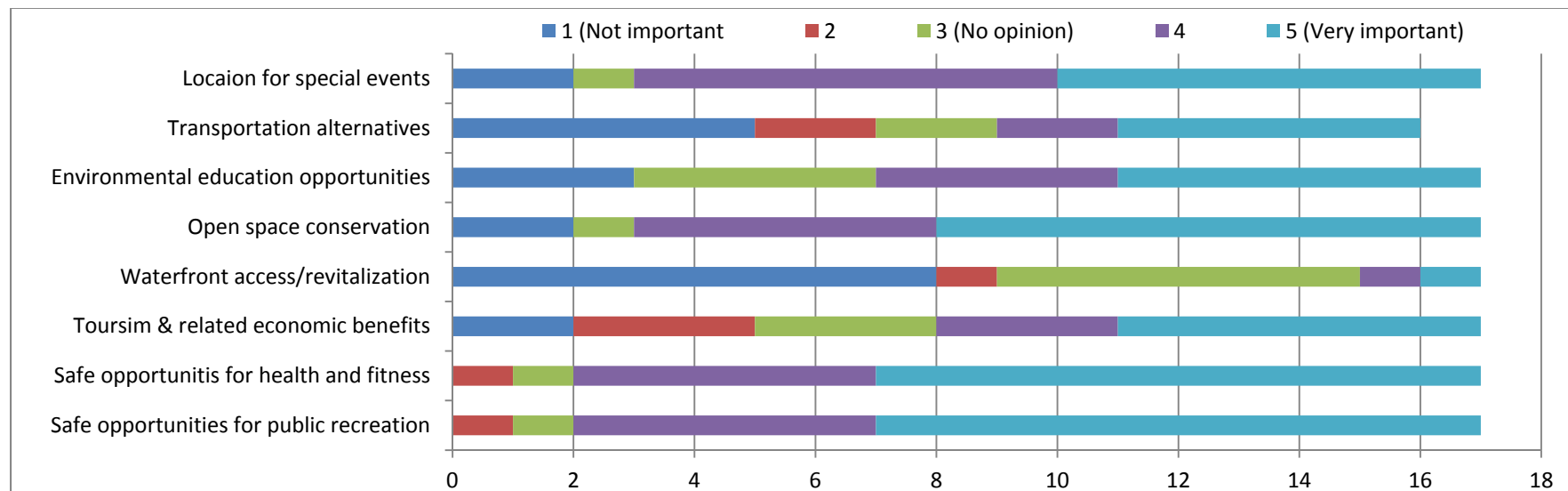


Figure 96 To what extent do you feel that the trail is important in providing the following benefits to the surrounding community?



Trail Maintenance

Unlike road and bridge maintenance, trail maintenance practices and costs are rarely tracked. As part of the Regional Trail Perspectives, CDTC distributed a comprehensive trail maintenance survey to Capital Region trail owners and maintainers to better understand maintenance issues and costs. The survey distributed was borrowed from the Rails-to-Trails Conservancy from a 2015 report on *Maintenance Practices and Costs of Rail-Trails*. Rails-to-Trails found that the perceived maintenance costs of trails were deterring communities from building trails and being leveraged by trail opponents to speak against trail development.¹ CDTC used Survey Monkey to conduct the survey and distributed it to 12 trail owners and maintainers, 7 completed surveys were returned.

Based on survey responses, no trail owner or maintainer has a formal train maintenance plan but rely on state and local funding to pay for trail improvements, repairs, and regular maintenance. Most trails are maintained by the local municipality, other segments are maintained by state agencies or volunteer groups. There were 5 different trail ownership and maintenance partnership models represented in the responses. Based on survey responses, the predominant cause of damage to most trails is water – the freeze and thaw cycles and erosion. The data received is insufficient to make any best practice recommendations but provides a good starting point for a regional discussion on the costs of trail maintenance and how it can be incorporated into trail planning practices.

The next several pages provide a summary of the trail maintenance survey results.

¹ Rails-to-Trails Conservancy, Maintenance Practices and Costs of Rail-Trails, 2015, <https://www.railstotrails.org/resourcehandler.ashx?id=6336>

Trail Maintenance Survey Summary

Which trail(s) do you maintain? Check all that apply:		
Mohawk-Hudson Bike-Hike Trail	3	42.9%
Zim Smith Trail	1	14.3%
Spring Run Trail	1	14.3%
Railroad Run	1	14.3%
Uncle Sam Bikeway	0	0.0%
Albany County Helderberg Rail Trail	0	0.0%
Albany Shaker Trail	0	0.0%
Ballston Veterans Trail	1	14.3%
Delaware Avenue Trail / Black Bridge	2	28.6%
Ownership Models		
Ownership	Maintenance	
Utility	Town / City / Village	
State	State	
County	County	
Town / City / Village	Town / City / Village	
State	Town / City / Village	
Please indicate the mileage of the trail(s) you maintain:		
Mohawk-Hudson Bike-Hike Trail	11.2	
Zim Smith Trail	9	
Spring Run Trail	1.1	
Railroad Run	1.3	
Uncle Sam Bikeway		
Albany County Helderberg Rail Trail		
Albany Shaker Trail		
Ballston Veterans Trail	4	
Delaware Avenue Trail / Black Bridge	2	

What is the predominant surrounding environment for the portion of the trail you maintain?				
	Rural	Suburban	Urban	Mixed
Mohawk-Hudson Bike-Hike Trail	0	2	1	0
Zim Smith Trail	0	1	0	0
Spring Run Trail	0	0	1	0
Railroad Run	0	0	1	0
Uncle Sam Bikeway	0	0	0	0
Albany County Helderberg Rail Trail	0	0	0	0
Albany Shaker Trail	0	0	0	0
Ballston Veterans Trail	0	0	0	1
Delaware Avenue Trail / Black Bridge	1	1	0	0
What are the permitted uses on your trail(s)? Check all that apply:				
Walking		7	100.0%	
Cycling		7	100.0%	
ATV		0	0.0%	
Cross Country Skiing		5	71.4%	
Fishing		2	28.6%	
Horseback Riding		2	28.6%	
Inline Skating		4	57.1%	
Mountain Biking		4	57.1%	
Snowmobile		1	14.3%	
Wheelchair Access		5	71.4%	
Other (please specify)		1	14.3%	

On a general basis, who PERFORMS maintenance of the trail? Check all that apply:		
Trail Group Volunteers	2	28.6%
Other volunteer community groups (please specify in "Other" comment field)	1	14.3%
Individuals with mandatory community service	0	0.0%
Federal government	0	0.0%
State government	1	14.3%
County government	2	28.6%
Municipal government	4	57.1%
Non-profit entity (paid staff)	0	0.0%
Other (please specify)	2	28.6%
Do you have a written Trail Maintenance Plan?		
Yes	0	0.0%
No	7	100.0%
Who FUNDS maintenance of the trail?		
Federal government	0	0.0%
County government	2	28.6%
Non-profit entity	0	0.0%
State government	1	14.3%
Municipal government	4	57.1%
Donations	0	0.0%
Other (please specify)	0	0.0%

If known, please provide the dollar amounts for the following within your maintenance program.		
	Response Average	Response Total
Labor	\$ 2,100.00	\$ 4,200.00
Equipment	\$ 5,000.00	\$ 10,000.00
Supplies	\$ 500.00	\$ 1,000.00
Is the trail covered by liability insurance?		
Yes	3	50.0%
No	3	50.0%
What is your coverage amount?		
The City has a comprehensive insurance program in which the trails are covered as part of the programming. Commercial General Liability Limits are \$1 Million per occurrence with a \$3 Million aggregate. Additionally, the city maintains a comprehensive excess program of \$12 Million		
Town is Self Insured		
3,000,000.00		
1,000,000.00		
What is your annual cost?		
N/A		
No monetary breakout for the trails w/in the City's departmental pricing		
it is bundled into a countywide policy		
7500 to 10,000		
Do you track annual users?		
Yes	0	0.0%
No	7	100.0%

Do you track, receive and/or collect police reports related to trail activity (ex. crashes, crime, etc.)?		
Yes	5	71.4%
No	2	28.6%
How many crashes have been reported on your trail in the last 5 years (not including at road intersections)?		
Total	2	
How many crashes have been reported at road intersections on your trail in the last 5 years?		
Total	1	
How many crimes were reported on your trail in the last 5 years?		
Total	45	
What are the hours of operation of your trail?		
Dawn until dusk	4	57.1%
24 / 7 / 365	3	42.9%
What is the width of your trail (ft.)?		
6 ft.	1	14.3%
8 ft.	4	57.1%
10 ft.	1	14.3%
12 ft.	0	0.0%
Other	1	14.3%
What surface material exists on your trail?		
Asphalt	6	85.7%
Concrete	0	0.0%
Both	0	0.0%
Other (please specify)	1	14.3%
Please indicate any reused or recycled materials used in the surface of your trail:		
None	6	100.0%
Tires or other rubber	0	0.0%
Glassphalt	0	0.0%
Other (please specify)	0	0.0%

Has your trail been repaved or resurfaced since the original paving construction?		
Yes	3	50.0%
No	1	16.7%
Unsure	2	33.3%
At what frequency (years)?		
Recurring	0	0.0%
3-5	0	0.0%
6-10	1	33.3%
10 or more	2	66.7%
Has your trail been seal-coated since the original paving?		
Yes	1	16.7%
No	3	50.0%
Unsure	2	33.3%
At what frequency (years)?		
Recurring	0	0.0%
3-5	0	0.0%
6-10	1	50.0%
10 or more	1	50.0%
Do you have a crack sealing program for your trail?		
Yes	0	0.0%
No	4	66.7%
Unsure	2	33.3%
At what frequency (years)?		
Recurring	1	50.0%
3-5	0	0.0%
6-10	0	0.0%
10 or more	1	50.0%

What are the major causes of damage to your asphalt surfaced trail? Check all that apply:		
Water/erosion	2	33.3%
Tree roots	1	16.7%
Vegetation (grass, weeds)	0	0.0%
Sub surface failure	1	16.7%
Freeze/thaw cycle	5	83.3%
Other (please specify)	0	0.0%
Is snow removed from your trail?		
Yes	3	50.0%
No	3	50.0%
How is the surface of your trail kept clear of trash and debris? Check all that apply:		
Street sweeper	0	0.0%
Rotary brush	0	0.0%
Blower	0	0.0%
Manual (broom, rake, etc.)	4	100.0%
Other (please specify)	0	0.0%
Skipped	3	42.9%
Does your trail employ pavement markings?		
Yes	1	16.7%
No	5	83.3%
Skipped	1	14.3%
Do you indicate a central line of trail?		
Yes, painted	0	0.0%
Yes, thermal transfer	0	0.0%
No	6	100.0%
Skipped	1	14.3%
Do you employ other safety markings?		
Yes, painted	2	33.3%
Yes, thermal transfer	0	0.0%
No	4	66.7%
Skipped	1	14.3%

Please indicate any reused or recycled materials used in the surface of your trail:		
None	1	100.0%
Tires or other rubber	0	0.0%
Glassphalt	0	0.0%
Other (please specify)	0	0.0%
Skipped	6	85.7%
Have sections of your trail been re-poured or resurfaced since the original paving construction?		
Yes	1	100.0%
No	0	0.0%
Unsure	0	0.0%
Skipped	6	85.7%
At what frequency (years)?		
Recurring	0	0.0%
3-5	0	0.0%
6-10	0	0.0%
10 or more	1	100.0%
Skipped	6	85.7%
How is the surface of your trail kept clear of trash and debris? Check all that apply:		
Street sweeper	0	0.0%
Rotary brush	0	0.0%
Blower	0	0.0%
Manual (broom, rake, etc.)	1	100.0%
Other (please specify)	0	0.0%
Skipped	6	85.7%
Does your trail employ pavement markings?		
Yes	1	100.0%
No	0	0.0%
Skipped	6	85.7%

Do you indicate a central line of trail?		
Yes, painted	1	100.0%
Yes, thermal transfer	0	0.0%
No	0	0.0%
<i>Skipped</i>	6	85.7%
Do you employ other safety markings?		
Yes, painted	0	0.0%
Yes, thermal transfer	0	0.0%
No	1	100.0%
<i>Skipped</i>	6	85.7%
Does annual or perennial vegetation grow along your trail?		
Yes	7	100.0%
No	0	0.0%
Do you use any herbicides or pesticides in your trail maintenance?		
Yes	0	0.0%
No	6	85.7%
Unsure	1	14.3%
Do trees grow along your trail?		
Yes	6	85.7%
No	1	14.3%
If planting new trees, what is the distance between the trees and the edge of the trail (feet)?		
8	1	33.3%
10	0	0.0%
12	0	0.0%
20	0	0.0%
Other (please specify)	2	66.7%
<i>Skipped</i>	4	57.1%

Please indicate any activities that are performed relative to trail side vegetation. Check all that apply:		
Litter clean-up	6	85.7%
Tree pruning	4	57.1%
Tree and shrub planting	0	0.0%
Tree removal - Safety	4	57.1%
Tree removal - Health	2	28.6%
Tree removal - Fallen	6	85.7%
Tree removal - Aesthetics (improve view shed)	0	0.0%
Mowing	6	85.7%
Leaf removal	4	57.1%
Invasive species removal	0	0.0%
Flower and ground cover planting	1	14.3%
Other (please specify)	0	0.0%
How is drainage accommodated? Check all that apply:		
Trail surface is crowned or sloped	3	42.9%
Trail-side drainage channels (ditches, gullies)	0	0.0%
Culverts	2	28.6%
Other (please specify)	2	28.6%

How are drainage areas kept clear? Check all that apply:		
Power equipment	1	14.3%
Manual	5	71.4%
Flush with water	0	0.0%
Self-cleaning design	1	14.3%
Other (please specify)	0	0.0%
How many trailheads are there along your trail?		
None	1	14.3%
1-3	2	28.6%
3-5	1	14.3%
5-10	1	14.3%
10-15	1	14.3%
Other (please specify)	1	14.3%
Please indicate the features of your trailheads. Check all that apply:		
Parking lot just for trail users	5	71.4%
Shared public parking lot	4	57.1%
On-street parking	3	42.9%
Shared private / commercial parking lot	1	14.3%
Permanent toilet facility	2	28.6%
Information kiosk	2	28.6%
Potable water	2	28.6%
Commercial concession(s)	1	14.3%
Portable toilet facility	2	28.6%
Trash receptacles	4	57.1%
Vending machines	0	0.0%
Picnic tables / benches	4	57.1%
Other (please specify)	1	14.3%

What is the primary surface material for your trailhead parking area(s)?		
Asphalt	3	42.9%
Crushed stone	3	42.9%
Cinders	0	0.0%
Dirt / Soil	0	0.0%
Other (please specify)	1	14.3%
Is snow removed from your trailhead parking lots?		
Yes	5	71.4%
No	2	28.6%
Aside from trailheads, are any of these amenities provided along your trail? Check all that apply:		
Permanent toilet facility	0	0.0%
Informational kiosk	0	0.0%
Potable water	0	0.0%
Any other commercial concession	0	0.0%
Interpretive signage	1	16.7%
Portable toilet facility	0	0.0%
Trash receptacles	3	50.0%
Vending machines	0	0.0%
Picnic tables / benches	1	16.7%
Other (please specify)	1	16.7%
<i>Skipped</i>	<i>1</i>	<i>14.3%</i>

What types of signs do you use? Check all that apply:		
Trail identification sign	2	28.6%
Mile marker	1	14.3%
Traffic control for trail users (stop, yield)	0	0.0%
Traffic control for cars at crossings	0	0.0%
Trail rules and regulations	0	0.0%
Property boundary sign (no trespassing)	0	0.0%
Interpretive signs	0	0.0%
Wayfinding on trail	0	0.0%
Wayfinding off trail	0	0.0%
No trail specific signage	2	28.6%
Other (please specify)	2	28.6%
Do you experience vandalism of your signs?		
Yes	5	71.4%
No	2	28.6%
Please indicate any techniques you use to separate users by direction of travel or use (e.g. pedestrian vs. bicycle). Check all that apply:		
None	6	85.7%
Pavement markings	0	0.0%
Signs	1	14.3%
Physical separation	0	0.0%
Different surface types	0	0.0%
Separated treat (bridle or carriage path)	0	0.0%
Other (please specify)	0	0.0%
Is your trail patrolled by any professional policing authority?		
Yes	3	42.9%
No	4	57.1%

Police agency type:		
State police or sheriff	3	50.0%
Municipal police	3	50.0%
Park or trail rangers	0	0.0%
Other (please specify)	0	0.0%
Skipped	1	14.3%
Is your trail patrolled by a volunteer or a non-police group (e.g. neighborhood watch)?		
Yes	0	0.0%
No	7	100.0%
Do you have an on-going problem with any of the following activities on the trail? Check all that apply:		
Dumping	3	50.0%
Crimes against persons	0	0.0%
After hours use	1	16.7%
Trespass	0	0.0%
Vandalism	0	0.0%
Crimes against property	0	0.0%
Neighbors encroaching onto trail property	1	16.7%
Other (please specify)	1	16.7%
Skipped	1	14.3%
Are your trailheads lighted?		
Yes	3	42.9%
No	4	57.1%
During what times?		
Dusk until dawn	3	75.0%
Other (please specify)	1	25.0%
Skipped	3	42.9%

How are the lights controlled? Check all that apply:		
Always on	0	0.0%
Manual switch	0	0.0%
Clock / timer	1	25.0%
Light sensor	2	50.0%
Motion sensor	0	0.0%
Other (please specify)	1	25.0%
<i>Skipped</i>	3	42.9%
How are the lights powered?		
Municipal power supply	1	1.6%
Solar panel	0	0.0%
Battery	0	0.0%
Other (please specify)	2	3.2%
<i>Skipped</i>	4	57.1%
Do you have emergency call boxes along your trail or trailhead?		
Yes	0	0.0%
No	6	100.0%
<i>Skipped</i>	1	14.3%
How is vehicular access to your trail controlled? Check all that apply:		
Vehicle access is not controlled	1	14.3%
Gates	3	42.9%
Fixed bollards	0	0.0%
Removable bollards	2	28.6%
Other (please specify)	1	14.3%
Do you use fencing along your trail?		
Yes	5	71.4%
No	2	28.6%

What types of fencing do you use?		
Chain link	3	50.0%
Split rail	2	33.3%
Woven wire	0	0.0%
Stockade	0	0.0%
Other (please specify)	1	16.7%
<i>Skipped</i>	1	14.3%
What is the average height of the fence (feet)?		
4 feet	2	40.0%
6 feet	1	20.0%
8 feet	2	40.0%
<i>Skipped</i>	2	28.6%
In what areas have you made accommodation for ADA standards or handicapped accessibility? Check all that apply:		
Parking	3	42.9%
Restrooms	2	28.6%
Picnic tables	3	42.9%
Visitor's Center	1	14.3%
Interpretive areas	0	0.0%
Grade of trail	2	28.6%
Grade of access to trail	3	42.9%
Trail surface	2	28.6%
Our trail has specific features for individuals with sight, hearing, or other impairments.	0	0.0%
Other (please specify)	2	28.6%
Do you have any bridges on your trail?		
Yes	5	71.4%
No	2	28.6%

What types of bridges do you have? Check all that apply:		
Existing railroad bridge	2	28.6%
Pre-Fabricated	1	14.3%
New Bike / Ped (no vehicular capacity)	2	28.6%
New Bike / Ped (with vehicle capacity)	1	14.3%
Small foot bridge (less than 5 ft. wide)	1	14.3%
Other (please specify)	3	42.9%
What is the deck material on your bridges? Check all that apply:		
Wood	4	66.7%
Synthetic lumber	1	16.7%
Rubber	1	16.7%
Metal	2	33.3%
Asphalt	2	33.3%
Concrete	0	0.0%
Stone / dirt / cinders	0	0.0%
Other (please specify)	1	16.7%
Skipped	1	14.3%
Do you have railings on your bridge?		
Yes	5	83.3%
No	1	16.7%
Skipped	1	14.3%
Are your bridges inspected on a regular basis by a certified inspector or professional engineer?		
Yes	2	40.0%
No	3	60.0%
Skipped	2	28.6%

At what frequency (years)?		
Recurring	1	33.3%
2-3	1	33.3%
4-5	0	0.0%
6-10	0	0.0%
Other (please specify)	1	33.3%
Skipped	4	57.1%
Do you have any tunnels or culverts for user passage under roads etc.		
Yes	2	28.6%
No	5	71.4%
Are your tunnels lit?		
Yes	1	16.7%
No	5	83.3%
Skipped	1	14.3%
How are the lights controlled?		
Always on	0	0.0%
Manual switch	0	0.0%
Clock / timer	1	33.3%
Light / dark sensor	1	33.3%
Motion sensor	0	0.0%
Other (please specify)	1	33.3%
Skipped	4	57.1%
How are the lights powered?		
Municipal power supply	0	0.0%
Solar	0	0.0%
Battery	0	0.0%
Other (please specify)	3	100.0%
Skipped	4	57.1%

Do you paint / stain / treat bridge structures or decks, tunnel/underpass walls, etc?		
Yes	1	16.7%
No	5	83.3%
<i>Skipped</i>	<i>1</i>	<i>14.3%</i>
At what frequency (years):		
Recurring	2	66.7%
2-3	0	0.0%
4-5	0	0.0%
6-10	0	0.0%
Other (please specify)	1	33.3%
<i>Skipped</i>	<i>4</i>	<i>57.1%</i>
How are at-grade crossings of roads controlled? Check all that apply:		
Stop sign for trail users	5	71.4%
Yield sign for trail users	1	14.3%
Traffic signal	0	0.0%
Ped / bike crossing sign	2	28.6%
Stop sign for road users	1	14.3%
Yield sign for road users	0	0.0%
Pedestrian crossing signal	2	28.6%
Pavement markings (e.g. crosswalk)	3	42.9%
Other (please specify)	2	28.6%
Comments		
Most of our police calls regarding the bike path are for motorized vehicles complaints, abandoned vehicles at trail heads, and suspicious subjects on the path in the early morning hours.		

Next Steps

The data collected for the Regional Trail Perspectives is useful for measuring changes and developing baseline conditions for Capital Region trails. It can also be used by project sponsors to develop funding requests for new trails, trail improvements and expansion. Based on recommendations by PTNY in Trail Counts Report, CDTC will develop a more regular and frequent trail count program maintaining the NBPDP methodology but expanding the number of observed count periods. CDTC will also increase the use of automated counting technologies as resources allow. The goal is to improve data accuracy and more confidently determine peak usage periods and other usage patterns that may not be discoverable over the course of a week-long count. Maintaining and improving this data will benefit CDTC's members, help promote the trail network, and make trail construction projects more attractive for investment.

Regularly conducting trail user surveys can help measure changes in trail use and attitudes and identify trends. One piece of the Capital Region's trail narrative that is still missing is the economic impacts. Some anecdotal spending data was collected from trail users as part of this effort but the data is insufficient for a comprehensive economic analysis. There are several studies that demonstrate the positive economic impact of multi-use trails. Two recent studies conducted in New York by PTNY and Camoin Associates reported increase sales, jobs, labor income, and tax revenue related to trails. PTNY's 2014 report *The Economic Impact of the Erie Canalway Trail*, estimated \$253M in total sales, \$28.5M in total taxes and over 3,000 jobs generated each year by the Erie Canalway Trail which stretches from Buffalo to Albany.² Similarly, Camoin projected the Walkway Over the Hudson would generate \$21 million in new sales, \$7.9M in new wages and create 258 new jobs when it was built. Since the Walkway opened in 2009 it has surpassed expectations, generating nearly \$24 million in economic activity, creating 383 new jobs, \$9.4 million in new wages, and \$779,000 in new county tax revenue.³ Future studies should include a comprehensive economic impact survey to local businesses in close proximity to a multi-use trail.

The 2006 Regional Trail Perspectives was used to develop the *Tech Valley Trails: A Greenways Concept Plan for the Capital Region*. This plan is a vision for the Capital Region's trail system. The plan shows a potential regional network of greenways and trails based on previous studies, available right-of-way, and vital connections. It was framed around CDTC's "Big Idea Initiatives" in New Visions 2030. Since the plan was released in 2007 CDTC has updated its long range transportation plan, New Visions 2040, and both political and economic conditions have changed. Communities have aggressively pursued funding for expanding existing trails building connections to neighborhoods, closing gaps and constructing new trails. In 2017 Governor Andrew Cuomo announced funding for the Empire State Trail, a 750-mile trail from New York City to Canada and from Albany to Buffalo, anticipated to be completed by 2020. CDTC will revisit Tech Valley Trails and develop an updated regional greenways and trail plan that identifies gaps between the existing trail system, planned trail projects, and major activity and employment centers. The Empire State Trail creates a north-south and east-west spine but does not connect all communities, which is CDTC's goal. The update to the greenway plan will begin in 2017.

² Parks & Trails New York, *The Economic Impact of the Erie Canalway Trail*, 2014 www.ptny.org

³ Camoin Associates, *Walkway Over the Hudson: Economic & Fiscal Impact*, 2008 & 2011, <https://walkway.org/impact>

APPENDIX A

Trail Count Report

2016

Capital District Trail User Counts



CDTTC

CAPITAL DISTRICT
TRANSPORTATION COMMITTEE



PARKS & TRAILS
NEW YORK

2016 Capital District Trail User Counts prepared by Parks & Trails New York for the Capital District Transportation Committee on January 3, 2017

About CDTC

The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for the Albany-Schenectady-Troy and Saratoga Springs metropolitan areas. CDTC is a forum for local elected officials and transportation representatives to share ideas and make decisions about major transportation capital investments, including bicycle and pedestrian infrastructure.

About PTNY

Parks & Trails New York (PTNY) is the state's leading advocate for parks and trails, working since 1985 to expand, protect and promote a network of parks, trails and open spaces for use and enjoyment by all. PTNY has conducted trail counts across New York State for more than a decade.

Acknowledgements

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Executive Summary

The 2016 Capital District Trail User Counts were conducted by Parks & Trails New York (PTNY) for the Capital District Transportation Committee (CDTC). Counts were conducted during the month of September at 22 locations on nine multi-use trails in Albany, Rensselaer, Saratoga, and Schenectady Counties. These trails varied in length, surrounding density of development, and the number of access points. All nine trails allow multiple uses such as bicycling, walking, and rollerblading.

The counts used the National Bicycle and Pedestrian Documentation Project's methodology to ensure that accurate comparisons could be made between future counts at these locations and against other trail counts conducted across the United States and Canada using the same methodology. In accordance with this methodology, trail count assistants performed observational counts during two-hour peak usage periods on a Tuesday, Wednesday, or Thursday and on a Saturday of the same week. Electronic counters also collected seven continuous days' worth of data to supplement the observed count data.

These counts mark the second time CDTC has conducted trail user counts in the Capital District. The previous counts, conducted in 2006, used a different methodology and counted fewer locations, however, some comparisons, such as between gender and mode split, can be made.

The results from the 2016 Capital District Trail User Counts demonstrate significant variability in usage levels, mode and gender split, and peak usage periods across all 22 locations. Lions Park in Niskayuna, near the center of a 35-mile stretch of the Mohawk Hudson Bike-Hike / Erie Canalway Trail, experiences the highest estimated annual usage, with approximately 263,757 visits to the trail occurring annually. Lions Park was one of the seven locations that experiences estimated annual usage levels over 100,000 visits. Four locations experience estimated annual usage levels of less than 50,000 visits, including the location with the lowest estimated annual usage, 114th Street in Troy along the Uncle Sam Trail, which experiences 20,358 annual visits.

The average gender split across all 22 locations was 56% male and 44% female. The average mode split across all locations was 51% pedestrians, 48% bicyclists, and 1% other, which includes skateboarders, rollerbladers, and scooter users.

The most popular day of the week was Monday followed by Thursday. Among weekend days, Saturday was the busiest day at 13 locations. In general, weekday peak usage occurred between 12-6 PM and weekend peak usage occurred between 9 AM and 3 PM for a majority of locations counted.

As these counts demonstrate, trails across the Capital District are well used by a wide variety of people throughout the course of the day and week. While some locations experience higher levels of usage than others, this report does not try to make judgements regarding why, however, the observed data makes the case that some of the more popular locations benefit from high visibility and ease of accessibility by the public through signage, ample trailhead parking, and other amenities.

Section I

Methodology and Analysis

Background and methodology

Background

While many people anecdotally tout their community multi-use trail's popularity, trail counts can either confirm or clarify assertions by painting a clearer, more objective portrait of usage levels across several different time periods. For community leaders and transportation planners, trail counts demonstrate usage trends that can inform funding decisions regarding trail enhancements and additional trail development. Trail counts serve to answer three questions regarding trail usage: who is using the trail, how are they using the trail, and when are they using the trail?

In 2016, the Capital District Transportation Committee (CDTC), the metropolitan planning organization (MPO) for the Albany-Schenectady and Saratoga Springs urbanized areas, contracted with Parks & Trails New York (PTNY), the state's leading advocate for parks and trails, to conduct a trail user count for nine multi-use trails within its service region. CDTC last conducted trail user counts in 2006 as part of its 2006 Regional Trail Perspectives document. The 2016 Capital District trail user counts will once again be included in CDTC's forthcoming Regional Trail Perspectives update.

Purpose

The purpose of the CDTC Trail Count is to measure usage or traffic at specific locations on nine Capital Region multi-use trails. The National Bike and Pedestrian Documentation Project (NBPDP) methodology, CDTC's discretion, and PTNY's previous experience conducting trail user counts informed the methodology for the 2016 count. This effort marks the first time in New York State that a MPO has employed NBPDP methodology to conduct a regional trail count.

Methodology

The 2016 Capital District trail counts were performed in accordance with the National Bike and Pedestrian Documentation Project (NBPDP) protocol for assessing multi-use trails. The NBPDP is a nationwide effort, co-sponsored by Alta Planning + Design and the Institute of Transportation Engineers (ITE), which aims to provide a consistent model of data collection for use by planners, governments, and bicycle and pedestrian professionals.

NBPDP Protocol

NBPDP was created based on the assumption that in order to estimate existing and future bicycle and pedestrian demand and activity, agencies across the United States need to collect use data in a consistent manner, as is the case with collection of data on motor vehicle use.

NBPDP sets the second week in September as the official annual national bicycle and pedestrian count and survey week because the weather is generally mild across the country, schools have been in session for several weeks, and people have returned from summer vacations.

NBPDP's manual count protocol specifies that individuals are to conduct counts on at least one weekday and one weekend day, during the same week. In addition, weekday counts are to be conducted for one- or preferably two-hour periods during times considered to be peak usage, and on only a Tuesday, Wednesday, and/or Thursday, and not on a holiday. Weekend counts are to be taken on Saturday. Counters are to observe and record both number of trail users passing their location, as well as basic information about these users including their travel mode (walking, biking, or other) and gender. A "Standard Screenline Count Form" is used to record this data.

NBPDP also provides a "Background Data Sheet" to facilitate analysis of observed data and to allow researchers to test the impact of various background factors against count and survey results. These factors include surface type, land use and density near the count site, availability of access points and overall trail system connectedness, proximity and interaction with roadways, time, and weather conditions.

Count Locations

CDTC chose three trails that were counted in the 2006 Regional Trail Perspectives, three trails constructed since 2006, and three that existed in 2006 but were not previously studied. These trails, all at least one mile in length, are major non-motorized transportation connections in the Capital District. Each trail had at least one data collection point, and six trails had multiple locations. In total, counts were conducted at 22 locations. See Figure 1 for a map of the trails and count locations contributing to this report and Table 1 for characteristics of the trails where counts were conducted.

CDTC predetermined the count locations based on previous regional counts and on the places it chose to conduct trail user surveys during June and July. Almost all counts were conducted close to a trailhead that had trail parking nearby, to ensure a majority of trail users would be captured by the counters. For the Mohawk Hudson Bike-Hike Trail, which passes through multiple municipalities and has a significantly higher number of trailheads than the other trails in the Capital District, traffic was counted at popular parks that serve as de facto gateways to the trail.

Legend:

- 1 Mohawk Hudson Bike - Hike/ Erie Canalway Trail
- 2 Albany County Rail Trail
- 3 Albany Shaker Trail
- 4 Delaware Ave / Black Bridge Trail
- 5 Uncle Sam Trail
- 6 Ballston Veteran's Trail
- 7 Zim Smith Trail
- 8 Railroad Run
- 9 Spring Run
- Trail Count Location

Map Labels:

- East Avenue
- Excelsior Spring Avenue
- Saratoga Springs
- Saratoga YMCA
- Malta
- Ballston
- Shenantaha Creek Park
- Outlet Road
- Round Lake
- Goldfoot Road
- Main Street
- Kiwanis Park
- SCCC
- Rotterdam
- Nott Street
- Schenectady
- Niskayuna
- Lions Park
- Colonie
- Shaker Ridge Country Club
- Colonie Town Park
- Cohoes
- Admiral's Walk
- Garden Court
- 114th St
- Watervliet
- Troy
- 4th Street Trailhead
- Boat Launch
- Barge Restaurant
- USS Slater
- S Pearl St
- Albany
- Bethlehem
- Hudson Avenue

Inset Map:

The inset map shows the state of New York with a blue dot indicating the location of the study area in the capital region.

Table 1 – Capital District Trail Count multi-use trails and their characteristics

Trail Name	Length	Surface	Permitted Uses
Mohawk Hudson Bike-Hike / Erie Canalway Trail	35 miles	Paved	Non-motorized ¹ , fishing, snowmobiling (west of Kiwanis Park)
Albany County Helderberg-Hudson Rail Trail	9 miles	Paved and stonedust	Non-motorized
Albany Shaker Trail	1.3 miles	Paved	Non-motorized
Delaware Avenue / Black Bridge Trail	2.1 miles	Paved	Non-motorized
Uncle Sam Trail	3.5 miles	Paved	Non-motorized
Ballston Veterans Trail	3.1 miles	Paved	Non-motorized, horseback riding, and fishing
Zim Smith Trail	10 miles	Paved and stonedust	Non-motorized and snowmobiling
Railroad Run	1.3 miles	Paved	Non-motorized
Spring Run	1.1 miles	Paved	Non-motorized

The area surrounding each count location varied between rural, suburban, and urban. These classifications are simply based on the density of the development for the area surrounding the trail count location. Only two locations (Main Street on the Ballston Veterans Trail in Ballston and Kiwanis Park on the MHBHT in Rotterdam) are considered rural. 10 locations are considered suburban and another 10 locations are considered urban. High density locations, such as the Corning Riverfront Park locations in Albany and Nott Street in Schenectady along the MHBHT, are located adjacent to major people generators, such as a regionally-significant central business district in Albany and Union College and a central business district in Schenectady. Rural locations such as Kiwanis Park in Rotterdam, which is largely cut off from adjacent development due to topographic barriers and the beginning of Interstate 890, presumably rely more on the availability of trailhead parking areas to generate usage. See Table 2 for a list of each count location and the surrounding classification.

