Given the importance of our natural setting in defining the identity of Williamstown, protecting the natural beauty of our community and preserving open space, and access to it, are important goals for all townspeople. Doing so helps to maintain the character and identity of the town, and it also helps to conserve non-renewable resources.

— 2001 Williamstown Draft Master Plan

ENVI 302—Environmental Planning and Analysis Workshop
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May 2002

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I. INTRODUCTION

A. The Need for a Green River Recreational Trail

The Green River is a site of remarkable natural beauty in the heart of Williamstown. Unfortunately, public access to the river and its surrounding areas is limited primarily to Route 43 (Water Street and Green River Road). This has led many members of the community to endanger themselves by walking, running, and bicycling on this heavily traveled road. Thus, the town clearly does not yet provide adequate facilities for the community to fully benefit form this tremendous resource. Recognizing this critical need, we endorse the Williamston Draft Master Plan's recommendation "to accept town ownership of Route 43 and work to create a pedestrian and bicycle trail along it,"[1] and we propose this study to encourage timely implementation of this objective.

The Green River's charm has been recognized for years and so has the idea to build a recreation trail near it. For over forty years, studies have been conducted and proposals have been made suggesting the implementation of different recreational options in the area. Nonetheless, the Green River area still remains without adequate recreation facilities. With the help of these reports and the advice of experts, we concluded that the east side of the Green River promises the most benefits for the community while at the same time offering the least inconveniences for landowners and adjacent neighbors on the trail.

This trail's main appeal would be recreational. The path could provide healthy and wholesome recreational activity for walkers, birdwatchers, bikers, hikers, horseback riders, joggers, and cross-country skiers and will be a cultural and social enhancement for the community. At the same time the trail promises to boost the economy and foster cultural development in the diverse town areas surrounding the trail. The changes that will take place around the community, will preserve the character of the town while educating and providing an opportunity for open space recreation.

[1] 2001 Williamstown Draft Master Plan

1. **Safety:** The safety reasons for building an alternative to Route 43 for non-motorized uses are compelling. The highway has blind curves and a very small shoulder, making accidents likely. Statistics from the Williamstown Police Department for the year beginning in June of 2001 and ending in May of 2002, indicate that there have been fourteen vehicular accidents along Route 43 (seven occurring on Water Street, and seven occurring on Green River Road). Five of these accidents were significant enough to warrant a state report, indicating that either over one thousand dollars worth of damage occurred, or there was an injury. Significantly, five of the seven accidents occurred during the early morning or early evening hours, when conditions make the road the most dangerous by limiting visibility for drivers and recreational users alike.

   Since the Williamstown Police Department's computer records program is new this year, the WPD does not have hard data on accidents in the past. However, Officer Paul Thompson summarized this accident history. Over the course of the last few years, there have been a significant number of minor vehicular/cyclist accidents, such as when the mirror of a car clips a cyclist riding on the road or, when possible, on the shoulder. Also, about ten years ago, a serious collision occurred when the tire of a cyclist popped, she swerved into the road, and was hit head-on by an incoming car. She survived, but was badly injured when she was thrown onto and over the car. The lesson of this story is that it could have been much worse.[2]

   County-wide statistics on pedestrian and cyclist fatalities also highlight the need to increase alternative transportation and recreation options. In the years 1994 through 2000, there were twelve pedestrian and five cyclist deaths within the county, all due to vehicular traffic collisions.[3] We fear crashes such as these are likely to occur in Williamstown if we let time run its course, and would like an alternative recreational path to be available to the town as soon as possible to prevent such a tragic accident.

[2] Conversation with Paul Thompson, Williamstown Police Department, 4/13/02
[3] Fatalities Analysis Reporting System, National Highway Transportation Traffic Safety Administration

2. **Open Space:** The Williamstown Draft Master Plan places a high priority on the preservation of and access to open space: "Given the importance of our natural setting in defining the identity of Williamstown, protecting the natural beauty of our community and preserving open space, and access to it, are important goals for all townspeople. Doing so helps to maintain the character and identity of the town, and it also helps to conserve non-renewable resources. Given the demographics of Williamstown and the propensity of its citizens to be physically active, the town's government should be mindful of the need to provide and appropriately manage a wide range of recreational facilities. Respondents to a town-wide survey indicated that the majority of people were physically active and that biking/running paths and an outdoor swimming facility were thought to be among our clearest recreational needs. Playgrounds and picnic areas received the highest importance rating…."[4] They also reported that they would like to see a bike path along the Green River and to Greylock Regional High school. The Green River recreational trail would undoubtedly provide pubic access to significant natural and open space areas, while providing the added benefit of linking and making use of the already existing parks and recreational infrastructure in town.

B. Community Profile

Williamstown is a quintessential New England small town, nestled in a valley in the northwest corner of Massachusetts and surrounded by the rolling Berkshire Mountains. The Berkshires are a popular vacation destination because of their natural beauty and the recreational and cultural activities they provide. Two major rivers flow through Williamstown, the Green River and the Hoosac River. The Green follows alongside Route 43 towards the center of Williamstown where it then empties into the larger Hoosac.

The population of Williamstown at the time of the 2000 census was 8,424, including the 2,000 students of Williams College, who would presumably be frequent users of the

[4] Ibid.

trail. The largest population group is composed of 25-64 year olds, the second largest group is those under 18 and over 65, and the smallest group is made of 18-24 year olds.

While the service industry is by far the largest employer in town, followed by trade, government, and manufacturing, tourism remains extremely important. The Berkshire Region tourism industry centers on a combination of outdoor recreation and cultural activities.[5] Tourists would be frequent users of this recreational trail, allowing the town to access more of this market.

C. Site Description

The proposed recreation trail would begin at Linear Park (adjacent to Water Street) and wind southward along the Green River to Five Corners, the intersection of Route 7, Route 43, Sloane Road and Hancock Road. The proposed trail would pass alongside the river and wetlands and through many different landscapes, including a cemetery, fields, farms, and forests. Other than an initial rise at Linear Park and a small section near Mt. Hope where the land alongside the river slopes steeply upward, the path would be fairly flat and therefore widely accessible.

Phase I: Linear Park is the proposed starting point, providing parking, picnic tables, a playground, and a large grassy area. Whether the greenway would pass through the cemetery or begin at a lower elevation closer to the river is yet to be determined. The Carol Cable building and surrounding wetlands are just below and to the west of the cemetery. Constructing a trail near the river would cause more of an environmental impact and would be more costly, whereas using existing road structures within the cemetery would be less complicated but perhaps more controversial. Alternatively, the trail could begin in the cemetery, following cemetery roads past a horse farm and then descending to a field adjacent to the river. Phase One stretches all the way to the intersection of Gale Road and Water Street. It drops down to the level of the river, about 700 feet above sea level, then remains fairly flat and in lightly wooded area.

Phase II: This next phase of the trail remains constant in elevation, riding flat from Gale Road to Sweets Corner. It includes at least one bridge crossing (there is an existing

[5] Williamstown Draft Master Plan Update: Preliminary Economic and Housing Market Overview Jan 31 2002

bridge on Blair Road that could be utilized) and remains within sight of the river for the entire stretch. Depending on the cooperation of landowners, it may be necessary to cross the river to avoid passing through certain properties. The segment after Mt. Hope may cut up the hill to avoid the steep slopes adjacent to the river, if this path is less harmful to wildlife and the forest and river ecology.

