



OPEN HOUSES

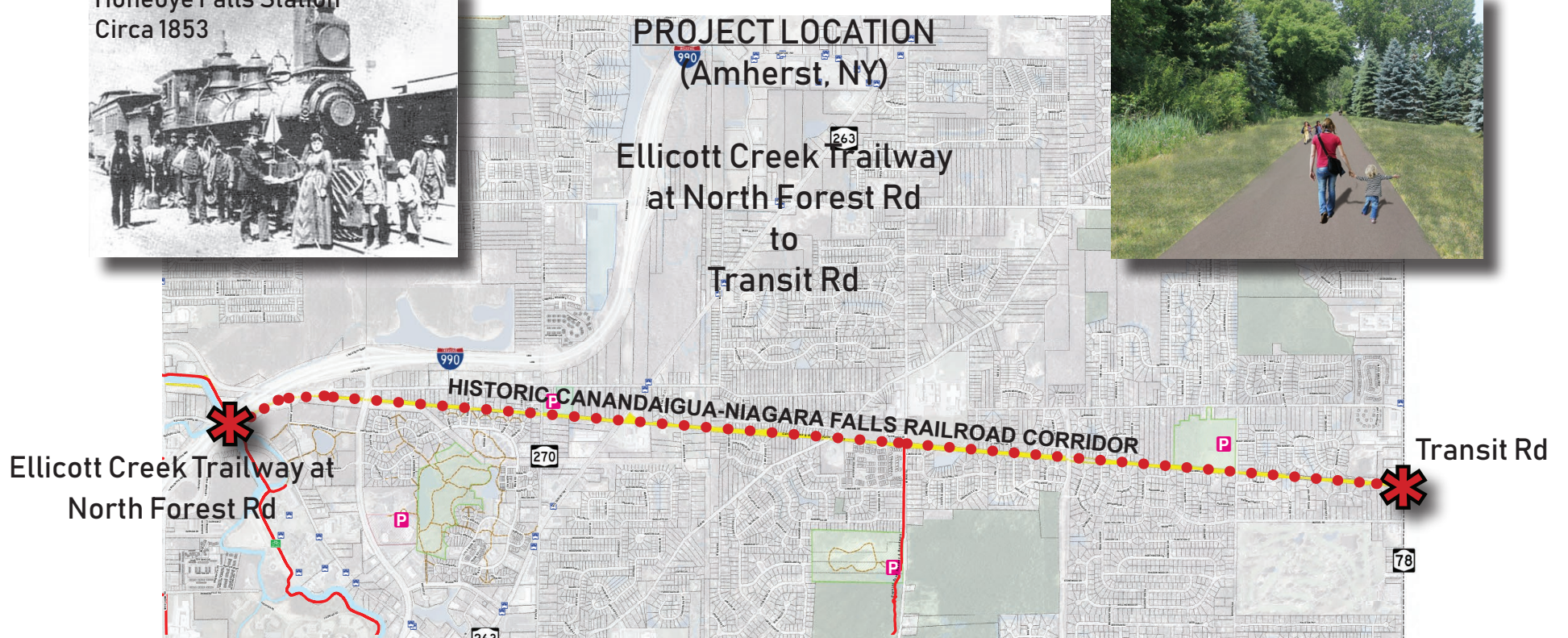
JULY 23 & 26, 2018

4-8p.m.

PROPOSED CANANDAIGUA-NIAGARA FALLS TRAILWAY



Honeoye Falls Station
Circa 1853



EVENT DETAILS

PURPOSE & LOCATION

THE TOWN OF AMHERST SEEKS TO OBTAIN FUNDING FROM THE STATE DEPARTMENT OF TRANSPORTATION (DOT) TO CREATE A TRAIL ALONG THE FORMER CANANDAIGUA-NIAGARA FALLS ("PEANUT LINE") RAILROAD CORRIDOR. THE TRAIL IS PROPOSED AS MULTI-USE TO ACCOMMODATE PEDESTRIANS AND BICYCLISTS.

THE PUBLIC IS INVITED TO STOP IN AT ANY TIME BETWEEN 4 p.m. & 8 p.m. ON THE FOLLOWING DATES TO REVIEW PLAN CONCEPTS AND DISCUSS THE PROJECT WITH TOWN REPRESENTATIVES.