¹ Non-motorized uses include bicycling, walking, jogging, cross-country skiing, and snowshoeing

Table 2: Capital District Trail Count Locations

Count Location	Trail	Municipality	Surrounding Land Use
Hudson Avenue	Albany County Helderberg-Hudson Rail Trail (ACHHRT)	Bethlehem	Suburban
South Pearl Street	ACHHRT	Albany	Urban
Shaker Ridge Country Club	Albany Shaker Trail	Colonie	Suburban
Outlet Road	Ballston Veterans Trail	Ballston	Rural
Main Street	Ballston Veterans Trail	Ballston	Suburban
Admiral's Walk	Delaware Ave / Black Bridge Trail	Cohoes	Urban
Kiwanis Park	Mohawk Hudson Bike-Hike / Erie Canalway Trail (MHBHT)	Rotterdam	Rural
Schenectady County Community College	MHBHT	Rotterdam	Urban
Nott Street	MHBHT	Schenectady	Urban
Lions Park	MHBHT	Niskayuna	Suburban
Colonie Town Park	MHBHT	Colonie	Suburban
4th St Trailhead	MHBHT	Watervliet	Urban
Corning Riverfront Park - Boat Launch	MHBHT	Albany	Urban
Corning Riverfront Park – Barge Restaurant	MHBHT	Albany	Urban
Corning Riverfront Park – USS Slater	MHBHT	Albany	Urban
Saratoga YMCA	Railroad Run	Saratoga Springs	Suburban
East Avenue	Spring Run	Saratoga Springs	Suburban
Excelsior Spring Avenue	Spring Run	Saratoga Springs	Suburban
114th Street	Uncle Sam Trail	Troy	Urban
Garden Court	Uncle Sam Trail	Troy	Urban
Shenantaha Creek Park	Zim Smith Trail	Malta	Suburban
Goldfoot Road	Zim Smith Trail	Round Lake	Suburban

Count Schedule

CDTC chose September to perform the counts based on NBPDP protocol, which assumes that it is the month that best represents typical fair weather usage so as to establish an accurate baseline for monthly, seasonal, and annual usage estimates. Electronic counts were undertaken in seven-day periods during the weeks of September 2-8, 12-18, and 20-26. The observational counts were conducted during the weeks of September 10 and 17 and September 24.

Electronic Counts

While the NBPD protocol was developed for manual counts, its creators encourage the use of automatic trail counters. Thus, electronic passive infrared counters were installed at each of the 22 count locations to monitor traffic continuously for seven days. PTNY chose these counters based on their reputation for accuracy and because PTNY has used them for more than five years to conduct counts on other trails across the state.



The electronic counter is a non-descript box that contains a sensor that detects the infrared radiation emitted by a human. The counters continuously record trail usage in regardless of the time of day or weather conditions. The data is recorded as a sum of usage during a 60-minute interval. The counters have built-in security features that make them difficult to remove or vandalize. The counter must be installed approximately 36 inches off the trail surface and can detect activity from up to 13 feet away.

For most locations, the electronic counters were installed where the observed count was conducted. For locations where this wasn't possible, a 0.25-mile leeway was established for installation. At 10 locations, PTNY installed bi-directional counters that could measure direction of user travel so as to determine if there were any discernable trends such as higher usage levels between 4 and 6 PM going away from large employment centers.



Observational Counts

PTNY used 16 trail count assistants to perform two observational counts at the 22 locations. PTNY supplied each trail count assistant with a NBPD screenline count form for each time period for which they were scheduled.

These observational counts were necessary to supplement the automatic counts because the electronic counters are unable to distinguish between mode (bicyclists, pedestrians, skateboarder, etc.) or gender. The observational counts also served

as a way to verify the accuracy of the electronic counter if anomalies appeared during overlapping count periods.

Observational counts occurred on a Tuesday, Wednesday, or Thursday and on a Saturday during a predetermined two-hour peak period for each location. Saturday peak period was from 12-2 PM and

weekday peak period generally was from 5-7 PM for 18 trail count locations. Four trail count locations, (Corning Riverfront Park Boat Launch, Barge Restaurant, USS Slater, and Shaker Ridge Country Club), weekday peak periods were determined to be from 12-2 PM due to their proximity to major employment centers.

Data Analysis

Daily and hourly usage levels were derived directly from the seven full days of automatic count data. This data also informed a daily usage profile that shows average weekday and weekend usage, maximum week day, maximum weekend day, and peak two-hour period for a weekday and weekend. To determine mode share and gender split for each location, PTNY averaged the data collected during the two observational counts. Data from each location was also used to estimate annual, seasonal, and monthly usage.

To calculate annual estimates for each location, PTNY multiplied the weekly total from the automatic counter by number of weeks in the month of September and then extrapolated to a full year estimate using NBDPD-derived extrapolation factors that correspond to New York's climate.

All Capital District trail count locations are within NBDPD's "short summer, long winter" climate classification which assumes that the month of September represents 11% of annual trail traffic. To get the annual estimate, PTNY divided the September monthly total by 11%.

To calculate the estimate for an individual month, PTNY divided the annual estimate by the respective month's NBDPD factor. To calculate the seasonal totals, PTNY added the monthly totals – or proportional amounts – that correspond to each season.

Differences Between the 2016 and 2006 Trail Counts

Comparisons between the 2016 and 2006 trail counts can be made on a limited basis because the 2006 count occurred prior to creation of the NBDPD protocol for manual counts and standardized use of NBDPD adjustment factors and extrapolation worksheets to estimate annual use.

In addition, in 2006 three trail systems were assessed by counting at 11 locations. In 2016, the number of trails assessed increased to nine, with counts taken at 22 locations.

In 2006, each trail location was monitored on two weekdays and two weekend days for twelve hours each day. The counting occurred from early summer through early October. That represents significantly more observation than the current effort's two counts of two hours at each location, confined to two weeks in September.

A significant difference between the 2016 and 2006 counts was also the use of electronic trail counters, which resulted in a dramatic decrease in the time volunteers spent observing trail usage. Monitoring each trail location for seven days with an electronic counter allowed a more accurate estimation of annual use, and allows the manual count to be primarily focused on mode and gender share. As a result, from 2006 to 2016 the manual count form was simplified to include only gender and travel mode. In 2006 counters were asked to also count runners, walkers, skaters, bicyclists, and others, as well as users with dogs or

children, record helmet use, and estimate the age of trail users. Surveys collected at the same or very close by locations as the count locations supplement the count data in each study.

Another major difference between the two count efforts was in the methods used to analyze count data and generate annual use estimates. The 2006 count estimated annual use on a given trail by taking an observed day's use and multiplying by the average number of days that were above 60 degrees and without rain in New York's climate, which represents about 107 days according to the report. The authors then provided an estimate of use during the other 6.5 months in the year based on daily observations made during a few cold, rainy days in October.

Section II

Findings

Trail visitors use trails as part of a regular recreational routine or as part of their commute throughout the course of a week, month, or year. However, while the NBPDP factors take into account the fact that trail users may pass the counter multiple times during the course of the count it cannot distinguish between people who are counted multiple times. Therefore, it is important to clarify that usage does not mean the number of people using a trail during a specific period but the number of visits, often characterized as trail traffic volume.

Estimated Annual Usage

Estimated annual usage ranged from 20,358 visits at 114th St on Troy's Uncle Sam Trail to 263,757 visits at Niskayuna's Lions Park on the Mohawk Hudson Bike-Hike / Erie Canalway Trail (MHBHT). See Table 3 for a ranking of the 22 count locations and Figure 2 for a map of each trail count location's estimated annual usage.

The top three locations for highest annual usage were on the MHBHT, ranging from 184,509 to 263,757 visits. This result is not surprising as the trail passes through many of the Capital District's largest communities and it is part of the popular 360-mile Erie Canalway Trail that runs between Buffalo and Albany.

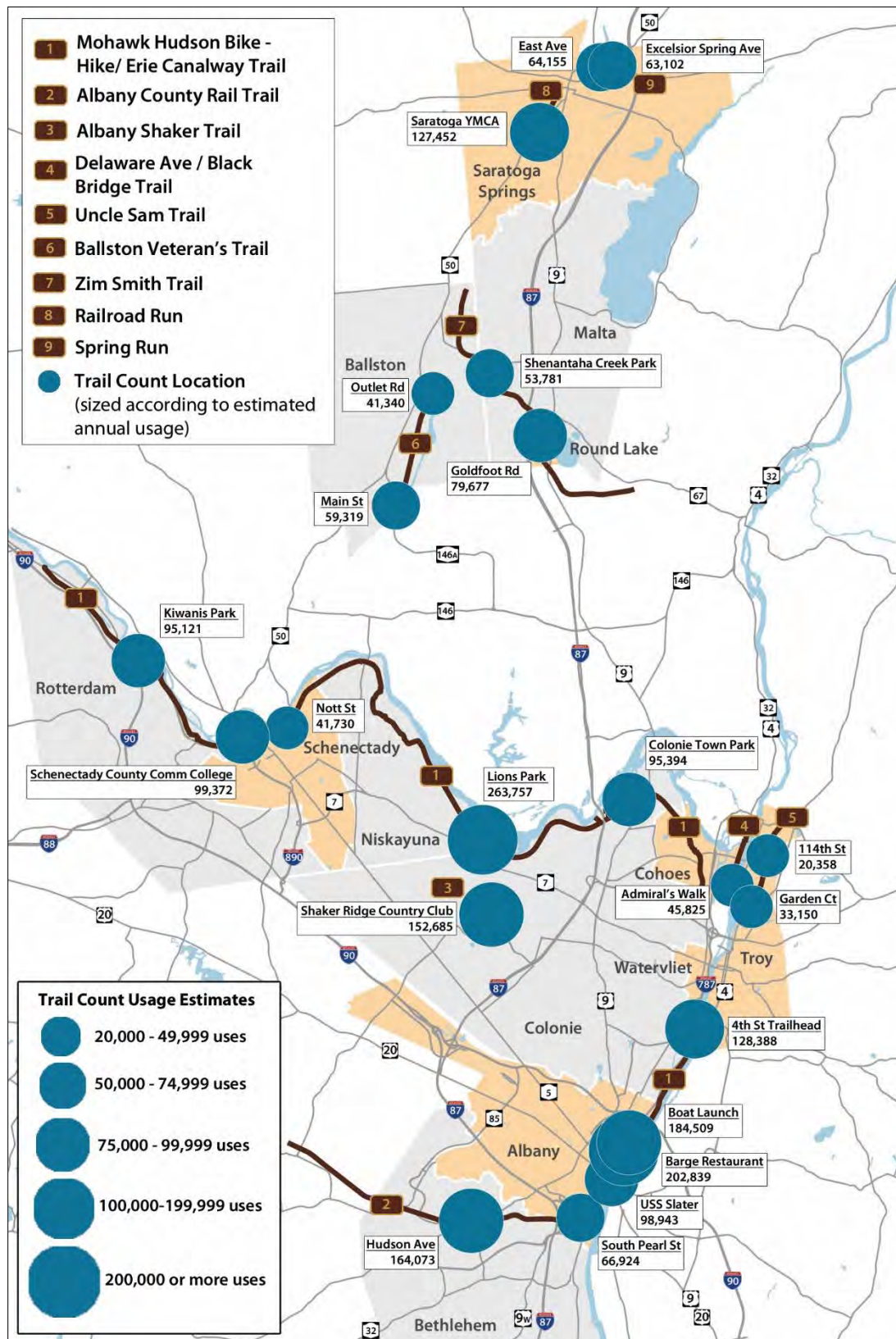
The recently-opened Albany County Helderberg-Hudson Rail Trail (ACHHRT) ranked number four in terms of estimated annual usage with 164,073 visits. The trail is easily accessed from inner-ring City of Albany suburban communities and affords commuting opportunities to the city. Other trail count locations with high levels of usage include the Shaker Ridge Country Club on the Albany Shaker Trail and the Saratoga YMCA on Railroad Run. The former is located in the most populous town in Albany County adjacent to a large office park and the latter links the extensive Saratoga Spa State Park trail system with a large YMCA facility in the City of Saratoga Springs.

It's difficult to determine whether density can predict estimated annual usage for the locations counted. For example, despite the urban density surrounding both count locations along the Uncle Sam Trail in Troy, the trail had the two locations with the lowest estimated annual usage. Similarly, the Nott Street location along the MHBHT had the third lowest estimated annual usage. The highest usage location at Lions Park in Niskayuna was surrounded by suburban density, while the next two highest usage locations were surrounded by the higher density of Downtown Albany. Data from the trail user surveys CDTC conducted separately from these counts in July, such as a person's zip code and the availability of trailhead parking, may point to other reasons why certain locations in suburban and rural areas may be more popular than some urban trail count locations.

Table 3 - Estimated Annual Usage at Capital District Trail Count Locations

Location	Estimated Annual Usage	Trail
Lions Park, Niskayuna	263,757	Mohawk Hudson Bike-Hike/ Erie Canalway Trail (MHBHT)
Barge Restaurant, Albany	202,839	MHBHT
Boat Launch, Albany	184,509	MHBHT
Hudson Ave, Bethlehem	164,073	Albany County Helderberg-Hudson Rail Trail (ACHHRT)
Shaker Ridge Country Club, Colonie	152,685	Albany Shaker Trail
4 St Trailhead, Watervliet	128,388	MHBHT
Saratoga YMCA, Saratoga Springs	127,452	Railroad Run
Schenectady County Community College, Rotterdam	99,372	MHBHT
USS Slater, Albany	98,943	MHBHT
Colonie Town Park, Colonie	95,394	MHBHT
Kiwanis Park, Rotterdam	95,121	MHBHT
Goldfoot Rd, Round Lake	79,677	Zim Smith Trail
South Pearl St, Albany	66,924	ACHHRT
East Ave, Saratoga Springs	64,155	Spring Run
Excelsior Spring Ave, Saratoga Springs	63,102	Spring Run
Main St, Ballston	59,319	Ballston Veterans Trail
Shenantaha Creek Park, Malta	53,781	Zim Smith Trail
Admiral's Walk, Cohoes	45,825	Delaware Ave / Black Bridge Trail
Nott St, Schenectady	41,730	MHBHT
Outlet Rd, Ballston	41,340	Ballston Veterans Trail
Garden Court, Troy	33,150	Uncle Sam Trail
114 St, Troy	20,358	Uncle Sam Trail

Figure 2 - Annual trail usage estimates

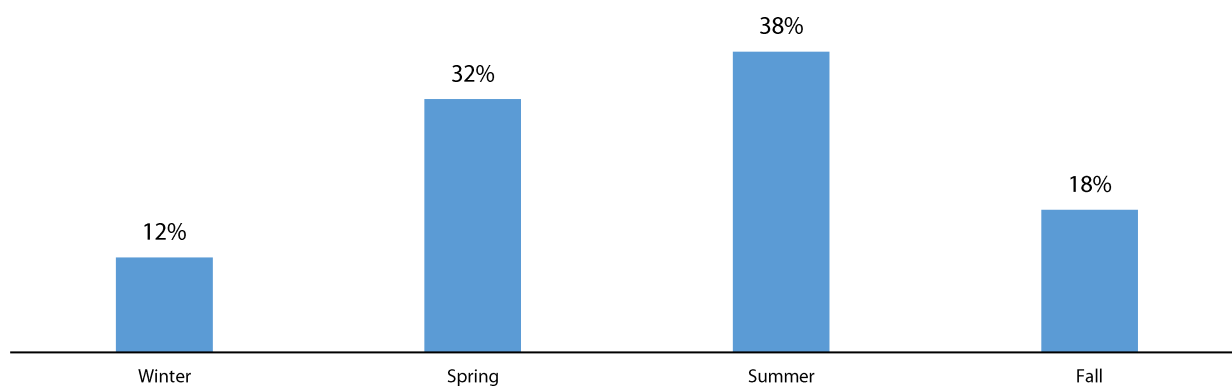


Estimated Seasonal and Monthly Usage

Seasonal usage estimates

All of the Capital District trail count locations are located in the “long winter, short summer” NBPDP climate classification. As a result, each of the trail count locations had an identical breakdown in estimated seasonal usage. Summer represents the largest share of usage (38%), followed by spring (32%), fall (18%), and winter (12%). For detailed seasonal usage estimates for each location, refer to Section III.

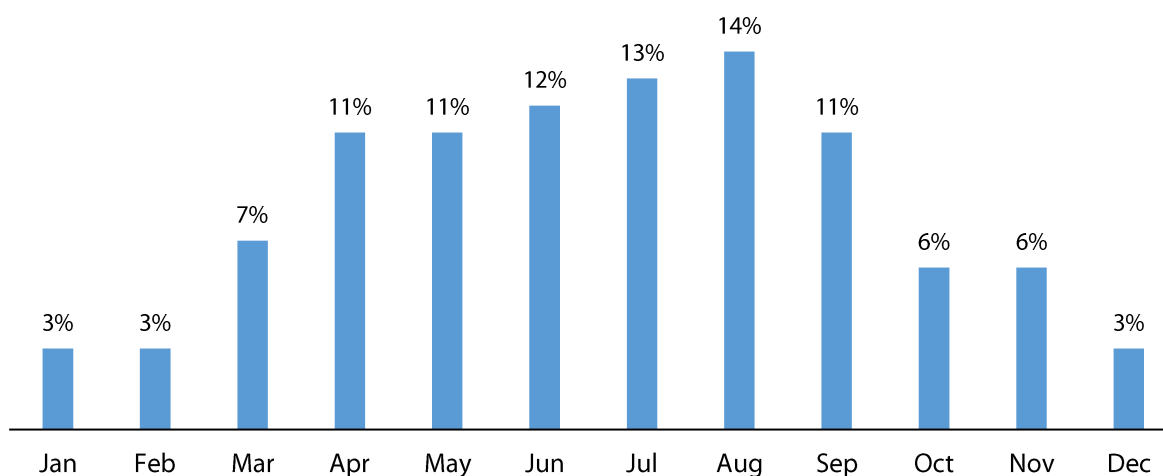
Figure 3 - "Long winter, short summer" seasonal usage distribution



Monthly usage estimates

Similarly, the monthly usage estimates follow an identical distribution for all 22 Capital District trail count locations. A detailed monthly estimate for each location is located in Section III.

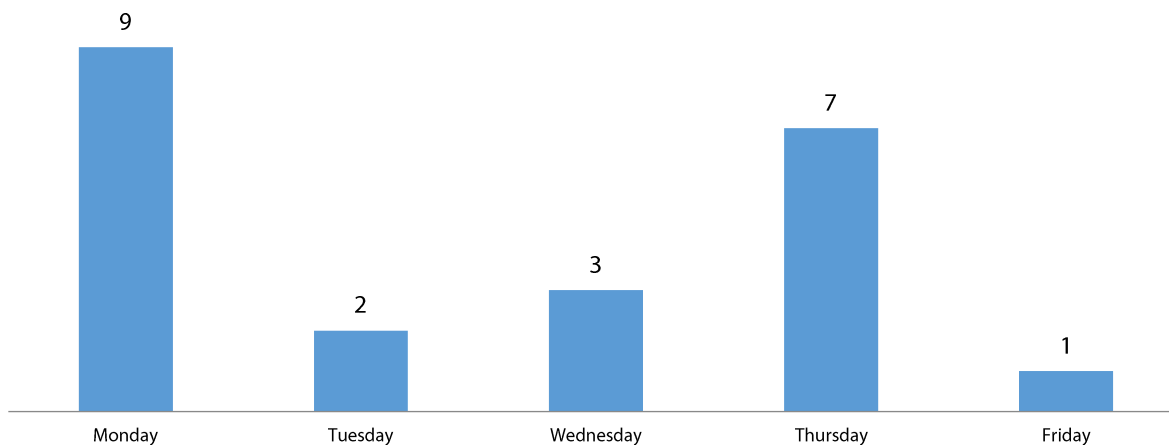
Figure 4 - "Long winter, short summer" monthly usage distribution



Estimated Daily Usage

As Figure 5 indicates below, Monday and Thursday were the most popular weekdays for visits to 16 of the 22 count locations, with nine and seven trail count locations, respectively, registering their highest weekday usage day on one of those days. For weekend visits, Saturday was the most popular day at 13 locations and Sunday was the busiest weekend day at nine locations.

Figure 5 - Busiest weekday distribution



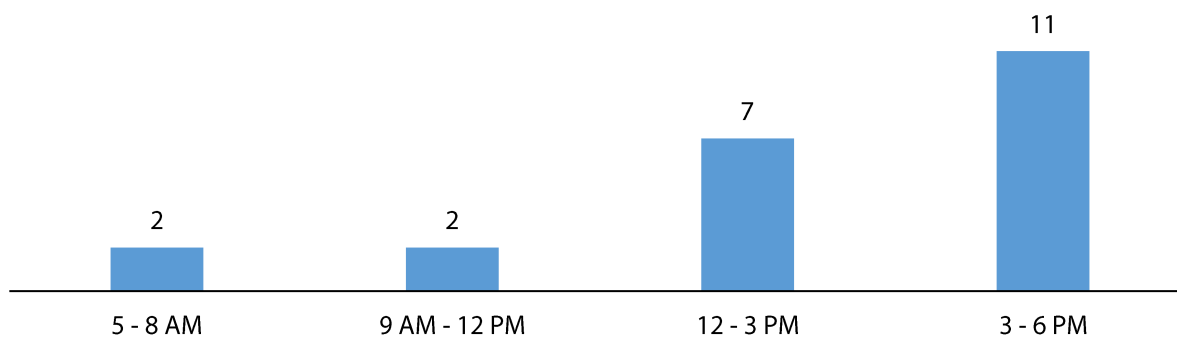
Peak Usage Period

Each location had a two-hour peak usage period that fell within each of these general time periods: early AM (5-8 AM), late AM (9 AM-12 PM), early PM (12-3 PM), late PM (3-6 PM). The results from the automatic counters demonstrate that many locations actually experience peak usage outside the predetermined NBPD periods of 12-2 PM and 5-7 PM. In general, however, weekday peak usage occurs between 12-6 PM and weekend peak usage occurs between 9 AM and 3 PM for a majority of locations counted.

Peak weekday usage

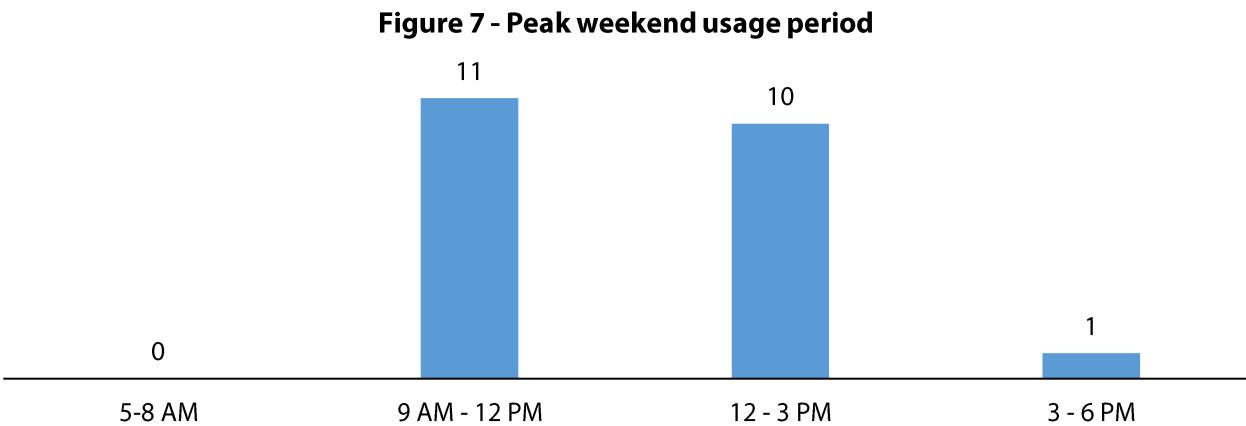
The afternoon was the most popular weekday usage period. The early PM period and the late PM periods were each most frequented at seven and 11 count locations respectively. Two locations experienced peak weekday usage during the early AM period and two during the late AM period.

Figure 6 - Peak weekday usage period



Peak weekend usage

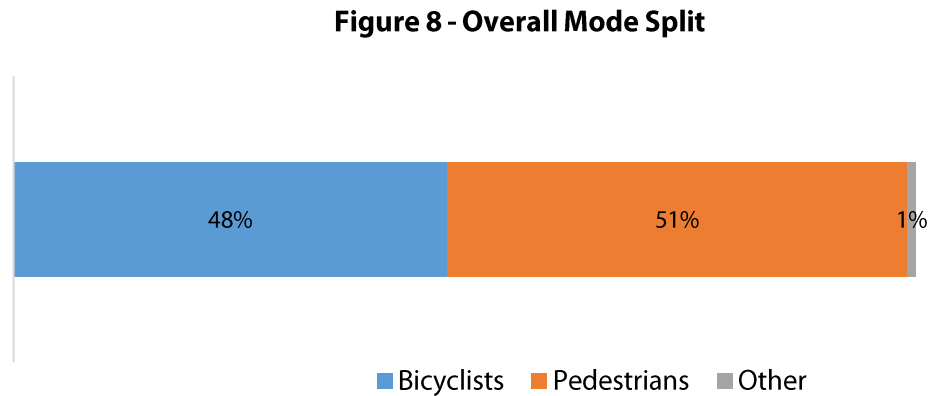
All locations except for one saw peak weekend usage during the Late AM and Early PM periods. Half of the locations experienced peak weekend usage during the Late AM and Early PM was the peak usage period at 10 locations. One location experienced peak weekend usage during the Late PM period.



Mode Split

In addition to the obvious classifications of people riding bicycles as bicyclists and walkers and joggers as pedestrians, NBPDP classifies people using strollers as pedestrians and skateboarders, rollerbladers, and scooter users as “other.” When results from all 22 count locations were averaged, pedestrians represented 51% of trail users. Pedestrian percentages varied widely from a high of 97% at the Shaker Ridge Country Club on the Albany Shaker Trail to just 17% of trail users at Kiwanis Park on the MHBHT.

Bicyclists represented 48% of trail users counted and 1% of trail users were classified as “other.” Bicyclists’ share ranged from a high of 83% of trail users at Kiwanis Park to just 3% of trail users at Shaker Ridge Country Club. Rollerbladers made up 8% of trail users observed at Main Street on the Ballston Veterans Trail, the largest percentage for all 22 locations. At nine locations, only bicyclists and pedestrians were observed.

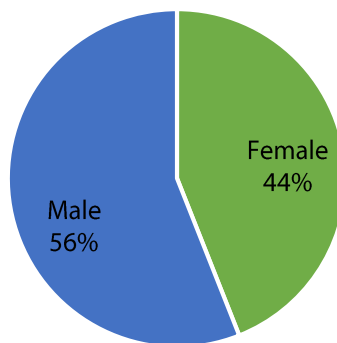


Gender Split

On average, females represented 44% of users and males represented 56%. Males made up the majority of trail users at 18 of the 22 count locations. At Admiral's Walk on the Delaware Avenue / Black Bridge Trail in Cohoes they represented 70% of usage. The greatest percentage of females (67%) were counted at Shaker Ridge Country Club on the Albany Shaker Trail in Colonie, while the lowest percentage of females (30%) were counted at Admiral's Walk.

On average, 17% of observed usage was female bicyclists and male bicyclists comprised 32% of usage. Female pedestrians comprised 27% of usage on average, which was only slightly higher than males, which made up 25% of observed users.

Figure 9 - Gender split across all locations



Comparisons to Other Counts

Many of the findings from the 2016 counts can be compared to counts conducted previously at the same locations. Appendix E includes estimates from trail counts conducted by Parks & Trails New York as part of an annual Canalway Trail count, the Capital District Transportation Committee for the 2006 Trail Perspectives, and by the NYS Office of Parks, Recreation, and Historic Preservation as part of a 2015 statewide trail count. PTNY and NYSOPRHP both used NBPDP methodology to estimate annual usage amounts, and as previously mentioned, CDTC conducted the counts before NBPDP methodology existed and therefore used a different methodology.

While there are differences between the 2006 and 2016 methodologies, some comparisons between the two counts can be made, specifically with regard to gender and mode split at the 11 locations where both counts occurred. These comparisons are made in Table 4.

Males comprised a majority of users in both 2006 and 2016. The number of locations where pedestrians represented the largest share of users declined from five to three between the 2006 and 2016 counts. Bicyclists' share increased at six locations. The largest increase in the share of bicyclists was the largest at

Garden Court, where bicyclists' share increased from 27% of users in 2006 to 63% in 2016. Pedestrians' share of users increased at four locations.

Table 4: Gender and mode split comparisons, 2006 – 2016

Location	Gender split, 2016		Gender split, 2006		Mode split, 2016			Mode split, 2006		
	Female	Male	Female	Male	Bikers	Peds.	Other	Bikers	Peds.	Other
Corning Riverfront Park ²	44%	56%	37%	63%	32%	67%	1%	37%	56%	7%
4 th St. Trailhead	38%	62%	36%	64%	73%	26%	1%	63%	34%	4%
Colonie Town Park	40%	60%	44%	56%	65%	33%	2%	49%	50%	<2%
Lions Park	47%	53%	42%	58%	46%	53%	1%	48%	42%	10%
Nott St.	36%	64%	25%	75%	66%	34%	0%	54%	46%	<1%
SCCC	39%	61%	33%	67%	59%	38%	2%	52%	48%	<1%
Kiwanis Park	35%	65%	34%	66%	83%	17%	0%	77%	21%	2%
Goldfoot Rd.	46%	54%	40%	60%	51%	48%	1%	55%	43%	2%
Shenantaha Cr. Park	44%	56%	48%	53%	65%	34%	1%	39%	60%	1%
Garden Court	41%	59%	28%	73%	63%	37%	0%	27%	63%	11%
114 th St.	35%	65%	32%	68%	23%	77%	0%	25%	66%	9%

Recommendations for Future Counts

It's important to continue to collect usage data for multi-use trails in the Capital District due to ever changing commuting and recreational preferences. Moreover, understanding how usage trends change over time can help inform future decisions to expand and enhance the existing regional trail network. Planning for any future counts should consider the following recommendations.

- **Maintain NBPDP methodology:** since NBPDP is a recognized national standard for collecting trail usage data and so comparisons between counts can easily and accurately be made, any future count should employ this methodology. Moreover, future counts should keep the locations

² 2016 gender and mode split are averages of all three locations within the Corning Riverfront Park

consistent, or at least be able to justify adding or subtracting locations, to ensure that accurate comparisons over time can be made.

- **Conduct trail user counts more frequently:** since 2006, several miles of new trail have been built or enhanced in the Capital District. Development patterns have also changed during that time. To avoid missing out on how these changes can affect usage, it's important to collect data more frequently than once every ten years. While it may not be feasible to conduct regional counts on the scale of what was done in 2006 and 2016 every year, conducting counts on a rotating basis over the course of one or two years may be a more manageable and proactive approach that can produce the same amount of data the decennial counts have provided.
- **Increase the usage of electronic counter equipment:** adding electronic counters to the 2016 Capital District Trail User Counts allowed CDTC to collect more usage information with less manpower. Any future counts should, however, require that counters remain in place for longer than a week; ideally, the counters should remain in place for a full year. Collecting more electronic usage data would allow CDTC to more confidently determine peak usage periods, which may vary by location, and other usage patterns that may not be discoverable over the course of a week.
- **Expand the number of observed count periods:** while NBPDP methodology permits a two-hour weekday and a two-hour weekend count period per location, it would be valuable to collect more observational data over a greater duration and number of days for many of the same reasons why more electronic usage data should be recorded.