Phase III: The final phase stretches from Mt. Hope to Five Corners. The initial part of the Mt. Hope section follows the river on an existing asphalt road shaded by hemlocks. The next section cuts up the hill to a forested area at about 1000 feet above sea level and eventually empties into a field. The route finishes on a pre-existing farm road, descending to the Five Corners intersection.

One property owner is interested in using his land to complete the greenway, bringing it up to the Store at Five Corners. However, if it turns out to be impossible to gain landowner support through all three phases, alternative ending points may be proposed. It may be most practical to complete the trail one phase at a time, as land and monies are acquired.

It will be necessary to provide public parking areas to all trail users. Possibilities for this particular path include a lot at the beginning of the path at Linear Park, another small parking area at the midway point at Mt. Hope, and more space available at the end at Bloedel Park across from Five Corners.

D. Natural Resources

1. **Green River:** The Green River is a beautiful and natural perennial stream of great natural and ecological value to Williamstown. Since the river will be the main feature of the trail, a key goal will be to maximize the many natural resources that it provides. A recreational trail will ensure that these resources are enjoyed in an environmentally sensitive manner.
2. **Wetlands:** Phase One of the trail will pass along wetlands. Since wetlands are a crucial yet sensitive natural resource, trail planners will ensure that the wetlands are used to enhance the trail's cultural and educational value while promoting environmental protection and awareness.

3. **Young Forest, Meadows and Farmland:** As a user on the trail progresses through its three phases, he or she is rewarded with a constantly changing natural environment: starting adjacent to farmland, the trail moves past meadows, through young forest, along a riverfront and wetland area, and ends following farmland again. Each of these natural setting has its own distinct charm and offers a variety of educational benefits for users. Each has its own characteristic wildlife and natural species, all of which the user can easily enjoy within the five mile stretch of recreational trail.

E. Potential Environmental Impacts and Benefits

Preserving open space in the public realm is very valuable. Creating a greenway along the Green River would allow Williamstown to protect a long, continuous stretch of woods, wetlands and fields. The scenic views, sights, and sounds provided there would be as much a benefit to the mental well being of citizens as the trail would be to their physical health. Public access to these resources will have another benefit as well: environmental education. Just experiencing such an area will lead people to have more respect and appreciation for it, and interpretative signs could educate users about the significance of local ecology. The entire trail would be a valuable outdoor classroom for students from elementary school through college. The landscape provides an experience of many ecosystems as well as opportunities to learn about phenomena like succession of farms to forests over time.

Trails can adversely impact their surrounding environment, and these impacts should always be minimized through good construction and management practices. Erosion, runoff, nutrient loading, littering, and wildlife disturbance should be avoided. Signage educating users on low impact behavior will help to minimize problems. Trashcans and toilets can be placed along the trail and at the trailhead to keep the trailside clean. This does require long-term maintenance of the facilities. If a trail is used for horses, some measures should be taken to ensure that nutrients from the manure do not run off into sensitive bodies of water. Special consideration should be taken for the wetlands and river on our proposed site. Manure could be collected and used for

fertilizer, or manure-catching bags (such as those used on carriage horses) could be required.[6]

The routing and construction of the trail will have the greatest effect on its impacts. Methods such as routing the trail along the contour lines of the land and planting native vegetation can limit erosion. A hard packed dirt or paved trail will prevent water from filtering through the soil, an important process in natural water treatment, but below-trail drainage pipes can help mitigate this impact.

A trail should be routed to avoid the most sensitive areas and minimize interference with surrounding wildlife.[7] Independent consultants and groups such as the Audubon Society and the Wildlife Conservancy can help evaluate environmental impacts once a specific route is chosen. These studies should also explain how to mitigate any environmental disruption and, if appropriate, propose less harmful alternatives. The Conservation Commission will not approve a project if it causes significant harm to the natural environment, including the animal species within it.[8]

F. Multiuse Trails and Conflict

Different trail surfaces are preferred by different trail users. The various potential uses of this trail—by bikers (mountain and road), equestrians, walkers, runners, baby strollers, cross-country skiers (skate and nordic), snowmobilers, and the handicapped—may not all be compatible. Horses and snowmobiles need unpaved trail, rollerbladers need a very smooth surface. Trail construction is important in providing for various users ensuring everyone's safety. A painted centerline will separate users traveling in different directions. A long line of sight can prevent collisions after blind turns. A trail should be built wide enough for safe passing, and pull-out areas are also important. Speed limits can check fast bike riders.

There are many ways to separate conflicting users, but some managers advocate trail sharing to teach users how to tolerate each other. Unpaved tracks for skiers and

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[6] Rails to Trails Conservancy, www.trailsandgreenways.org

[7] AMC Field Guide to Trail Building and Maintenance 2nd Edition, Robert D. Proudman and Reuben Rajala, Appalachian Mountain club 1981

[8] For impacts on property owners, see the Commonly Asked Landowner Questions in the appendix. For impacts on wetlands, see the Regulation section on page 25.

horses can be made next to paved tracks for bikers and roller-bladers. A single tread can be available for different users at different times of day, or different trails can be built in different places for different users.

Once a trail is built, education and workshops can encourage users to share the trail. A sign could read: "Treat other trail users as you would want to be treated" or "Share the trail". Brochures and trailhead signs can explain the trail rules. Common rules include: stay on the path, pass on the left, no littering, no trespassing, bike bell required, etc.[9]

G. Historical and Cultural Resources

1. **Linear Park:** Linear Park is one of the few parks available in Williamstown and, even though it provides a small and beautiful area near downtown Williamstown, it is extremely underutilized. Beginning the trail in Linear Park will attract more visitors and promote the development of other facilities such as restrooms, better parking, and enhanced recreation activities for children. This development will safeguard and promote the natural qualities of the space and improve economic and recreational opportunities.
2. **Horse Farm:** The farm, owned by Caroline Henderson, is the first private property on the trail as well as one of the largest. Caroline Henderson is enthusiastic about the trail, and has expressed a strong desire to incorporate horse traffic with the path. Trail users could have visual, physical, and/or educational contact with the farm, and may increase its business.
3. **Carol Cable Building:** This mill building is one of the first and most visible man made sites along the trail. The building should be seen not as a hindrance to the natural qualities of the trail but as a valuable historic site. Its significance to the Williamstown's historical economy can be explained not only in the trail's brochures but also in interpretative signs.

[9] "Conflicts on Multiuse Trails: Synthesis of the Literature and state of the Practice" U.S. Federal report at www.world.std.com/jimf/biking/conflicts.html

4. **Mount Hope Farm:** The proposed trail would utilize a beautiful pre-existing path that runs along the Green River on the Mount Hope Farm. The farm has significant historical significance as "an outstanding experimental farm" owned by the Rockefellers. Its use for significant scientific projects of the early nineteenth century and its magnificent, 72-room Gregorian mansion make it an unparalleled historical location[10].
5. **Fairfield Farm:** As one of the 2 remaining dairy farms in Williamstown, Fairfield Farm is a tremendous educational asset. Trail planners should make significant efforts to work with the owners and Williams College Professor of Biology Hank Art to establish an interpretive sign explaining the importance of dairy farming to Williamstown. This farm will also enhance the rural quality of the trail, attracting tourists from cities and suburbs who are looking for a rural experience.
6. **Five Corners:** The last site of the trail, Five Corners, has great historic significance. The site of a State Historic Marker, the building on Five Corners has evolved from a market, to a gas station, and now to a small restaurant and shop.