MONDAY JULY 23th at GETZVILLE FIRE HALL
630 Dodge Rd,
Getzville, NY

THURSDAY JULY 26rd at WILLIAMSVILLE NORTH HIGH SCHOOL CAFETERIA
1595 Hopkins Rd.
Amherst, NY

PLEASE VISIT THE TOWN OF AMHERST WEBSITE FOR MORE INFORMATION
(www.amherst.ny.us)

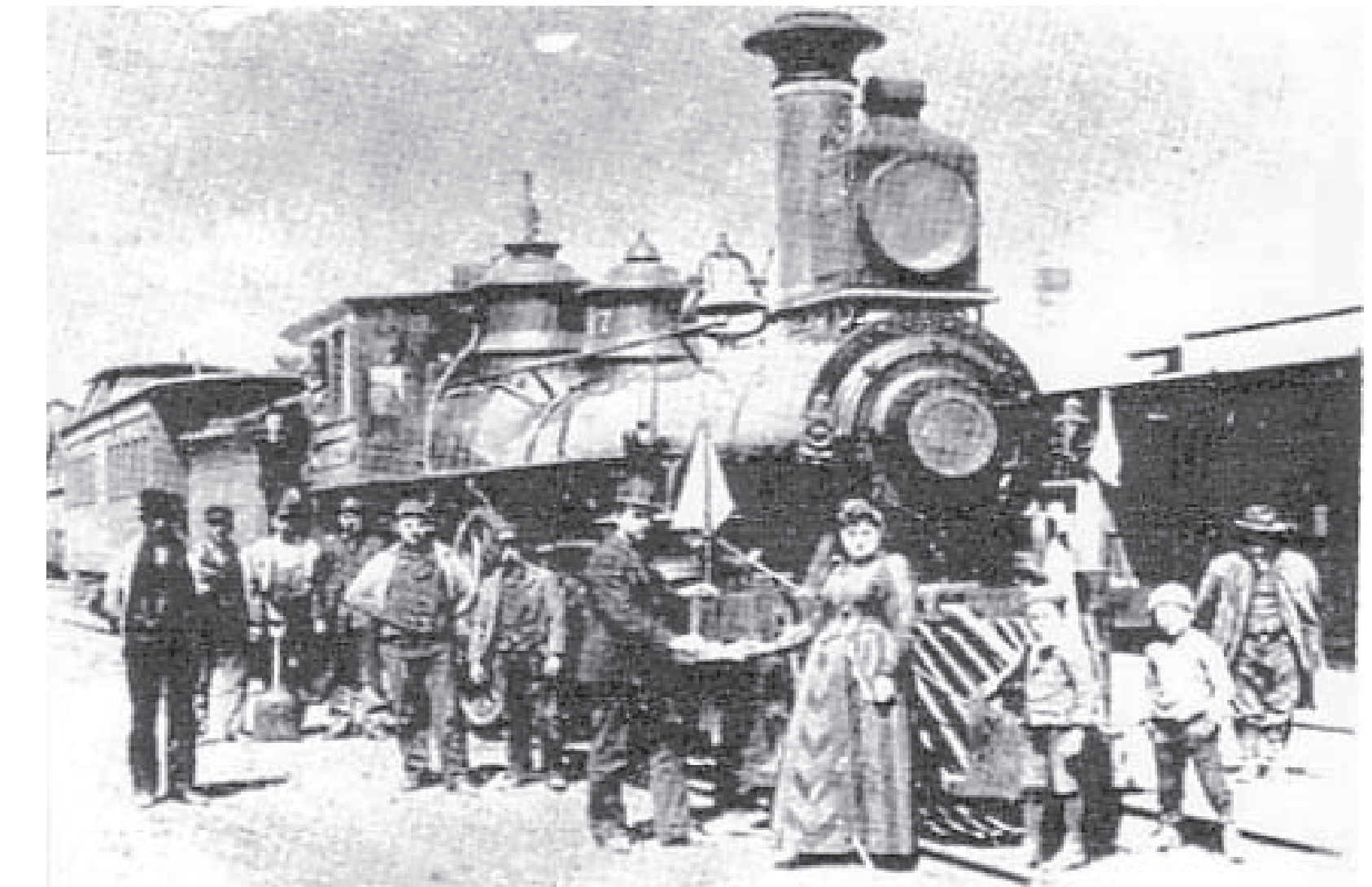
HISTORY

Historic Peanut Line Railroad Corridor

- The “Batavia Branch” of the New York Central began in 1853 between Canandaigua and Niagara Falls
- By July 28th, 1853 the first passenger train, operated as an excursion train, ran over the completed road.
- The line was acquired by the New York Central Railroad. In any event it became known as the “Peanut Line” after Dean Richmond, a company vice-president, referred to the acquisition as “*only a peanut of a line.*”
- The Peanut Line had its genesis at a meeting, held in Lima, NY, on March 4, 1851, relative to the construction of a six-foot gauge railroad from Canandaigua to Niagara Falls, a distance of 98.5 miles. The estimated cost of construction was \$2.5 million.