Section III

Capital District Trail Count Profiles

Albany County Rail Trail

Albany and Bethlehem

Trail length – 9 miles

Estimated Annual Usage

Hudson Ave (Bethlehem)	164,073
S Pearl St (Albany)	66,924

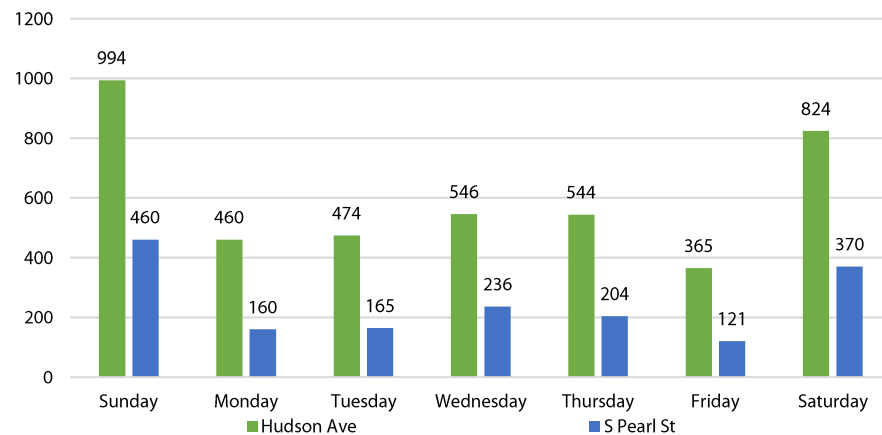
Estimated Seasonal Usage

	Hudson Ave	S Pearl St
Winter	19,164	7,817
Spring	53,078	21,650
Summer	62,889	25,652
Fall	28,942	11,805

Usage Mode Split

	Hudson Ave	S Pearl St
Bicyclists	70%	76%
Pedestrians	29%	22%
Other	2%	2%

Daily Usage



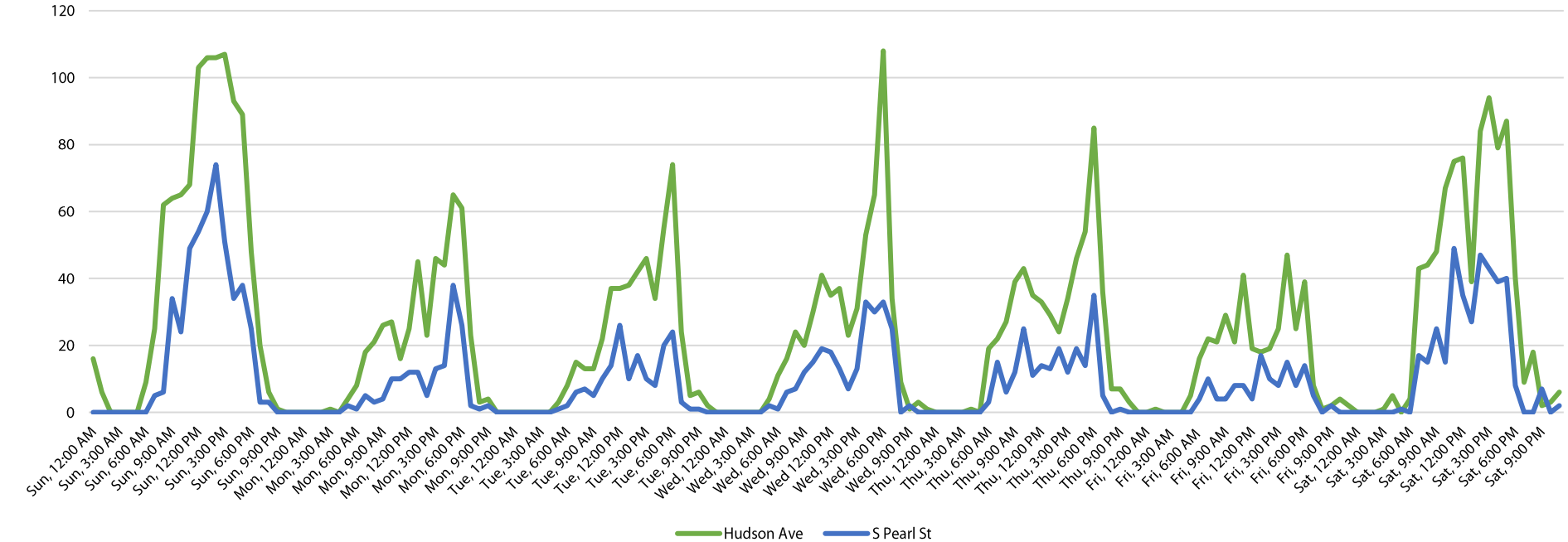
Daily Usage Profile

	Hudson Ave	S Pearl St
Average weekday	478	177
Average weekend	909	415
Maximum weekday	Wednesday	Wednesday
Maximum weekend	Sunday	Sunday
Peak weekday usage	Wednesday, 5-7 PM	Monday, 5-7 PM
Peak weekend usage	Sunday, 2-4 PM	Sunday, 1-3 PM

Estimated Monthly Usage		
	Hudson Ave	S Pearl St
January	4,922	2,008
February	4,922	2,008
March	11,485	4,685
April	18,048	7,362
May	18,048	7,362
June	19,689	8,031
July	21,329	8,700
August	22,970	9,369
September	18,048	7,362
October	9,844	4,015
November	9,844	4,015
December	4,922	2,008
Annual	164,073	66,924

Usage Gender Split				
	Hudson Ave		S Pearl St	
	Female	Male	Female	Male
Bicyclists	33%	38%	29%	49%
Pedestrians	16%	13%	11%	11%
Overall	49%	51%	41%	59%

Hourly Usage



Albany Shaker Trail

Colonie

Trail length – 1.3 miles

Estimated Annual Usage

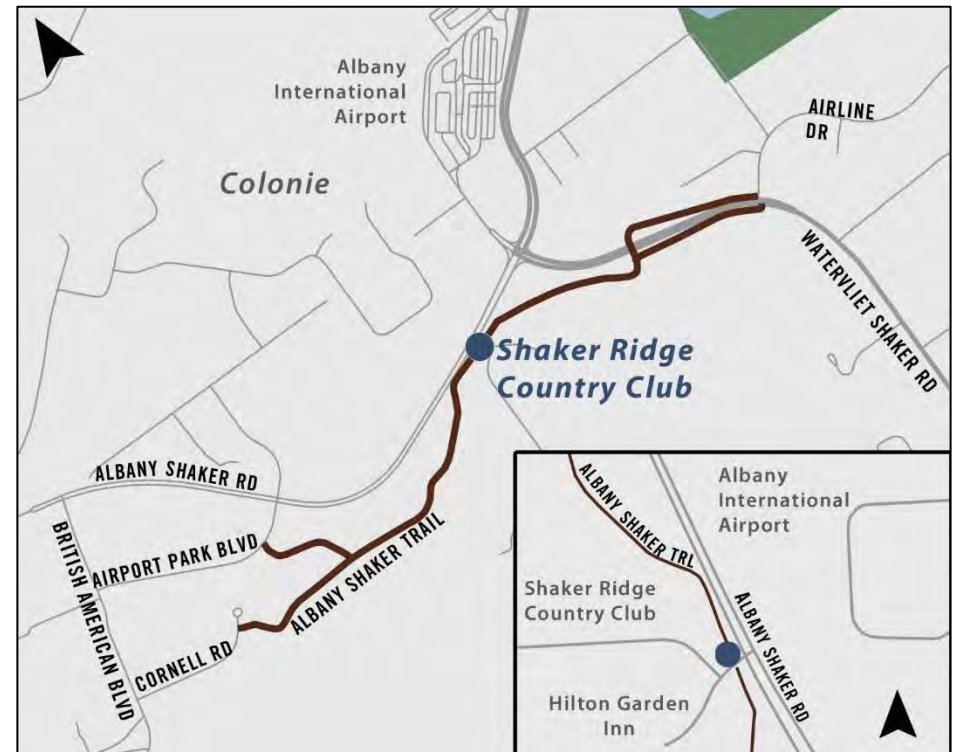
Shaker Ridge Country Club	152,685
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Estimated Seasonal Usage

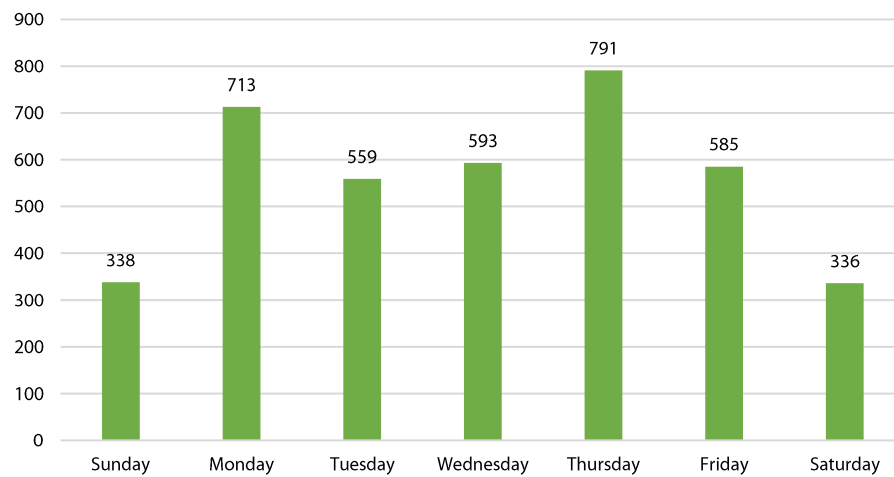
	Shaker Ridge Country Club
Winter	17,834
Spring	49,394
Summer	58,524
Fall	26,934

Usage Mode Split

	Shaker Ridge Country Club
Bicyclists	3%
Pedestrians	97%
Other	0%



Daily Usage



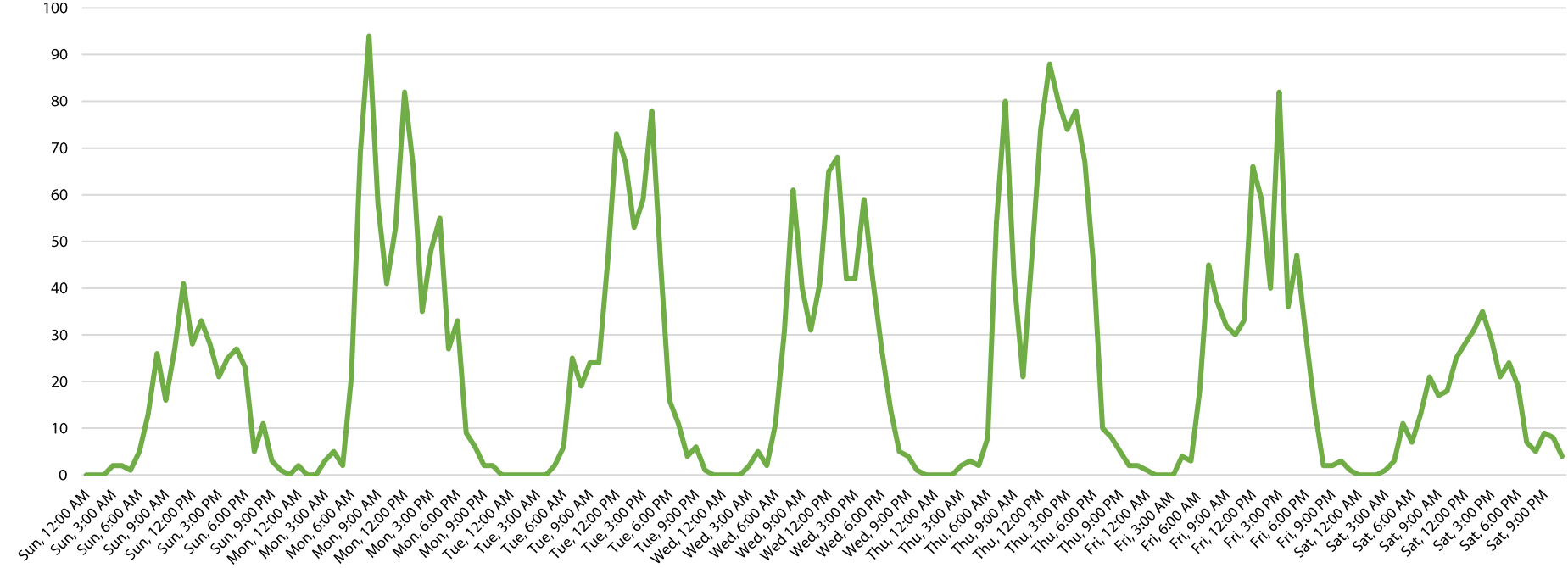
Daily Usage Profile

	Shaker Ridge Country Club
Average weekday	648
Average weekend	337
Maximum weekday	Thursday
Maximum weekend	Sunday
Peak weekday usage	Thursday, 1-3 PM
Peak weekend usage	Sunday, 11 AM-1 PM

Estimated Monthly Usage	
Shaker Ridge Country Club	
January	4,581
February	4,581
March	10,688
April	16,795
May	16,795
June	18,322
July	19,849
August	21,376
September	16,795
October	9,161
November	9,161
December	4,581
Annual	152,685

Usage Gender Split		
Shaker Ridge Country Club		
	Female	Male
Bicyclists	0%	3%
Pedestrians	67%	30%
Overall	67%	33%

Hourly Usage



Ballston Veterans Trail

Ballston

Trail length – 3.1 miles

Estimated Annual Usage

Outlet Road	41,340
Main Street	59,319

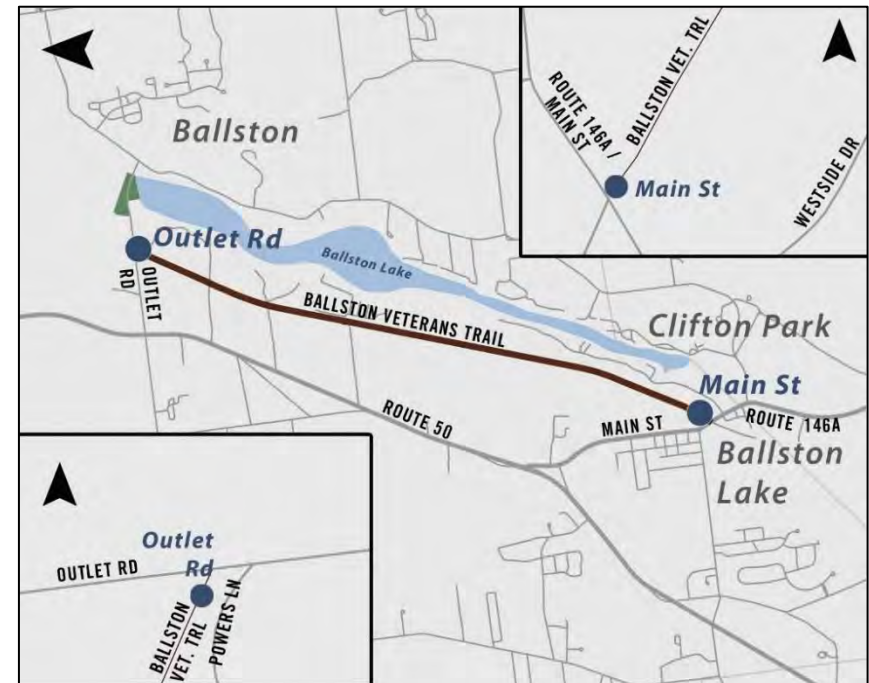
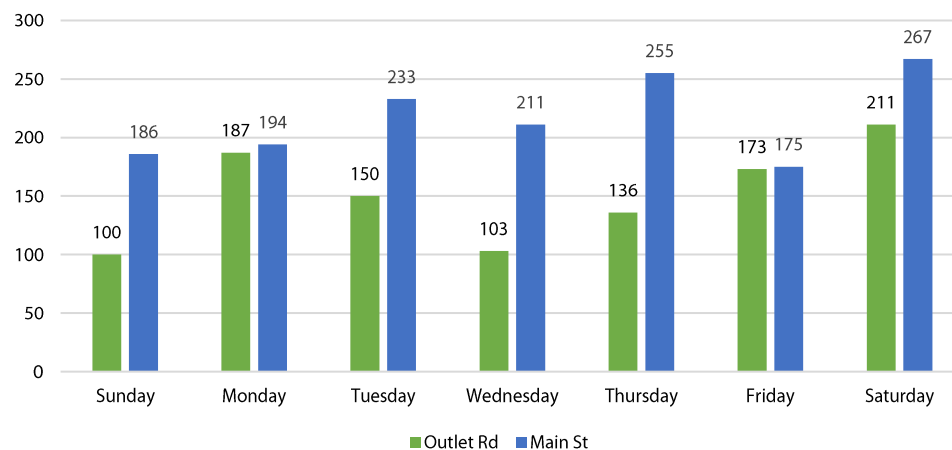
Estimated Seasonal Usage

	Outlet Road	Main Street
Winter	4,829	6,928
Spring	13,373	19,190
Summer	15,846	22,737
Fall	7,292	10,464

Usage Mode Split

	Outlet Road	Main Street
Bicyclists	58%	32%
Pedestrians	42%	61%
Other	0%	8%

Daily Usage



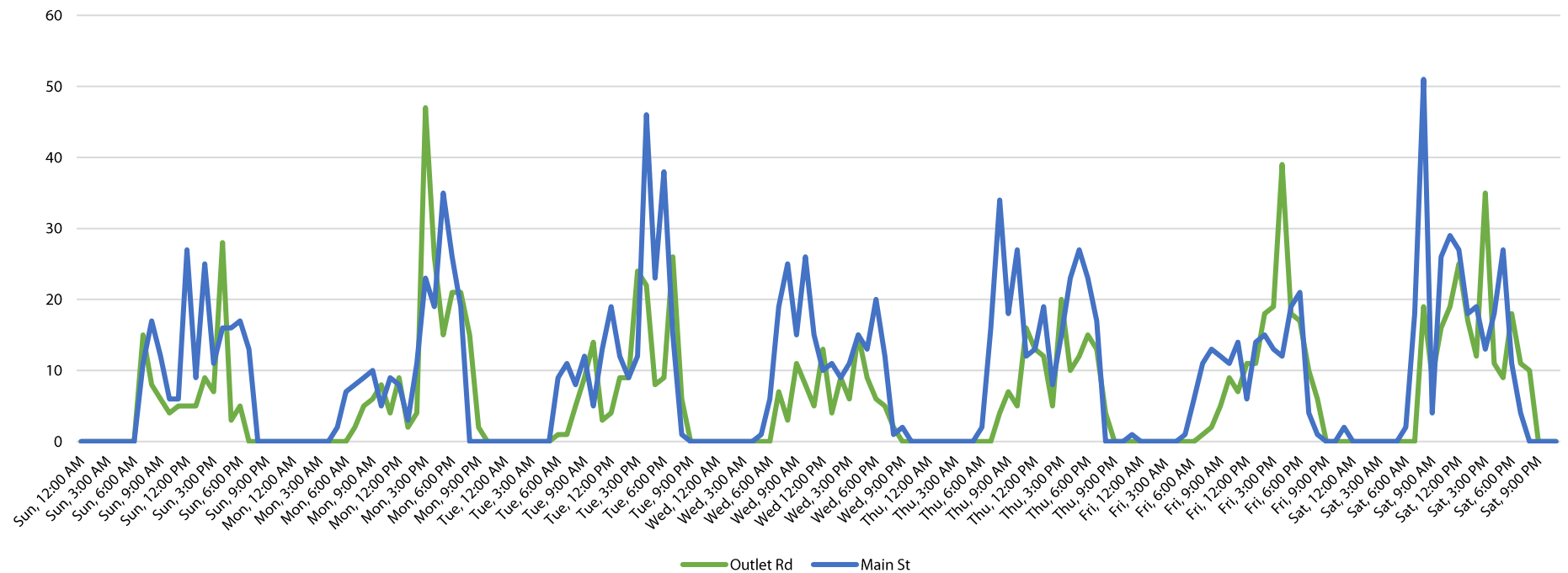
Daily Usage Profile

	Outlet Road	Main Street
Average weekday	150	214
Average weekend	156	227
Maximum weekday	Monday	Thursday
Maximum weekend	Saturday	Saturday
Peak weekday usage	Monday, 2-4 PM	Tuesday, 4-6 PM
Peak weekend usage	Saturday, 1-3 PM	Saturday, 7-9 AM

Estimated Monthly Usage		
	Outlet Road	Main Street
January	1,240	1,780
February	1,240	1,780
March	2,894	4,152
April	4,547	6,525
May	4,547	6,525
June	4,961	7,118
July	5,374	7,711
August	5,788	8,305
September	4,547	6,525
October	2,480	3,559
November	2,480	3,559
December	1,240	1,780
Annual	41,340	59,319

Usage Gender Split				
	Outlet Road		Main Street	
	Female	Male	Female	Male
Bicyclists	22%	36%	21%	13%
Pedestrians	26%	16%	26%	40%
Overall	47%	53%	47%	53%

Hourly Usage



Delaware Avenue-Black Bridge Trail

Cohoes

Trail length – 2.1 miles

Estimated Annual Usage

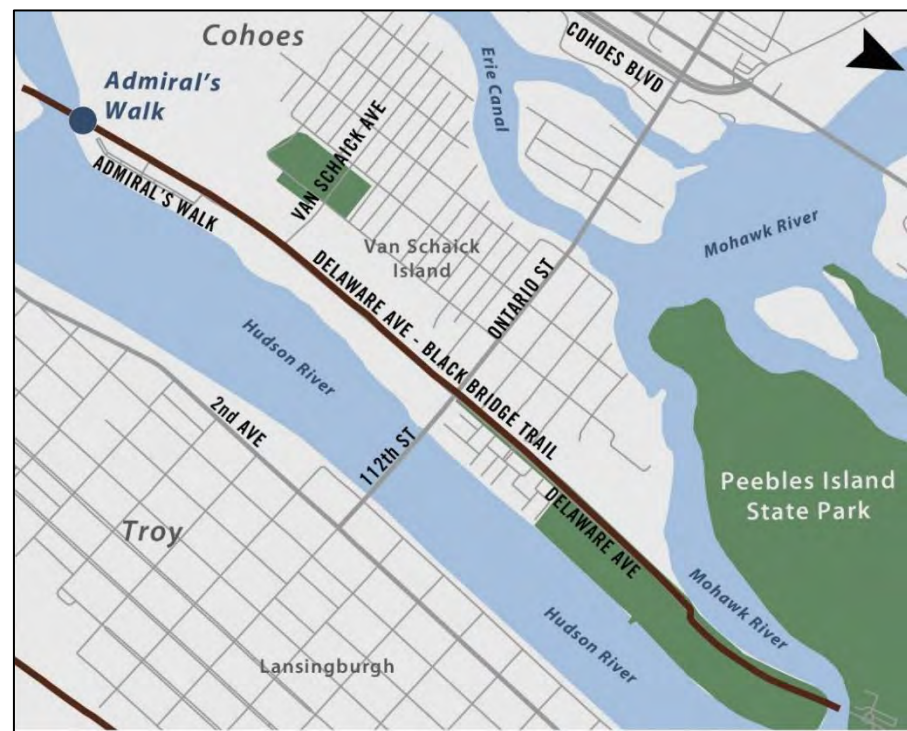
Admiral's Walk	45,825
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Estimated Seasonal Usage

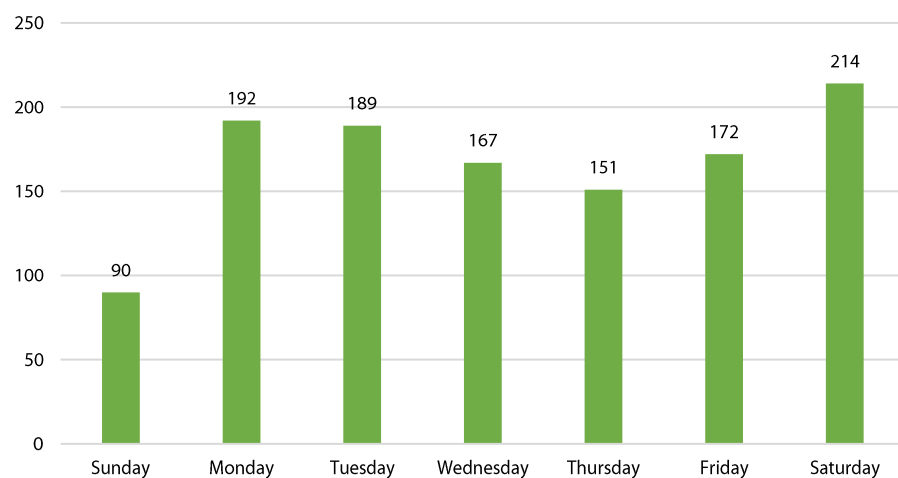
	Admiral's Walk
Winter	5,352
Spring	14,824
Summer	17,565
Fall	8,084

Usage Mode Split

	Admiral's Walk
Bicyclists	47%
Pedestrians	51%
Other	2%



Daily Usage



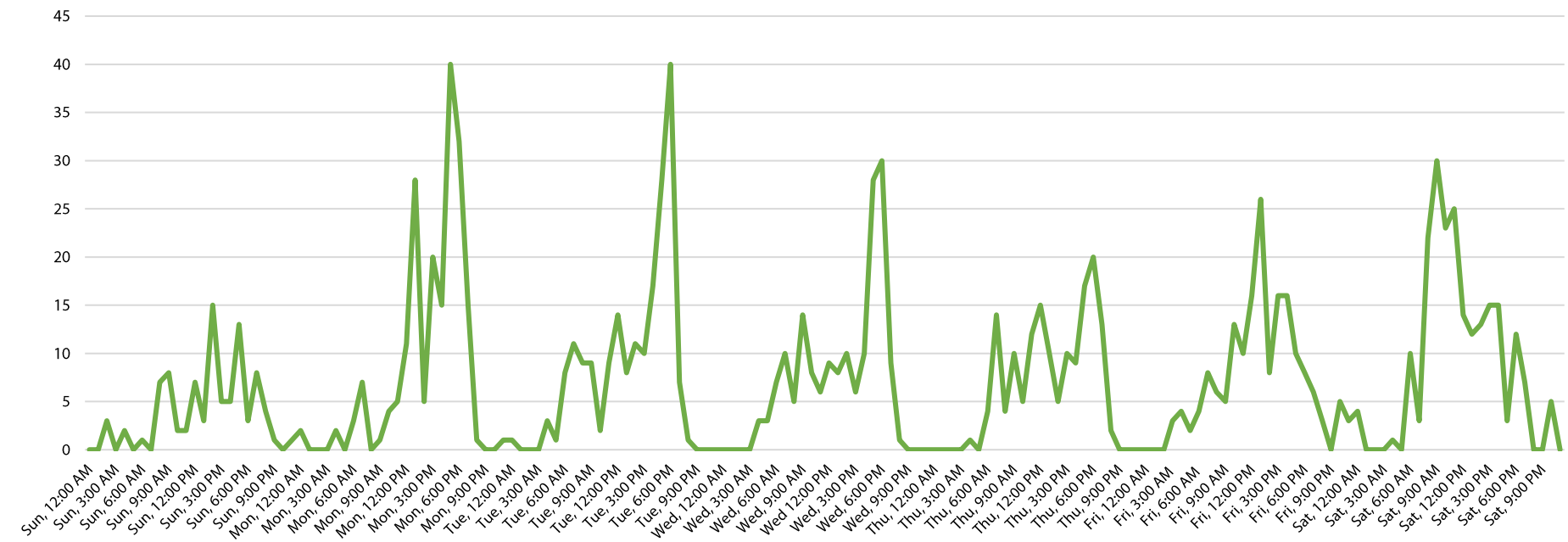
Daily Usage Profile

	Admiral's Walk
Average weekday	174
Average weekend	152
Maximum weekday	Monday
Maximum weekend	Saturday
Peak weekday usage	Monday, 5-7 PM
Peak weekend usage	Saturday, 9-11 AM

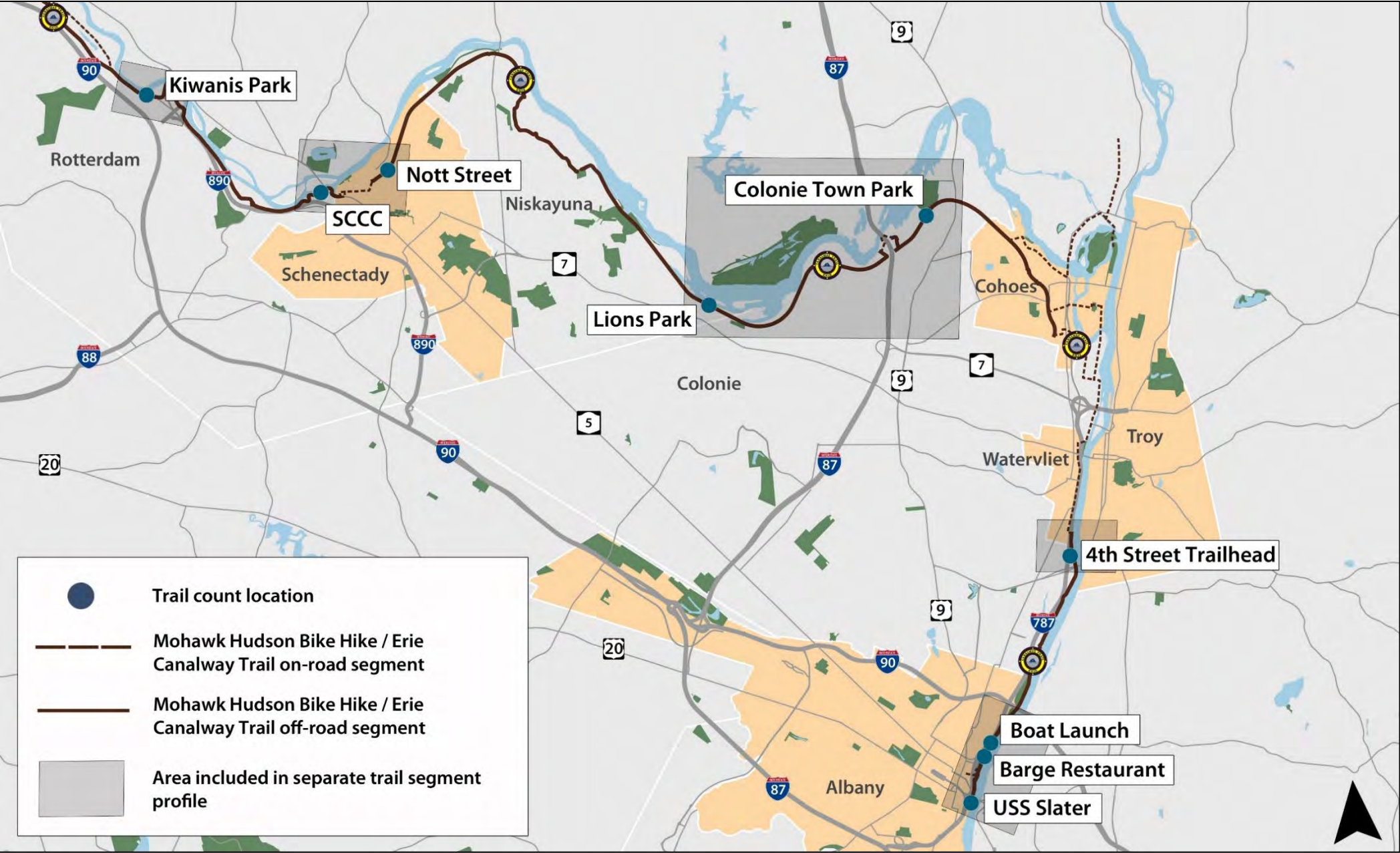
Estimated Monthly Usage	
Admiral's Walk	
January	1,375
February	1,375
March	3,208
April	5,041
May	5,041
June	5,499
July	5,957
August	6,416
September	5,041
October	2,750
November	2,750
December	1,375
Annual	45,825

Usage Gender Split		
Admiral's Walk		
	Female	Male
Bicyclists	11%	37%
Pedestrians	19%	33%
Overall	30%	70%

Hourly Usage



Mohawk Hudson Bike-Hike Trail



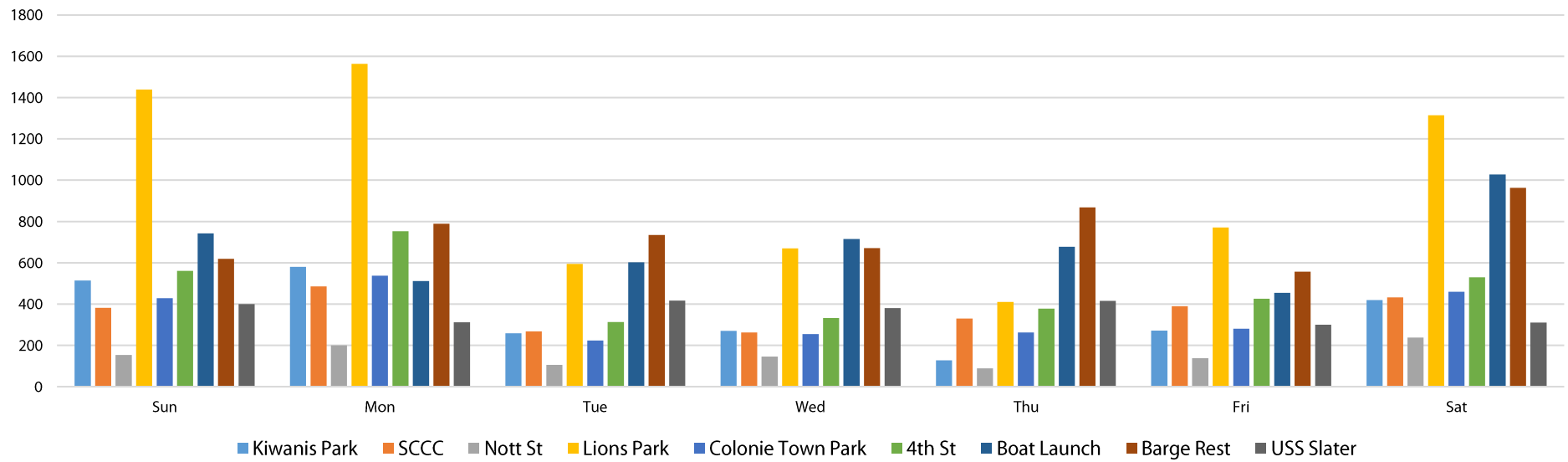
Mohawk Hudson Bike-Hike Trail

Trail length – 35 miles (Rotterdam to Albany); part of 360-mile Erie Canalway Trail (Buffalo to Albany)

Estimated annual usage	
Kiwanis Park	95,121
Schenectady County Community College (SCCC)	99,372
Nott Street	41,730
Lions Park	263,757
Colonie Town Park	95,394
4th Street Trailhead	128,388
Corning Riverfront Park – South (USS Slater)	98,943
Corning Riverfront Park – Central (Barge Restaurant)	202,839
Corning Riverfront Park – North (Boat Launch)	184,509

Estimated seasonal usage				
	Winter	Spring	Summer	Fall
Kiwanis Park	11,110	30,772	36,460	16,779
SCCC	11,607	32,147	38,089	17,529
Nott Street	4,874	13,500	15,995	7,361
Lions Park	30,807	85,325	101,098	46,527
Colonie Town Park	11,142	35,334	36,565	16,828
4 th Street Trailhead	14,996	41,534	49,211	22,648
USS Slater	11,557	32,008	37,925	17,454
Barge Restaurant	23,692	65,618	77,748	35,781
Boat Launch	21,551	59,689	70,722	32,547