H. Educational Potential

1. **Williamstown Historic Trail:** The trail could be publicized as a historic and cultural greenway. This will highlight the diverse historical and cultural resources along the trail in a way that is accessible and interesting to users of all ages.
2. **Scientific and Natural Classroom:** The trail will also be in close proximity to the Williamstown Elementary School, Pine Cobble School, and Mt. Greylock High School. This will allow all three educational facilities to use the trail as an outdoors classroom, with lessons ranging from science to history to physical education. It also provides mobility for students who are too young or do not wish to drive.

[10] "Elm Tree House at Mt. Hope Farm" http://www.williams.edu/acad-depts/leadership/mthope.html

II. BACKGROUND

A. Project History

It is clear that this project has been a subject of intense discussion in Williamstown in the past half-decade. As early as 1960, the Commission of Natural Resources published a report on sites for recreation in Williamstown. The idea of a river trail was first introduced in this report, as a graduate student working for the Housatonic River Watershed Association proposed a biking/hiking trail along the Housatonic from Pittsfield to the Connecticut border. A second trail was proposed in the 1960s by the Williamstown Conservation Commission, North Adams Conservation Commission, and Adams Planning Board. This trail was to follow the south side of the Hoosic River from Cheshire Lake to Sand Springs in Williamstown and would include "pocket parks" with benches or signs at points of interest. The proposed route was contingent upon Williamstown's approval and the purchase of a sewer easement. Though the sewer easement was purchased, the trail was never begun.

In 1969, Tom Hudspeth, a student in Williams College's Political Economy 340 class, proposed the Hoosic River Trail – a trail quite similar to the recently proposed MassMoCA-Williamstown trail. In 1970, the League of Women Voters became involved in the effort, discussing for the first time a path along the Green River stretching from Main Street to Mount Hope Farm. The main impetus for the project was to alleviate the danger of pedestrian and cyclist traffic on Route 43 and to increase pressure on the town to better the quality of the road and install sidewalks.[11] An informal Bicycling and Jogging Study Committee was formed which conducted a survey in the fall of 1979 to measure public opinion on bicycling conditions in Williamstown. Though public response was low, the results indicated the desire for safer biking conditions on existing roads.

The next year, an outgrowth of this committee, the Citizen's Committee on Bikeways, was formed under the auspices of the town Recreation Commission with the intent to study bikeway systems across the nation. The group consulted with the State Department of Public Works, the Berkshire County Regional Planning Commission and

[11] 1997 Envi 302 Report, 2

the Town Engineer, concluding that bikeways in Williamstown were both necessary and feasible. In August of 1980, the Williamstown Board of Selectmen formally directed the Recreation Committee to prepare a proposal for safe bikeways in Williamstown. The goals of this project were as follows: "1) to provide safe bicycling conditions… throughout the town by alleviating bike traffic on narrow, congested roadways and redirecting this traffic towards safe, designated biking routes; 2) to encourage the use of bicycles as a practical alternative to automobile usage…; 3) to accommodate the needs of cycling tourists passing though the area, while also providing a vital link to the proposed Berkshire County Regional Bikeway Plan".[12]

The final proposal consisted of 21.5 miles of bikeways throughout Williamstown, covering the needs of transportation and recreation and including both on and off-road trails. The proposal came up for vote on the Town Warrant in 1985, and though it garnered more than fifty percent of the vote, it failed to gain the required two-thirds majority. The reasons for its failure were three-fold: concerned property owners affected by the trail, a sentiment that the bikeway proposal committee was not a representative sampling of Williamstown residents, and most importantly, the way in which the committee went about creating the proposal. Many residents complained that they were not kept adequately informed of transpiring events, that they weren't included in the process, and that the bikeway proposal group was secretive.[13]

After this defeat, bikeways in Williamstown did not get much attention until 1990 when an Environmental Studies 302 class suggested greenways along the Hoosic River and designed a curriculum for 4th and 5th graders to learn about the river. This project did not lead to any significant progress, and the next step came in 1996 when Williams College Cross-Country coach, Peter Farwell, talked with past Williams College president, Hank Payne, of a bike path along the Green River. The athletic department and its director, Bob Peck, had received many phone calls from concerned town residents who worried about the safety of students using Route 43 as a running and biking route. Payne was supportive and referred Farwell to David Healy, the Vice-President. Healy asked

[12] Ibid, 3
[13] Ibid, 4

Christina Cruz from Buildings and Grounds to further investigate the possibility of this bike path.[14]

In 1997, Cruz produced a complete cost estimate of an extensive recreational loop in three segments on the east side of the green river and back to campus. The plan was estimated to cost $1.2 million, not taking into account legal fees that might accrue when accumulating the land from people not interested in giving the town an easement for the project. In 1997, another Envi 302 group studied the feasibility of recreational trails in Williamstown, focusing specifically on the Green River trail idea, as we are. The following year, Peter Farwell made a last effort on the trail, by discussing the option with Leslie Evans of the Rural Lands Foundation. The Board of Rural Lands was enthusiastic about the trail, especially with the assurance of college support. Their discussion mainly concerned the first phase of the trail leading up to Gale Road, since this is where most of the student running and biking traffic occurs. [15]

The latest effort at making this trail happen began in 2000, when private funding was offered to our dients, Sandy Kelly and Elizabeth McHale, to work on developing the Green River Recreation Trail, providing the town with a safe recreational path and public greenway along the Green River. In the year 2001, recreational trails, specifically including the Green River Recreation Trail, were included in the Williamstown Draft Master Plan.[16] We, a group of Environmental Studies 302 students, are the latest addition to the project, joining our clients in the spring of 2002.

B. Problem Identification

When planning any bike path, there are series of potential problems that must be identified and accounted for before progress can begin. These include where the trail will be located, how land will be acquired, how community support will be garnered, what regulations apply, how funding will be gathered, and what impacts the trail will have on neighbors, the environment and the surrounding community as a whole.

[14] Conversation with Peter Farwell, 4/7/02
[15] Ibid
[16] 2001 Williamstown Draft Master Plan

1. **Land Acquisition:** The land on either side of the Green River is owned by various property owners, some of whom have expressed interest in a bike path, others of whom have expressed disinterest. Phase One is made up of land owned by the town, Carol Cable, and several private landowners. Phase Two includes fifteen private landowners, many of whom own second homes along Stratton Road, and looks to be the most troublesome stretch in terms of land acquisition. Phase Three includes Mount Hope—owned by Williams College (a strong proponent of the trail) and the Purple Mountain Partnership (a group of alumni)—and a significant parcel of private land. Our clients have approached each of these landowners through a letter, conversation, or both, to gauge how willing they would be to allow a portion of their property to be used as public open space. All have been made aware of the project's objectives and the client's desire to work with landowners to make the bike path a reality at some point in the future.

