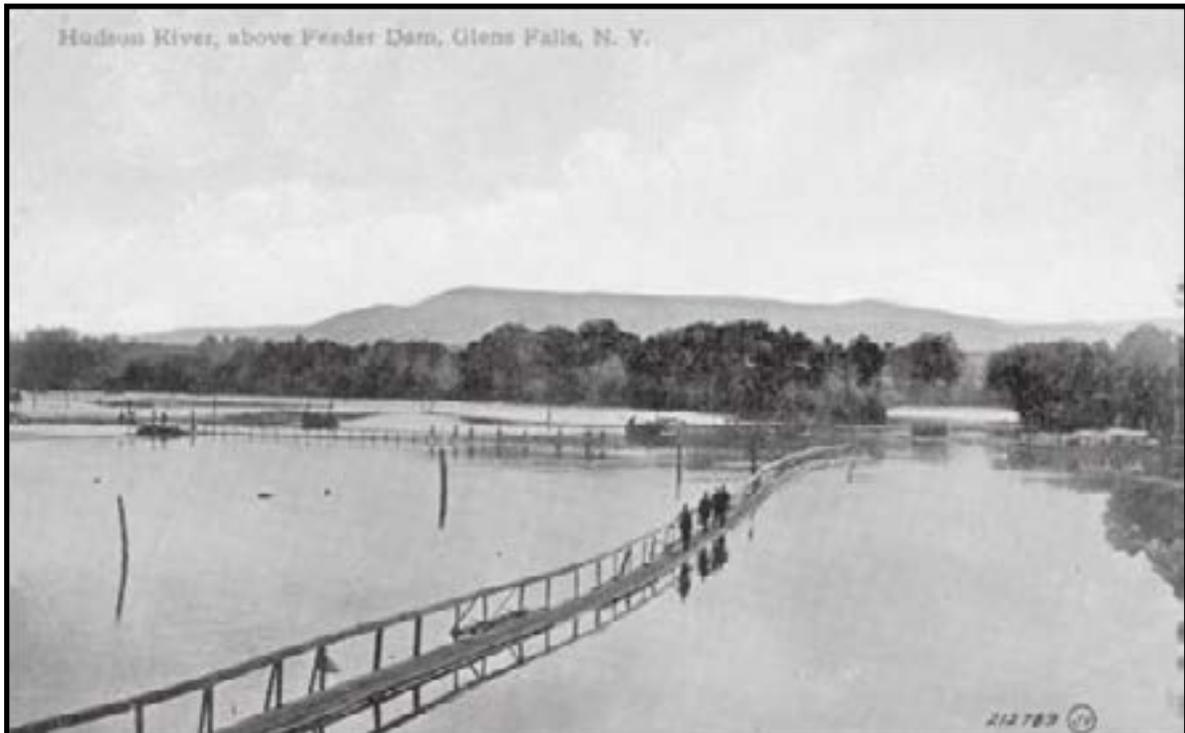




UNIVERSITY
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State University of New York

PLANNING STUDIO
SPRING 2015

The Big Boom Trail



Draft

THE BIG BOOM TRAIL CONCEPT MAP



Legend

- ALTERNATIVE ROUTES**
- Old Bend Butler-Putnam-Spear Falls
 - Old Bend-Hackensack-Spear Falls
 - Old Bend-Hackensack-Spear Falls
 - Old Bend-Hackensack-Spear Falls
 - Nolan-Tanglewood-Feeder NE
 - Nolan-Tanglewood-Feeder E
 - Along The Hudson River East
- Existing Trails
 - Proposed Trail
 - School
 - House for Sale
 - Water Body
 - South Glens Falls
 - Town of Moreau



Data Source: The Town of Moreau, NYSDOH
 Author: Mohammed Ali, Greg Taimini, Salim Al-salami, Micaela Gerry
 Date: 5/14/2015