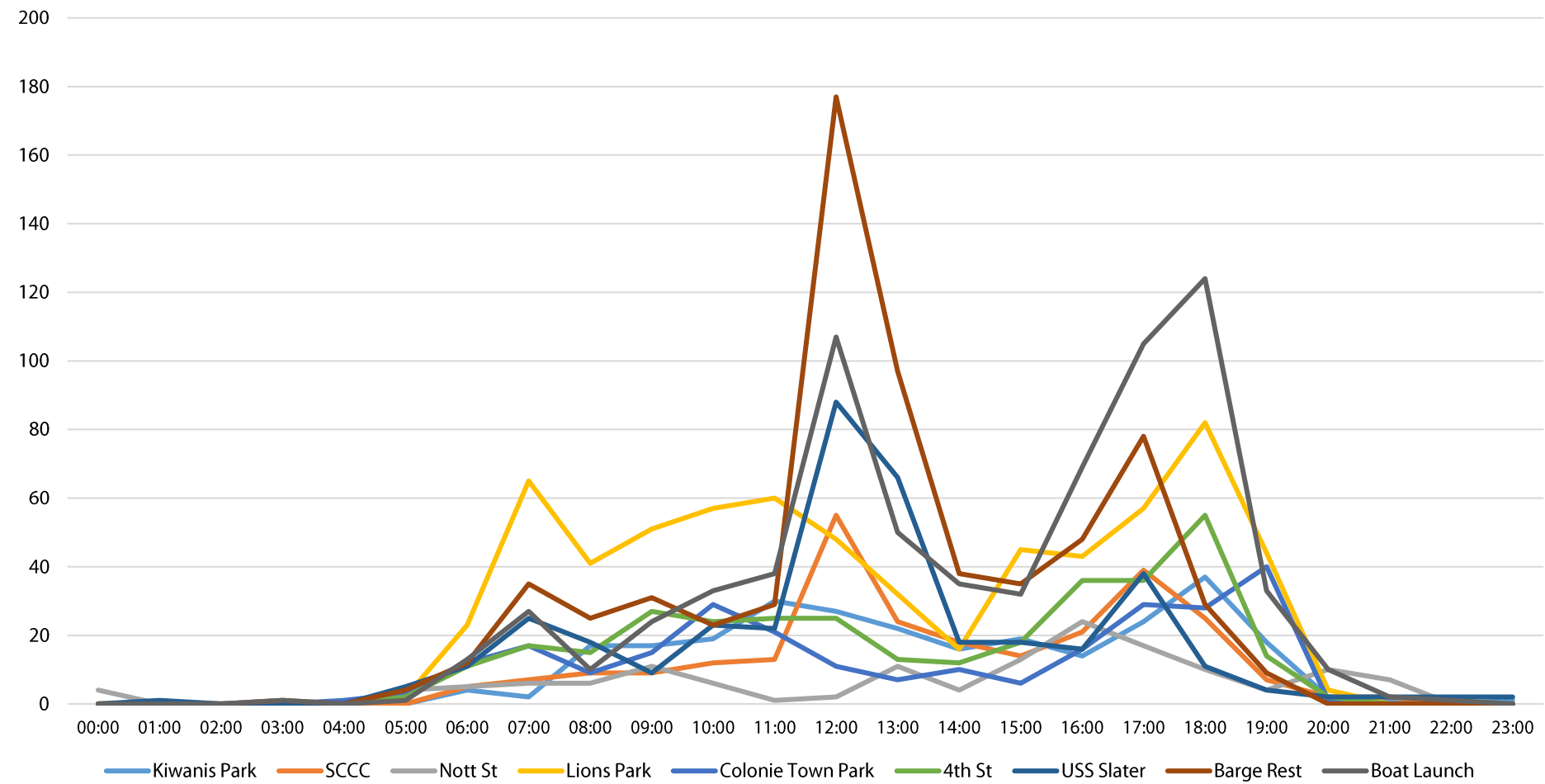
Daily Usage



Usage Mode Split	
Mohawk Hudson Bike-Hike Trail	
Bicyclists	51%
Pedestrians	48%
Other	1%

Usage Gender Split		
Mohawk Hudson Bike-Hike Trail		
	Female	Male
Bicyclists	17%	34%
Pedestrians	25%	24%
Overall	42%	58%

Hourly Usage



Mohawk Hudson Bike-Hike Trail

Rotterdam

Estimated Annual Usage

Kiwanis Park	95,121
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Estimated Seasonal Usage

	Kiwanis Park
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Winter	11,110
Spring	30,772
Summer	36,460
Fall	16,779

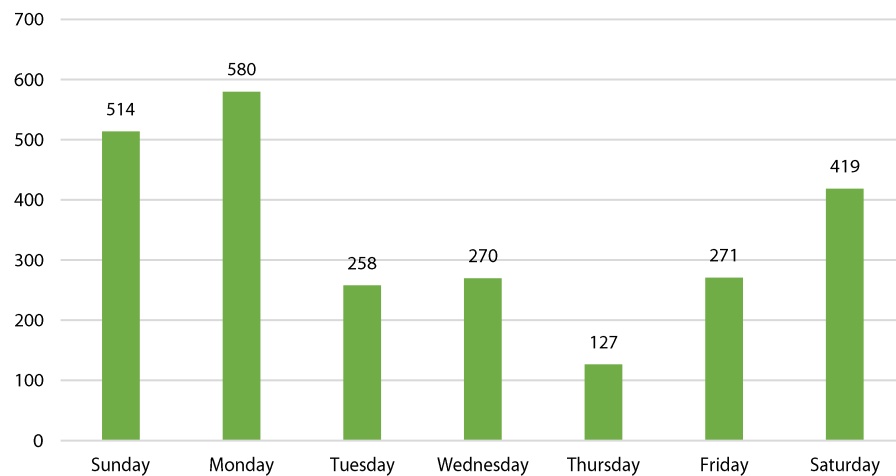
Usage Mode Split

	Kiwanis Park
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Bicyclists	83%
Pedestrians	17%
Other	0%



Daily Usage



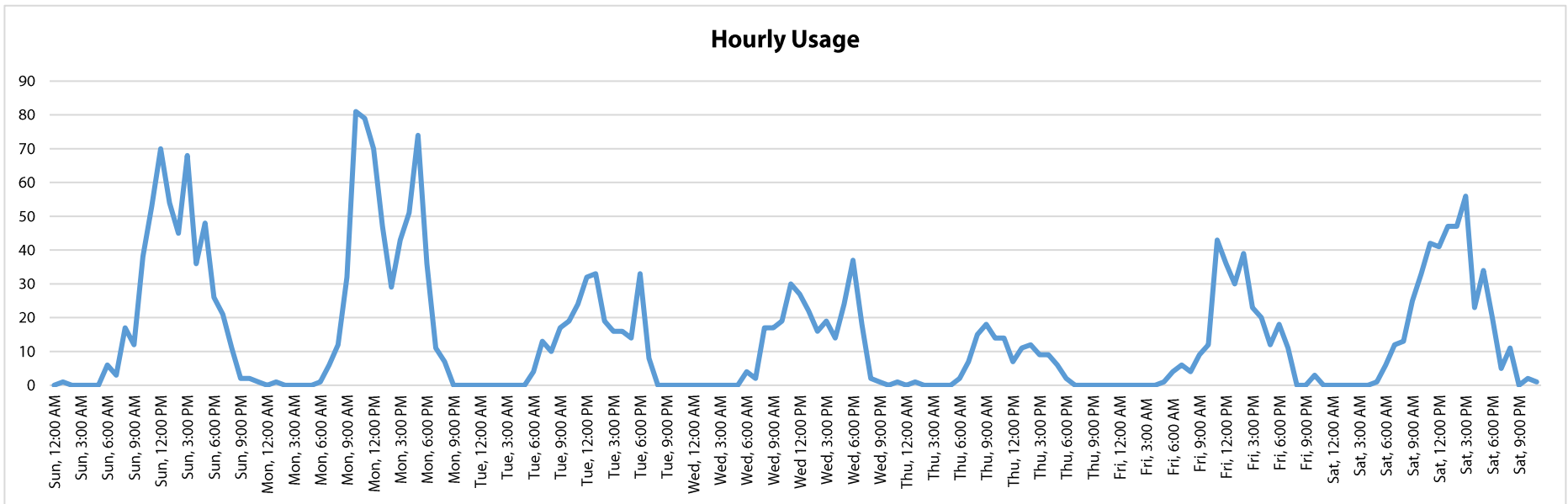
Daily Usage Profile

	Kiwanis Park
Average weekday	301
Average weekend	348
Maximum weekday	Monday
Maximum weekend	Sunday
Peak weekday usage	Monday, 10 AM–12 PM
Peak weekend usage	Sunday, 12 PM–2 PM

Estimated Monthly Usage	
Kiwanis Park	
January	2,854
February	2,854
March	6,658
April	10,463
May	10,463
June	11,415
July	12,366
August	13,317
September	10,463
October	5,707
November	5,707
December	2,854
Annual	95,121

Usage Gender Split		
Kiwanis Park		
	Female	Male
Bicyclists	27%	56%
Pedestrians	7%	9%
Overall	35%	65%

Hourly Usage



Mohawk Hudson Bike-Hike Trail

Rotterdam and Schenectady

Estimated Annual Usage

Schenectady County Community College (SCCC)	99,372
Nott Street	41,730

Estimated Seasonal Usage

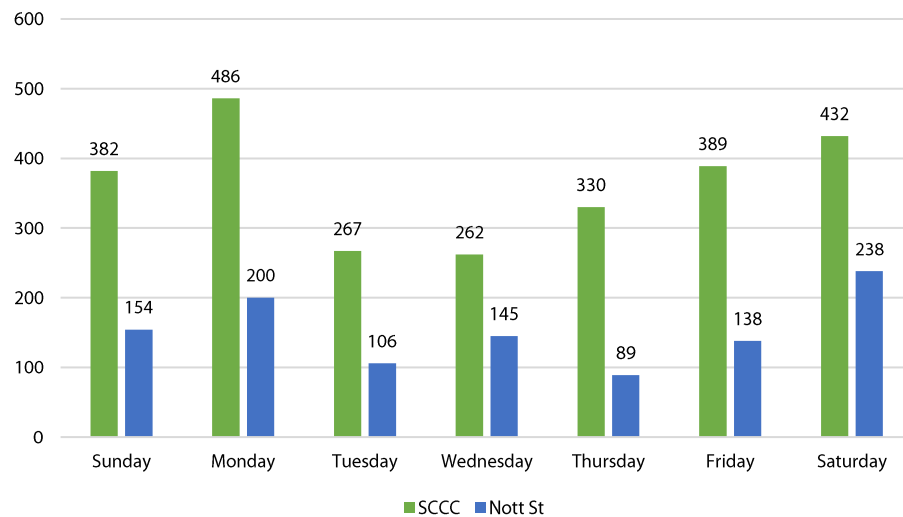
	SCCC	Nott Street
Winter	11,607	4,874
Spring	32,147	13,500
Summer	38,089	15,995
Fall	17,529	7,361

Usage Mode Split

	SCCC	Nott Street
Bicyclists	59%	66%
Pedestrians	38%	34%
Other	2%	0%



Daily Usage



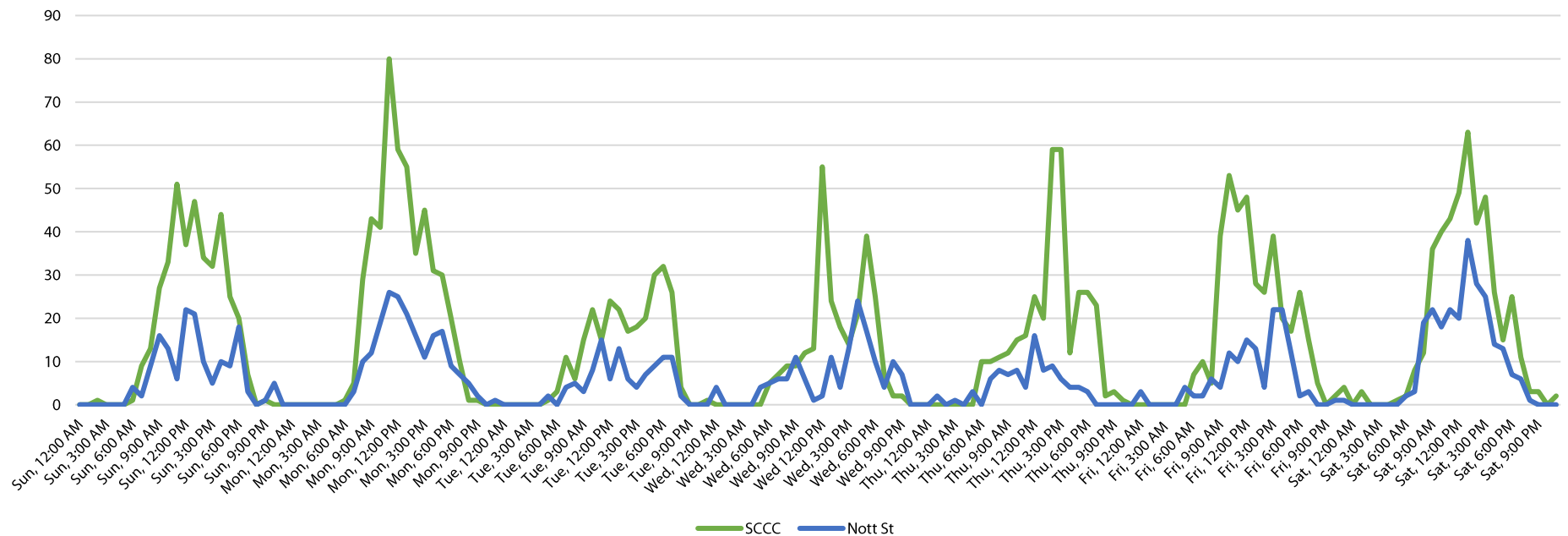
Daily Usage Profile

	SCCC	Nott Street
Average weekday	347	136
Average weekend	407	196
Maximum weekday	Monday	Monday
Maximum weekend	Saturday	Saturday
Peak weekday usage	Thursday, 2-4 PM	Monday, 11 AM-1 PM
Peak weekend usage	Saturday, 12-2 PM	Saturday, 1-3 PM

Estimated Monthly Usage		
	SCCC	Nott Street
January	2,981	1,252
February	2,981	1,252
March	6,956	2,921
April	10,931	4,590
May	10,931	4,590
June	11,925	5,008
July	12,918	5,425
August	13,912	5,842
September	10,931	4,590
October	5,962	2,504
November	5,962	2,504
December	2,981	1,252
Annual	99,372	41,730

Usage Gender Split				
	SCCC		Nott Street	
	Female	Male	Female	Male
Bicyclists	19%	42%	28%	38%
Pedestrians	20%	20%	8%	26%
Overall	39%	61%	36%	64%

Hourly Usage



Mohawk Hudson Bike-Hike Trail

Niskayuna and Colonie

Estimated Annual Usage

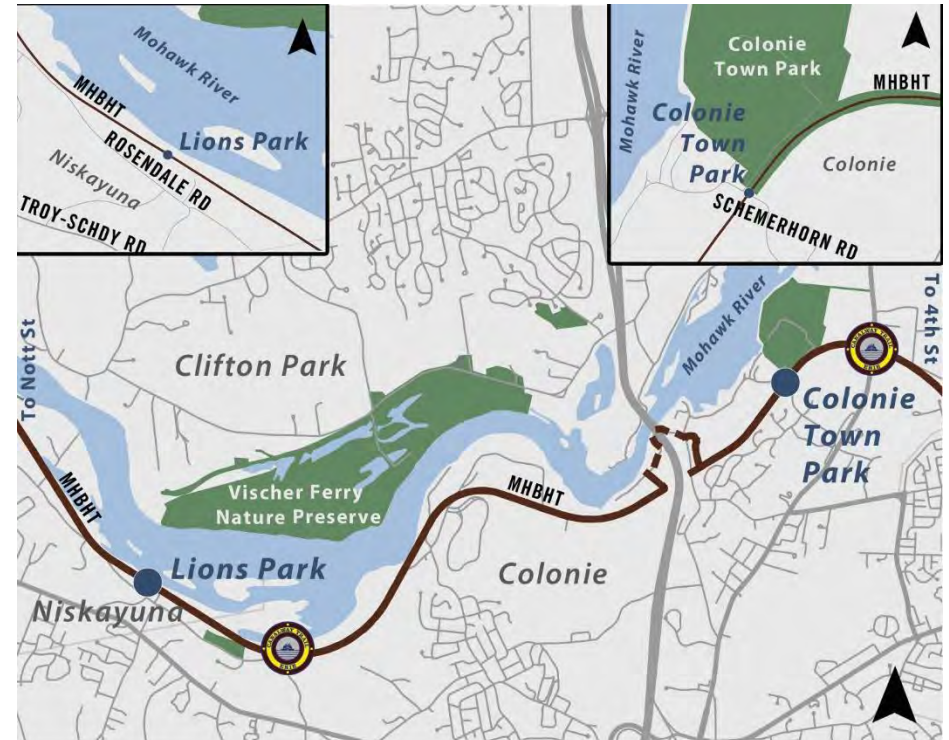
Lions Park	263,757
Colonie Town Park	95,394

Estimated Seasonal Usage

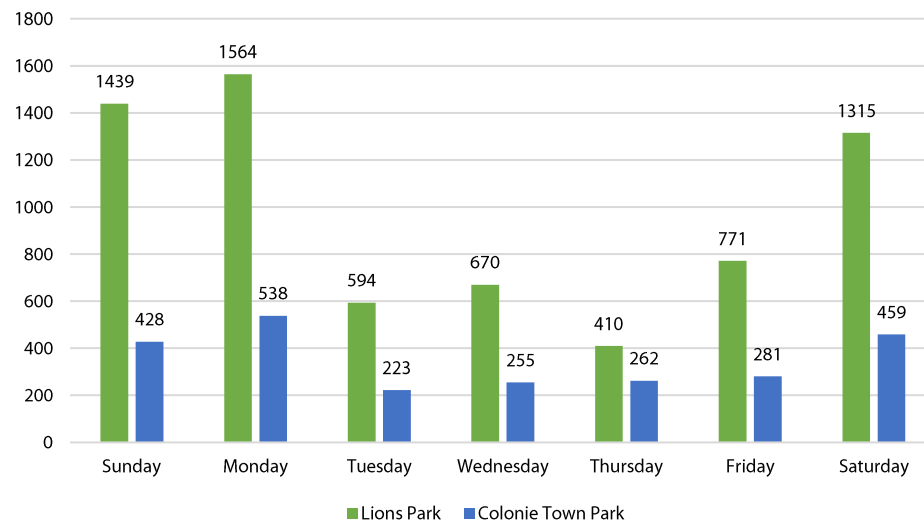
	Lions Park	Colonie Town Park
Winter	30,807	11,142
Spring	85,325	35,334
Summer	101,098	36,565
Fall	46,527	16,828

Usage Mode Split

	Lions Park	Colonie Town Park
Bicyclists	46%	65%
Pedestrians	53%	33%
Other	1%	2%



Daily Usage



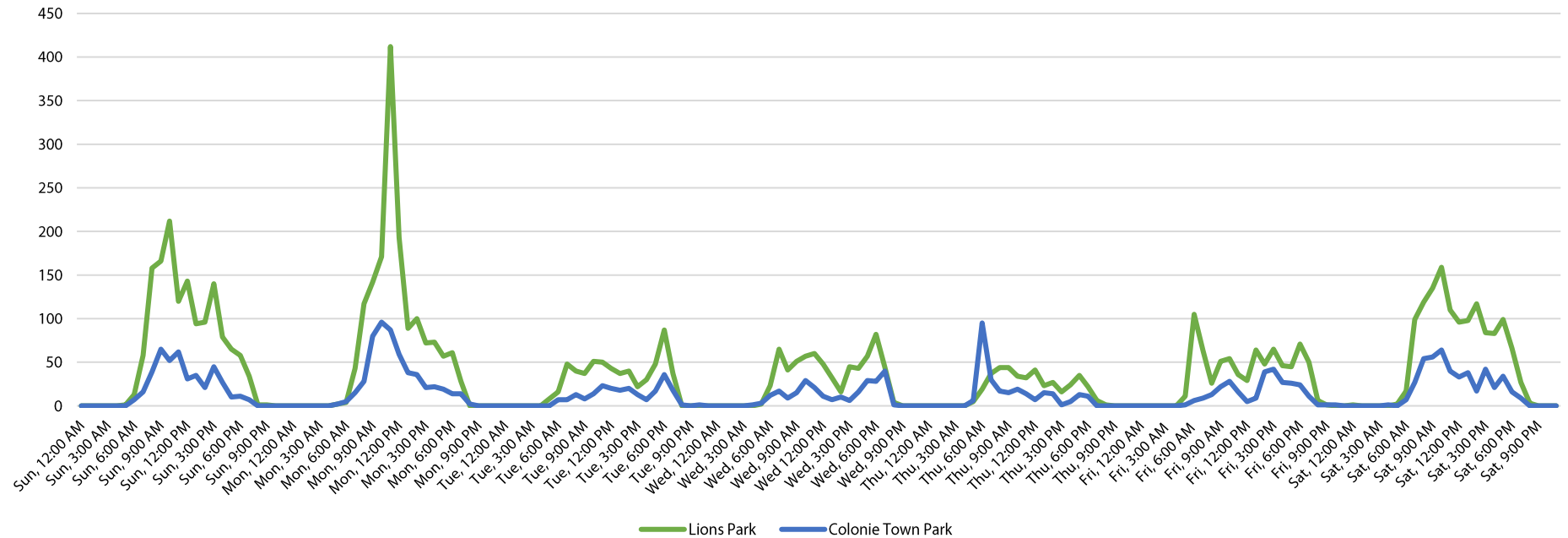
Daily Usage Profile

	Lions Park	Colonie Town Park
Average weekday	802	312
Average weekend	1,377	444
Maximum weekday	Monday	Monday
Maximum weekend	Sunday	Saturday
Peak weekday usage	Friday, 6-8 AM	Thursday, 6-8 AM
Peak weekend usage	Sunday, 9-11 AM	Saturday, 9-11 AM

Estimated Monthly Usage		
	Lions Park	Colonie Town Park
January	7,913	2,862
February	7,913	2,862
March	18,463	6,678
April	29,013	10,493
May	29,013	10,493
June	31,651	11,447
July	34,288	12,401
August	36,926	13,355
September	29,013	10,493
October	15,825	5,724
November	15,825	5,724
December	7,913	2,862
Annual	263,757	95,394

Usage Gender Split				
	Lions Park		Colonie Town Park	
	Female	Male	Female	Male
Bicyclists	17%	29%	22%	45%
Pedestrians	30%	24%	19%	15%
Overall	47%	53%	40%	60%

Hourly Usage



Mohawk Hudson Bike-Hike Trail

Watervliet

Estimated Annual Usage

4 th Street Trailhead	128,388
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Estimated Seasonal Usage

	4 th Street Trailhead
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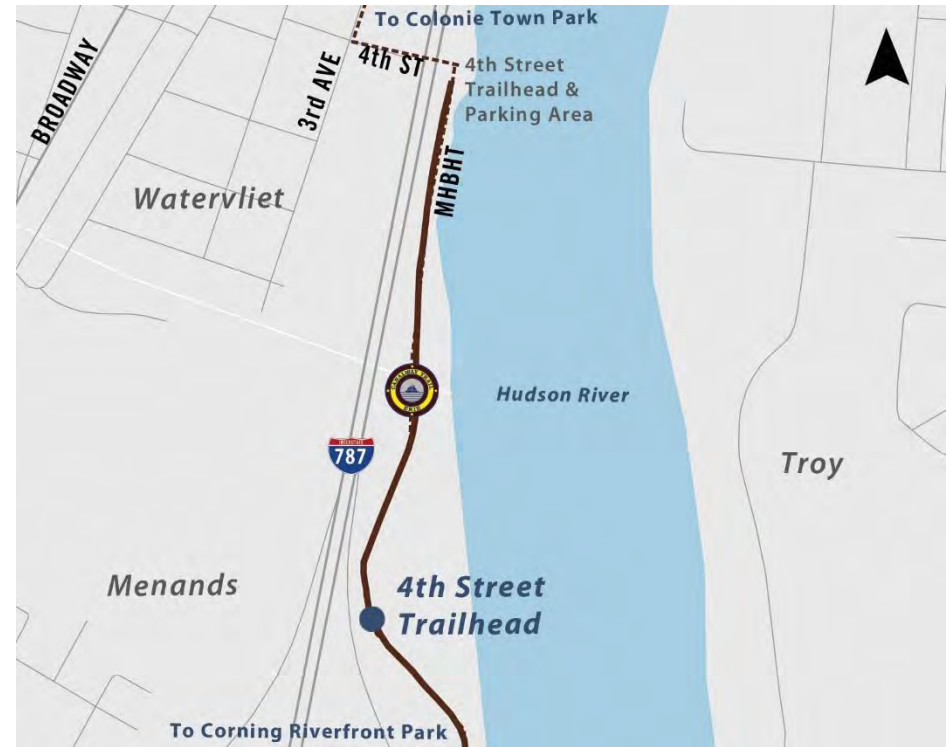
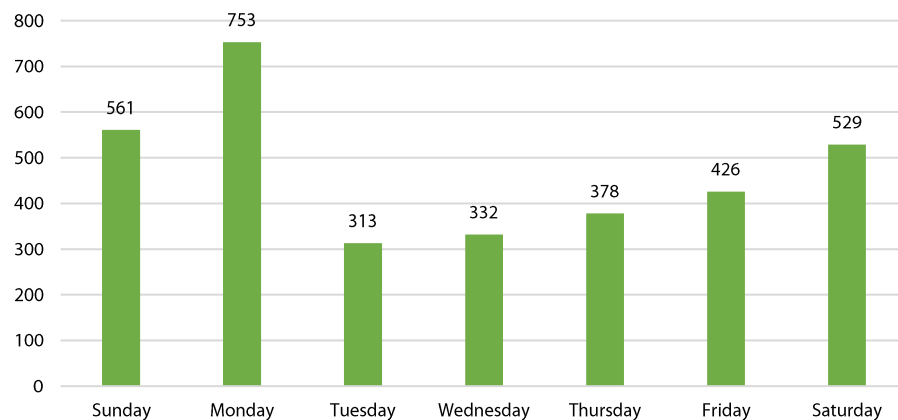
Winter	14,996
Spring	41,534
Summer	49,211
Fall	22,648

Usage Mode Split

	4 th Street Trailhead
--	----------------------------------

Bicyclists	73%
Pedestrians	26%
Other	1%

Daily Usage



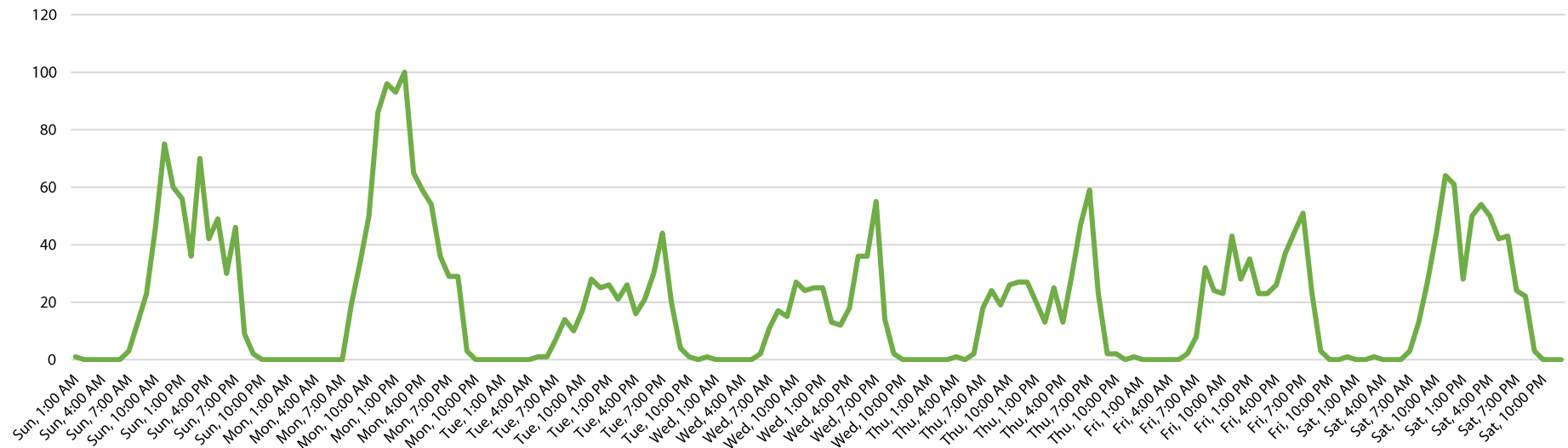
Daily Usage Profile

	4 th Street Trailhead
Average weekday	440
Average weekend	545
Maximum weekday	Monday
Maximum weekend	Sunday
Peak weekday usage	Monday, 12-2 PM
Peak weekend usage	Sunday, 10 AM-12 PM

Estimated Monthly Usage	
4 th Street Trailhead	
January	3,852
February	3,852
March	8,987
April	14,123
May	14,123
June	15,407
July	16,690
August	17,974
September	14,123
October	7,703
November	7,703
December	3,852
Annual	128,388

Usage Gender Split		
4 th Street Trailhead		
	Female	Male
Bicyclists	26%	48%
Pedestrians	13%	13%
Overall	38%	62%

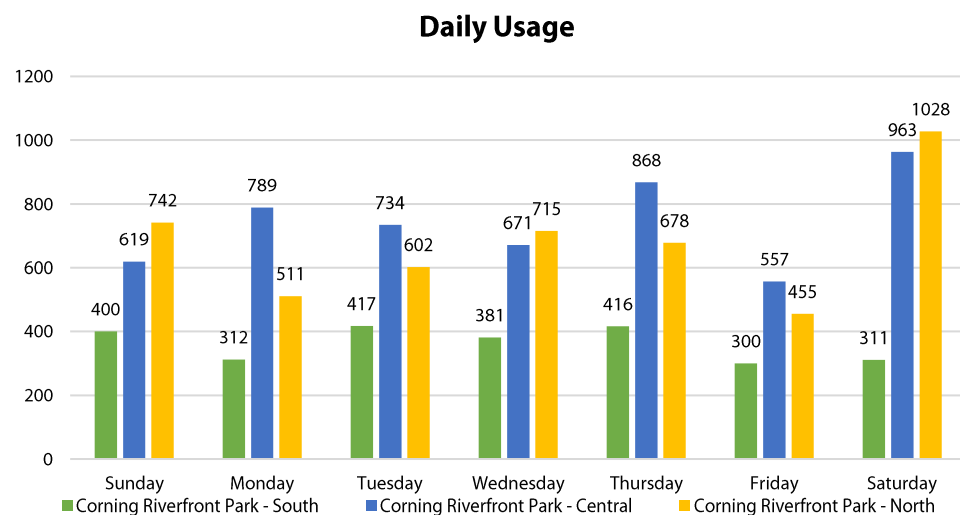
Hourly Usage



Albany

Corning Riverfront Park – South (USS Slater)	98,943
Corning Riverfront Park- Central (Barge Restaurant)	202,839
Corning Riverfront Park – North (Boat Launch)	184,509

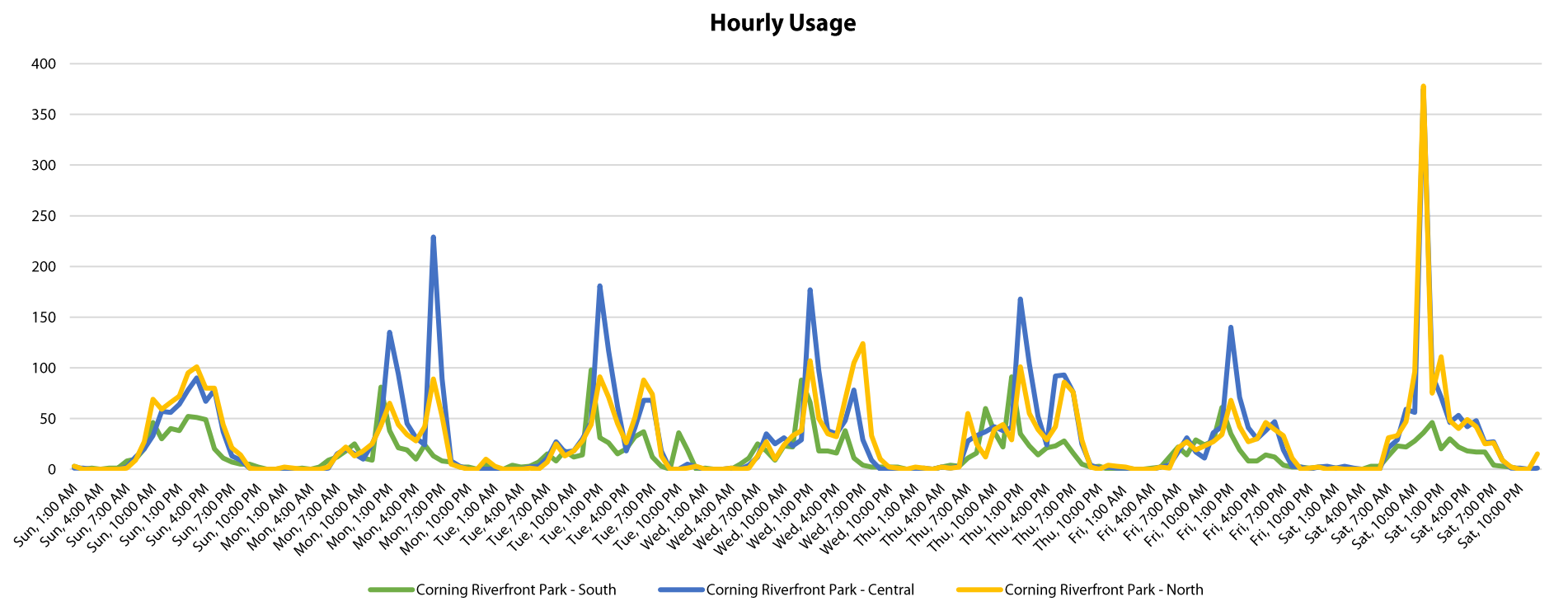
Usage Mode Split			
	USS Slater	Barge Restaurant	Boat Launch
Bicyclists	32%	37%	28%
Pedestrians	68%	63%	70%
Other	0%	0%	3%



	USS Slater	Barge Restaurant	Boat Launch
Average weekday	365	724	592
Average weekend	356	791	885
Maximum weekday	Tuesday	Thursday	Wednesday
Maximum weekend	Sunday	Sunday	Saturday
Peak weekday usage	Tuesday, 12-2 PM	Monday, 5-7 PM	Wednesday, 5-7 PM
Peak weekend usage	Sunday, 2-4 PM	Saturday, 10 AM-12 PM	Saturday, 9-11 AM

Estimated Monthly Usage			
	USS Slater	Barge Restaurant	Boat Launch
January	2,968	6,085	5,535
February	2,968	6,085	5,535
March	6,926	14,199	12,916
April	10,884	22,312	20,296
May	10,884	22,312	20,296
June	11,873	24,341	22,141
July	12,863	26,369	23,986
August	13,852	28,397	25,831
September	10,884	22,312	20,296
October	5,937	12,170	11,071
November	5,937	12,170	11,071
December	2,968	6,085	5,535
Annual	98,943	202,839	184,509

Usage Gender Split						
	USS Slater		Barge Restaurant		Boat Launch	
	Female	Male	Female	Male	Female	Male
Bicyclists	8%	25%	12%	25%	9%	20%
Pedestrians	34%	33%	38%	25%	31%	41%
Overall	42%	58%	50%	50%	40%	60%



Railroad Run Trail

Saratoga Springs

Trail length – 1.3 miles

Estimated Annual Usage

Saratoga YMCA	127,452
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Estimated Seasonal Usage