   There are many ways to secure rights to a parcel of property for a bike path or greenway. Which method will work best depends on the type of land ownership, the relationship with the landowner, financial resources, and future uses proposed for the land. Usually, one must rely on a combination of techniques ranging from voluntary land donation to acquisition through a sale or lease. Below is a brief outline of various alternatives for land acquisition (which method will be chosen will vary among land parcels and is yet to be determined at this point in time):

   a. *Donation*: A landowner can choose to give his or her property to a qualified nonprofit or governmental organization. Usually this occurs when the benefits of protecting a piece of property are seen by the landowner as outweighing the costs of giving it away. This is the simplest alternative because it does not involve financing or cost negotiations are not necessary - all one needs is a willing donor and a qualified receiver of the gift. The pros of this option are that the land donor may be eligible for tax benefits which offset the monetary loss incurred by donating the land. The cons are that the land owner must carefully review the donation in terms of the goals of the receiver. That is, he or she should be sure that

the receiver can effectively maintain and protect the land in the future and will be able to cover management needs and associated costs.[17]

b. *Sale*: A sale is simply the transfer of property from one party to another for a price. The reasons why landowners choose to sell may be related to the desire of preserving open space, protecting critical resources, and being assured that it will be protected by from development. There are many ways to make this kind of transfer, each providing the buyer and seller with different benefits and compensations. They include: sale at full market value, bargain sale (sale at less than fair market value with the difference considered a charitable donation and claimed as tax deduction by seller), installment sale (involves the purchase of property one piece at a time), and sale with reserved life estate (the landowner is entitled to full use of land during his or her life).[18]

c. *Protection while retaining full/partial ownership*: To protect land while retaining either full or partial ownership, conservation restrictions and easements are used. These are both legal agreements between the landowner and the organization to either limit or grant future uses of the property. With a conservation *restriction*, the future use of land is limited—the landowner gives up one of his rights in the property (from the bundle of rights that make up property ownership), to another group. This transfer of rights is recorded in the title to the land and subsequent owners are bound to it by law.

With a conservation *easement* (which is most relevant to a recreational path) a positive granting of rights is given. That is, the grantee is allowed to do something on private land, such as traverse it in certain locations, that he was prohibited from doing before. The easement is usually granted in perpetuity and is legally binding for all future owners. For the landowner, the pros of a conservation easement are that he retains the title to his property and all of his rights to the property as well. This

[17] "Voluntary Land and Resource Protection Techniques", Creating Greenways, Department of Environmental Management, Greenways Program, p. 127

[18] Ibid, p.128

means that he can continue to use the property while ensured that it is protected in perpetuity, and also, the land remains in local tax roles. This is a less expensive technique than purchasing the land.[19]

There is also the option of a long-term lease. Although full and exclusive use of the land is granted with this option, it is not very applicable to our project since the lease only makes the land available for a limited amount of time. Also, it requires paying rent to the leaser and following certain restrictions placed on use of land.[20]

d. *Eminent Domain:* The town of Williamstown has the power to exercise eminent domain, the appropriation of private lands for a public purpose. This right is part of the police powers given to a sovereign government. This is closely related to the right to private property, as stated in the Fifth Amendment of the United States Constitution: citizens may not "be deprived of life, liberty or property without due process of law… nor shall private property be taken for public use without just compensation."[21] Just compensation is the full market value of what is given up as determined by an independent court of law. This process can be long and complicated, given the fact that monetary valuations of land do not always correspond to emotional valuations held by property owners. The politics of eminent domain can be significant, as monetary compensation is not always perceived as a sufficient substitute for land taken. This should be the absolute last resort in land acquisition.

2. **Community Support:** Concerns raised by community members, especially those people whose property is directly impacted by the trail as well as those people with residences near it, could be another potential problem for this project. From initial conversations with Williamstown residents, Sandy Kelly was presented with four key concerns: 1) increased traffic, security and personal safety, 2) liability of landowners, 3) impact on property value, and 4) disruption

[19] Ibid, p.129
[20] Ibid, p.130
[21] Constitution of the United States of America

of wildlife. Our question and answer pamphlet, included in the appendix, answers these concerns with evidence from various studies. Section IV of this report also outlines community support and involvement strategies.

3. **Regulations Relevant to Trail Construction:** There are two environmental protection acts enforced by the Department of Environmental Protection and Williamstown's Conservation Commission that must be considered in the proposal for a bike path along the Green River. These are the Rivers Protection Act and the Wetlands Protection Act. The DEP and Conservation Commission are authorized to regulate the land use within wetlands and wetlands resource areas.[22] This includes land subject to flooding, fresh wetlands, swamps, banks of the river, and banks of any perennial stream, creek or pond.

   The Rivers Protection Act covers the area between the river's one year flood level line as far out as the plant composition continues to be more than 50% wetland species. There is an additional 100' buffer zone beyond. The 100-year flood plain may extend beyond these areas and is also protected. River front area is defined as 200' from the annual high water mark measured horizontally.

   The Wetlands Protection Act protects areas that include: any bank, march, or swamp bordering on any estuary, creek, river, stream, pond, or lake, plus any land subject to flooding. To develop within these areas, a Notice of Intent must be filed by a bike path representative with the Conservation Commission. For its acceptance, it must prove that development, and mitigation measures, will have no significant adverse impact on the area and that there is no practical and equivalent economic alternative with less adverse affects. [23]

   Some activities are exempt from the Wetlands Protection Act, including paths that are unpaved, pedestrian, and for private use. Planting or pruning of native species is also allowed (and could be useful in screening houses from the path). Some owners may request that their land be fenced off from the path and this is permitted, as long as it does not interfere with the movement of wildlife.

[22] 1997 Envi 302 Report, 9
[23] 1997 Envi 302 Report, 9

An exemption can also be granted if it is proved that the wetland is not providing clean water, wildlife habitat or other benefits. Alternately it can be shown that there are no viable, less harmful alternatives.

Within the 200' river front zone, the Conservation Commission can allow up to 5000 square feet or 10% of a lot to be destroyed if certain conditions are met. (These conditions include storm water management to certain standards, vernal pools undisturbed, and ground and surface water unimpaired.) For example, if a lot was 830' long, a 6' path could cross it and fall under this minor use category.

4. **Funding:** Funding should be a pivotal aspect of the project. Since the project is dependent on so many other variables, such as landowner support, our client feels that this issue need not be a barrier for the execution of the initial planning for the trail. By concretely determining the investors and their intended contributions towards the project, the aims and goals of the project can be realized and planned for within a more realistic set of conclusions and alternatives. By having a tangible set of the funding options, not only would the project gain legitimacy but it would also avoid confusion in the future. The careful examination of the different sources of funding will orient the project into a more feasible realm of possibilities and alternatives. Furthermore, this is another important aspect of the project where through a public participation approach tools such as an educational campaign can help foster credibility and attractiveness for the project, incrementing the number of interested investors.