Depot at the Honeoye Falls station.
(Courtesy of Honeoye Falls/Mendon Historical Society)



Peanut Line passenger train at the Honeoye Falls station.
Photo is dated 1853, the year that service began
between Canandaigua and Niagara Falls.
(Courtesy of Honeoye Falls Historian)

Past Town of Amherst Multi-Use Trail Proposal

- May 1992** Former railroad Right-of-Way is included in the “Town of Amherst Bicycle Plan”
- March 1998** Former railroad Right-of-Way is included in the “Bicycle Master Plan for Erie/Niagara Counties” (Greater Buffalo-Niagara Regional Transportation Council ‘GBNRTC’)
- August 2000** Town Board approved a Resolution authorizing a grant consultant to prepare an application to use grant funds to build a trail in the former railroad “Peanut Line” corridor.
- June 2002** Town Board requests exploring an “alternative primary trail” as a town interconnector to Transit Road.

TAP GRANT INFORMATION

Possible Project Timeline

August 16, 2018	Grant Application Due
November 2018	Funds Awarded
November 2020	Possible Construction to Begin

The Project meets the following requirements for TAP funding:

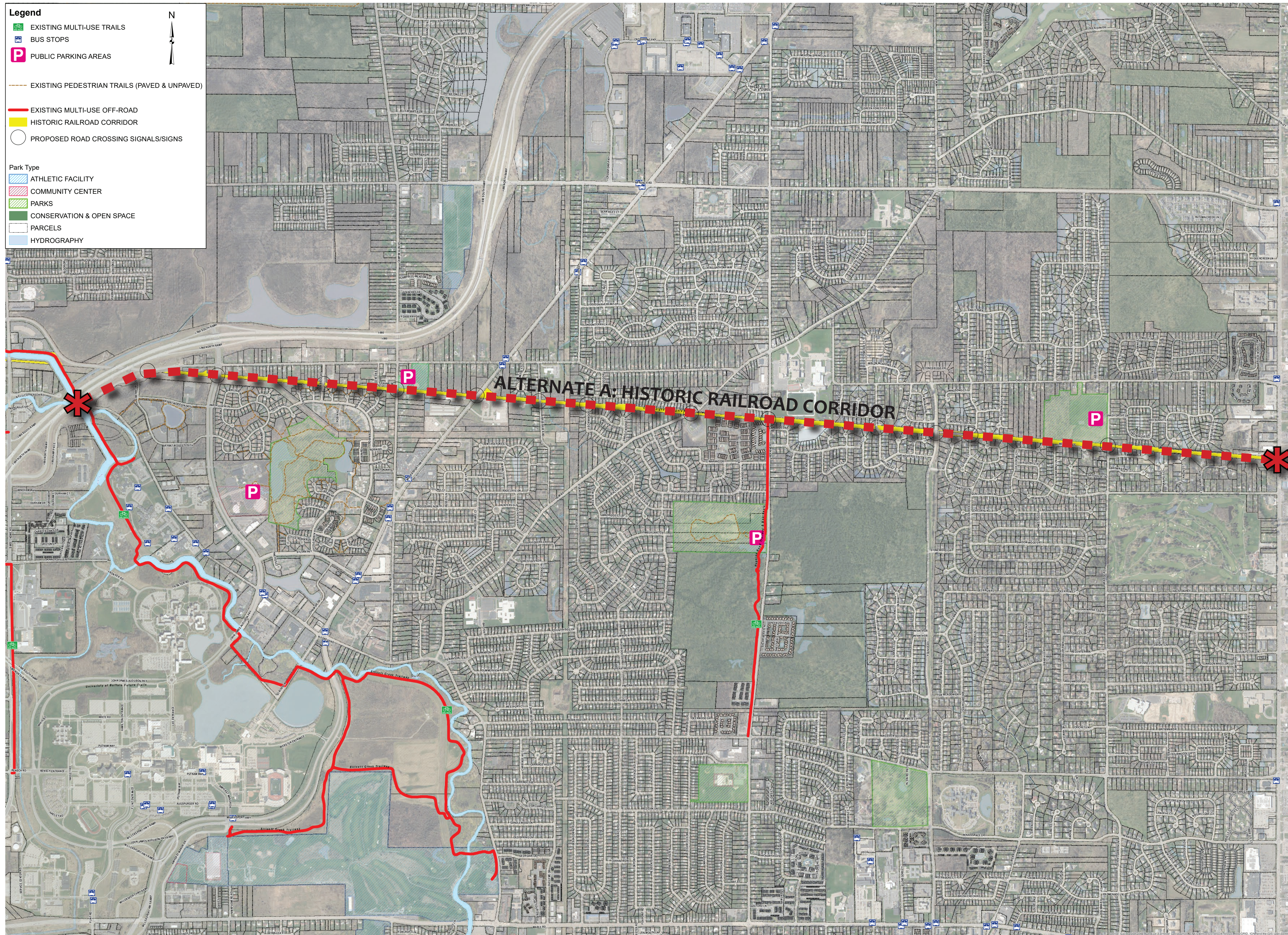
- Planning, Design and Construction of Infrastructure Related Projects to Improve Non-Driver Safety and Access to Public Transportation and Enhance Mobility.
- Safe Route to School (Enables and Encourages Children to Walk or Bike to School)
- Planning, Design and Construction of On-road and Off-road Facilities for Pedestrians, Bicyclists and Non-Motorized Transportation users.
- Conversion and Use of Abandoned Railroad Corridors for Trails for Pedestrians, Bicyclists and Non-Motorized Transportation users.