	Saratoga YMCA
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Winter	14,886
Spring	41,231
Summer	48,852
Fall	22,483

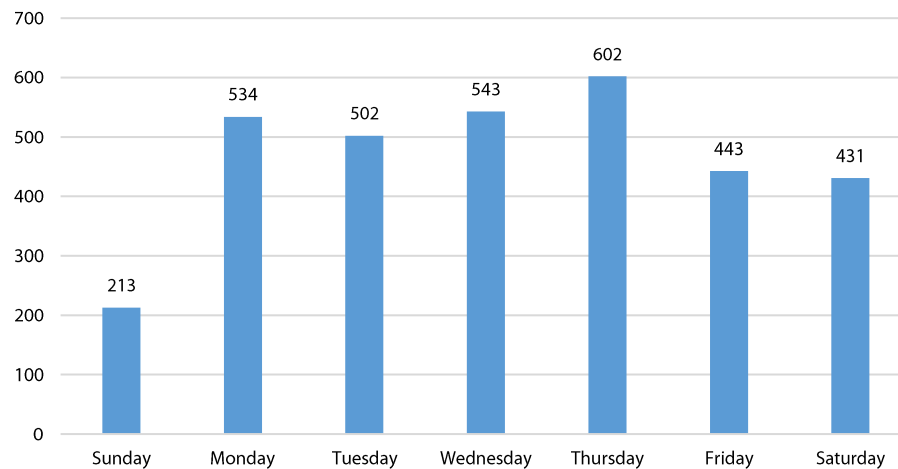
Usage Mode Split

	Saratoga YMCA
--	---------------

Bicyclists	43.6%
Pedestrians	55.9%
Other	0.5%



Daily Usage



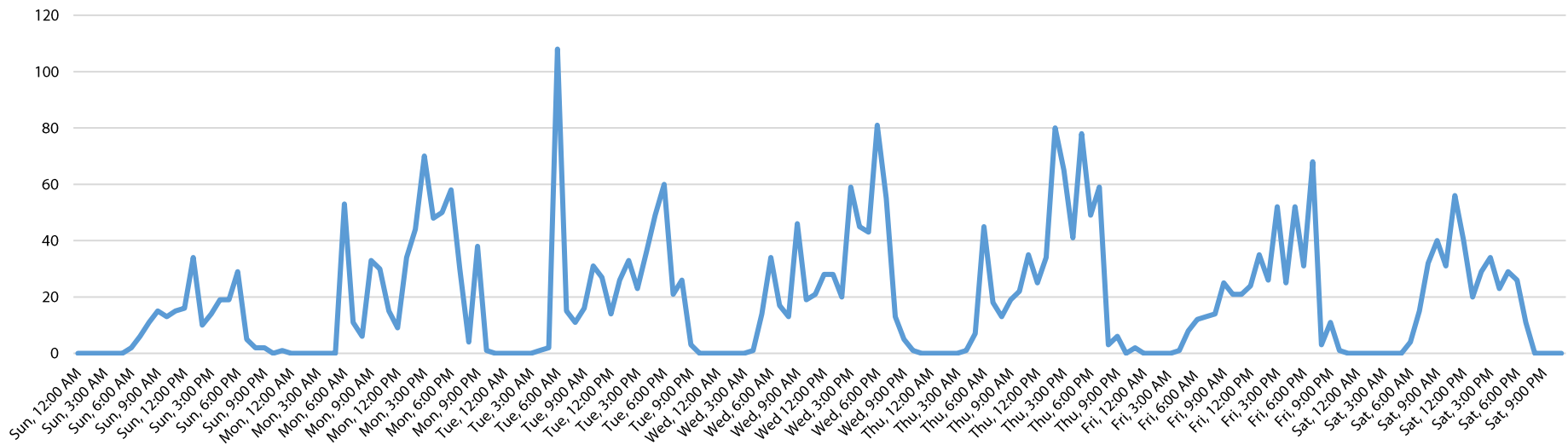
Daily Usage Profile

	Saratoga YMCA
Average weekday	525
Average weekend	322
Maximum weekday	Thursday
Maximum weekend	Saturday
Peak weekday usage	Thursday, 2-4 PM
Peak weekend usage	Saturday, 11 AM-1 PM

Estimated Monthly Usage	
Saratoga YMCA	
January	3,824
February	3,824
March	8,922
April	14,020
May	14,020
June	15,294
July	16,569
August	17,843
September	14,020
October	7,647
November	7,647
December	3,824
Annual	127,452

Usage Gender Split		
Saratoga YMCA		
	Female	Male
Bicyclists	16%	28%
Pedestrians	32%	25%
Overall	48%	52%

Hourly Usage



Spring Run Trail

Saratoga Springs

Trail length – 1.1 miles

Estimated Annual Usage

East Ave	64,155
Excelsior Spring Ave	63,102

Estimated Seasonal Usage

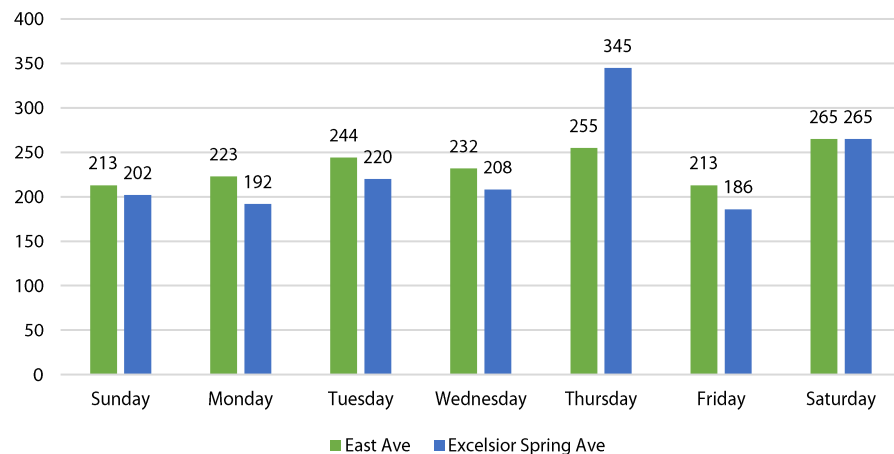
	East Ave	Excelsior Spring Ave
Winter	7,493	7,370
Spring	20,754	20,413
Summer	24,591	24,187
Fall	11,317	11,131

Usage Mode Split

	East Ave	Excelsior Spring Ave
Bicyclists	19%	14%
Pedestrians	77%	86%
Other	3%	0%



Daily Usage



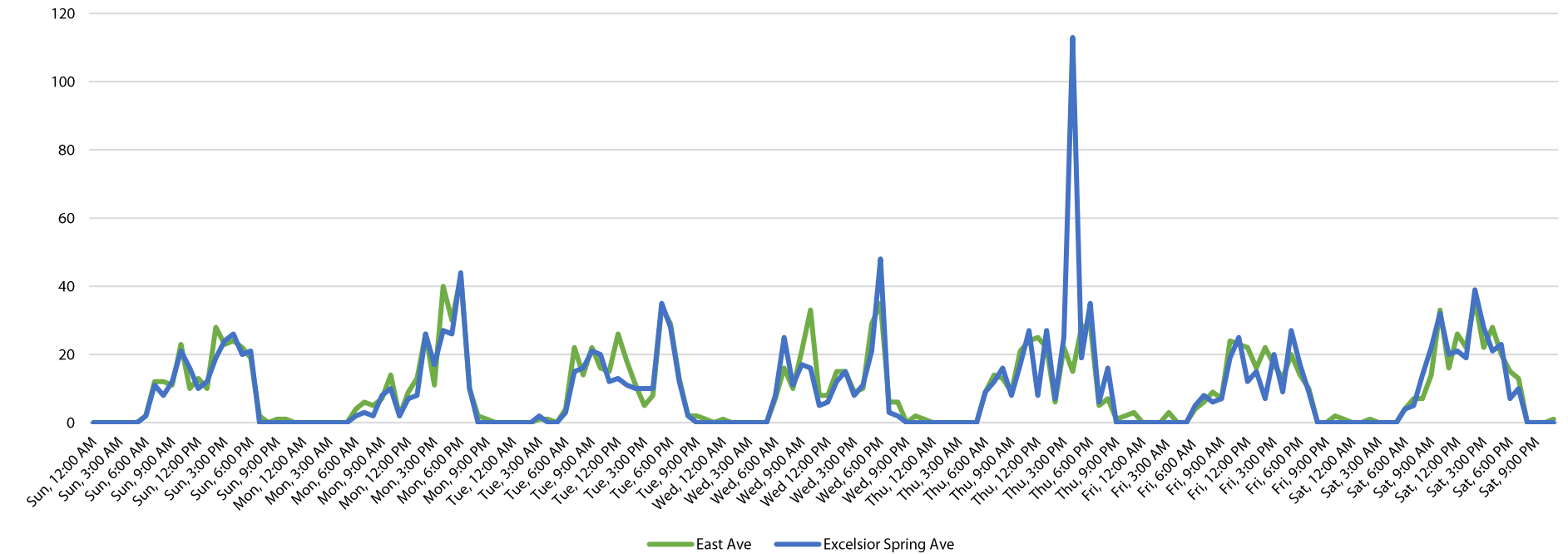
Daily Usage Profile

	East Ave	Excelsior Spring Ave
Average weekday	233	230
Average weekend	239	234
Maximum weekday	Thursday	Thursday
Maximum weekend	Saturday	Saturday
Peak weekday usage	Monday, 5-7 PM	Thursday, 3-5 PM
Peak weekend usage	Saturday, 1-3 PM	Saturday, 2-4 PM

Estimated Monthly Usage		
	East Ave	Excelsior Spring Ave
January	1,925	1,893
February	1,925	1,893
March	4,491	4,417
April	7,057	6,941
May	7,057	6,941
June	7,699	7,572
July	8,340	8,203
August	8,982	8,834
September	7,057	6,941
October	3,849	3,786
November	3,849	3,786
December	1,925	1,893
Annual	64,155	63,102

Usage Gender Split				
	East Ave		Excelsior Spring Ave	
	Female	Male	Female	Male
Bicyclists	7%	13%	2%	11%
Pedestrians	47%	33%	53%	33%
Overall	53%	46%	56%	44%

Hourly Usage



Uncle Sam Trail

Troy

Trail length – 3.5 miles

Estimated Annual Usage

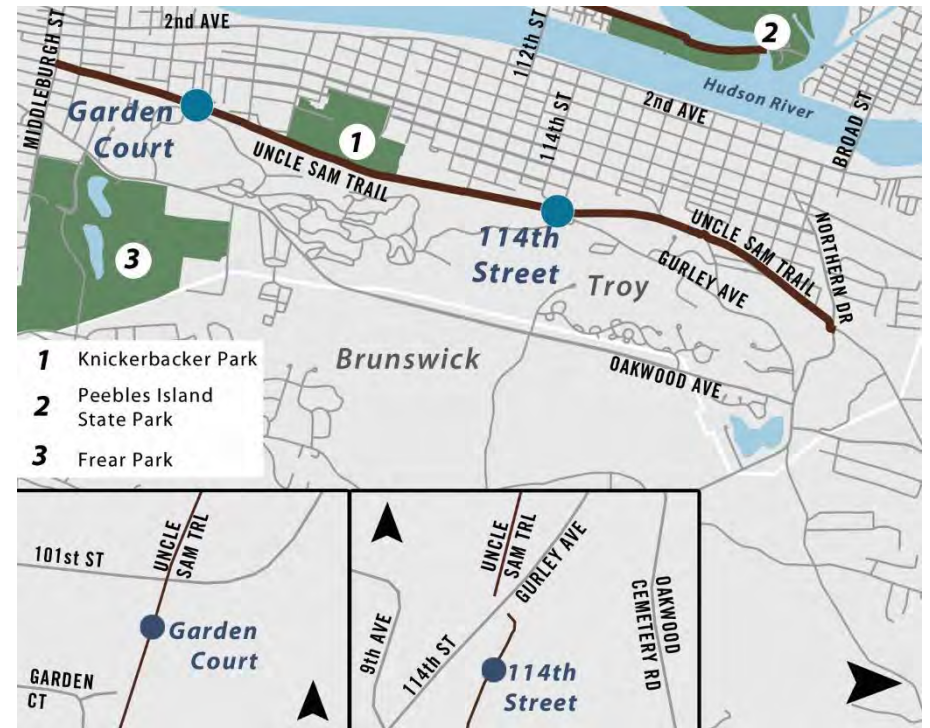
114th St	20,358
Garden Ct	33,150

Estimated Seasonal Usage

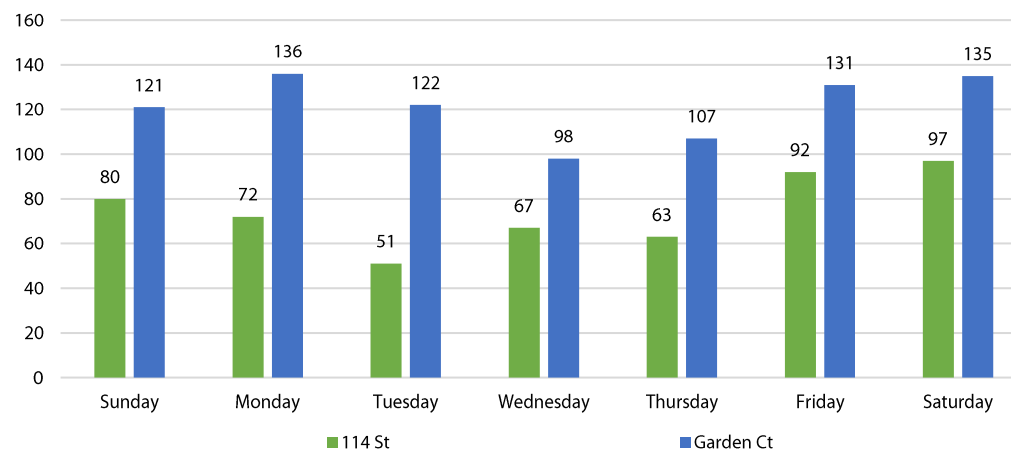
	114 St	Garden Ct
Winter	2,378	3,872
Spring	6,586	10,724
Summer	7,803	12,706
Fall	3,591	5,848

Usage Mode Split

	114 St	Garden Ct
Bicyclists	23%	63%
Pedestrians	77%	37%
Other	0%	0%



Daily Usage

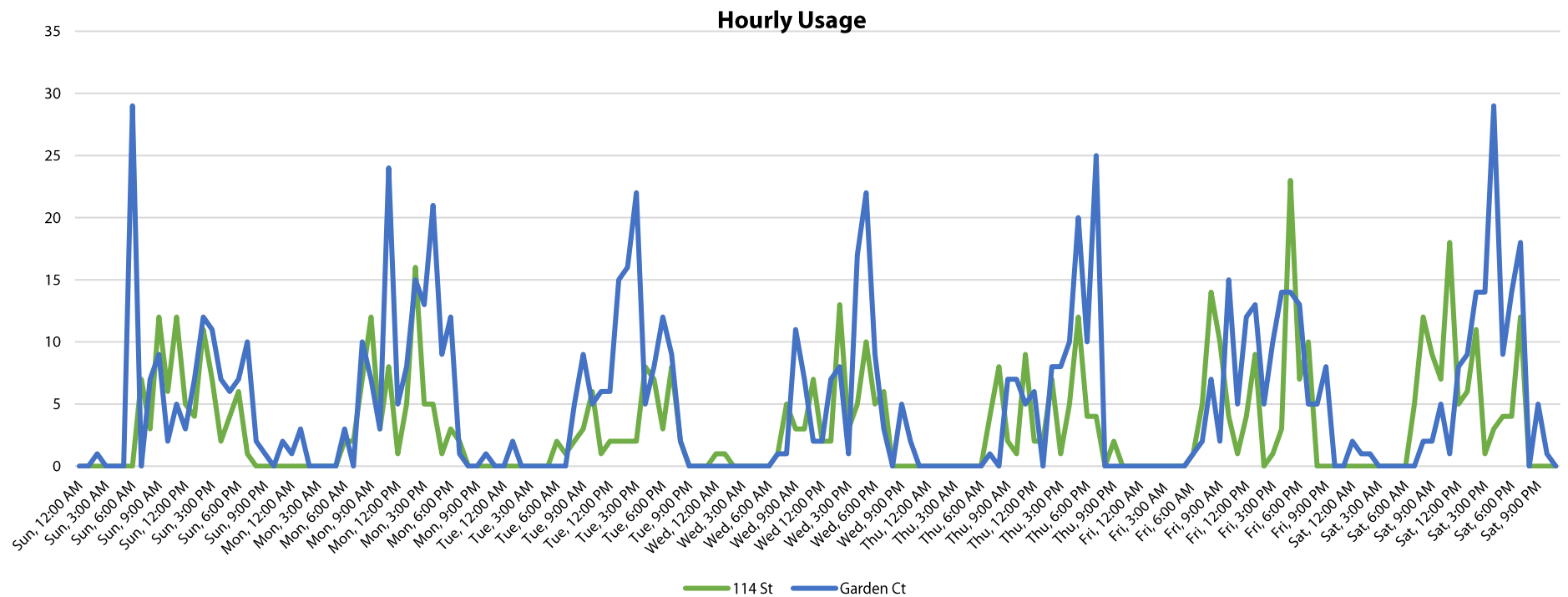


Daily Usage Profile

	114th St	Garden Ct
Average weekday	69	119
Average weekend	89	128
Maximum weekday	Friday	Monday
Maximum weekend	Saturday	Saturday
Peak weekday usage	Friday, 5-7 PM	Tuesday, 2-4 PM
Peak weekend usage	Saturday, 10 AM-12 PM	Saturday, 3-5 PM

Estimated Monthly Usage		
	114th St	Garden Ct
January	611	995
February	611	995
March	1,425	2,321
April	2,239	3,647
May	2,239	3,647
June	2,443	3,978
July	2,647	4,310
August	2,850	4,641
September	2,239	3,647
October	1,221	1,989
November	1,221	1,989
December	611	995
Annual	20,358	33,150

Usage Gender Split				
	114th St		Garden Ct	
	Female	Male	Female	Male
Bicyclists	3%	19%	24%	54%
Pedestrians	32%	45%	17%	29%
Overall	35%	65%	41%	59%



Zim Smith Trail

Malta and Round Lake

Trail length – 10 miles

Estimated Annual Usage

Shenantaha Creek Park	53,781
Goldfoot Road	79,677

Estimated Seasonal Usage

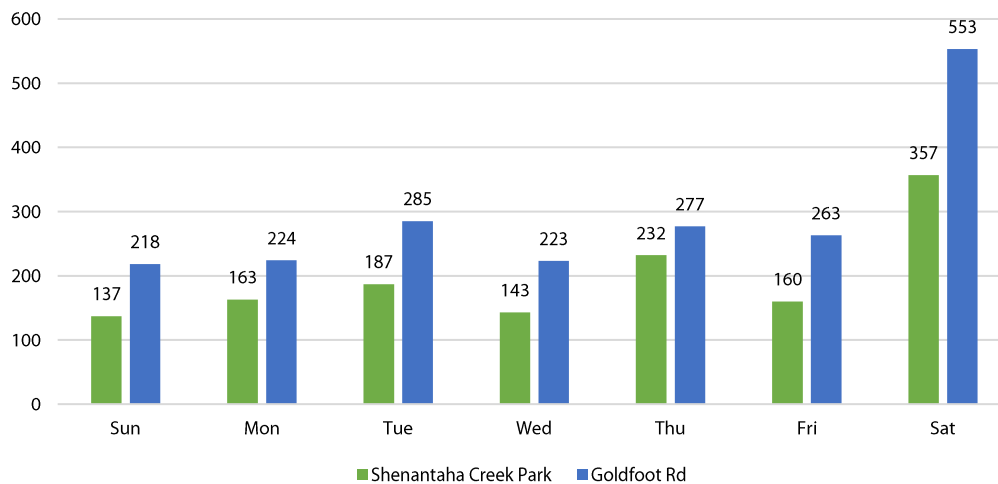
	Shenantaha Creek Park	Goldfoot Road
Winter	6,282	9,306
Spring	17,398	25,776
Summer	20,614	30,540
Fall	9,487	14,055

Usage Mode Split

	Shenantaha Creek Park	Goldfoot Road
Bicyclists	65%	51%
Pedestrians	34%	48%
Other	1%	1%



Daily Usage

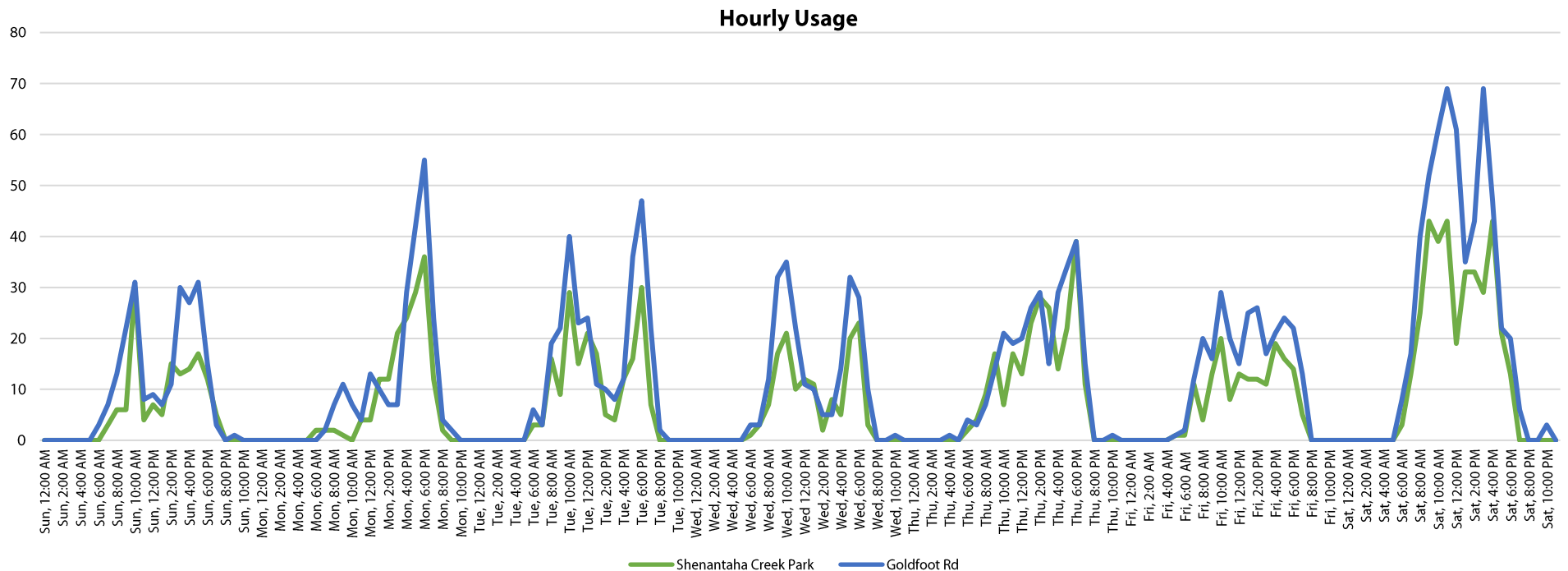


Daily Usage Profile

	Shenantaha Creek Park	Goldfoot Road
Average weekday	177	254
Average weekend	247	386
Maximum weekday	Thursday	Tuesday
Maximum weekend	Saturday	Saturday
Peak weekday usage	Monday, 5-7 PM	Monday, 5-7 PM
Peak weekend usage	Saturday, 9-11 AM	Saturday, 10 AM-12 PM

Estimated Monthly Usage		
	Shenantaha Creek Park	Goldfoot Road
January	1,613	2,390
February	1,613	2,390
March	3,765	5,577
April	5,916	8,764
May	5,916	8,764
June	6,454	9,561
July	6,992	10,358
August	7,529	11,155
September	5,916	8,764
October	3,227	4,781
November	3,227	4,781
December	1,613	2,390
Annual	53,781	79,677

Usage Gender Split				
	Shenantaha Creek Park		Goldfoot Road	
	Female	Male	Female	Male
Bicyclists	25%	40%	23%	28%
Pedestrians	19%	16%	23%	25%
Overall	44%	56%	46%	54%



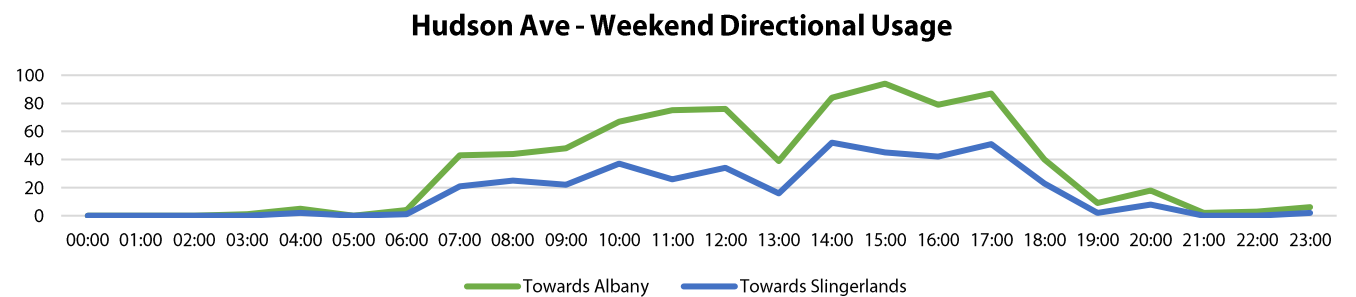
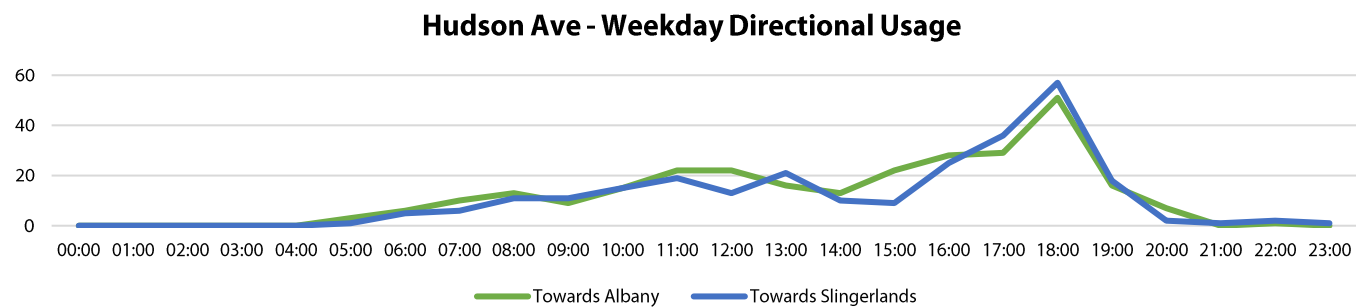
Section IV

Appendices

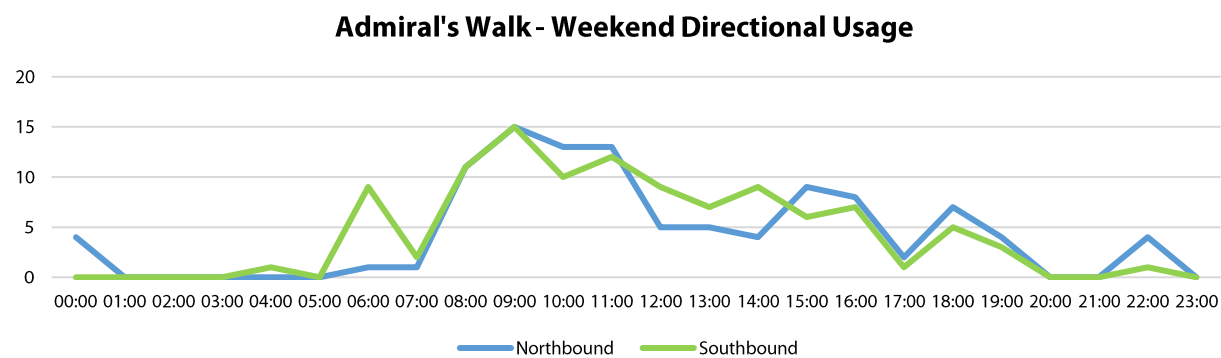
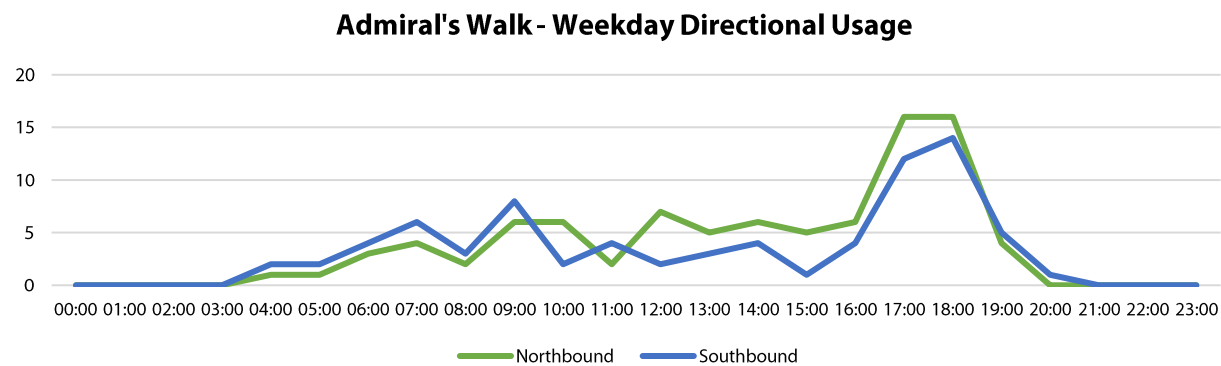
Appendix A

Bidirectional Count Data

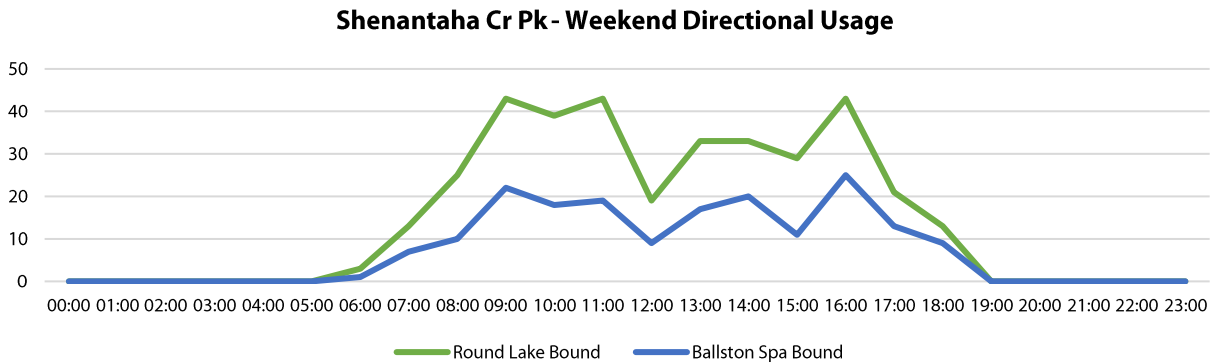
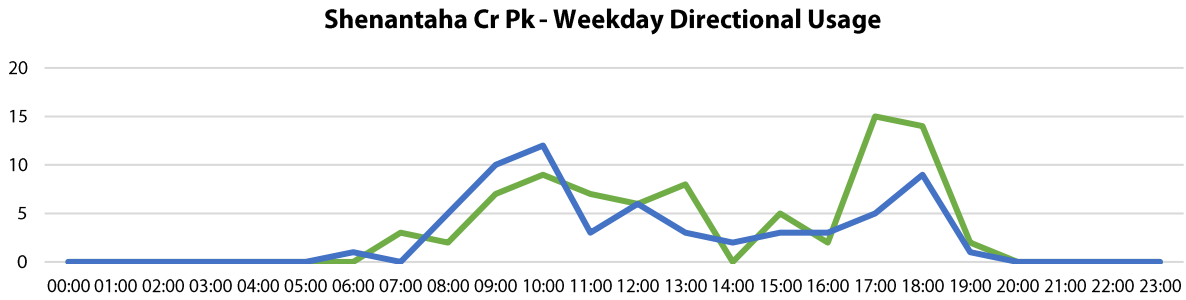
Hudson Avenue, Albany County Helderberg-Hudson Rail Trail



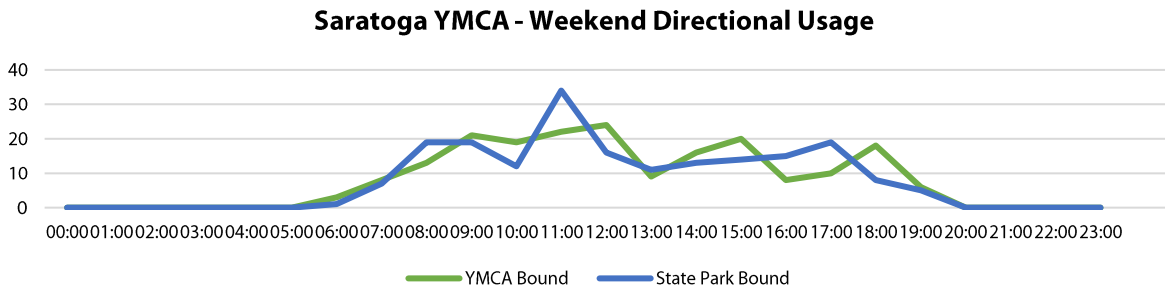
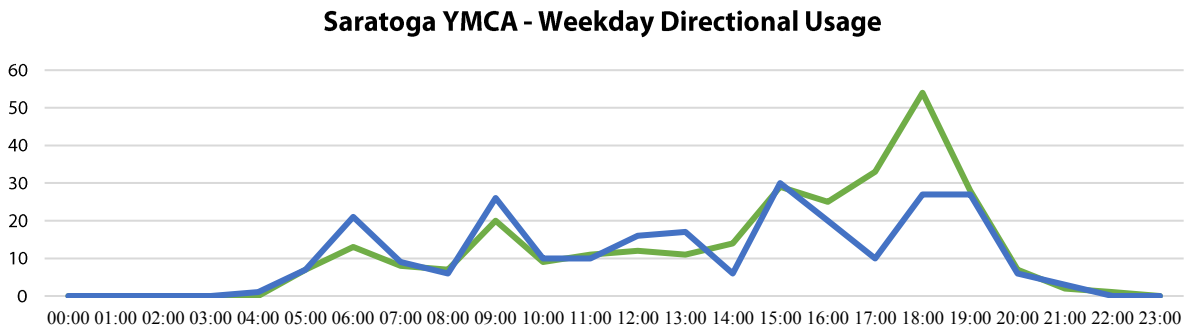
Admiral’s Walk, Delaware Avenue – Black Bridge Trail