Even though some projects have been completed using almost entirely private funds (example being the Yakima River Greenway), most greenway projects, especially those with constructed improvement such as paved trails, rely on a combination of *both* public and private funds. In most projects, if 20-50% of the total project cost is covered by private funds it is considered extremely successful. We anticipate the funding to be a combination of both private and public sponsors. There are several grants available through the state of Massachusetts that have a potential to give a great boost to our trail's funding campaign. Sponsors such as the Audubon Society and the Nature Conservancy

may also donate funds. Additional routes for seeking funds include asking voters to approve a special tax to fund a specific greenway project in their district.

Many federal programs are run through state offices, so it is often easiest to start at the state level. Many sources require a match of local funds and state or local sponsorship. Listed below are grants related to the Green River recreational trail proposal:

a. *State Government Funding Resources:*

i. Greenways and Trails Demonstration Grant Program:[24] Since 1993, the Department of Environmental Management has sponsored annual grant awards of up to $5,000 and $10,000 for multi-town projects (figures from 1999). The aim of the program is to help municipalities and nonprofit organizations to successfully put in place innovative greenway and trail projects in Massachusetts. Projects may involve greenway planning, research assessment, or education and community outreach. Priority is given to:

1. projects that involve community youth and promote "environmental literacy"
2. projects that serve as models for other greenway and trail efforts in Massachusetts
3. projects that highlight rivers and streams
4. The deadline for grant applications is in late fall, and awards are made in early winter.

ii. National Recreational Trails Act Funding Program (Symms Fund):[25] Through this program, the Department of Environmental Management distributes federal TEA-21 funds (described below) to nonprofit trail clubs and other organizations, municipalities, and

[24] "Grants for Greenway Planning and Land Protection", Creating Greenways, A Citizen's Guide, Massachusetts Department of Environmental Management Greenways Program, p.154

- Contact Jennifer Howard, DEM's Greenway Coordinator at 413-586-8706, ext. 18 for more information on projects funded by this program.

[25] Ibid, p.124

- Grant guidelines may change yearly, contact 617-727-3280, ext. 655, for more information.

state and regional agencies for the development and maintenance of trails and trail-related facilities and projects. Funds are available for nonmotorized, motorized, and "shared-use" trail projects.

b. *Federal Government Funding Sources*:

i. Transportation Equity Act for the 21st Century (TEA-21): The most important federal legislation pertinent to funding a proposed bike path is the Transportation Equity Act for the 21st Century, or TEA-21. It was enacted on June 9, 1998 as Public Law 105-178, and it authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. Also pertinent is the TEA 21 Restoration Act, enacted July 22, 1998, which provides technical corrections to the original law. We will refer to the combination of (the effects of) these laws as TEA-21.

TEA-21 updated Titles 23 and 49 of the United States Code (U.S.C.) and was built upon the changes made to the Federal transportation policy and programs with the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). (ISTEA 1991 required states to involve bicycle/pedestrian plans in transportation.) It also instructs the Federal Highway Administration to work with professional groups and other interested parties to recommend policies and standards that might achieve the overall goal of fully integrating bicyclists and pedestrians into the transportation system.[26]

This program uses federal grant disbursements to help local projects reduce negative impacts and improve the quality of existing transportation. It can be used to fund many different kinds of surface transportation projects, including bicycle and pedestrian

[26] Ibid, p.155

trails. Listed below are several sections of ISTEA that could be used to fund a recreational trail in Williamstown:[27]

- **Surface Transportation Program (STP)** Funds (Section 1007): These funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as brochures, public service announcements, and route maps) related to safe bicycle use. Up to 50% of STP Funds can be spent on non-highway projects, (including bicycle and pedestrian facilities), and 10% of STP funds are used for "Transportation Enhancements". These include two specific activities that relate directly to bicycle and pedestrian project: the provision of facilities for pedestrians and bicycles and the conversion of abandoned railway corridors for bicycle and pedestrian use.
- **Congestion Mitigation and Air Quality Improvement (CMAQ)** Program Funds (Section 1008): These funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as brochures, public service announcements, and route maps) related to safe bicycle use.
- **Federal Lands Highway Funds** (Section 1032): These may be used to construct pedestrian walkways and bicycle transportation facilities in conjunction with roads, highways, and parkways at the discretion of the department charged with the administration of such funds.
- **Scenic Byways Program Funds** (Section 1047): These may be used to construct facilities along scenic highways for the use of pedestrians and bicyclists.

[27] 1997 Envi 302 Report, p. 7

- **National Recreational Trails Fund** (Section 1302): These monies may be used for a variety of recreational trails programs to benefit bicyclists, pedestrians, and other non-motorized and motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act.
- **Section 2002 Funding:** Pedestrian and bicyclist safety remain priority areas for highway safety program funding. Title II, Section 2002, of ISTEA addresses State and community highway safety grant program funds. The priority status of safety programs for pedestrians and bicyclists expedites the approval process for these safety efforts.[28]

State funding is normally used in combination with federal funds. Combined with the Enhancement Activity money and the Symms Act funds, there are significant opportunities to create both on and off-road biking paths. The funding given is usually 80% ISTEA money matched with a 20% matched by the municipality.

c. *Local Funding Sources*: Most projects rely on local sources for 5-20% of their funding. This local funding can come in the form of a *capital improvement plan*, in which town improvements are identified and planned using funding from general taxes. Also, a small town such as Williamstown can rely on *In-Kind Services*, which are part of the local match of a project. This is the contribution of local labor and equipment, for example the use of a local contractor, rather than directly spending on those items.[29] Lastly, the Williamstown Community Preservation Act, which was passed on May 14, 2002, could be a source of small funding.

[28] Lusk, Anne *Trails, Greenway and Bicycle Path Funding Available in ISTEA* Vermont Trails and Greenways Council
[29] Lusk, Anne *Trails, Greenway and Bicycle Path Funding Available in ISTEA* Vermont Trails and Greenways Council

It includes a requirement that at least 10 percent of additional tax revenues be spent on acquiring and protecting open space projects such as the Green River Recreational Trail. In addition, land can be purchased using Community Preservation Act funds for active and passive recreational uses.

d. *Nonprofit Funding Sources*: There are several non-profit organizations that make funding available to construct bicycle and pedestrians facilities or to help with purchasing land. These opportunities vary by state and by year and should be investigated in later stages of the project when funding is in immediate need.

    i. The *Kodak American Greenways Awards Program* is an example of one such program. This is a partnership project of Kodak, The Conservation Fund, and the National Geographic Society. It provides small grants to stimulate the planning and design of greenways. Its goals: 1) foster new, action-oriented greenway projects, 2) assist grassroots greenway organizations, and 3) recognize and encourage greenway proponents and organizations. Awards are aimed at local, regional, and statewide nonprofit organizations and grants range from $5000 to $2500. Applications must be postmarked by December 31 for awards made the following year. For more information, contact: The Conservation Fund, 1800 North Kent Street, Suite 1120, Arlington, VA 22209; (703) 525-6300.[30]

[30] *Creating Greenways, A Citizen's Guide*, Massachusetts Department of Environmental Management Greenways Program

IV. PUBLIC PARTICIPATION PLAN

It is fairly obvious that constructing a successful and useful greenway requires a solid base of public support. The history of this project—particularly the failure of a 1985 town warrant for an incredibly similar trail because of the "failure to adequately include residents of the town and keep them informed on what was transpiring"[31]—demonstrates the importance of good public relations. Greenways need to be approved by local governing bodies. They typically rely on public funding for at least a portion of construction and maintenance costs. They require the support of landowners (both public and private). Most importantly, greenways require users. It is too easy when you begin working on a project like this to focus on the pavement and not the people, but you have to keep in mind that an empty greenway is not a successful greenway. The public must support the greenway by using it once it is created. This is, after all, the goal of the entire project—to make a greenway that people enjoy.