OVERVIEW

Current Trail Opportunity

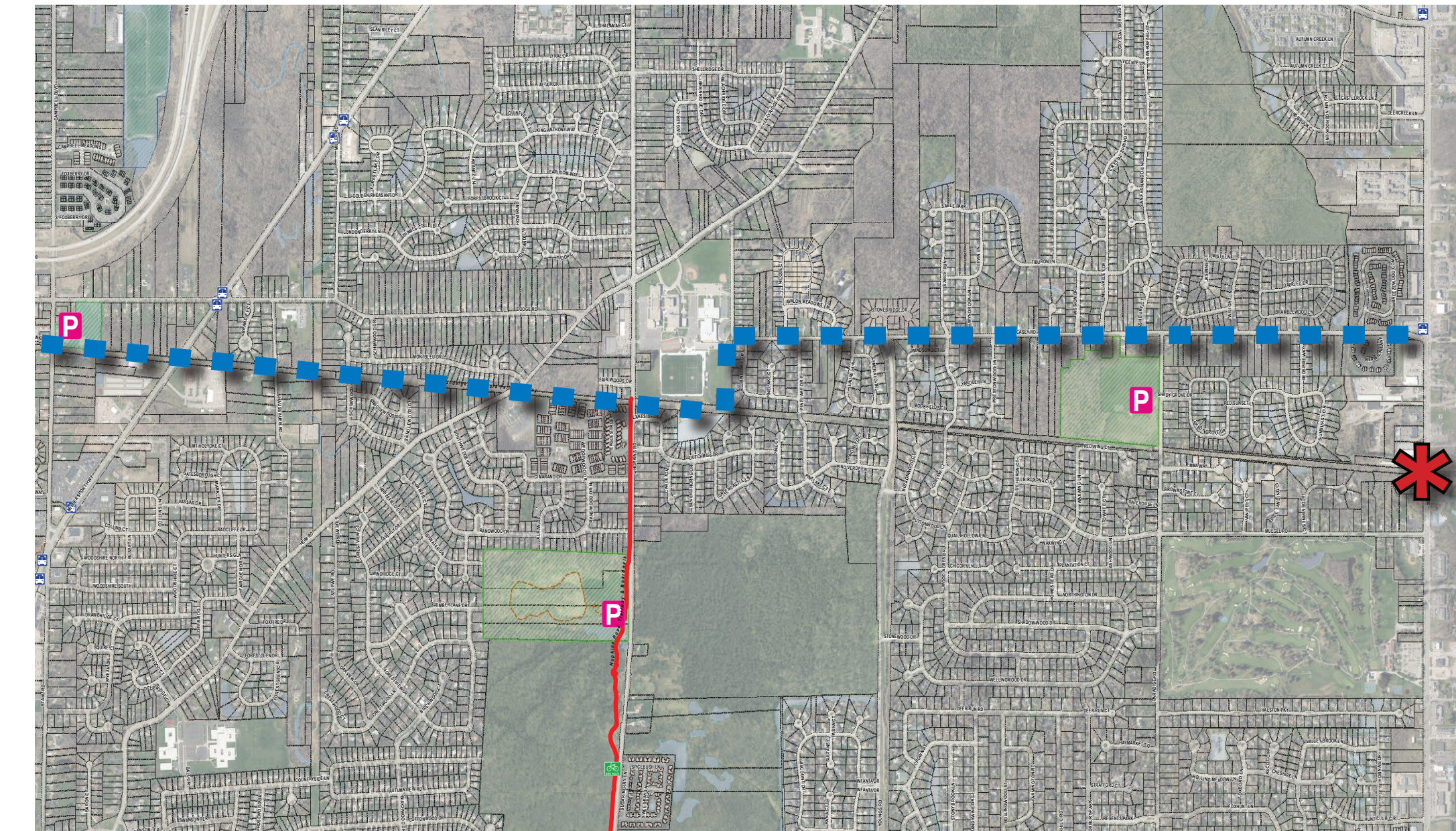
- The Town's 2018 Recreation and Parks Master Plan identified a significant interest among Town residents to explore alternate forms of transportation including trails.
- The Town is currently exploring an opportunity to develop a trail along the Canandaigua-Niagara Falls ("Peanut Line") Railroad right-of-way and is eligible to apply for a grant funded by the NY State Department of Transportation through the Transportation Alternatives Program (TAP). This grant opportunity could reduce the cost of the almost 5-mile trail to the Town by up to \$1.2 million dollars.
- This multi-use path would have the potential to connect existing bicycle and pedestrian trails in the area, providing a safe route for walkers, joggers, and cyclists to traverse without encountering vehicular traffic.
- This path would be a transportation alternative that traverses almost the entire Town of Amherst.