Shenantaha Creek Park, Zim Smith Trail

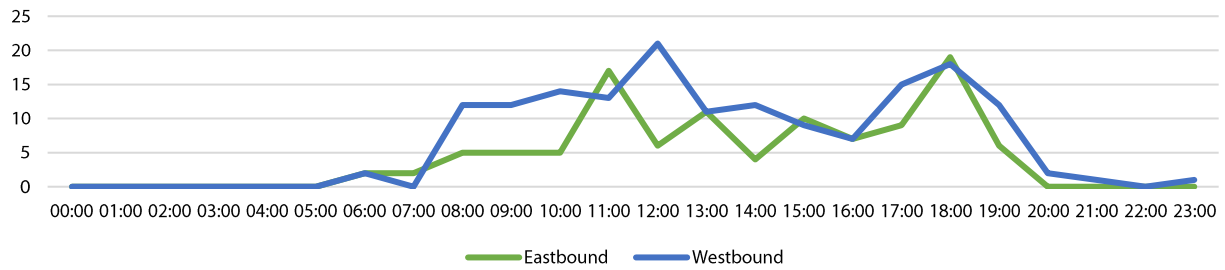


Saratoga YMCA, Railroad Run

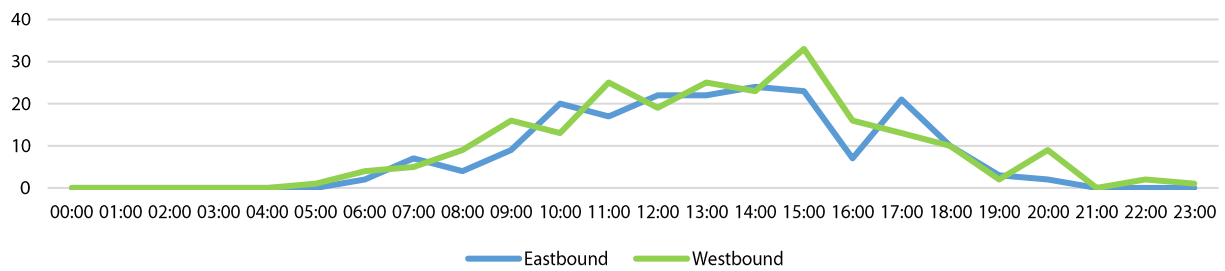


Kiwanis Park, Mohawk Hudson Bike-Hike Trail

Kiwanis Park - Weekday Directional Usage

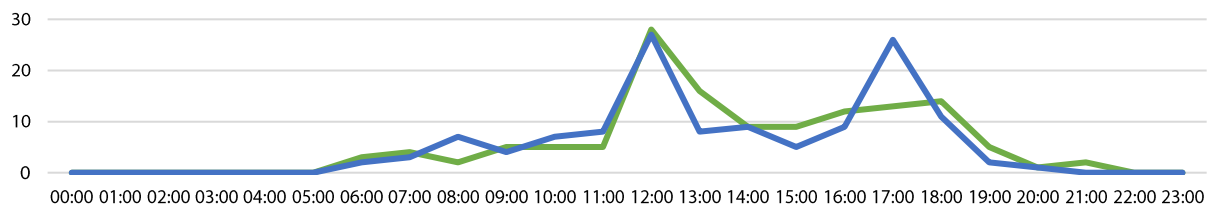


Kiwanis Park - Weekend Directional Usage

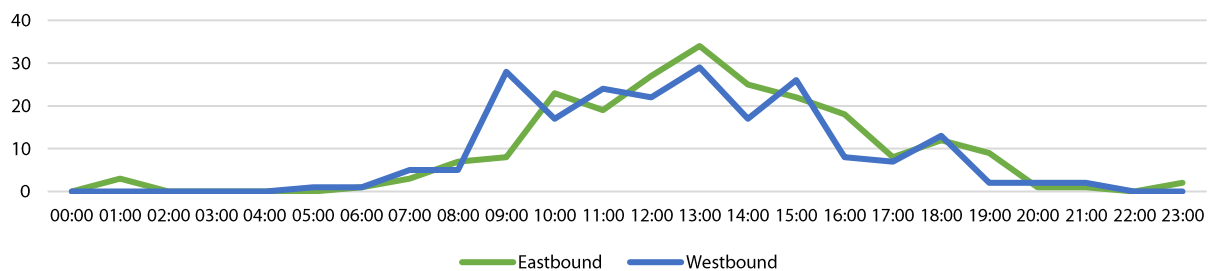


Schenectady County Community College, Mohawk Hudson Bike-Hike Trail

SCCC - Weekday Directional Usage

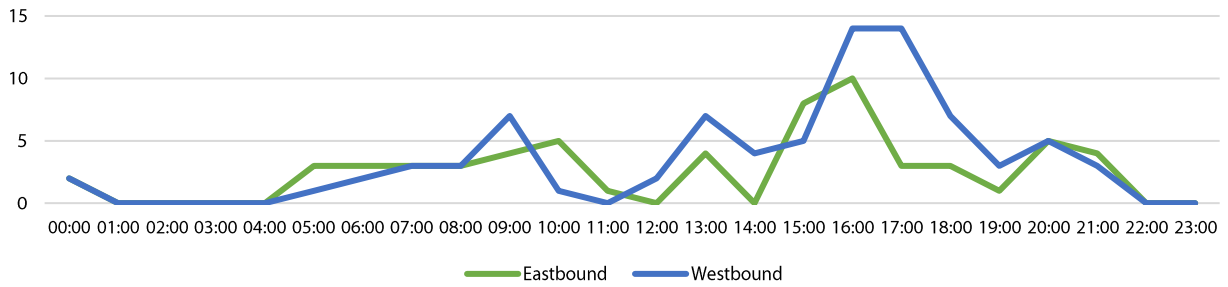


SCCC - Weekend Directional Usage

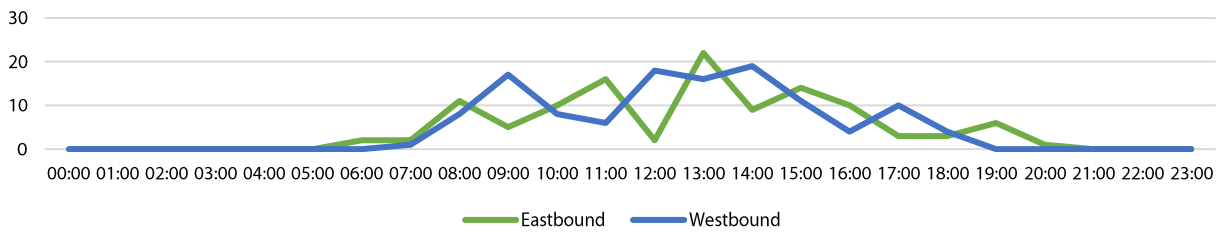


Nott St, Mohawk Hudson Bike-Hike Trail

Nott St - Weekday Directional Usage

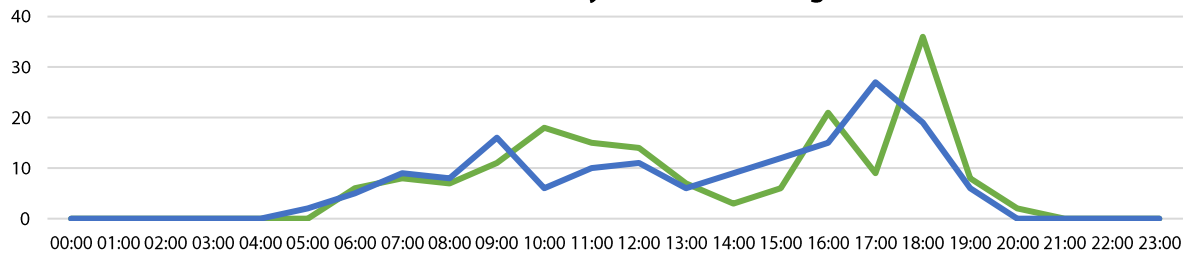


Nott St - Weekend Directional Usage

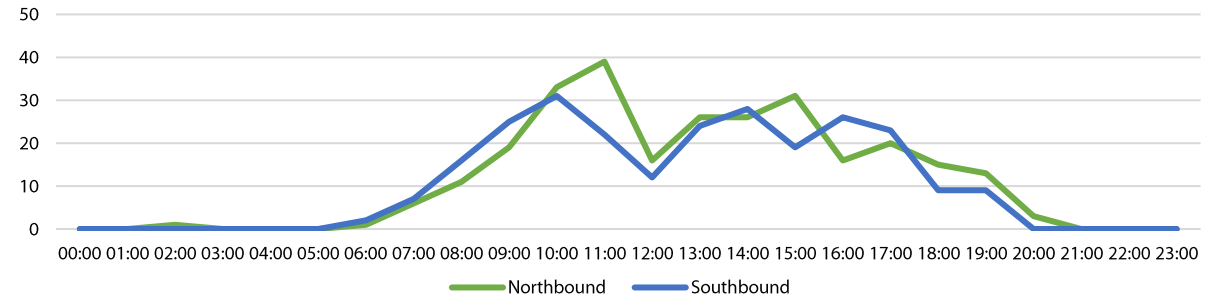


4 St Trailhead, Mohawk Hudson Bike-Hike Trail

4th St - Weekday Directional Usage

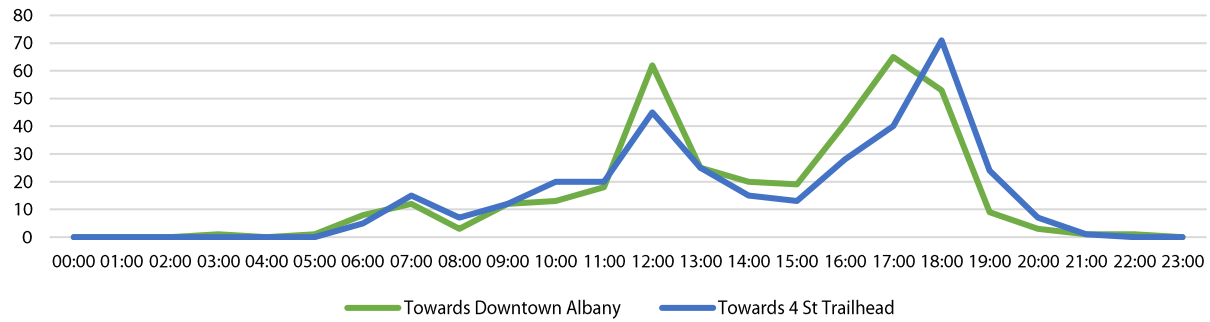


4th St - Weekend Directional Usage

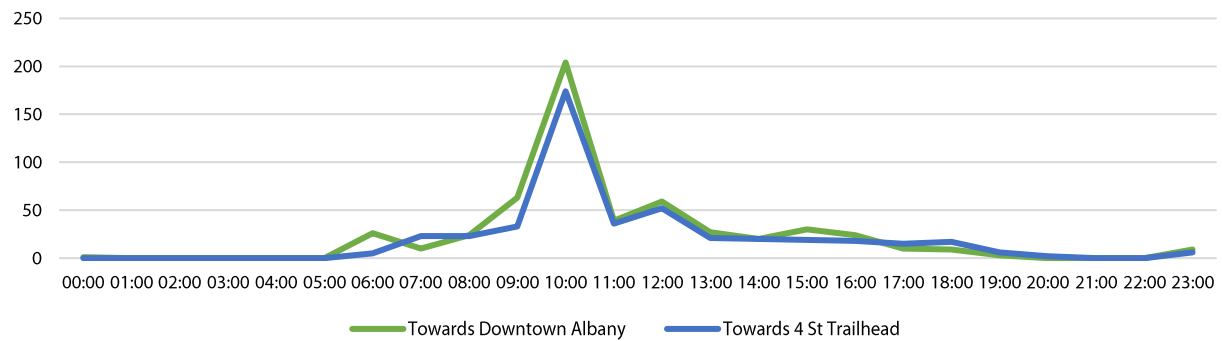


Corning Riverfront Park – Boat Launch, MHBHT

Corning Riverfront Pk-Boat Launch -- Weekday Directional Usage

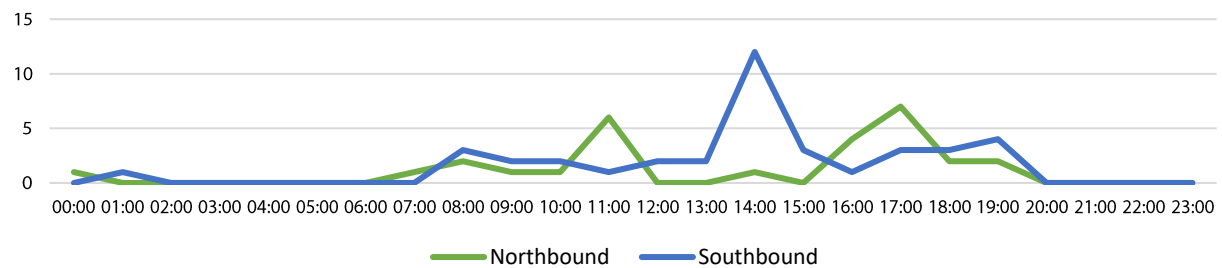


Corning Riverfront Pk-Boat Launch - Weekend Directional Usage

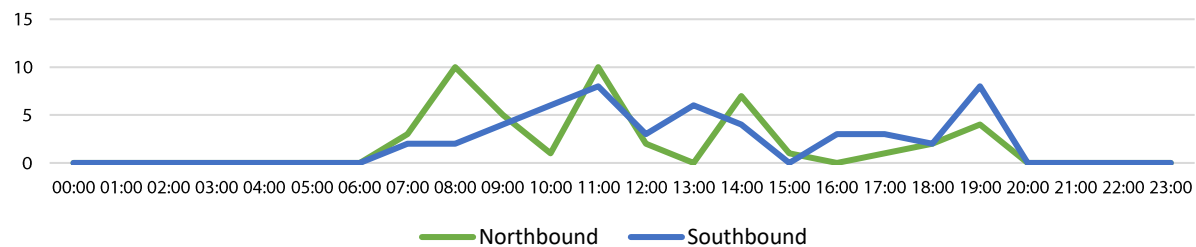


114 St, Uncle Sam Trail

114 St - Weekday Directional Usage



114 St - Weekend Directional Usage



Appendix B

NBPDP Screenline Count Form

Name: _____ Location: _____

Date: _____ Start Time: _____ End Time: _____

Weather: _____

Please fill in your name, count location, date, time period, and weather conditions (fair, rainy, very cold). Count all bicyclists and pedestrians crossing your screen line under the appropriate categories.

- Count for two hours in 15 minute increments.
- Count the number of people on the bicycle, not the number of bicycles.
- Pedestrians include people in wheelchairs or others using assistive devices, children in strollers, etc.
- People using equipment such as skateboards or rollerblades should be included in the “Other” category.
- **Contact Greg Francese at (O) 518-434-1583 or (C) 518-248-2116 with any questions or issues.**

	Bicycles		Pedestrians		Others
	Female	Male	Female	Male	Indicate Type
00-:15					
15-:30					
30-:45					
45-1:00					
1:00-1:15					
1:15-1:30					
1:30-1:45					
1:45-2:00					
Total					

*Return completed forms by September 30, 2016 to
Greg Francese, Parks & Trails New York, 29 Elk St., Albany, NY 12207*

Appendix C

Observational Count Schedule

Capital District Trail Counts | Observational Count Schedule

Sat, Sep 10	Tue, Sep 13	Wed, Sep 14	Thu, Sep 15	Sat, Sep 17	Tue, Sep 20	Wed, Sep 21	Thu, Sep 22	Fri, Sep 24
Excelsior Spring Ave	Excelsior Spring Ave	East Ave	Outlet Rd	East Ave	Shenantaha Creek Park	Kiwanis Pk	114 St	114 St
Saratoga YMCA	Saratoga YMCA	Admiral's Walk	Garden Ct	Outlet Rd	Corning Preserve Barge Restaurant	4 St	SCCC Parking Lot	Kiwanis Pk
Main St / Rte 146A	Main St / Rte 146A	S Pearl St	Corning Preserve Quay St	Shenantaha Creek Park			Lions Pk	SCCC Parking Lot
Curry Ave	Curry Ave	Shaker Ridge CC		Hudson Ave			Colonie Town Pk	Lions Pk
Admiral's Walk	Hudson Ave	Nott St		S Pearl St				
Garden Ct		Corning Preserve Boat Launch		Colonie Town Pk				
Shaker Ridge CC				4 St				
Nott St				Corning Preserve Barge Restaurant				
Corning Preserve Boat Launch				Corning Preserve Quay St				

Appendix D

Electronic Counter Installation Schedule

Location	Install date	Take down date
Week One - 9.2 - 9.8		
Kiwanis Pk, ECT	Friday, Sep 2	Friday, Sep 9
SCCC, ECT	Thursday, Sep 1	Friday, Sep 9
Nott St, ECT	Friday, Sep 2	Friday, Sep 9
Lions Park, ECT	Friday, Sep 2	Friday, Sep 9
Colonie Town Park, ECT	Friday, Sep 2	Friday, Sep 9
4 St, ECT	Thursday, Sep 1	Friday, Sep 9
114 St, Uncle Sam	Thursday, Sep 1	Friday, Sep 9
Garden Ct, Uncle Sam	Thursday, Sep 1	Friday, Sep 9
Week Two - 9.12 - 9.18		
East Ave, Spring Run	Monday, Sep 12	Monday, Sep 19
Excelsior Spring Ave, Spring Run	Monday, Sep 12	Monday, Sep 19
YMCA, Railroad Run	Monday, Sep 12	Monday, Sep 19
Shenantaha Creek Pk, Zim Smith	Monday, Sep 12	Tuesday, Sep 20
Goldfoot Rd, Zim Smith	Monday, Sep 12	Tuesday, Sep 20
Outlet Rd, Ballston Vets	Monday, Sep 12	Tuesday, Sep 20
Main St, Ballston Vets	Monday, Sep 12	Tuesday, Sep 20
Admirals Walk, Delaware Ave Trl	Monday, Sep 12	Monday, Sep 19
Week Three - 9.20 - 9.26		
Shaker CC, Albany Shaker Trl	Wednesday, Sep 21	Wednesday, Sep 28
Corning Preserve N, ECT	Wednesday, Sep 21	Wednesday, Sep 28
Corning Preserve M, ECT	Wednesday, Sep 21	Wednesday, Sep 28
Corning Preserve S, ECT	Thursday, Sep 22	Thursday, Sep 29
S Pearl St, ACRT	Wednesday, Sep 21	Wednesday, Sep 28
Hudson Ave, ACRT	Wednesday, Sep 21	Wednesday, Sep 28

Appendix E

Comparable Trail Count Data

Comparable Trail Count Data

The following locations have previously been counted by PTNY, CDTC, and the NYS Office of Parks, Recreation and Historic Preservation as part of a trail count effort. Prior to 2010, PTNY used the Lindsay model to estimate annual usage. This methodology used electronic counters and volunteers to easily deliver a more accurate estimation of annual trail usage volume. Since 2010, PTNY has employed NBPDP methodology. In 2015, NYS OPRHP employed NBPDP data collection and estimation methodology.

Count Title (Year)	Estimate	Methodology
<i>Lions Park, Niskayuna – Mohawk Hudson Bike Hike / Erie Canalway Trail (MHBHT)</i>		
Trail Perspectives (2006), CDTC	158,568	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Who's On the Trail, PTNY (2009)	173,927	NBPDP – observed counts; at least two weekday and two weekend two hour count periods.
Trail User Survey & Count, NYSOPRHP (2015)	373,647	NBPDP – observed counts
Capital District Trail User Counts (2016), CDTC/PTNY	263,757	NBPDP – observed and electronic counts
<i>Corning Riverfront Park Boat Launch, Albany – MHBHT</i>		
Trail Perspectives (2006), CDTC	161,564	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Who's On the Trail, PTNY (2015)	156,714	NBPDP – observed counts; at least two weekday and two weekend two hour count periods.
Capital District Trail User Counts (2016), CDTC/PTNY	184,509	NBPDP – observed and electronic counts
<i>Kiwanis Park, Rotterdam – MHBHT</i>		
Trail Perspectives (2006), CDTC	52,198	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Who's On the Trail (2009), PTNY	56,715	Lindsay et al. Model*

* Lindsay, Greg, Jeff Wilson, Elena Rubchinskaya, Jihui Yang, Yuling Han. (2007). Estimating urban trail traffic: Methods for Existing and Proposed Trails. *Landscape Urban Planning*, 299-325.

Capital District Trail User Counts (2016), CDTC/PTNY	95,121	NBPDP – observed and electronic counts
<i>Schenectady County Community College, Rotterdam - MHBHT</i>		
Trail Perspectives (2006), CDTC	89,071	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Who's On the Trail (2009), PTNY	105,869	Lindsay et al. Model.
Capital District Trail User Counts (2016), CDTC/PTNY	99,372	NBPDP – observed and electronic counts
<i>Nott Street, Schenectady - MHBHT</i>		
Trail Perspectives (2006), CDTC	20,995	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Capital District Trail User Counts (2016), CDTC/PTNY	41,371	NBPDP – observed and electronic counts
<i>Colonie Town Park, Colonie – MHBHT</i>		
Trail Perspectives (2006), CDTC	93,886	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Who's On the Trail (2009), CDTC	95,471	Lindsay et al. Model
Capital District Trail User Counts (2016), CDTC/PTNY	95,394	NBPDP – observed and electronic counts
<i>4th St Trailhead, Watervliet – MHBHT</i>		
Trail Perspectives (2006), CDTC	106,437	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Capital District Trail User Counts (2016), CDTC/PTNY	128,388	NBPDP – observed and electronic counts
<i>Shenantaha Creek Park, Malta – Zim Smith Trail</i>		
Trail Perspectives (2006), CDTC	52,031	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Capital District Trail User Counts (2016), CDTC/PTNY	53,781	NBPDP – observed and electronic counts
<i>Goldfoot Rd / Round Lake Rd, Round Lake – Zim Smith Trail</i>		
Trail Perspectives (2006), CDTC	22,664	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Capital District Trail User Counts (2016), CDTC/PTNY	79,677	NBPDP – observed and electronic counts

<i>114th St, Troy – Uncle Sam Trail</i>		
Trail Perspectives (2006), CDTC	16,634	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Capital District Trail User Counts (2016), CDTC/PTNY	20,358	NBPDP – observed and electronic counts
<i>Garden Ct, Troy - Uncle Sam Trail</i>		
Trail Perspectives (2006), CDTC	27,068	CDTC warm weather estimate extrapolated using NBPDP adjustment factors.
Capital District Trail User Counts (2016), CDTC/PTNY	33,150	NBPDP – observed and electronic counts

APPENDIX B

On-Trail User Survey

**Regional Trails Perspective
On-Site Trail User Survey**



[Insert Trail Name] User Survey

1. Gender: a. Male b. Female c. Other
2. Age: a. under 16 b. 16 – 24 c. 25-44 d. 45-64 e. 65 or over
3. Zip code? _____
4. How did you get to the trail today? a. Drove b. Bicycle c. Walk/Run d. Other: _____
5. About how much time do you plan to spend on the trail today? _____
6. What activity did you engage in while on the trail today?
a. Walking b. Running/Jogging c. Bicycling d. In-line skating e. Other: _____
7. What is your primary purpose for using this trail?
a. Recreation b. Health/Exercise c. Commute to school/work d. Other (e.g. shopping, etc.)
8. About how many times have you used the trail during the past twelve months? Please check one:
a. Less than 5 days b. 5-10 days c. 11-24 days d. 25-49 days e. 50-100 days f. More than 100 days
9. On a scale of 1-5, to what extent do you feel the following items are problems on the [insert name of trail]?
Please choose the number that best describes how you feel:

	Not a problem		No opinion		Major problem
a. Too crowded	1	2	3	4	5
b. Conflicts with other trail activities	1	2	3	4	5
c. Behavior of trail users	1	2	3	4	5
d. Trail surface conditions	1	2	3	4	5
e. Trail width	1	2	3	4	5
f. Pets off leashes/animal waste	1	2	3	4	5
g. Litter, glass & debris	1	2	3	4	5
h. Dangerous road intersections	1	2	3	4	5
i. Directional signage	1	2	3	4	5
j. Personal safety (crime)	1	2	3	4	5
k. Lack of services (restrooms, etc.)	1	2	3	4	5
l. Parking &/or access	1	2	3	4	5
m. Other: _____					

TURN OVER PLEASE

Date _____

10. Are there sections of the [insert name of trail] that you avoid due to poor trail conditions or general concerns about trail maintenance? Please choose one: a. Yes b. No

If yes, please tell us where these sections are located: _____

11. Is your visit to this trail part of an overnight trip away from home? Please choose one: a. Yes b. No

12. How would you rate your current health status? Please choose one:

a. Excellent b. Very Good c. Good d. Fair e. Poor

13. Additional Comments:

This image shows a single sheet of white paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

APPENDIX C

Online Trail User Survey

Trail User Information

The Capital District has over 100 miles of multi-use trails. These facilities bring recreational and health qualities to the region while also serving as alternative transportation networks. They connect communities and neighborhoods with commercial centers, parks, and jobs. The Regional Trails Perspective looks into how the Capital District and local communities have benefited from multi-use trails. This is an update to the 2006 study that collected trail use data and surveyed both adjacent property owners and trail users. The survey contains questions about 9 multi-use trails in the Capital District. To see where these trails are located, and where trail user surveys are being conducted, visit [this map](#).

1. In what ZIP code is your home located? (enter 5-digit ZIP code; for example, 12205 or 12065)

2. Did you use a Capital Region trail as part of an overnight trip away from home?

☐ Yes

☐ No

Trail Tourism

3. Which Capital Region multi-use trail(s) did you visit during your trip? Please choose all that apply:

- ☐ Mohawk-Hudson Bike-Hike Trail a/k/a Erie Canalway Trail
- ☐ Zim Smith Trail
- ☐ Uncle Sam Bikeway
- ☐ Albany County Helderberg Rail Trail
- ☐ Railroad Run
- ☐ Spring Run Trail
- ☐ Ballston Veterans Trail
- ☐ Delaware Avenue / Black Bridge Trail
- ☐ Albany Shaker Trail
- ☐ Other (please specify)

4. How long was your trip?

Days

Nights

5. On a scale of 1-5, to what extent do you feel the following items are problems on the Capital Region trail(s)? Plase choose the number that best describes how you feel:

	1 (not a problem)	2	3 (no opinion)	4	5 (major problem)
Too crowded	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflicts with other trail activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Behavior of trail users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail width	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pets off leashes / animal waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter, glass, & debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous road intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of services (water, restrooms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking and/or access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

6. If you used a Capital Region multi-use trail as part of an overnight trip away from home, how much did you spend during your trip on the following:

Motel, hotel, cabin, or B&B	<input type="text"/>
Camping fees	<input type="text"/>
Restaurants and bars	<input type="text"/>
Groceries and takeout food and drinks	<input type="text"/>
Vehicle expenses (fuel and maintenance)	<input type="text"/>
Local transportation (transit, cabs, etc.)	<input type="text"/>
Admission fees (amusement parks, entrance fees to state parks, etc.)	<input type="text"/>
Used or new bicycle	<input type="text"/>
Bike repairs or maintenance	<input type="text"/>
Clothing	<input type="text"/>
Sporting goods and gear related to my trail use	<input type="text"/>
Gambling	<input type="text"/>
Souvenirs and other gifts	<input type="text"/>
Other	<input type="text"/>

Which Capital Region trail(s) have you visited?

7. Have you visited the Mohawk-Hudson Bike-Hike Trail (a/k/a Erie Canalway Trail)?

- ☐ Yes
- ☐ No
- ☐ Not sure

Mohawk-Hudson Bike-Hike Trail Conditions

8. On a scale of 1-5, to what extent do you feel the following items are problems on the Mohawk-Hudson Bike-Hike Trail? Please choose the number that best describes how you feel:

	1 (not a problem)	2	3 (no opinion)	4	5 (major problem)
Too crowded	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflicts with other trail activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Behavior of trail users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail width	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pets off leashes / animal waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter, glass, & debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous road intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of services (water, restrooms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking and/or access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

9. Are there sections of the Mohawk-Hudson Bike-Hike Trail that you avoid due to deficient trail conditions or general concerns about trail maintenance? Please choose one:

☐ Yes

☐ No

If yes, please tell us where these sections are located:

Which Capital Region trail(s) have you visited?

10. Have you visited the Zim Smith Trail?

- ☐ Yes
- ☐ No
- ☐ Not sure

Zim Smith Trail Conditions

11. On a scale of 1-5, to what extent do you feel the following items are problems on the Zim Smith Trail?
Please choose the number that best describes how you feel:

	1 (not a problem)	2	3 (no opinion)	4	5 (major problem)
Too crowded	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflicts with other trail activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Behavior of trail users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail width	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pets off leashes / animal waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter, glass, & debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous road intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of services (water, restrooms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking and/or access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

12. Are there sections of the Zim Smith Trail that you avoid due to deficient trail conditions or general concerns about trail maintenance? Please choose one:

☐ Yes

☐ No

If yes, please tell us where these sections are located:

Which Capital Region trail(s) have you visited?

13. Have you visited the Uncle Sam Bikeway?

- ☐ Yes
- ☐ No
- ☐ Not sure

Uncle Sam Bikeway Conditions

14. On a scale of 1-5, to what extent do you feel the following items are problems on the Uncle Sam Bikeway? Please choose the number that best describes how you feel:

	1 (not a problem)	2	3 (no opinion)	4	5 (major problem)
Too crowded	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflicts with other trail activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Behavior of trail users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail width	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pets off leashes / animal waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter, glass, & debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous road intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of services (water, restrooms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking and/or access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

15. Are there sections of the Uncle Sam Bikeway that you avoid due to deficient trail conditions or general concerns about trail maintenance? Please choose one:

☐ Yes

☐ No

If yes, please tell us where these sections are located:

Which Capital Region trail(s) have you visited?

16. Have you visited the Albany County Helderberg Rail Trail?

- ☐ Yes
- ☐ No
- ☐ Not sure

Albany County Helderberg Rail Trail Conditions

17. On a scale of 1-5, to what extent do you feel the following items are problems on the Albany County Helderberg Rail Trail? Please choose the number that best describes how you feel:

	1 (not a problem)	2	3 (no opinion)	4	5 (major problem)
Too crowded	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflicts with other trail activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Behavior of trail users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail width	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pets off leashes / animal waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter, glass, & debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous road intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of services (water, restrooms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking and/or access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

18. Are there sections of the Albany County Helderberg Rail Trail that you avoid due to deficient trail conditions or general concerns about trail maintenance? Please choose one:

☐ Yes

☐ No

If yes, please tell us where these sections are located:

Which Capital Region trail(s) have you visited?

19. Have you visited Railroad Run?

- ☐ Yes
- ☐ No
- ☐ Not sure

Railroad Run Conditions

20. On a scale of 1-5, to what extent do you feel the following items are problems on the Railroad Run?
Please choose the number that best describes how you feel:

	1 (not a problem)	2	3 (no opinion)	4	5 (major problem)
Too crowded	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflicts with other trail activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Behavior of trail users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail width	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pets off leashes / animal waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter, glass, & debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous road intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of services (water, restrooms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking and/or access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

21. Are there sections of Railroad Run that you avoid due to deficient trail conditions or general concerns about trail maintenance? Please choose one:

☐ Yes

☐ No

If yes, please tell us where these sections are located:

Which Capital Region trail(s) have you visited?

22. Have you visited Spring Run Trail?

- ☐ Yes
- ☐ No
- ☐ Not sure

Spring Run Trail Conditions

23. On a scale of 1-5, to what extent do you feel the following items are problems on the Spring Run Trail? Please choose the number that best describes how you feel:

	1 (not a problem)	2	3 (no opinion)	4	5 (major problem)
Too crowded	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflicts with other trail activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Behavior of trail users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail width	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pets off leashes / animal waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter, glass, & debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous road intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of services (water, restrooms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking and/or access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

24. Are there sections of Spring Run Trail that you avoid due to deficient trail conditions or general concerns about trail maintenance? Please choose one:

☐ Yes

☐ No

If yes, please tell us where these sections are located:

Which Capital Region trail(s) have you visited?

25. Have you visited the Ballston Veterans Trail?

- ☐ Yes
- ☐ No
- ☐ Not sure

Ballston Veterans Trail Conditions

26. On a scale of 1-5, to what extent do you feel the following items are problems on the Ballston Veterans Trail? Please choose the number that best describes how you feel:

	1 (not a problem)	2	3 (no opinion)	4	5 (major problem)
Too crowded	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflicts with other trail activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Behavior of trail users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail width	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pets off leashes / animal waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter, glass, & debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous road intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of services (water, restrooms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking and/or access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

27. Are there sections of the Ballston Veterans Trail that you avoid due to deficient trail conditions or general concerns about trail maintenance? Please choose one:

☐ Yes

☐ No

If yes, please tell us where these sections are located:

Which Capital Region trail(s) have you visited?

28. Have you visited the Delaware Avenue / Black Bridge Trail?

- ☐ Yes
- ☐ No
- ☐ Not sure

Delaware Avenue / Black Bridge Trail Conditions

29. On a scale of 1-5, to what extent do you feel the following items are problems on the Delaware Avenue / Black Bridge Trail? Please choose the number that best describes how you feel:

	1 (not a problem)	2	3 (no opinion)	4	5 (major problem)
Too crowded	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflicts with other trail activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Behavior of trail users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail width	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pets off leashes / animal waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter, glass, & debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous road intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of services (water, restrooms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking and/or access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

30. Are there sections of the Delaware Avenue / Black Bridge Trail that you avoid due to deficient trail conditions or general concerns about trail maintenance? Please choose one:

☐ Yes

☐ No

If yes, please tell us where these sections are located:

Which Capital Region trail(s) have you visited?