What is perhaps less obvious is that support and success are intimately linked to public participation *in every stage of the planning process*. While marketing is important, constructing a successful greenway is not simply a matter of designing the greenway and then convincing people that they want it. Any time you design for the public, it is essential to involve them throughout the design process.

A. Why Involve the Public?

Participation generates support. As mentioned earlier, people will more strongly support a project that they have contributed to. Participation creates a sense of ownership in the final product. In addition, people tend to respond negatively to surprise proposals. Informing the public early and involving them often will gain supporters and soften opponents.

Participation increases understanding. Involving the public throughout the process ensures that the planners completely understand the needs for the trail, as well as the interests and concerns of different individuals and group. We already know, for

[31] 1997 Envi 302 Report, p. 4

example, that Williams College favors a Green River trail because of serious concerns about the safety of students who use Route 43 for running and bicycling. Some local residents have expressed this same concern. However, we should certainly not assume that the entire town shares these same safety concerns or even that all of the greenway proponents endorse the project for this reason. In order to build public support and effectively involve the public in the design of the project, we must understand the various reasons for their support and hesitation. Without this understanding we may still design a good trail, but we will never design a great one.

Participation leads to great designs. Even after developing this understanding, planners may not know all of the potential ways to meet the needs, goals, interests, and concerns of the community. The difference between a good trail and a great one really is in the details. It is a matter of putting trash cans, bathrooms, and lights in the right places, using the proper landscaping, and even marking the trail properly. Only the potential users know where "the right places" are and what "proper" means. These may seem like little things, but that is precisely why they are important. Why let a trail fail because you did not consult the public on little things?

B. Who is the Public?

Before we get into the specifics of how to involve the public we need to define exactly who is the public and who should be involved. The public is not just one homogenous group of people. Within the general Williamstown population there are a number of different groups, and the success of any project depends upon actively engaging several of them.

1. **The General Public:** The entire population of Williamstown and the neighboring communities should be *informed* about the project. They should be aware that people are working on plans to create a recreational trail along the Green River from Linear Park to Five Corners, and they should understand that their assistance, opinions, and other contributions are welcome. However, it is not possible or appropriate to conduct the entire planning process with this general public. Thus, we should also look at important sub-groups within the general public.

2. **Local Government Agencies:** As representatives of the general public, special efforts should be made to inform local government agencies. Many of these agencies, particularly the Master Planning Committee, the Recreation Commission, and the Conservation Commission, will be proponents of a trail and may provide technical assistance and legal advice. Some of them (e.g. the Conservation Commission) will also have to approve the project. Involving these groups early on and informing them of updates is important.
3. **User Groups:** There are several groups of townspeople likely to use the trail, including college students, exercise enthusiasts, families with young children, school groups (particularly groups from Pine Cobble School and Williamstown Elementary School), and the elderly. Over the course of the planning process, other user groups may be identified. These groups are extremely important for two reasons—they will be the greatest advocates of the trail, and, as the primary users, their input into the proposed route and technical design is essential. Thus, they should be both *informed and consulted* about the trail.
4. **Other Beneficiaries:** Any good recreational trail will benefit non-users as well as users. Non-user beneficiaries include adjacent landowners, local businesses, and other non-user advocates.
    a. While landowners often have very legitimate concerns about the negative impacts of a recreational path on or near their property, experience shows that these expected impacts do not materialize. These anticipated concerns are addressed in the Landowner Question and Answer Booklet, included in the appendix of this report. Landowners who favor a recreational trail despite these concerns can be the most effective trail advocates, and they should be encouraged to participate *as much as possible*.
    b. Local businesses also benefit from nearby trails. We expect the Green River Rec Trail to significantly benefit local outdoor stores (The Spoke and The Mountain Goat) and restaurants/shops near the trail (The Store at Five Corners, businesses on Water Street, and even businesses on Spring Street). The trail planners should inform these businesses of the proposal,

solicit their feedback, and ask how they might be able to provide assistance.

c. Every project also has a group of other non-user advocates, people who favor the trail not because they will benefit directly from it but because they recognize the general benefits to the community. Since the Green River Trail is directed towards solving a common problem, pedestrian safety on a well-traveled road, we can expect a large number of non-user advocates. Other advocates may promote the trail because it provides access to Williamstown's beautiful natural resources, because it can help build a stronger sense of community, or for other reasons. These individuals should be encouraged to participate in planning and promoting the project to whatever extent they desire. Like the user groups, they should also be consulted to determine how the trail can be of greatest value to Williamstown.

C. How To Involve the Public

Nobody wants to see years of time and energy (not to mention money) wasted on a design process that will never be implemented because it is (or is perceived to be) out of touch with the needs and goals of the community. The question, then, is how you go about building support for and involving the public in a project that you think is important. Part of the answer is common sense. You need to treat people how they want and deserve to be treated. This means being honest, open, and courteous with them, and showing a legitimate appreciation for their concerns. Take a neighborly, rather than a 'used car salesman,' approach. Be friendly, make people feel comfortable, explain the entire project to them (including pros and cons), ask about their concerns, and demonstrate a real desire to work towards a solution that is good for everyone.

Unfortunately, openness and courtesy are usually not enough to attain strong public involvement. Planners constantly complain about the difficulties of involving the public. Even in Williamstown, with a population of only 8,000 people, the prospect of getting a representative sample of townspeople together to discuss and agree upon a greenway project seems rather daunting. The difficulty of attaining real participation,

however, is not a valid excuse for not trying. Fortunately, there are a number of strategies and tools that can be useful in this public participation process.

Unlike some other grassroots environmental projects, creating a greenway requires long-term planning and commitment rather than intense, short-term efforts. The public consultation process must therefore reflect that reality. While there may be occasions when you will want to attract large crowds (such as at a public forum), much of the consultation process will involve continuous interaction with smaller groups. It is also important to use a variety of different methods for involving the public. Nobody likes to be overloaded with mailings or news articles, and very few people have the time to attend a meeting every week. Therefore, before using any of the tools described below, you should reconsider the goals of public participation, the target audience, and the best way to address them to meet these goals. Most importantly, when you are interacting with the public remember to be a real person—friendly, open, and courteous.

1. **Public Participation Tools[32] (see appendixes)**
    a. Handout
    b. Landowners Question and Answer Booklet
    c. General Brochure

2. **The Greenway Committee:** Establishing a greenway committee is one of the most important aspects of successfully planning and designing a greenway, so important that it deserves to be described separately from the public participation tools. This formal committee will increase the credibility, organization, and effectiveness of your greenway planning efforts. It will also spread the workload around so that the entire burden for establishing a greenway does not fall on one or two people.