CONCEPTUAL ROUTES

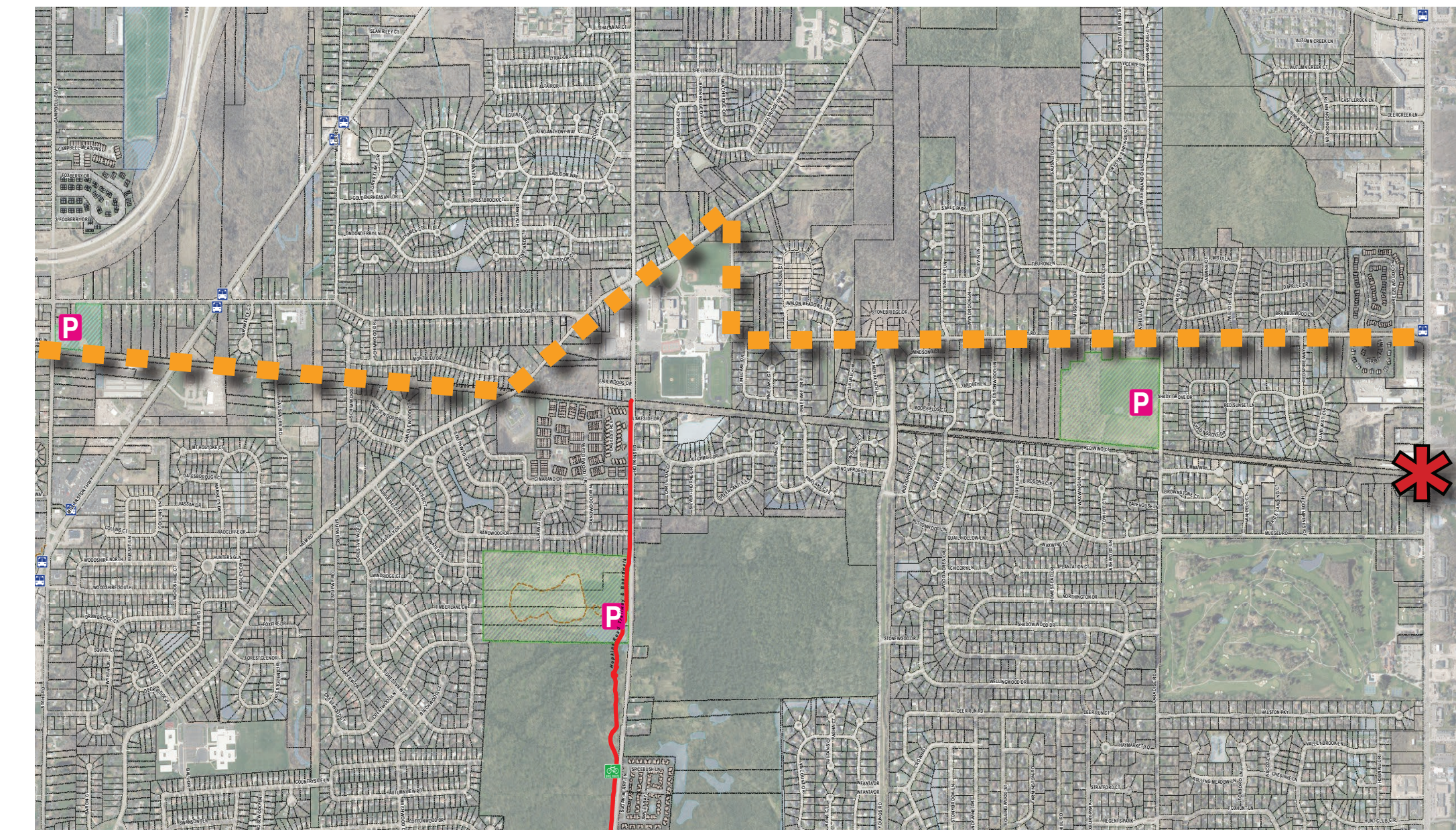


ALTERNATE A: HISTORIC RAILROAD CORRIDOR

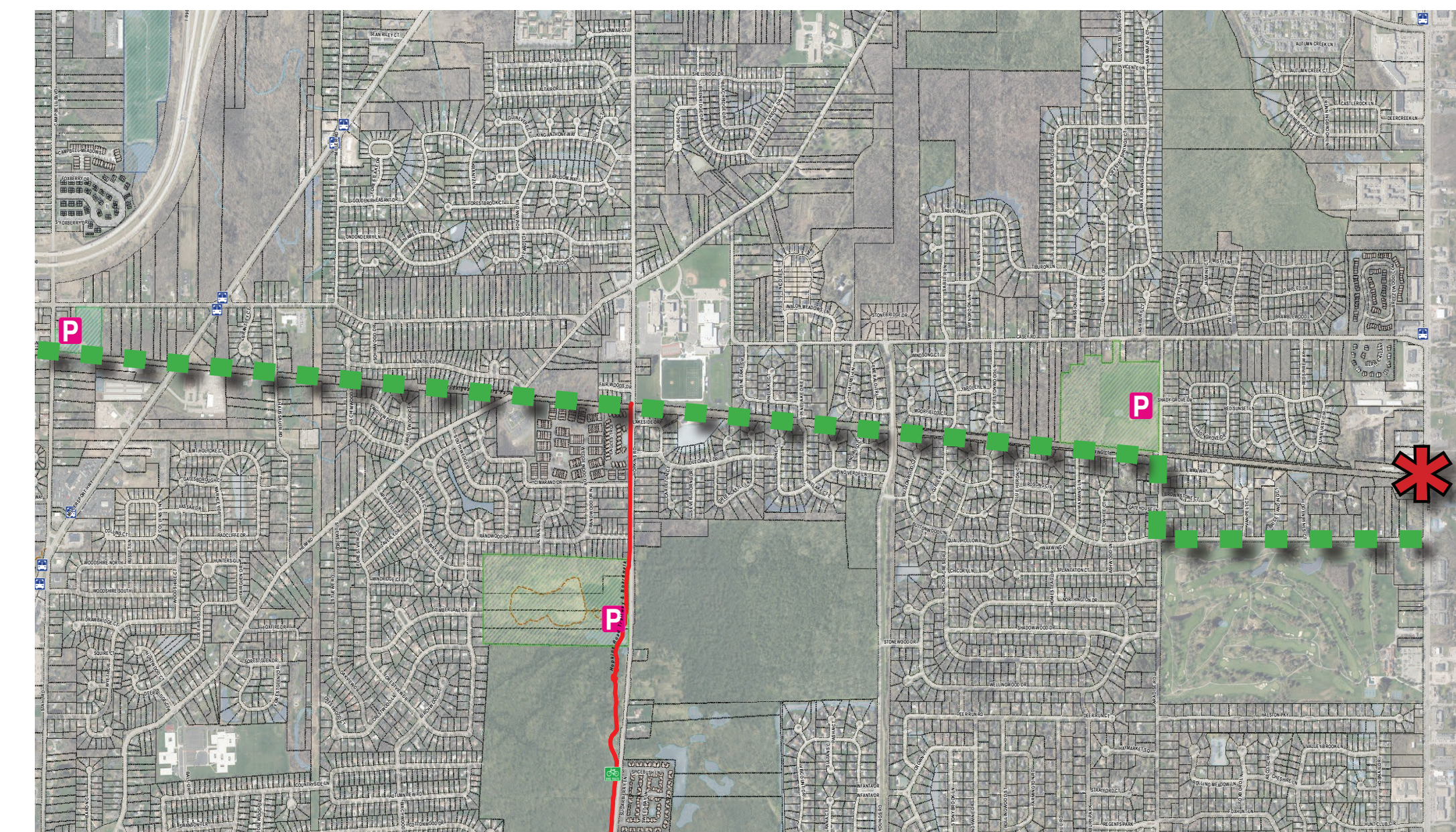
ALTERNATE B: CASEY ROAD



ALTERNATE C: HEIM ROAD to CASEY ROAD



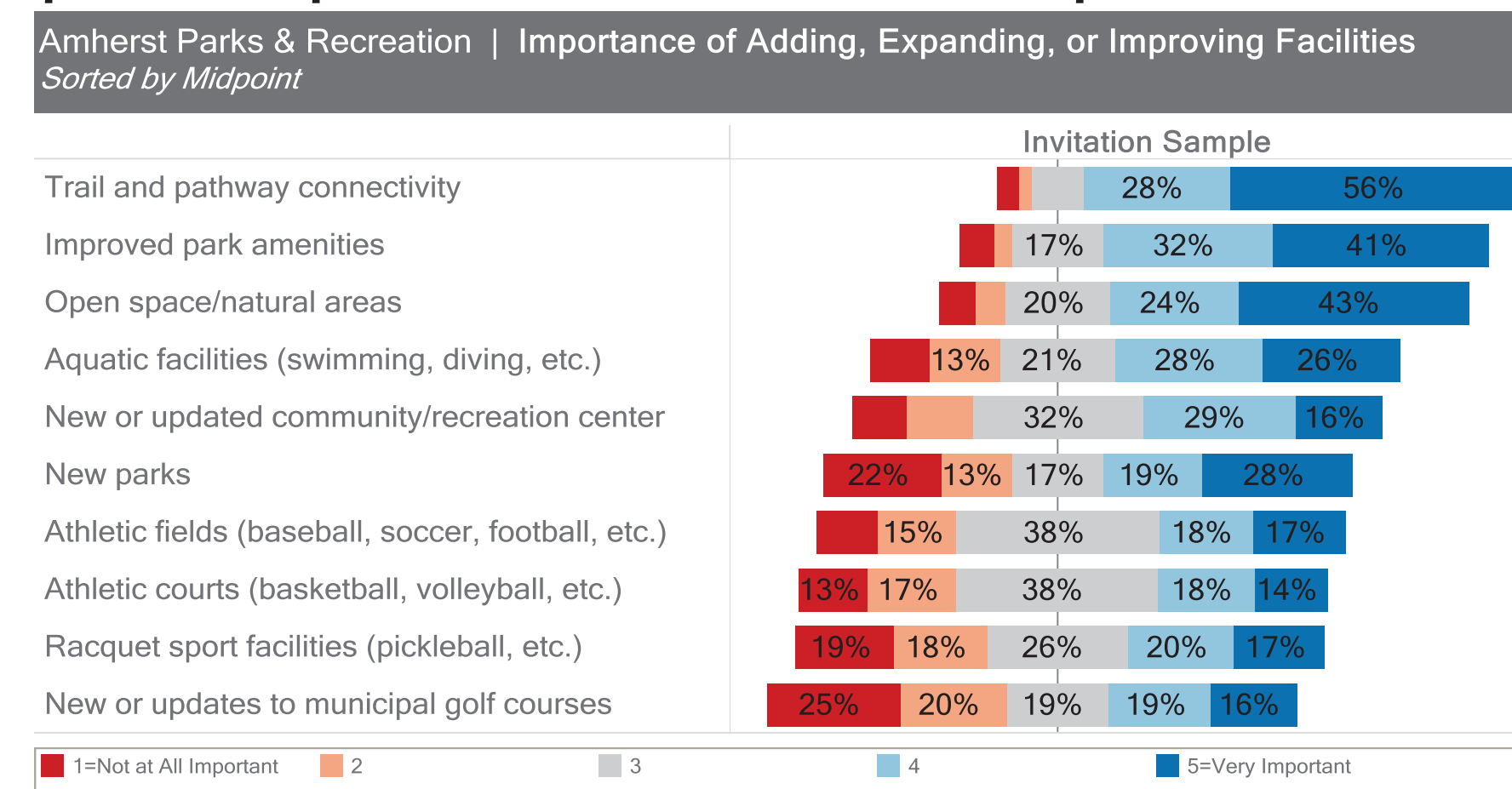
ALTERNATE D: MUEGEL ROAD



Current Support

2018 Recreation and Parks Master Plan Survey Results

- A key finding of the survey is that both baby boomers and millennials place a high priority on having sidewalks, hiking trails, bike paths, and fitness choices available to them in their community.
- These community features were viewed by survey respondents to be of higher preference than a great school system, vibrant centers of entertainment and culture, and affordable and convenient transportation choices.