31. Have you visited the Albany Shaker Trail?

- ☐ Yes
- ☐ No
- ☐ Not sure

Albany Shaker Trail Conditions

32. On a scale of 1-5, to what extent do you feel the following items are problems on the Albany Shaker Trail? Please choose the number that best describes how you feel:

	1 (not a problem)	2	3 (no opinion)	4	5 (major problem)
Too crowded	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Conflicts with other trail activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Behavior of trail users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail surface conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trail width	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pets off leashes / animal waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Litter, glass, & debris	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous road intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Personal safety (crime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of services (water, restrooms, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking and/or access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

33. Are there sections of the Albany Shaker Trail that you avoid due to deficient trail conditions or general concerns about trail maintenance? Please choose one:

☐ Yes

☐ No

If yes, please tell us where these sections are located:

How do you use the trail(s)?

34. How do you usually get to the trail? Please choose all that apply:

- ☐ Drive
- ☐ Bike
- ☐ Walk/Run
- ☐ Other (please specify)

35. What is your primary purpose for using the trail(s)? Please choose all that apply:

- ☐ Health / exercise
- ☐ Commute to school / work
- ☐ Run errands and visit friends
- ☐ Visit the library, community center, or other civic spaces
- ☐ Other (please specify)

36. About how many times have you used the trail during the past 12 months? Please choose one:

- ☐ Less than 5 days
- ☐ 5-9 days
- ☐ 10-24 days
- ☐ 25-49 days
- ☐ 50 - 100 days
- ☐ More than 100 days

37. How much time do you typically spend on the trail per visit?

38. Do you exit the trail from the same place you started?

- ☐ Yes
- ☐ No

39. How many people do you generally use the trail(s) with? Please choose one of the following:

- ☐ 0, I travel alone
- ☐ 1
- ☐ 2-3
- ☐ 3-5
- ☐ 5 or more

40. Do you use the trail with any children under the age of 15?

- ☐ Yes
- ☐ No

41. Which activity(ies) do you engage in while on the trail? Please choose all that apply:

- ☐ Bicycling
- ☐ Running / Jogging
- ☐ Walking
- ☐ In-line skating
- ☐ Other (please specify)

Bicycling Costs

42. What type of bike do you use on the trail(s)? Please choose all that apply:

- ☐ Road bike
- ☐ Mountain bike
- ☐ Cruiser bike
- ☐ Hybrid bike
- ☐ Adult trike
- ☐ Tandem bike
- ☐ Buggy / Trailer / Child seat
- ☐ Other (please specify)

43. Approximately how much do you spend annually on a new or used bike? Please choose one:

- ☐ Less than \$100
- ☐ \$100 - \$199
- ☐ \$200 - \$499
- ☐ \$500 - \$999
- ☐ \$1,000 or more

44. How much do you spend annually on bike maintenance and/or repairs? Please choose one:

- ☐ Less than \$25
- ☐ \$25 - \$49
- ☐ \$50 - \$99
- ☐ \$100 or more

Spending related to trail use

45. How much do you spend annually on footwear, accessories, or other gear related to your trail use, excluding the cost of your bicycle or bicycle repairs/maintenance. Please choose one:

- ☐ Less than \$50
- ☐ \$50-\$99
- ☐ \$100-199
- ☐ \$200-\$499
- ☐ \$500 or more

46. While using the trail(s), how much do you spend at the following types of places on or near the trail?

Restaurants and bars

Grocery and takeout food
and drinks

Souvenirs and other gifts

Farmers Markets

Other

Quality of life

47. Do you believe trail building and maintenance is a good use of public funds?

- ☐ Yes
- ☐ No
- ☐ No opinion

48. Do you believe multi-use trails have a positive impact on quality of life in the Capital Region?

- ☐ Yes
- ☐ No
- ☐ No opinion

49. On a scale of 1-5, how important are the following to you:

	1 (not important)	2	3 (no opinion)	4	5 (very important)
Living or working near a trail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Being able to walk or bike to work or school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Being physically active	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Secure bike parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Benches and/or rest areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Places to shop along trail(s)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Places to eat (restaurants and cafes) along trail(s)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike shops / maintenance along trail(s)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parking at trailheads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

50. How did you learn about Capital Region trails?

- ☐ Local running / cycling club
- ☐ I live near one
- ☐ My town / city / village
- ☐ CDTC trail maps
- ☐ A friend
- ☐ Trail organization
- ☐ Google maps
- ☐ Other (please specify)

Tell us about yourself

51. Are you male or female?

- ☐ Male
- ☐ Female
- ☐ Other

52. What is your age?

- ☐ 17 or younger
- ☐ 18-20
- ☐ 21-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60 or older

53. How would you rate your current health status? Please choose one:

- ☐ Excellent
- ☐ Very good
- ☐ Good
- ☐ Fair
- ☐ Poor

54. What is the highest level of school you have completed or the highest degree you have received?

- ☐ Less than high school degree
- ☐ High school degree or equivalent (e.g., GED)
- ☐ Some college but no degree
- ☐ Associate degree
- ☐ Bachelor degree
- ☐ Graduate degree
- ☐ Prefer not to answer

55. How much total combined money did all members of your HOUSEHOLD earn last year?

- ☐ \$0 to \$9,999
- ☐ \$10,000 to \$24,999
- ☐ \$25,000 to \$49,999
- ☐ \$50,000 to \$74,999
- ☐ \$75,000 to \$99,999
- ☐ \$100,000 to \$124,999
- ☐ \$125,000 to \$149,999
- ☐ \$150,000 to \$174,999
- ☐ \$175,000 to \$199,999
- ☐ \$200,000 and up
- ☐ Prefer not to answer

56. Which of the following categories best describes your employment status?

- ☐ Employed, working full-time
- ☐ Employed, working part-time
- ☐ Not employed, looking for work
- ☐ Not employed, NOT looking for work
- ☐ Retired
- ☐ Disabled, not able to work

57. Are you White, Black or African-American, American Indian or Alaskan Native, Asian, Native Hawaiian or other Pacific islander, or some other race?

- ☐ White
- ☐ Black or African-American
- ☐ American Indian or Alaskan Native
- ☐ Asian
- ☐ Native Hawaiian or other Pacific Islander
- ☐ Mexican, Puerto Rican, or other Hispanic, Latino, Spanish origin
- ☐ From multiple races
- ☐ Prefer not to answer
- ☐ Some other race (please specify)

58. Any additional comments:

APPENDIX D

Adjacent Residential Property Owner Survey

No. _____

2016 [Insert Name of Trail]

ADJOINING RESIDENTIAL PROPERTY SURVEY

The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for the Albany-Rensselaer-Troy and Saratoga Springs metropolitan areas. CDTC is responsible for ensuring that any transportation projects utilizing federal transportation funds are the product of a continuous, comprehensive, and cooperative planning process.

In 2005-6, CDTC conducted surveys of trail users and property owners adjacent to three of the Region's major multi-use trail. Those surveys helped develop the report *Regional Trail Perspectives: A Survey of Capital District Trail Facilities*. That report can be found at www.cdtcmpo.org/trails. The Capital Region has since expanded its multi-use trail network to over 100 miles of multi-use trails. CDTC is surveying trail users and property and business owners adjacent to nine major trails this summer in an effort to update the Regional Trail Perspectives report.

Please let us know how living adjacent to a trail affects your property and quality of life. Your participation in this survey is voluntary; however, your cooperation is extremely important. All of your responses are confidential and no files containing names and addresses will be shared. Please return completed surveys to CDTC in the enclosed envelope by Friday, September 2, 2016. Property owners that return the survey will be entered into a raffle for a \$100 Visa Gift Card.

To learn more about the Regional Trail Perspectives project please visit www.cdtcmpo.org/trails. If you have any questions do not hesitate to contact CDTC at (518) 458-2161 or via email at trails@cdtcmpo.org.

THANK YOU!

Adjoining Residential Property Owner Survey

1. Which of the following most accurately describes how you use your property near the Trail?

Please check one:

- a. It is my primary residence
- b. I rent to a tenant, and do not occupy the residence
- c. It is my second home (If so, when do you reside there?)
- d. It is unoccupied
- e. Other (please describe): _____

2. Where is the trail in relation to your property line?

- a. The trail runs through my property
- b. The trail runs along the edge of my property
- c. The trail is near my property but not touching it
- d. Don't know

3. Approximately how far (in feet) is the trail from your house?

- a. Less than 100 ft.
- b. 100 ft. to 199 ft.
- c. 200 ft. to 499 ft.
- d. 500 ft. or more

4. Approximately how large is your property?

- a. Less than ½ acre
- b. Between ½ and 1 acre
- c. Between 1 and 3 acres
- d. 3 acres or more

5. What is the approximate current value of your property?

- a. Less than \$99,999
- b. \$100,000 to \$199,999
- c. \$200,000 to \$299,999
- d. \$300,000 to \$399,999
- e. \$400,000 to \$499,999
- f. \$500,000 or more

6. How would you describe the setting of your house near the trail? Please check one:
- a. Urban
 - b. Suburban
 - c. Rural
7. When did you acquire your house?
- a. After the trail was built
 - b. Before the trail was built
8. Compare your initial reaction to the idea of living near the trail to how you feel about living near the trail today. Would you say that living near the trail is better or worse than you expected it to be? Please circle the number that best indicates how you feel:
- a. Much better than I expected
 - b. Better
 - c. Same
 - d. Worse
 - e. Much worse than I expected
9. On a scale of 1 to 5, to what extent do you feel the following items are problems for your household as a result of the trail and its users? Please circle the number that best indicates how you feel about each item:

	Not a problem		No opinion		Major problem
a. Illegal motor vehicle use	1	2	3	4	5
b. Litter on/near my property	1	2	3	4	5
c. Loitering on/near my property	1	2	3	4	5
d. Trespassing onto my property	1	2	3	4	5
e. Users harass my pets	1	2	3	4	5
f. Vandalism of my property	1	2	3	4	5
g. Cars parking on/near my property	1	2	3	4	5
h. Pet waste on/near my property	1	2	3	4	5
i. Unleashed and roaming pets	1	2	3	4	5
j. Discourteous, rude users	1	2	3	4	5
k. Burglary of my property	1	2	3	4	5
l. Disruptive noise from the trail	1	2	3	4	5
m. Other (please specify):					

10. Do you feel the trail poses a risk to your own or your family's safety due to the activities of trail users? Please check one:
- a. Yes
 - b. No
 - c. No opinion
11. If you were to try and sell your property, do you think being near the trail will make it harder or easier to sell? Please check one:
- a. Much easier to sell
 - b. Easier
 - c. Same
 - d. Harder
 - e. Much hard to sell
12. How do you think being located near the trail has affected the resale value of this property?
- a. The trail has lowered the resale value of this property
 - b. The trail has increased the resale value of this property
 - c. The trail has had no effect on the resale value of this property
 - d. No opinion
13. Overall, how satisfied are you with having the trail as a neighbor? Please choose one:
- a. Very satisfied
 - b. Satisfied
 - c. Indifferent
 - d. Unsatisfied
 - e. Very satisfied
14. How do you feel the trail has affected the quality of your neighborhood? Please choose one:
- a. Highly improved the quality of my neighborhood
 - b. Improved the quality of my neighborhood
 - c. Has had no impact on the quality of my neighborhood
 - d. Worsened the quality of my neighborhood
 - e. The quality of my neighborhood has completely deteriorated

15. Do you feel your proximity to the trail has improved your physical activity levels? Please choose one:

- a. Yes
- b. No
- c. Not sure

16. Do you feel that the development and management of trail is a good use of public funds?

Please choose one:

- a. Yes
- b. No
- c. No opinion

17. To what extent do you feel that the trail is important in providing the following benefits to the surrounding community? Please circle the number that best indicates how you feel about each item:

	Not important		No opinion		Very important
a. Safe opportunities for public recreation	1	2	3	4	5
b. Safe opportunities for health and fitness	1	2	3	4	5
c. Tourism & related economic benefits	1	2	3	4	5
d. Waterfront access/revitalization	1	2	3	4	5
e. Open space conservation	1	2	3	4	5
f. Environmental education opportunities	1	2	3	4	5
g. Transportation alternatives	1	2	3	4	5
h. Location for special events	1	2	3	4	5
i. Other (please specify):					

18. How often do the members of your household use the trail? Please choose one:

- a. Daily
- b. Frequently (1-2 times per week)
- c. Occasionally (1-2 times per month)
- d. Rarely (1-2 times per year)
- e. Never

19. Please use the following page for any additional comments you might have about the trail or its management.

DRAFT

THANK YOU FOR YOUR COOPERATION!

Please send us your completed survey in the stamped, addressed envelope provided.

APPENDIX E

Trail Maintenance Survey

Regional Trail Perspectives: Trail Maintenance Survey

Administrative

The Capital District has over 100 miles of multi-use trails. These facilities bring recreational and health qualities to the region while also serving as alternative transportation networks. They connect communities and neighborhoods with commercial centers, parks, and jobs. The Regional Trails Perspective looks into how the Capital District and local communities have benefited from multi-use trails. This is an update to the 2006 study that collected trail use data and surveyed both adjacent property owners and trail users.

This survey is collecting data for the following multi-use trails:

1. Mohawk-Hudson Bike-Hike Trail a/k/a Erie Canalway Trail
2. Zim Smith Trail
3. Spring Run Trail
4. Railroad Run
5. Uncle Sam Bikeway
6. Albany County Helderberg Rail Trail
7. Albany Shaker Trail
8. Ballston Veterans Trail
9. Delaware Avenue Trail / Black Bridge

If you maintain any portion of any of the above listed trails, please answer the following questions as completely and accurately as possible. If it is necessary to have more than one person in your organization answer different questions based on their personal areas of experience and expertise, please do so.

Please provide accurate information about the person to be contacted if any follow-up information is needed.

For more information about these trails and the Regional Trail Perspective please visit www.cdtcmpo.org/trails.

1. Name

2. Title / Agency

3. Email

4. Phone

5. Which trail(s) do you maintain? Check all that apply:

- ☐ Mohawk-Hudson Bike-Hike Trail
- ☐ Zim Smith Trail
- ☐ Spring Run Trail
- ☐ Railroad Run
- ☐ Uncle Sam Bikeway
- ☐ Albany County Helderberg Rail Trail
- ☐ Albany Shaker Trail
- ☐ Ballston Veterans Trail
- ☐ Delaware Avenue Trail / Black Bridge

6. Please indicate the mileage of the trail(s) you maintain:

Mohawk-Hudson Bike-Hike Trail	<input type="text"/>
Zim Smith Trail	<input type="text"/>
Spring Run Trail	<input type="text"/>
Railroad Run	<input type="text"/>
Uncle Sam Bikeway	<input type="text"/>
Albany County Helderberg Rail Trail	<input type="text"/>
Albany Shaker Trail	<input type="text"/>
Ballston Veterans Trail	<input type="text"/>
Delaware Avenue Trail / Black Bridge	<input type="text"/>

7. What is the predominant surrounding environment for the portion of the trail you maintain?

Mohawk-Hudson Bike-
Hike Trail

Zim Smith Trail

Spring Run Trail

Railroad Run

Uncle Sam Bikeway

Albany County
Helderberg Rail Trail

Albany Shaker Trail

Ballston Veterans Trail

Delaware Avenue Trail/
Black Bridge

8. What are the permitted uses on your trail(s)? Check all that apply:

☐

Walking

☐

Cycling

☐

ATV

☐

Cross Country Skiing

☐

Fishing

☐

Horseback Riding

☐

Inline Skating

☐

Mountain Biking

☐

Snowmobile

☐

Wheelchair Access

☐

Other (please specify)

9. Who owns the land under the trail: federal/state/municipal/county government, railroad, private owner(s), non-profit entity, utility, or other? If more than one, please indicate a percentage:

10. On a general basis, who PERFORMS maintenance of the trail? Check all that apply:

- ☐ Trail Group Volunteers
- ☐ Other volunteer community groups (please specify in "Other" comment field)
- ☐ Individuals with mandatory community service
- ☐ Federal government
- ☐ State government
- ☐ County government
- ☐ Municipal government
- ☐ Non-profit entity (paid staff)
- ☐ Other (please specify)

11. Do you have a written Trail Maintenance Plan?

- ☐ Yes
- ☐ No

12. Who FUNDS maintenance of the trail? If more than one, please indicate an approximate percentage in the "Other" comment field.

- ☐ Federal government
- ☐ County government
- ☐ Non-profit entity
- ☐ State government
- ☐ Municipal government
- ☐ Donations
- ☐ Other (please specify)

13. What is the annual maintenance budget for this trail?

14. If known, please provide the dollar amounts for the following within your maintenance program.

Labor

Equipment

Supplies

15. Is the trail covered by liability insurance?

- ☐ Yes
- ☐ No

16. What is your coverage amount?

17. What is your annual cost?

18. In what year was the trail first opened for public use?

19. Do you track annual users?

- ☐ Yes
- ☐ No
- ☐ Unsure

20. How do you track annual users?

- ☐ Estimate/Guess
- ☐ Manual Counts
- ☐ Automated Counts
- ☐ Other (please specify)

21. How many users does your trail have on an annual basis?

22. Do you track, receive and/or collect police reports related to trail activity (ex. crashes, crime, etc.)?

- ☐ Yes
- ☐ No

23. How many crashes have been reported on your trail in the last 5 years (not including at road intersections)?

24. How many crashes have been reported at road intersections on your trail in the last 5 years?

25. How many crimes were reported on your trail in the last 5 years?

26. What are the hours of operation of your trail?

Regional Trail Perspectives: Trail Maintenance Survey

Surface - General

27. What is the width of your trail (ft.)?

☐ 6

☐ 8

☐ 10

☐ 12

☐ Other (please specify)

28. What surface material exists on your trail?

☐ Asphalt

☐ Concrete

☐ Both

☐ Other (please specify)

Regional Trail Perspectives: Trail Maintenance Survey

Surface - Asphalt

29. Please indicate any reused or recycled materials used in the surface of your trail:

- ☐ None
- ☐ Tires or other rubber
- ☐ Glassphalt
- ☐ Other (please specify)

30. Has your trail been repaved or resurfaced since the original paving construction?

- ☐ Yes
- ☐ No
- ☐ Unsure

31. At what frequency (years)?

- ☐ Recurring
- ☐ 3-5
- ☐ 6-10
- ☐ 10 or more

32. Has your trail been seal-coated since the original paving?

- ☐ Yes
- ☐ No
- ☐ Unsure

33. At what frequency (years)?

- ☐ Recurring
- ☐ 3-5
- ☐ 6-10
- ☐ 10 or more

34. Do you have a crack sealing program for your trail?

- ☐ Yes
- ☐ No
- ☐ Unsure

35. At what frequency (years)?

- ☐ Recurring
- ☐ 3-5
- ☐ 6-10
- ☐ 10 or more

36. What are the major causes of damage to your asphalt surfaced trail? Check all that apply:

- ☐ Water/erosion
- ☐ Tree roots
- ☐ Vegetation (grass, weeds)
- ☐ Sub surface failure
- ☐ Freeze/thaw cycle
- ☐ Other (please specify)

37. Is snow removed from your trail?

- ☐ Yes
- ☐ No

38. How is the surface of your trail kept clear of trash and debris? Check all that apply:

- ☐ Street sweeper
- ☐ Rotary brush
- ☐ Blower
- ☐ Manual (broom, rake, etc.)
- ☐ Other (please specify)

39. Does your trail employ pavement markings?

☐ Yes

☐ No

40. Do you indicate a central line of trail?

☐ Yes, painted

☐ Yes, thermal transfer

☐ No

41. Do you employ other safety markings?

☐ Yes, painted

☐ Yes, thermal transfer

☐ No

Regional Trail Perspectives: Trail Maintenance Survey

Surface - Concrete

42. Please indicate any reused or recycled materials used in the surface of your trail:

- ☐ None
- ☐ Tires or other rubber
- ☐ Glassphalt
- ☐ Other (please specify)

43. Have sections of your trail been re-poured or resurfaced since the original paving construction?

- ☐ Yes
- ☐ No
- ☐ Unsure

44. At what frequency (years)?

- ☐ Recurring
- ☐ 3-5
- ☐ 6-10
- ☐ 10 or more

45. What are the major causes of damage to your asphalt surfaced trail? Check all that apply:

- ☐ Water/erosion
- ☐ Tree roots
- ☐ Vegetation (grass, weeds)
- ☐ Sub surface failutre
- ☐ Froze/freeze cycle
- ☐ Other (please specify)

46. Is snow removed from your trail?

☐ Yes

☐ No

47. How is the surface of your trail kept clear of trash and debris? Check all that apply:

☐ Street sweeper

☐ Rotary brush

☐ Blower

☐ Manual (broom, rake, etc.)

☐ Other (please specify)

48. Does your trail employ pavement markings?

☐ Yes

☐ No

49. Do you indicate a central line of trail?

☐ Yes, painted

☐ Yes, thermal transfer

☐ No

50. Do you employ other safety markings?

☐ Yes, painted

☐ Yes, thermal transfer

☐ No

Regional Trail Perspectives: Trail Maintenance Survey

Adjacent Lane & Vegetation

51. Does annual or perennial vegetation grow along your trail?

☐ Yes

☐ No

52. Do you use any herbicides or pesticides in your trail maintenance?

☐ Yes

☐ No

☐ Unsure

53. Do trees grow along your trail?

☐ Yes

☐ No

54. If planting new trees, what is the distance between the trees and the edge of the trail (feet)?

☐ 8

☐ 10

☐ 12

☐ 20

☐ Other (please specify)

55. Please indicate any activities that are performed relative to trail side vegetation. Check all that apply:

- ☐ Litter clean-up
- ☐ Tree pruning
- ☐ Tree and shrub planting
- ☐ Tree removal - Safety
- ☐ Tree removal - Health
- ☐ Tree removal - Fallen
- ☐ Tree removal - Aesthetics (improve view shed)
- ☐ Mowing
- ☐ Leaf removal
- ☐ Invasive species removal
- ☐ Flower and ground cover planting
- ☐ Other (please specify)

56. How is drainage accommodated? Check all that apply:

- ☐ Trail surface is crowned or sloped
- ☐ Trail-side drainage channels (ditches, gullies)
- ☐ Culverts
- ☐ Other (please specify)

57. How are drainage areas kept clear? Check all that apply:

- ☐ Power equipment
- ☐ Manual
- ☐ Flush with water
- ☐ Self-cleaning design
- ☐ Other (please specify)

Regional Trail Perspectives: Trail Maintenance Survey

Parking, Trailheads, & Sanitation

58. How many trailheads are there along your trail?

- ☐ None
- ☐ 1-3
- ☐ 3-5
- ☐ 5-10
- ☐ 10-15
- ☐ Other (please specify)

59. Please indicate the features of your trailheads. Check all that apply:

- ☐ Parking lot just for trail users
- ☐ Shared public parking lot
- ☐ On-street parking
- ☐ Shared private / commercial parking lot
- ☐ Permanent toilet facility
- ☐ Information kiosk
- ☐ Potable water
- ☐ Commercial concession(s)
- ☐ Portable toilet facility
- ☐ Trash receptacles
- ☐ Vending machines
- ☐ Picnic tables / benches
- ☐ Other (please specify)

60. What is the primary surface material for your trailhead parking area(s)?

- ☐ Asphalt
- ☐ Crushed stone
- ☐ Cinders
- ☐ Dirt / Soil
- ☐ Other (please specify)

61. Is snow removed from your trailhead parking lots?

- ☐ Yes
- ☐ No

62. Aside from trailheads, are any of these amenities provided along your trail? Check all that apply:

- ☐ Permanent toilet facility
- ☐ Informational kiosk
- ☐ Potable water
- ☐ Any other commercial concession
- ☐ Interpretive signage
- ☐ Portable toilet facility
- ☐ Trash receptacles
- ☐ Vending machines
- ☐ Picnic tables / benches
- ☐ Other (please specify)

Regional Trail Perspectives: Trail Maintenance Survey

Signs, Access Control & Public Safety

63. What types of signs do you use? Check all that apply:

- ☐ Trail identification sign
- ☐ Mile marker
- ☐ Traffic control for trail users (stop, yield)
- ☐ Traffic control for cars at crossings
- ☐ Trail rules and regulations
- ☐ Property boundary sign (no trespassing)
- ☐ Interpretive signs
- ☐ Wayfinding on trail
- ☐ Wayfinding off trail
- ☐ No trail specific signage
- ☐ Other (please specify)

64. Do you experience vandalism of your signs?

- ☐ Yes
- ☐ No

65. Please indicate any techniques you use to separate users by direction of travel or use (e.g. pedestrian vs. bicycle). Check all that apply:

- ☐ None
- ☐ Pavement markings
- ☐ Signs
- ☐ Physical separation
- ☐ Different surface types
- ☐ Separated treat (bridle or carriage path)
- ☐ Other (please specify)

66. Is your trail patrolled by any professional policing authority?

- ☐ Yes
- ☐ No

67. Police agency type:

- ☐ state police or sheriff
- ☐ Municipal police
- ☐ Park or trail rangers
- ☐ Other (please specify)

68. Is your trail patrolled by a volunteer or a non-police group (e.g. neighborhood watch)?

- ☐ Yes
- ☐ No

69. Do you have an on-going problem with any of the following activities on the trail? Check all that apply:

- ☐ Dumping
- ☐ Crimes against persons
- ☐ After hours use
- ☐ Trespass
- ☐ Vandalism
- ☐ Crimes against property
- ☐ Neighbors encroaching onto trail property
- ☐ Other (please specify)

70. Are your trailheads lighted?

- ☐ Yes
- ☐ No

71. During what times?

- ☐ Dusk until dawn
- ☐ Other (please specify)

72. How are the lights controlled? Check all that apply:

- ☐ Always on
- ☐ Manual switch
- ☐ Clock / timer
- ☐ Light sensor
- ☐ Motion sensor
- ☐ Other (please specify)

73. How are the lights powered?

- ☐ Municipal power supply
- ☐ Solar panel
- ☐ Battery
- ☐ Other (please specify)

74. Do you have emergency call boxes along your trail or trailhead?

- ☐ Yes
- ☐ No

75. How is vehicular access to your trail controlled? Check all that apply:

- ☐ Vehicle access is not controlled
- ☐ Gates
- ☐ Fixed bollards
- ☐ Removable bollards
- ☐ Other (please specify)

76. Do you use fencing along your trail?

- ☐ Yes
- ☐ No

77. What types of fencing do you use?

- ☐ Chain link
- ☐ Split rail
- ☐ Woven wire
- ☐ Stockade
- ☐ Other (please specify)

78. What is the average height of the fence (feet)?

79. In what areas have you made accommodation for ADA standards or handicapped accessibility? Check all that apply:

- ☐ Parking
- ☐ Restrooms
- ☐ Picnic tables
- ☐ Visitor's Center
- ☐ Interpretive areas
- ☐ Grade of trail
- ☐ Grade of access to trail
- ☐ Trail surface
- ☐ Our trail has specific features for individuals with sight, hearing, or other impairments.
- ☐ Other (please specify)

Regional Trail Perspectives: Trail Maintenance Survey

Bridges, Tunnels & Road Crossings

80. Do you have any bridges on your trail?

☐ Yes

☐ No

81. What types of bridges do you have? Check all that apply:

☐ Existing railroad bridge

☐ Pre-Fabricated

☐ New Bike / Ped (no vehicular capacity)

☐ New Bike / Ped (with vehicle capacity)

☐ Small foot bridge (less than 5 ft. wide)

☐ Other (please specify)

82. What is the deck material on your bridges? Check all that apply:

☐ Wood

☐ Synthetic lumber

☐ Rubber

☐ Metal

☐ Asphalt

☐ Concrete

☐ Stone / dirt / cinders

☐ Other (please specify)

83. Do you have railings on your bridge?

☐ Yes

☐ No

84. Are your bridges inspected on a regular basis by a certified inspector or professional engineer?

☐ Yes

☐ No

85. At what frequency (years)?

☐ Recurring

☐ 2-3

☐ 4-5

☐ 6-10

☐ Other (please specify)

86. Do you have any tunnels or culverts for user passage under roads etc.

☐ Yes

☐ No

87. Are your tunnels lit?

☐ Yes

☐ No

88. How are the lights controlled?

☐ Always on

☐ Manual switch

☐ Clock / timer

☐ Light / dark sensor

☐ Motion sensor

☐ Other (please specify)

89. How are the lights powered?

- ☐ Municipal power supply
- ☐ Solar
- ☐ Battery
- ☐ Other (please specify)

90. Do you paint / stain / treat bridge structures or decks, tunnel/underpass walls, etc?

- ☐ Yes
- ☐ No

91. At what frequency (years)

- ☐ Recurring
- ☐ 2-3
- ☐ 4-5
- ☐ 6-10
- ☐ Other (please specify)

92. How are at-grade crossings of roads controlled? Check all that apply:

- ☐ Stop sign for trail users
- ☐ Yield sign for trail users
- ☐ Traffic signal
- ☐ Ped / bike crossing sign
- ☐ Stop sign for road users
- ☐ Yield sign for road users
- ☐ Pedestrian crossing signal
- ☐ Pavement markings (e.g. crosswalk)
- ☐ Other (please specify)

Regional Trail Perspectives: Trail Maintenance Survey

Thank You!

93. Thank you for taking the time to complete this survey. If you have any other comments or feedback regarding trail maintenance please provide them below.

APPENDIX F

Survey Comments

On-Trail User Survey	
Trail	Comment
ACHHRT	This trail is excellent. Offering residents to get routine exercise.
ACHHRT	Love it
ACHHRT	Maybe some signages saying local restaurants/shops
ACHHRT	Please connect Rail trail to Corning trail.
ACHHRT	Please connect the trail to Corning Preserve Trail or the trail to Schenecdad
ACHHRT	Love the trail
ACHHRT	Great project by all!!
ACHHRT	Signage to alert walkers to move to the right when bicyclists come upon traffic.
ACHHRT	people need to be more aware of others on the trail
ACHHRT	get it done to Voohresville. Connect with Hudson trail. Keep it maintained.
ACHHRT	We love the trail! More access points needed via Albany
ACHHRT	I would recommend garbage cans so people could throw away trash
ACHHRT	All goog.love the trail.
ACHHRT	would like more paved trail.
ACHHRT	I have been on rail trails in other towns and always thought it would be nice to have one here, and now we do! I appreciate it being paved because I can really enjoy biking on it, thanks.
ACHHRT	My wife and I use the trail all the time now that it is paved. It is a great addition to the town.
ACHHRT	Hope it goes further.
ACHHRT	Very clean. Great for getting across town. Safe. Suggestion: in-ground lights to enjoy the trail at night.
ACHHRT	Love the trail.
ACHHRT	cannot wait for section to Vourheesville to be paved. Love the trail, it is awesome! Hydration station, trash, lights at night, bathrooms, food, benches and lines on road.
ACHHRT	finish the connection to Vourheesville.
ACHHRT	Bathrooms and parking would be great.
ACHHRT	Great work thanks!
ACHHRT	Crosswalks would be great.
ACHHRT	Thank you.
ACHHRT	suggestion: picnic tables near waterfalls and Paint murals - maybe students can paint them?
ACHHRT	Love it! cannot wait till all of it paved.

ACHHRT	I have never had any issues but a good friend described a situation in which teenagers took the width of the lane and gave people a hard time when riding their bikes. It would be nice to have safety boxes to call when in a situatio.
ACHHRT	Restrooms.
ACHHRT	I am from near White Palms NY. Just visiting family here. We have done some walking, bike path is also very nice.
ACHHRT	I would like to see the trail connected to the Hudson line so I do not have to bike through the bumper south end of Albany to get there. Thanks.
ACHHRT	I am a visitor fom Ireland absolutely beautiful trail. You should be very proud. Thanks
ACHHRT	The trail is a great use of my tax dollars.
ACHHRT	Thank you so much!
ACHHRT	What government should do for the community.
ACHHRT	Thank you for the trail.
ACHHRT	Love it!
ACHHRT	Great place.
ACHHRT	I will be happier when more of the trail is paved. But I love it so far. Thank you.
ACHHRT	Trail width and slope of sides of path. BiBike raders. Lack knowledge of rule of road. Dogs not on leash / waste not cleane up. Lack of toilets and benches. Hilton Barn should be a toilet stop.
ACHHRT	If bike-riders cannot slow down or stop "pretending" the are trying to beat their personal times in a time-trail then you should install a speed limit. People should also know which side of the trail should be on. Alb. Co. should install concession stands
ACHHRT	We love the trail. Great job! Tahnk you.
ACHHRT	Please post no smoking signs.
ACHHRT	Love this trail. Water fountain needed. Dog/pet waste cans with bags needed.
ACHHRT	This trail is awesome! So glad it is near my home. Need water fountain. Pet waste receptacles.
ACHHRT	I think there should be more signs along the trail such as nearby streets in case of an emergrncy and someone needs to tell a 911 operator exactly where they are along the trail.
ACHHRT	love it! Cannot wait till it goes continuously to Voorheesville!
ACHHRT	bikes going too fast - need bells not just voices.
ACHHRT	Are cigarettes allowed? I saw a women walking her baby and smoking a cigarette...I only ask because I also walk the kids "babies" on here as well and would have for them to catch the smoke.
ACHHRT	John Clarkson and DanMcCoy are awesome. Thank you!
ACHHRT	This trail is the best addition to to this place in 39 years. Cannot wait to get to Voorheesville.
ACHHRT	The trail is one of my favorite place in bethlehem because I am able to grt across time quickly and without danger
ACHHRT	Cannot wait for finish to voorheesville. A way to easily join corning path.