    Committee membership is very important. To avoid unwieldiness, the committee should probably not have more than 12 people unless it will be broken down into subcommittees, which may be a good idea given the broad number of activities required for this project. In addition, committee members should meet

[32] The public participation tools listed below were prepared from many different sources, but primarily from: Illinois Department of Conservation and Hoffman, Williams, Lafen and Fletcher. *Illinois Railbanking Study: Public Involvement Plan for Illinois Rail-Trails*.

two conditions. First, they must be committed and enthusiastic about the project. Given the long-term nature of greenway planning, commitment is far more important than experience. No matter how much a person knows about greenways, they will not be useful to the committee if the greenway is a low priority.

Diversity is equally important. A committee that represents diverse interests will be more representative of the community and will be better able to anticipate and address the concerns of the community. In addition, when it comes time to finally present the project design, a committee that is seen to represent diverse interests will gain greater support. A greenway committee in Williamstown might include representatives from Williams College, the Town Conservation and Recreation Commissions, the Hoosic River Watershed Association, the Williamstown Rural Lands Foundation, the Berkshire Bike Path Organization, interested business people, landowners, school officials, and other interested individuals. The work of the committee might be grouped into the following areas:

a. *Technical Planning*. Creating a recreational trail involves a great deal of technical planning. Planners must choose the appropriate route, trail surface, width, bridges, signage, lighting, restroom facilities, trash receptacles, etc.

b. *Landowner Relations*. As mentioned earlier, since landowners are most directly impacted by a trail, they can be the greatest advocates or the most strident opposition. In either case, maintaining consistent and honest communication with landowners is essential.

c. *Funding*. Planning and creating a recreational trail obviously requires money. Significant funds are available from federal, state, and local government agencies and from private individuals and institutions. Unfortunately, attaining this money requires time for preparing budgets, writing grants, and rallying support.

d. *Outreach*. All three of the aforementioned areas involve outreach, but it is so important that it can easily be listed as a category in its

own right. Outreach involves using the tools described above to make the rec trail a reality.

V. CONCLUSION

Despite its long history, the Green River Recreation Trail is still in its initial stages of planning. We encourage our clients to move forward with the help and support of the community, and lessons learned from other greenway projects. Much of the delay of the past has resulted when planners failed to consult the public at large. It is important to note that the project will only be implemented through successful dialogue with the community. The necessity for involvement was what led us to focus mainly on a public participation plan and toolkit. Through this public participation plan and toolkit, we hope we have begun a healthy dialogue among the community and our clients. We think this approach will spark momentum and give direction to our clients, helping them and community members to plan and design a path that will be enjoyed by community members of all ages. If the project continues to foster the necessary community support, the trail promises to provide an asset of unprecedented value to the community.

Although enthusiasm is necessary in the planning of the trail, so is care and consideration. We recommend that the next step in the project is to form a committee representative of the community to move the project forward. This committee could seek funds and hire professional consultants to do technical design of the trail. If the project's leaders are receptive to the community's needs, we have no doubt that the project will succeed in the future.

VI. ACKNOWLEDGEMENTS

We would like to thank our professors, Elizabeth Goodman and Sarah Gardner for being accessible and helpful through out the project. We also thank our clients, Sandy Kelly and Elizabeth McHale, for the many resources they provided. For their time we thank officer Paul Thompson, Peter Farwell, Tim Kaiser, Robin Dropkin, Allison Lassoe, Helen Ouellette, Marge Cohan, Eric Beattie, Cristina Cruz, Hank Art, and all the many people who have put so much effort into the goal of a Green River trail over the years.

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VIII. APPENDIX

A. List of Landowners[33]

PHASE 1:

Those alongside proposed bike path:

MAP	NAME	ADDRESS (LOCATION)
121/88	Eastlaw Cemetary	605 Main Street
122/91	General Cable Industrie	
121/98	Robert Micley and Carolyn Henderson	249 Adams Road
121/122	Town of Williamstown	Stratton Road
122/54	Scarafoni Association Nominee Trust (Wendy and David Carver)	Stratton Road
123/37	Susan Dillman	333 Stratton Road
123/42	Richard and Carol Paul	387 Stratton Road

Those on west side of Green River (still on east side of Green River Road – adjacent to properties affected by bike path, might give good input on trail)

MAP	NAME	ADDRESS (LOCATION)
121/97	General Cable Industries	
122/41	Eva J. Harris and Pettiford Estate	338 Water Street
122/42	Clifford W. Taft – Estate	358 Water Street

[33] Information comes from Williamstown Town Hall, Map Indexes, Current from 12/31/01

122/43	Joan T. Cara	372 Water Street
122/44	Charlene Stanlewicz	382 Water Street
122/45	Evelyne Hall	406 Water Street
122/46	Evelyne Hall	406 Water Street
122/53	David A. Morrison	428 Water Street
122/52	Harry L. and Mary A. Beverly – Life Tenants	454 Water Street
123/2	Van Luling, Dingena, Lift ten	478 Water Street
123/6	Russel W. Bullett Jr.	488 Water Street
123/8	Leonard Sr. and Kathleen Harwood Sr.	498 Water Street
123/9	Verne and Anne Hurlbut	508 Water Street
123/154	Trustees of First United Methodist Church	518 Water Street
123/11	Alexander M and Elizabeth M. Carlisle	526 Water Street
123/12	Williams S. and Lila B. Anderson	
123/13	Williamstown Grange	584 Water Street
123/14	Williamstown Grange	584 Water Street
123/15	Dixie Cortner Brooke	596 Water Street
123/16	Stephen and Eli St. Claire	610 Water Street
123/18	Timothy B. Jay	622 Green River Road
123/17	Timothy B. Jay	622 Green River Road
123/19	Pamela and Jeff Kelley	630 Green River Road
123/20	Gregory L. and Maria Quin Jowett	640 Green River Road
123/153	Robert Fuglestad and Kathleen Kelley	654 Green River Road

Those along Stratton Road (adjacent to properties affected by bike path and just adjacent to Stratton Road)

MAP	NAME	ADDRESS (LOCATION)
122/39	Condominiums	
122/1	Town of Williamstown	

122/2	William and Julia Penick	41 Stratton Road
122/6	Richard and Amy Pfeufer	67 Stratton Road
122/10	Kenneth J and Lauri J Swiatek	Stratton Road
122/11	Althea Foist	Stratton Road
122/12	Susan Pedercini	119 Stratton Road
122/40	Mari G. and Teresa A. Alcaro	137 Stratton Road
123/34	Michael J. and Agnes Meehan	303 Stratton Road
123/35	Michael J. and Agnes Meehan	303 Stratton Road
123/36	Arthur F. and Pamela P. Turton	353 Stratton Road

PHASE 2:

MAP	**NAME**	**ADDRESS (LOCATION)**
123/151	Marianne McDonough	415 Stratton Road
123/152	Charles and Lisa O'Neill	410 Stratton Road
124/9	Douglas N. Daft	465 Stratton Road
124/4	Susan Noyes	493 Stratton Road
124/3	Daniel and Mary Lou Galusha	Green River Road
206/3	Daniel and Mary Lou Galusha	954 Green River Road
206/9	Robert and Carolyn Behr	Blair Road
206/7	Robert and Carolyn Behr	Blair Road
206/8	Robert and Carolyn Behr	Blair Road
206/57	Eric and Colleen Reinhard	295 Blair Road
206/25	Phyllis Rhodes	Hopper Road
206/26	Phyllis Rhodes	Hopper Road
206/51	Williams Bo Peabody	120 Hopper Road