- 80% of the 560 Amherst residents who responded to the mailed survey ranked trails and pathways as highly important—respondents with and without kids at home.
- 30% of survey respondents ranked trail and pathway connectivity as their top priority, and nearly three-quarters of all surveyed respondents consider trail and pathway connectivity among their top three priorities for future improvement.



- Level of Service Findings suggest that current overall connectivity (by foot or bicycle) within and between parks is limited. The existing system of multi-use paths, sidewalks, and trails has potential to be expanded to provide better pedestrian and bicycle connections within the Town.
- General recommendations of the plan include the integration of parks and recreational facilities into an interconnected open space system of parklands, greenways and trails.
- Developing a multi-use trail within the former Canandaigua-Niagara Falls Railroad corridor is a goal of the 2018 Recreation and Parks Master Plan.

May 2018 Neighborhood Forums

Results from 10 community meetings held throughout the Town had the following common themes:

- Pedestrian and Bicycle Improvements
- Improved Walkability and Safety for Pedestrians
- More Parks and Trails and more Bike Amenities
- Connection to the Peanut Line is desired

Why Are We Here?

- The Town has an Opportunity to Pursue the TAP Grant
- Discuss the feasibility of this opportunity
- Understand Concerns & Issues from Residents
- Welcome any Supportive Thoughts or Opinions
- Provide a Summary to the Town Board