ACHHRT	Love the rail trail - thanks for the county for all their work - need signs. People in Bethlehem love the trail.
ACHHRT	great trail and it is an excellent addition to our town.
ACHHRT	I think adding a bike lane on the trail would be beneficial for safe and comfort. I used to love the trail but now the trail is not enjoyable. The paved path is lovely though. Thank you.
ACHHRT	Need maps. Connect trail.
ACHHRT	There should be signs. The crossings of Colonie h25. Signs instruct bike riders and signs that dogs should be on leash.
ACHHRT	I love the trail. Cannot wait for the Voorheesville extension.
ACHHRT	Prefer to see the next section to Voorheesville not paved with asphalt. Unpaved trails are good to slow down road bikers, safer on falls, better for walking and running, and most bikers are fat fires.
ACHHRT	concerns about potential problems of bikers travelling too fast and walkers wearing headphones not hearing them - Not seen yet. Hoping intersection on Adams will not be a problem.
ACHHRT	Great enjoy it. Policeman on bicycle in Albany is a wonderful idea. He was pleasant and checked to see if we were ok. Have met many friendly people. Good idea.
ACHHRT	Looking forward to paving in V'ville and better connection to Corning. Happy this is here.
ACHHRT	People walk or ride there across and do not move even when I announce "on your left" (Have signage)
ACHHRT	Thank you! Love it!!
ACHHRT	Love it! I traveled miles to get here. At Adams area, have cars stop instead of trail users
ACHHRT	More trees, more shade.
ACHHRT	Great trail - Love it!
ACHHRT	I used to go on this trail all of the time back when it was gravel and you could still find all railroad. Ties and live always loved it. Seeing more people using it makes me so happy. Thanks so much.
ACHHRT	Above graffiti at Cherry bridge. Add safety button (blue light)
ACHHRT	Connect trails with the port and protected bike lanes.
ACHHRT	Link up with trail at Corning preserve.
ACHHRT	Love it. Need mile markers.
ACHHRT	The trail is the best thing Albany county and town of Bethlehem have done.
ACHHRT	Mile Markers.
ACHHRT	This trail is wonderful, the most valuable investment and in addition to this area the last 40 years. Thanks for all the kind efforts to make it happen.
ACHHRT	So happy to have in our community.
ACHHRT	Love the trail. We always love going for a walk/run/ride.
ACHHRT	Love it! Nice to see people out using it. Thanks

ACHHRT	I think this trail is the greatest change of my life. I cannot wait until the rest is finished (Voohresville). I wish they would make 85 through New Scotland trail to Albany more bik friendly.
ACHHRT	I like this. It's good for health and excecise. Everyone is nice and caring. Polite.
AST	Just started using the trail for lunch ativity. I love the convenience, location and condition.
BVT	Sometimes it is difficult to pull in and out of the parking area.
BVT	Would love to see trail extended - connected to other trails.
BVT	Like to ride on the trail to see the Ethan Allen Express. Train Buff.
BVT	Wild flowers are beautiful. I have been using this trail for 11 years.
BVT	Love the benches - Fairly recent addition. I have been using this trail weekly for almost 20 years.
DAT	Bathrooms.
DAT	Sped bumps and rain shelters.
DAT	Would like more posted signs where you are, bike paths, etc
DAT	Crossing ontario/Delaware???
DAT	Street crossing Ontario/ delaware Cohoes. Bicycles making walkers aware they are coming (maybe signs for bikers)
MHBHT	A real "jewel" in downton Albany. Even Salon the Erie Canal would become nostalgic!
MHBHT	There are a few sections of the trail that need to be repaved. There was also a time when I laid in the grass after a ride and my skin broke out in hives and was burning (chemical burn). Maybe use non=toxic chemical or put up warning signs.
MHBHT	I am visiting from out of town and I love that there is a trail within walking distance of the hotel. From the small amount of time I have been on the trail today it looks clean and well maintained.
MHBHT	More/better access points to the trail and better connections.
MHBHT	Good to see some of the repair going on now.
MHBHT	Love it - nothing like this in south Jersy. I cannot wait to visit again.
MHBHT	I love the trail by the Hudson! The more trails in Albany the better.
MHBHT	Is not nice to be able to stop under trees sit by river, riding surface, excellent!!
MHBHT	Great trail!
MHBHT	Need more restrooms. The trail is imporoving, nice changes are being made clean geese mess more frequently.
MHBHT	I love trails - best use of money ever spent.
MHBHT	Trail needs to be repaired closer to menands side.
MHBHT	We need more of these type of trails. We also need a connection between the Albany Rail Trail and corning preserve. All known as the South end link.
MHBHT	Very nice for capital region.
MHBHT	Goose poop. I like the art installation.

MHBHT	Goose poop.
MHBHT	Thank you for such a wonderful way to spend time away from Pittsfield MA, my home town. As a tourist it is much fun - more picnic tables and bathrooms could be helpful.
MHBHT	Trail is on Cross-America route from San Francisco to Portsmouth, NH with America by Bicycle.
MHBHT	Part of America by bicycle cross country trail from San Francisco to Portsmouth NH.
MHBHT	Water fountains. Creepy swampy part (Route 55 to RR)
MHBHT	Only here for the summer
MHBHT	Finish repairs to trail (snakes)
MHBHT	We use year round during the week and on weekends. We have some concerns walking alone as there have been some scary characters at times. Trail can get very crowded on the weekend hard for bikes to get through. We are happy to have the trail and enjoy it
MHBHT	Love the trail! Hate the roads.
MHBHT	Beware - No headaches, it is a major safety issue.
MHBHT	Love it - well paved + reasonable distance from SCCC to RR.
MHBHT	Excellent trail system, very much enjoy to use it.
MHBHT	Going to the mall (Viaport)
MHBHT	Love the trail system.
MHBHT	Very nice trail
MHBHT	Great trail
MHBHT	Thank you for all you do.
MHBHT	Great effort, better markings would be great.
MHBHT	Love the trail. On it all the time but if it could get plowed in the winter would be nice too.
MHBHT	After storm, slow clean up.
MHBHT	This person was on a 2 week biking tour vacation, on his own.
MHBHT	The roots are a small problem.
MHBHT	Love the trail.
MHBHT	I love the trail
MHBHT	Would be wonderful if there were maps along the trail for out-of-towners. Now about an air pump station?!
MHBHT	The trail is in great shape
MHBHT	I love the trail. Will be back.
MHBHT	We love the bike path! Our-whole family enjoys using it every year. Please keep up the great work keeping it maintained.
MHBHT	The trail is great! In my opinion a water fountain or two would make this trail perfect.

MHBHT	Catching pokemon using these trails. Safe passage to Scotia and downtown Schenectady. (From Rotterdam)
MHBHT	Need better access to trail maps here to Buffalo, Bike shops, etc.
MHBHT	Looking forward to completion of paving ex to Zin-Suite.
MHBHT	keeo this wonderful trail, it is amazing and I wish I had one as nice in Virginia! Keep up the good work.
MHBHT	Love this trail. Use weekly (multiple times) in summer/spring and fall. Please consider maintaining and adding additional rest rooms, etc.
MHBHT	Wonderful resource. Thanks
MHBHT	It would be nice to have a place to dispose of pet waste.
MHBHT	Need more benches on the west end
MHBHT	Cohoes section needs work.
MHBHT	I love this trail. The location is great. I love to run and bike here. My only issue is the cracks along the trail just past the 1.75 mile area. There are several sections that are bumping because of cracks. Otherwise this trail is wonderful. I would love
MHBHT	I enjoyed walking on the trail.
MHBHT	We need more bike trails
MHBHT	Keep developing bike paths and encourage south end residents with a marketing program
MHBHT	Terrific job keep it going - bike trails around city. Thank you.
MHBHT	Bike trails are great! Not to mention engines of economic development.
MHBHT	It would be nice if there was an occasional security presence (on bike maybe). Also - it would be great if some vistas to the river were opened up with benches. Better bathroom facilities.
MHBHT	I come here a couple times a year. I have been told that it is not always safe, although I feel comfortable for the most part.
RRR	Who is responsible for maintaining/ trimming sides of the trail "city" or "pedestrians" or "homeowners"
RRR	very nice trail.
RRR	Would we see more instructional signs for bikes. Coming up from behind is a bit dangerous as you do not always hear them.
RRR	I use this trail regularly on daily/ weekly runs and always look forward to it because it is so peaceful. Only concern of note is pavement uprooting of the trail near Beckman Circular but so far I have not tripped.
RRR	First time on this trail, sharper than expected but overall nicely shaded for the most part.
RRR	love the trail (RR) and the others through Saratoga makes it easy to ride around without the hassles of traffic in town. Used to work in Schenectady and love the trail along the Mohawk (the old railroad bed). The spring, run trail is beautiful-wish it was

RRR	Pave the section between the Auto museum and SPAC parking lot (now dirt) Since SPAC closes gates on both ends - the trail now circumvents SPAC. We ride road bikes - do not use them on dirt trails.
RRR	Great trail, need better intersection by YMCA also the area at Circular is pretty bad. No connectivity to the rest of Saratoga.
RRR	I missed park bench in the middle of the trail and the trashcans all the way down.
RRR	Please up keep this trail and add more through Saratoga.
RRR	Great trail.
RRR	Great addition to SS/ important.
RRR	The trail a wonderful asset to the city/ neighborhood.
RRR	Resurfacing should be budgeted for in near future. Winter snow removal is good but abrading asphalt. DSNY tore up south end and never repaired. Police response to calls from trail users should be require officers to get out of car - not just do a "drive t
ZST	Difficult to walk with friends/children side by side due to bikers. Would like to see the trail wider.
ZST	Trail is a wonderful asset. Extend it in both directions.
ZST	Should connct to Saratoga State Park.
ZST	Great trail. Need more in Capital distict.
ZST	The Zim Smith is on eof myy favorite place to run and bike. The trail is secluded but safe. There are rarely any issues that are not easily avoided. I appreciate the efforts to extend the trail to Ballston Spa and I encourage further expansion towards Sar
ZST	A bathroom at the end of the unpaved section would be wonderful. I love this trail. It is well maintained, clean.
ZST	Stone dust post is a littkle tricky after rain otherwise ok.
ZST	Love this trail.
ZST	I love the shade in this trail. It may get crowded but I avoid the busy times when I can.
ZST	People let their dogs off the leash.
ZST	The crossings by Stewarts on middle is not safe especially with kids.I often rollerblade with sroller, the surface is rough - due to snow mobiles. My wheels have torn up. Our whole family use the trail we love it.
ZST	Connect the trail to Saratoga State Park. Connector access across EAST Lia RD to Zim Smith trail.
Online Trail User Survey	
Comments	
I confused the paved Spring Run Trail parallel with Excelsior Av with the unpaved spring run hiking trail near the Saratoga National Golf Club. The former is fine, the latter is very wet.	

I value the Zim Smith trail very much. It is part of my daily exercise with my dogs. I am grateful for the lovely environment and access to the trail
Thanks for maintaining the trails. And thanks for using this survey to make me aware of the others that I didn't even know of. We value Zim Smith, and will now certainly seek out other trails just for variety.
student should also be added for employment options
Allow businesses that can be seen from trail to post signs indicating what they are. Post "rules of the road" for walkers and bikers!!! Post trail maps along trail showing access points and businesses along the route.
Commute using bike trails from March to November. Love the Helderberg trail and use it almost every day even though it takes me 20 mins longer than going thru the city.
I love bike trails. I am an avid cyclist. If the Capital Region had a solid bike network with off-road trails connecting the Mohawk-Hudson, Zim Smith, Albany County, and Champlain Canal Trails (among others), the Capital Region would be a more appealing place for people to live.
You should include the Champlain Canalway Trail.
I enjoy cycling and enjoy cycling along bike paths where I don't have to be constantly worried about a car or truck possibly running into me. I enjoy the shaded park like settings that bicycle trails provide. I enjoy cycling and not having to breathe in car and truck exhaust fumes (although some trails have smells from waste water treatments plants to contend with). I think it is important that bike trails have restroom facilities near by. I also think that bike trails should have signage that identifies which streets that they are crossing so that cyclists can keep track of where they are located in regards to the world outside of the bike trail. Above all, I believe that bike and pedestrian trails add to the quality of life of the people who are willing to use them.
I have always been an outdoorsy type person and it is very important to have access to these beautiful trails. Closer to the water is always nice.
I believe having access to nature is important for all citizens as is opportunities to be physically active. Trails located close to residential areas represents one way of creating this opportunity.
colonie bike trail should be extended across Route 7, There is currently a project before the Town PB- Cumberland farms which should address the location of the bike trail. CDTC is urged to contact town of colonie to ensure that this trail connection occurs. BTW the Town of Colonie has never adopted its bikepathways plan. New Comp Plan is being discussed on Aug. 24- CDTC should be involved with bikeway, additional recreation and trails as part of the addendum to the comp plan.
I use the trails year round. In nice weather, I bicycle and when it's too cold to cycle, I walk. In the winter, I snowshoe or cross country ski.
The lead in pages to this survey are tedious. I never heard of several of the trails - they need promotion.
I use the Corkscrew Rail Trail in Stephentown, which was not an option in the survey
Highly encourage trail development to continue.

Bike trails are extremely positive additions to the community. I totally support public funds used for their upkeep. Please add signage explaining rules of the road to users.	
Love the new rail trail in Delmar! Hope to see this fully connected to downtown Albany waterfront.	
The most important transportation infrastructure for the 21st century. Brings health, wealth and recreation to our communities	
bike paths are fantastic,, i use them almost everyday, i see people enjoying them, please help fund more, make more connections and networks	
Keep up the good work and help find ways to make the projects go faster. Bike Tourism can be a real thing - look at Burlington.	
I appreciate seeing a Bethlehem police officer on a bicycle on occasion. Some parts of the trail can feel very isolated and their presence is appreciated.	
Rensselaer County, where I live, lacks biking trails and safe on road bike routes. I and my family would be trail users if more trails were available close to home or work.	
One of the nice things about the trails along the Hudson is that it is the most diverse community I have experienced in Albany.	
Since the heldeberg trail has been paved, it's been so crowded that it's no longer pleasant to walk my dog there, which I've been doing for 12 years. Happy that so many people are enjoying a community resource but sad to be pushed off it myself.	
i LOVE the trails, just want more bathrooms!! i'll take a portapotty!	
I use the Heldeberg Rail Trail all the time & love it - my main complaint is there are not more paved entrance/exits. I use a stroller for my toddler and my sister is in a wheelchair so paving/smooth surfaces are important for us. In the future it would also be nice to see more picnic areas or open space areas along trail for families to picnic & play.	
I WOULD stop at restaurants and food vendors along any and all trails, but in general they are too few in number, and too distant from the trail to make me want to leave the trail.	
Adjacent Residential Trail Survey	
Trail	Comments
ACHHRT	Safety is number one concern. The traffic is getting such great use now that there is hardly any time when you are not in site of other users. You must put some safety posts for trail users and teens should be aware of the danger on the trail. Parents should also be aware of that.

ACHHRT	<p>There was a trail along which the tracks had run. It was not paved and was not maintained. By the end of the Summer, bicycles, walkers and folks with strollers travelled the trail even before it was paved. Now it is paved, the construction company created such a steep and irregular incline after throwing the makeshift bridge we had off to the side. So it needed to be put back together. There is a lip on top so the incline is way steeper than it was. Aside from the track relatively minor (I guess), people ride bicycles very fast and it is hard for them to stop _ or they have to swerve_ when people get on and off the trail especially when coming from our property, especially with our dog who can get up the steep trail faster than I can. My husband who is in his early 70's cannot get up or down at all. I was scolded by a worker supervisor when the trail was being built. Most of the work was down in Albany then for going on to the trail (at a "pro pet" entrance) I imagine I am not supposed to get onto the trail except at places where there are entrances but it is annoying to be restricted in the ways mentioned above. I know I am in the minority - I have cyclist friends (and my daughter) who love the trail and feel it helps keep them safer than biking on the road but it makes me feel much less safe. Walking my dog, I worry about people with strollers too but have heard no incidents.</p>
ACHHRT	Garbage needs to be picked up regularly from the trail.
ACHHRT	Regulation of motor vehicles on the trail would increase the safety of the trail and make the house levels from the trail more acceptable. Monitoring of this issue should be increased.
ACHHRT	The trail is great for the neighborhood.
ACHHRT	The trail is a wonderful asset for our community.
ACHHRT	<p>When building the trail, as much of a natural buffer as possible should be left between it and other properties. The area was brush hogged, killing my hedge and resulting in the invasion of Japanese Knotweed. There is no signage or map or info available to trail users on distances, or where they might find appropriate parking or a public restroom. The edge grass is not cut very often so people do not pick up after pets. Benches should be installed along commercial areas or forested sections to encourage people to rest and congregate in those areas.</p>
ACHHRT	<p>Shrubs were planted at the American Legion at no cost to the legion. I am a member there, and would like to know why you do not plant any behind my house. I had a green area that is now not grown from something killing it. Feel free to come to my house and plant some Ficus Platanus.</p>
ACHHRT	<p>EXISTING BICYCLE COMMUTER...FINISH IT! LINK IT TO THE OTHER TRAILS! EXPAND THE ENTIRE NETWORK. DON'T GET ME WRONG, I LOVE MY CAR, TRUCK AND POWER BOAT. MY BIKE IS THE BETTER TOOL FOR MANY OF MY TRANSPORTATION NEEDS- GOOD LUCK!</p>
ACHHRT	<p>I am a 52 year old woman and I do not have a driver license. Because I survived a stroke in my 30's, with seizures. I can go out of my house, leave my property and get on the trail right away. What took me 30 minutes to do takes me only 25 minutes to do now. It is a great time saver! What took you so long??</p>

ACHHRT	I love it. Keep up the good work. Great for Kids. The county is doing a good job of maintaining it. Observation: some areas along the trail have a drop into the ravine. A fence would be a good idea along these few areas. Thank you!
BVT	People who work out bike, walk, now X country Sk, tend to be more happy than people who do less. You just feel better by working out.
BVT	Users should clean up dog waste on the trail.
BVT	Not at house in winter, hence low trail use
BVT	WE APPRECIATE ACCESS TO MORE TRAILS IN THE CAPITAL DISTRICT FROM OUR TRAIL ACCESS. THERE ARE OCCAISIONS WHERE UNDERAGE DRINKING ON OUR TRAIL,. COULD THE WOODEN PLANS BE REMOVED FROM THE ACCESS POINTS AND REPLACED WITH POSTS TO KEEP MOTORIZED VEHICLES OFF THE TRAIL. I FEEL GOING AROUND THESE BOARDS IS A SAFETY ISSUE ON A BIKE.
DAT	This property is a historic property which is open to the public for tours by appointment and holds many special events throught the year. The institution of the trail has openned up the riverfront view and offered a beautiful view point from the trail. We are very pleased with the trail and find it to be a wonderful addition for the community.
MHBHT	The hungers and fishermen use the park illegally before dawn and are disruptive.
MHBHT	This is the most beautiful trail on the edge of Mohawk River In Niskayuna. It is so relaxing and mesmerizing to take a walk toward Lock 7. It is very well-maintained and offers beautiful views of the river and its natural habitat. People are at peace here regardless of what is happening 3 miles away in the city. I love this trail!! It is safe magestic and home to thousands of species of animals. The parking adequate, well-cared for, and affords very easy access to just get "Hoofing". There has never been a problem in our property's situation near the trail. We love it and always will.
MHBHT	The Mohawk Hudson River Trail is a very important and of living in the neighborhood. It is used frequently by myself and visiting family members.My ony suggestion is to continue and maintain the sections that are in need of repair.
MHBHT	I am concerned about additional trails from the new Park Ridge development where this may affect the safety of people crossing the trail.
MHBHT	The Schenectady stretch through the Stackades is perilous on a road bike. The bricks have gaps. Thanks for putting a ramped curb near the Union Campus. The wooden posts across the trail near the Colonie limits are rather difficult to pick out of the background until you are right on top of them. Some high visibility paint could greatly help.
MHBHT	The trail is very nice and scenic but a lot of mosquotos and ticks must be careful for yourself and pets.
MHBHT	Illegal Motor Vehicle use is the worst problem. Trail bikes and 4-wheelers are noisy. They go too fast and make the trail hazardous for safety.

MHBHT	I have one safety concern. There is an access road used by CSX that users need to cross. There are stop signs on both sides. As you know you need to cross the road but there may not be enough space to stop. Only other comment is that since the trail does not link to other parts of the trail without using the main road, the trail is not as utilized as it loved be.
MHBHT	It could be kept up a little better. The grass is always long and when walking especially after rain the bugs are bad. May be they could spray for mosquitos. The area behind my property has a lot of sitting water/swamp area. These area could also harbor mosquitos that will aide to the new Zika virus epidemic and west nile
MHBHT	We have had no problem with the trail. It is located at the bottom of a hill in the lock of my property. We see people ride by on bikes and walking their dogs. It was noisy when the train travelled through there for somany years.
MHBHT	I think that in the future, the bike path should be patrolled. I feel that more people would use it and they would feel safe. Not heavily patrolled but a presence.
MHBHT	dead trees nest to my property should be removed and have called about this but nothing has done .
MHBHT	The trail is slowly falling into my driveway.
MHBHT	I enjoy the nature I see in the bike trail. The wildlife as well. Small issue with teenagers using the trail at 1:00 am who seem to be drunk - so any noise they make at this hour would be considered loud. It disrupts the dogs. I enjoy that I do not have a neighbor directly behind me; my property is on the small side and if the bike trail was not behind me, I would not have purchased the home. Since my second dog attack 2 years ago while cycling, I have not used the bike trail. Prior this I would use cycling as an addition to my regular workout cycling at least 3 times a week. I would also cycle to the Colonie Town pod.
MHBHT	Where we live, Cohoes is far worse than Colonie, Niskiyuna and schenectady in that they allow propertry owners to dump and fill on the path. There is always glass on the path could be swept more frequently. Fines should be imposed on owners who dump on the bike path or near it. Other than that we love our bikepath and are so happy to have it on a resource.
MHBHT	Central railroad. Believe or not, people still find coal chunks on this trail. We make fun of saying (I met you again on the tracks)/ In the 60's and 70's there was a coal business two lots south of us Dooleys Coal - Sand - Stone Co. The railroad cars would would empty their materials down a chute and eventually from the Co. to houses. Our problem we do have is that the chute was never closed and kids use that for their hangout. Police are called there a lot. My wife and I are both in our eighty's so it does not bother us at all. In our area, there are a lot more room for trails.
MHBHT	Biggest frustration is the maintainence of trail. Property boarders bike tail and trees and foliage provide privacy. Without notice they often cut trees or foliage leaving little privacy and unnecessarily cutting down trees. As a home owner whose property borders the bike trail privacy and respect for our trees and coverage are important. I would appreciate contact ahead of trail maintainence.

MHBHT	With all the problems communities are facing (crumbling infrastructure) it seems the funds would be better used for infrastructure items not trails which are used by relatively few people.
MHBHT	Bike trail is enjoyable. I have never witnessed anything bad. In the 90's -00's a lot of kids partied on the north of Manor Ave but with the new development, the parting has stopped. Never really caused any trouble. I wish the county would be more on top of the Manor ave in Cohoes lawn. Had to call many times, lawn was very high looked horrible and unkept looking mostly during the summer and particularly the sidewalk part from the telephone pole. For awhile back, The map billboard signs of the bike trail, was graffitied. This is a nice neighborhood and it was aggravating to see that. It stopped after plexy-glass was put over it. I suggest if it keeps up, possible mobile cameara in tree to catch the person vandalising the sign. Besides that, bike trail is nice living on. In my frontyard (sidewalk) not sure if it is from bike trail, get a lot of litter garbage.
MHBHT	Promoting a safe place is important for the community. I think the trail should be a minimum of 250 ft from homes. We have had our hose egged from the bike path beer bottles thrown on our property. We hear ATV's sometimes snowmobiles in the winter. We have very little screening in the winetr when foleage is gone, when the town comes and cuts the brush down, feels like we are on display for the people on the path. In the past I have had dogs come on my property from the bike path. Also a few years back we had strange cars parking in our neighborhood at the entrance to the path. Suspecious people that did not belong. Neighbors have also had things stolen from their homes probably from people accessing their property at night and using the bike path as their escape route. I have never seen any police presence on the bike path. We have been lived at our current residence for over 15 years and it seems that there are a lot more people using the path than when we first moved in. I think the town should provide screening natural barriers to help detour tresspassing and provide some privacy for those of us who live so close from the path. We offered to provide sucha barrier but we were denied by the town due to the town needing emergncy vehicle access.
MHBHT	Love living near the trail. Only furstration not addressed by state is the easements placed on properties adjucent to the trails and the extra hassle to make adjustments to our property.
MHBHT	Trail leads west of my property into Town of Coloie Park down to Mohawk River. It would be nice to fish near park, but water is choked by water vegetation.
MHBHT	I would like a respond to parking/ safety problem outlined alone. Sufficent to provode: No action planned and visible action will be taken over. Also River road speed reduction to 30 mph is rediculous. Wolf road with all the intersection and parking lot access is far more dangerous and speed limit is 40 mph. you would do well to study accident history on River Road and Wolf Road and draw your own conclusion. Moreover, while I cannot say for sre, I believe speed limit on Central Ave is higher than 30 mph and you are killing pedestrians left & right. Have you square that?

MHBHT	<p>The only issues I have being near the trail are the hunters. You have duck hunters every fall firing guns at dawn just feet from homes with children and pets and of course right by the bike path... Tghere is also a hunter that sets traps to catch muskrats and that too is a danger. Several dogs over the years have caught their heads in those traps... it could just as easily be a hiker or child that wanders off the paved path. Hunting should not be allowed.</p>
MHBHT	<p>The trail parking adjucent to our home at 230 Fort Ferry has created aggravation and safety concerns. Trail users use our private driveway at a cut through and do so at excessive speed. They generally drive to fast in the neighborhood. Sometimes, due to the overflow of parking area, people park in our property which blocks our use. Having a parking area in a residential area has caused safety concerns and headaches for the neighborhood. There is ample access to park along river road. We would ask that this parking area be removed. Signage should be recommended to the town of Colonie to ensures proper parking and safe driving.</p>
MHBHT	<p>Our house is located at 4235 River Rd, Lathan bordering on Mohawk bike trail. We and our two neighbors are concerned with town of Colonie actions to install benches with low backs on the bike trail behind our homes. We are not comfortable with people congregating on these benches watching our homes affecting our privacy. We suggest that any benches here should have high backs. That will let people to enjoy the beauty of the river and not be facing our backgardens. Hope our comment will be received and incorporated in your report. We enjoy the bike trail and watching people walking and biking.</p>
	<p>I completed an annual round-trip trail inspection tour on a "Schwinn-Twin" tandem with spouse from our home near the Colonie/Niskayuna border to the Albany Pump Station Sunday, August 28th, 2016. General observations are as follows: Asphalt pavement conditions are horrendous and pose a life-safety hazard to in-line skaters from Forts Ferry Road Colonie through the Crescent Branch and City of Cohoes. Very deteriorated Level "F" pavement also currently exists in the section from Buhrmaster Road, Colonie to the Niskayuna Town boundary. Colonie and Cohoes municipal officials should be offered assistance with applying for trail rehabilitation grants for basic "mill and fill" asphalt overlay pavement to mitigate these most critically deteriorated sections of the MHB.</p> <p>The on-road sections of the MHB from Alexander Street, Cohoes across State Route-787 to Bridge Avenue, Green Island warrants improved way-finding signage. The cross walk across SR-787 requires crossing State Route 32 which is missing a crosswalk and pedestrian signal. A pedestrian bridge similar to Quaker Street on the Glens Falls to Lake George Trail would mitigate this hazardous MHB/SR-787 trail crossing. Fatal pedestrian vehicles accidents are documented in this area warranting public funding.</p>

MHBHT	<p>Alexander Street pavement is Level “D” and requires asphalt mill and fill overlay to correct severe pot-holes and cracking. Signage to the Cohoes Falls Overlook Park should be placed at the Manor Avenue trail crossing. Cohoes Falls is an internationally renowned attraction. A bike-lane should be added on the Manor Avenue shoulder to promote pedestrian access to the Cohoes Falls Overlook Park.</p> <p>The entirely on-road MHB through the Village of Green Island warrants improved way-finding signage and lane striping particularly in the vicinity of the Green Island Bridge which connects to the Uncle Sam Bikeway and popular destinations in downtown Troy/Lansingburgh. (We lost the trail in this section heading south.) The Watervliet MHB section along SR-787 and Arsenal completely lacks bike lane striping and way-finding signage. Bike lane striping and way-finding signs are a minimum standard safety requirement. Historic/rough sidewalk panels are no substitute for MHB striped bike lanes.</p> <p>Select sections of the trail in Colonie, Cohoes, Menands and Albany have severe root degradation of the MHB trail surface. These ten select sections need to be rehabilitated with pavement base reconstruction and geo-grid textile underlayment and asphalt overlay to correct the unacceptable condition; the roots pose a safety hazard.</p> <p>In closing, please note that unauthorized motor vehicles, snow-mobiles, drones and discharging of firearms during hunting season degrades quality of trailside life only a few times a year, but these recurring offensive events warrant consideration for improved oversight, signage public awareness raising/education efforts to promote allowed and discourage disallowed trail uses.</p> <p>The MHB has been much improved since our first Albany and Schenectady County Planning Department concept planning, signage and regional map promotion in 1984. Important challenges and opportunities for improvement warrant allocation of resources as a priority to promote public safety and preserve quality of life. Thank you for this opportunity to comment.</p>
MHBHT	<p>The on-road sections of the MHB from Alexander Street, Cohoes across State Route-787 to Bridge Avenue, Green Island warrants improved way-finding signage. The cross walk across SR-787 requires crossing State Route 32 which is missing a crosswalk and pedestrian signal. A pedestrian bridge similar to Quaker Street on the Glens Falls to Lake George Trail would mitigate this hazardous MHB/SR-787 trail crossing. Fatal pedestrian vehicles accidents are documented in this area warranting public funding.</p> <p>Alexander Street pavement is Level “D” and requires asphalt mill and fill overlay to correct severe pot-holes and cracking.</p> <p>I love access to the trail and it did attract me to home during purchase. I think the town does a great job of keeping it maintained. I think if they didn’t it would change my perspective. I think it can be easier for people to burglarize my home, but that can happen anywhere. I love the bike trail, and benefits outweigh cons.</p>

RRR	police patrols after 9 am and till 3 pm, but kids from the nearby school come to smoke pot before and after that time. Sometimes they throw stones and damage properties. We would love to see the police patrol the area more often. The trail is heavily used by concert goers. They litter and make a lot of noise particularly on their way home later at night. Crosswalks (New St and West Circular) are very violated by drivers. We need stop signs on both of them. It may help to have a couple of trash cans.
RRR	I like the trail, I can bike from my house to the state park on the trail. We to the extension that was put in. I would like to see all the bike trails expanded and connected throughout Saratoga.
RRR	Garbage cans that are emptied regularly would help tremendously. Also regular patrols by marked police would help deter the homeless population that live along the trail.
RRR	Since the trail to SPA S.P. through the YMCA property more cyclists are using the trail. Many of them travel at unsafe speeds and do not use bells. Certain concert-goers, litter the trail with beer bottles. A constant problem with pet waste, especially from people who allow their pets off-leash. I have adopted a 100' section of the median and planted it with shrubs. People have vandalized these plantings.
RRR	Many of the land owners mow the land and plant flowers on or near the trail which enhances its attractiveness to the users. Railroad run provides city residents access to SPA park. Neighbors consider access an amenity. We love having the trail in our side yard.
RRR	Railroad run/ Saratoga Spring.
RRR	While railroad run is kept up by the city, its beautification comes from the people who live along the trail. One Neighbor in particular takes special care in planting flowers in the middle section - this year we gave him money to plant flowers in the middle section behind our house. It is so nice. We all planted the trees. I think that if money were available to people along the trail they would use it for beautification and that really helps everyone. Also the Saratoga Spring H.S. cross country team uses it in their winter - so it gets plowed I am happy they use it but it seems school might be able to chip in some money too. Railroad users bring neighbors together, affords me a place to run in to the state park, allowed me to teach my children how to ride a bike in a safe place. I love it. My family loves it. Now that we have it, we do not want to live without it.
SRT	I have been attacked by dogs without leash.
SRT	The city did a poor job of notifying us when the trail was built.
SRT	We were doubtful at first but we have turned into fans of the trail. There are unpleasant people who leave dog poop on the trail and sometimes bike riders & skateboarders who are discourteous and inconsiderate. For the most part, However, trail users are considerate and our interactions with them are positive.
SRT	Original trail design did not include trail access adjacent to our property but over time the public has made a practice of coming adjacent.

USB	My son jogs the bike path usually 2 to 3 times per week from Gurley Ave to Ingalls Ave and back approximately 4 miles. He is 39 years old. My daughter and her family go on the Albany trail along the Hudson from from waterfront NY to Albany NY on bike.
USB	I am so impressed and thrilled to see how nice our parks, trails, and playgrounds are maintained. This is much appreciated. There is much to see about the Capital District that in a bit of disrepair, but the parks, trails, etc are very well maintained. Thanks and praise to all who provide any part of these civic services.
USB	Wish they would fence the side where the houses are, safety to keep kids cutting throw.
USB	Between the drinking parties, 4 wheelers, ATV's, loud group of teens, animals that invade my yard, I would prefer to see the trail closed. It has not been maintained or paved for years. Causing an abundance of ticks, and other rodents. Trash always being thrown over into my property.
USB	Need to limit ATVs on the trail. Surface needs repair. Little to no access to the trail which neighbors can use it. Better signage needed at roadway crossings. Glad to have the trail nearby.
ZST	A fence and gate were placed across our driveway which is an eye sore-unmaintained and has reduced property value according to appraisal
ZST	I do not now how the Zim Smith can even be called a "Trail" It is a blacktop road, not a trail. It completely changed the character of my property and the way we use over property. We have used the property for hunting and shooting sports for decades, and now we have to deal with idiot trespassers who a clue that hunters are there. The trail has also increased traffic and congestion where the trail crosses the road, with people parking in the road and on our property.
ZST	Poop bags (filled) were frequently left near or on our property. The municipality provides trash barrels now, so situation is much improved. Snowmobiles are blight on the trail. They are very noisy. The smell is terrible and pervasive. They ruin the trail for X skiers. Most drivers have been courteous when I ski but some of them are not at all. It can be terrifying. The trail should be closed to snowmobiles. The trail is very well used by runners, walkers, pet owners, bikers, roller skis and roller blades. It is wonderful to see.
ZST	Love the trail, run on it all the time. Wish it was plowed in the winter. Cant wait for the extension into mechanicville. Thanks
ZST	It is nice to sit on the deck and just watch of the people young to old physically fit to not so fit walk, run and bike the trail. Everyoen were encountered have been very friendly.
ZST	The trail I have been on is beautiful with a small waterfall, beautiful trees, very clean, beautiful landscape and well-maintained. I feel the trails are asset to our area because they give the public an opportunity to see varieties of nature that might not otherwise be accessed where they live.

ZST	In the winter, snowmobilers and XC skiers use trail and in my opinion co-exist fine. I am all for multi-use trail systems. We can all get along! So why, as an ATVer, can't I use my ATV on the trail in the winter? I pay registration fees to NYS just like snowmobilers but do not have access to anything! In general, ATVers are a group of courteous and caring individuals. We enjoy maintaining and creating new trails for others to use (hikers, horsebackers, XC skiers, etc) "Just my Nickels worth"
Trail Maintenance Survey	
Trail	Comments
MHBHT	most of our police calls regarding the bike path are for motorized vehicles complaints, abandoned vehicles at trail heads, and suspicious subjects on the path in the early morning hours