Those properties on west side of Green River:

MAP	NAME	ADDRESS (LOCATION)
206/64	Daniel and Mary Lou Galusha	Green River Road
206/4	James and Daniel Galusha	Green River Road
206/5	Jean and Madeleine Morel	993 Green River Road
206/6	Jean and Madeleine Morel	993 Green River Road
206/29	Anibal Fernando Ponce	1150 Green River Road
206/28	Shirley M. Lapier	1200 Green River Road
206/27	David R. and Janet Woodruff	Green River Road

Other properties possible affected:

MAP	NAME	ADDRESS (LOCATION)
206/10	William and Kelly Galusha	Blair Road
206/50	Simon Long and Mary Edgerton	Green River Road
206/52	William Peabody	120 Hopper Road
206/55	William Peabody	120 Hopper Road
124/5	Moira P. Broni	511 Stratton Road
124/6	Gerald O'Neil – Trustee	541 Stratton Road
124/7	Cathy M. Russel	571 Stratton Road
124/8	Robert Jr. Muir	611 Stratton Road
124/1	Robert and Kelley Fuglestad	

4. PHASE 3:

MAP	NAME	ADDRESS (LOCATION)
206/53	Town of Williamstown	
206/54	Town of Williamstown	
206/49	Town of Williamstown	
211/92	Commonwealth of Massachussets	

211/91	Williams College	
211/68	Mary and Mindy Hackner	1707 Green River Road
211/65	Pauline and Winterkorn Guntlow	1828 Green River Road
212/9	Purple Mountain Partnership	Green River Road
212/15	Philip Scaturro	River View Road
212/14	Robert Stegman	275 River View Road
212/12	Purple Mountain Partnership	
212/11	Purple Mountain Partnership	
212/8	Geraldine Riordan	2008 Green River Road
212/32	Purple Mountain Partnership	Elm Tree Loop
212/16	Herbert Allen	River View Road
212/7	John and Angela Kemp	2148 Green River Road
212/10	Purple Mountain Partnership	Green River Road
	5. Ending - not clear who will be affected	
303/59	Williamstown Rural Lands	Green River Road
303/11	Paradise Farm Corporation	2478 Green River Road
303/12	Thomas J Masone and Meredith Woodyard	4 New Ashford Road
303/13	South Center School*	32 New Ashford Road
303/14	Southlawn Cemetary	New Ashford Road
213/19	Commonwealth of Massachussets	Green River Road
213/1	Jonathan and Julia Morgan-Leamon	New Ashford Road
212/3	Paradise Farm Corporation	2478 Green River Road

6. Property Owners on opposite side of Route 43 from Mt. Hope to Scott Hill

MAP	NAME	ADDRESS (LOCATION)
211/82	Hooks Nominee Trust	1341 Green River Road
211/80	J Andrew Munzer et ux	1401 Green River Road
211/89	Williams College, president and trustees	1439 Green River Road

211/76	Richard Dodds and Margaret Sweet	1467 Green River Road
211/87	Frederick Ley and Janet Wallace	Green River Road
211/74	Frederick Ley and Janet Wallace	1521 Green River Road
211/86	Williams College, president and trustees	1541 Green River Road
211/73	George Hussey – trustee estate	1559 Green River Road
211/84	Williams College subdivision	1575 Green River Road
211/85	Williams College subdivision	1589 Green River Road
211/72	Bartholomeus and Christine Vanluluing	1685 Green River Road
211/70	Mary and Mindy Hackner	Green River Road
211/69	Stone Hill Farm II Nominee Trust	Green River Road
211/71	Stone Hill Farm II Nominee Trust	Green River Road
211/67	John and Kathleen Case	1739 Green River Road
211/62	Francis and Claire-Ann Oakley	54 Scott Hill Road
211/66	Hal A. March	15 Scott Hill Road
211/64	Charles Sloane	39 Scott Hill Road
211/55	Virginia Faison, estate	106 Scott Hill Road

7. Property Owners on west side of Green River from Scott Hill through the end

MAP	NAME	ADDRESS (LOCATION)
212/2	Trustees of Reservations	Cold Spring Road
212/30	Trustees of Reservations	Cold Spring Road
212/4	Mount Greylock Regional School	Green River Road
212/5	Nancy R. Sheridan	2167 Green River Road
212/6	Peter Conklin and Rebecca Bell	2189 Green River Road
212/29	Williams College, president and trustees	River View Road

B. Estimated Cost

One of the first questions that people ask when a project like this one is proposed is how much it costs. Unfortunately, this incredibly difficult to estimate without knowing the exact route of the trail. Simple changes in geography and topography can significantly affect the trail costs. However, we do have the benefit of Christina Cruz's 1997[34] study of Phase One of this same trail, and can compare that to the 2001 Ashuwillitcook River Trail Extension Feasibility Study[35].

1. Estimated Costs for Phase One:

Trail Feature	Cruz	Ashuwillticook (approx)
Trail from Linear Park to Gale Road (1 mile)	$309,203.00	$200,000-600,000
New bridge	206,150.00	60,000
Trail from bridge to Green River Road	85,437.00	80,000
Tunnel under Green River Road	201,183.00	necessary?
TOTAL	**$801,973.00**	**$340,000-740,000**

Note: Costs exclude land acquisition fees.

It is difficult to explain the differences in cost projections for this two studies. The Ashuwillticook trail construction costs range from $200,000 per mile for open land trails to $600,000 per mile for trails through forests or next to wetlands. Cruz's approximation of $309,203 for trail building seems reasonable given the geography of Phase One. The greatest discrepancies, then are the $140,000 bridge cost disparity and the addition of a $200,000 tunnel in Cruz's plan. The differing bridge costs are unexplainable, and the tunnel is questionable.

[34] "Estimate of Construction Costs for a Recreational Path in Williamstown, Massachusetts" by Cristina Cruz, presented to David Healy, Williams College, January 1997

[35] "Ashuwillticook River Trail Extension Feasibility Project" Town of Adams, City of North Adams, September 2001

Would it not be sufficient to paint a crosswalk or, for the purpose of even higher safety, install a pedestrian traffic signal?

2. Projections for Entire Trail: Since the simple trail construction costs are similar in both studies, and since the majority of the second two phases of the proposed Green River Recreational Trail is either open land or on pre-existing trail, we can make some fairly reasonable estimate of the total costs, barring unforeseen changes, using the open land trail construction figures from the Ashuwillticook study.

Trail Feature	Cruz	Ashuwillticook (approx)
Phase One (1 mile)	$801,973.00	$540,000.00
Phases Two and Three (4.1 miles)	820,000.00	820,000.00
TOTAL	**$1,621,973.00**	**$1,360,000.00**

Note: Costs exclude land acquisition fees.

C. Presentation Handout
(attached)

D. Landowner Question and Answer Booklet
(attached)

E. General Brochure
(attached)