Near Schimwood Court



Near Youngs Road



Near Heim Road

IMAGES OF THE EXISTING CORRIDOR IN AMHERST



Tonawanda "Rails to Trails" Path



Simulated Project Image



Clarence "Peanut Line" Path

EXAMPLES OF THE PROPOSED CORRIDOR

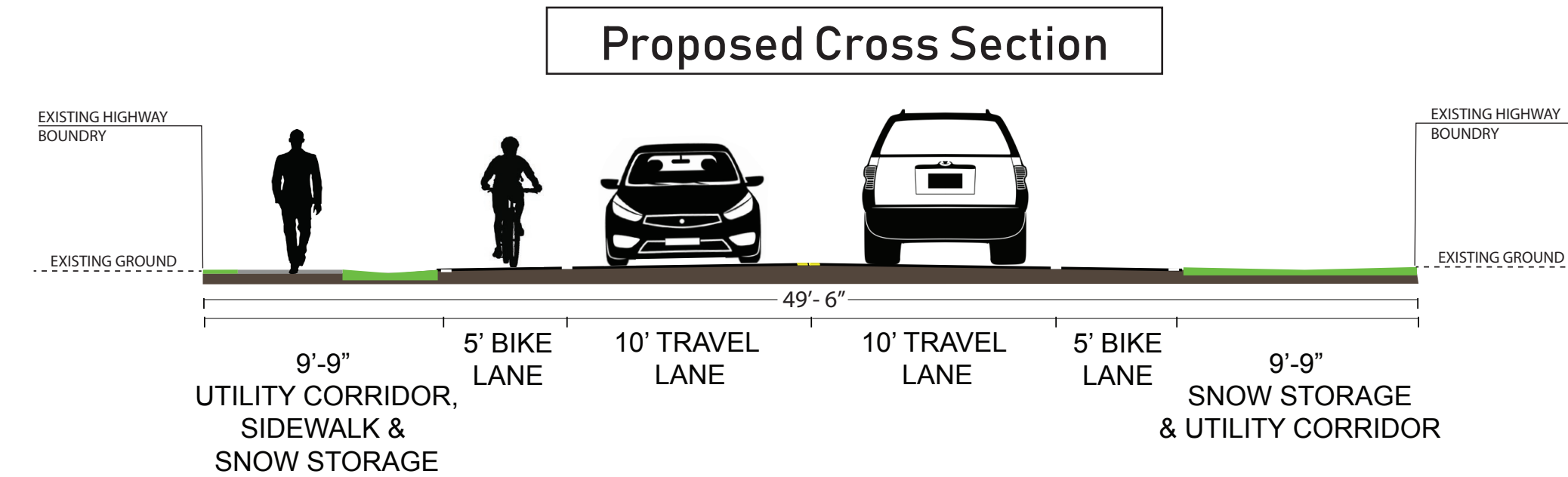


EXAMPLES OF A TYPICAL TRAIL/ROAD CROSSING

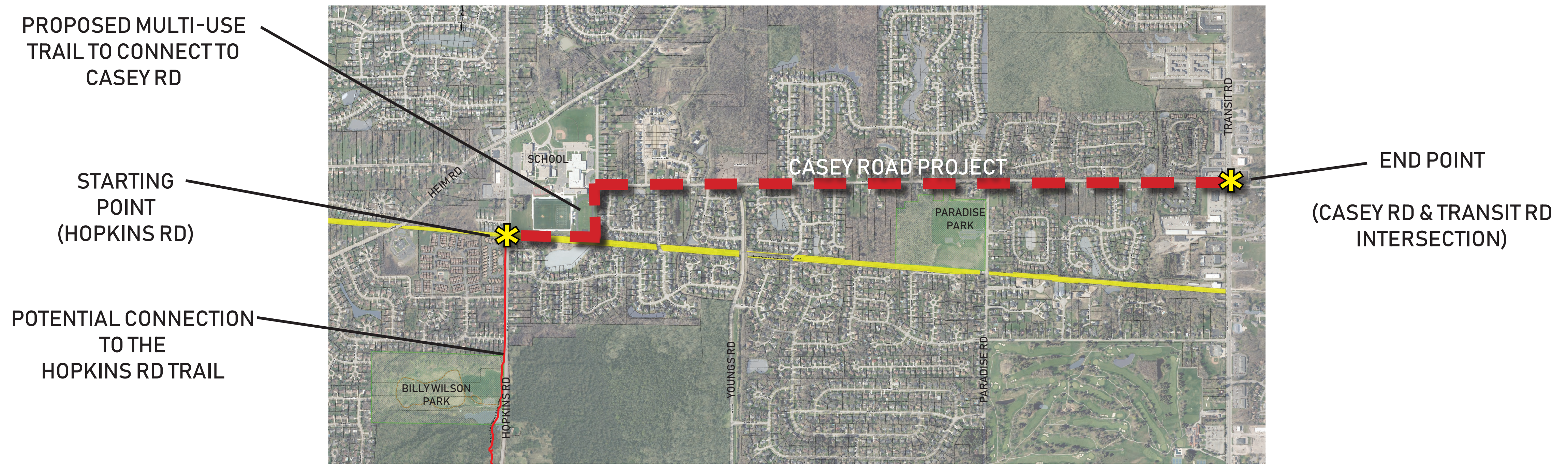


Hopkins Rd (Starting Point)

CASEY ROAD PROPOSED IMPROVEMENTS



Future Connection to Williamsville North School



Casey Rd (near Williamsville North)



Casey Rd near the School (Looking East)



Casey Rd (Looking West)

CASEY ROAD EXISTING CONDITIONS