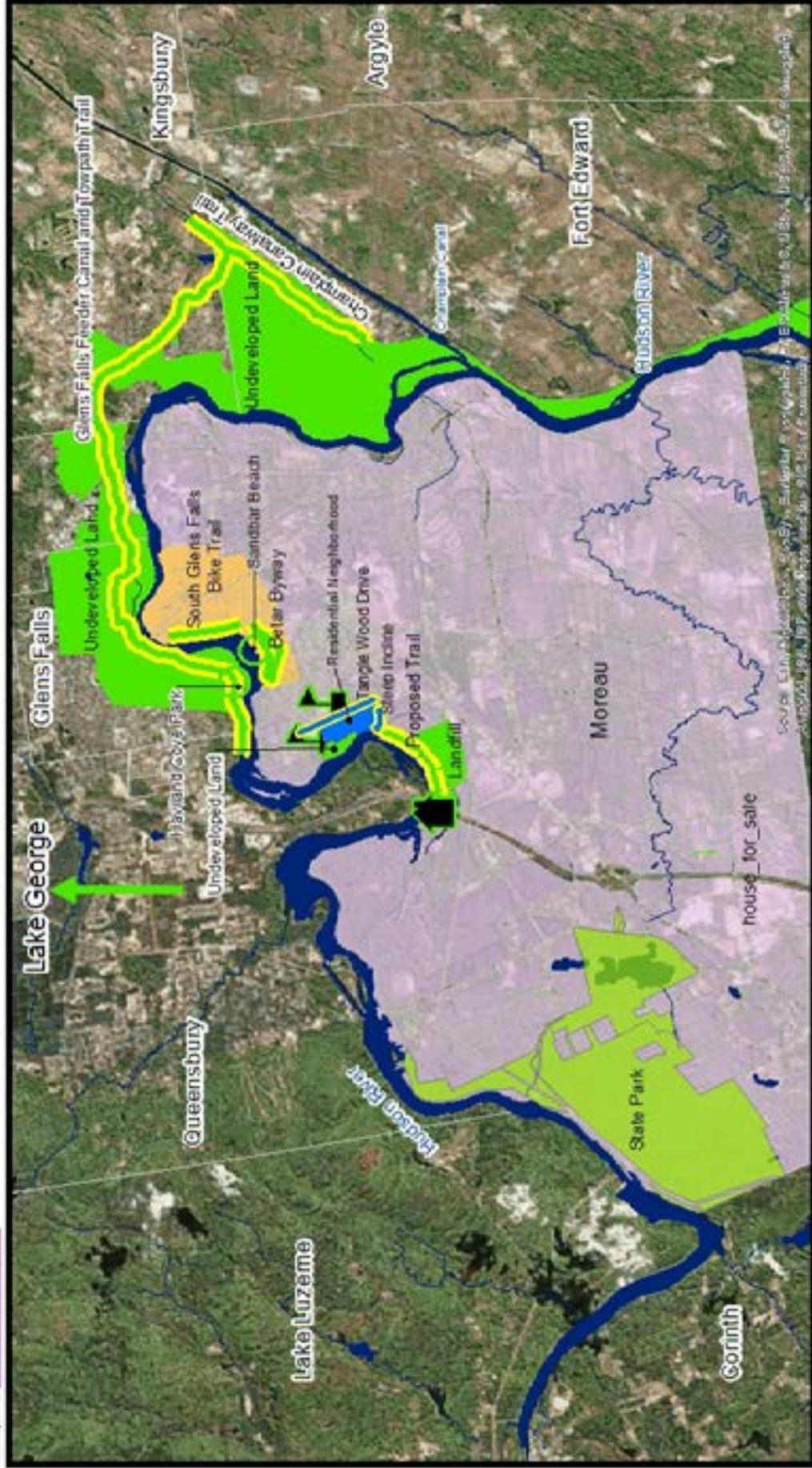




PLANNING STUDIOS
Spring 2015

THE BIG BOOM TRAIL POTENTIAL OPPORTUNITIES / CHALLENGES

Draft



Legend

- Challenges
- Opportunities
- Existing/proposed Trails
- School
- Water Body
- South Glens Falls
- Town of Moreau
- City / Town
- House for Sale



Data Source: The Town of Moreau, NYSDOH
 Author: Mohammed Ali & Greg Taimini
 Date: 3/7/2015



THE BIG BOOM TRAIL Proposed Enhancements



- Legend**
- ALTERNATIVE ROUTES**
- Blue dashed line: Old Bend-Duane-Pitter-Spar Falls
 - Red dashed line: Old Bend-Redwood-Spar Falls
 - Green dashed line: Old Bend-Hammond-Spar Falls
 - Orange dashed line: Nolan-Tangaloood-Feeder NE
 - Purple dashed line: Nolan-Tangaloood-Morris/Feeder E
 - Pink dashed line: Along The Hudson River East
- Existing Trails**
- Yellow line: Existing Trails
 - Purple line: Proposed Trail
- Other Features**
- Black triangle: School
 - Black house icon: House for Sale
 - Blue square: Water Body
 - Orange square: South Glens Falls
 - Green square: Town of Moreau



Data Source: The Town of Moreau, NYSDOH
 Author: Mohammed Ali, Greg Tahmini, Salim Al-salami, Mikaela Gerry
 Date: 5/4/2015

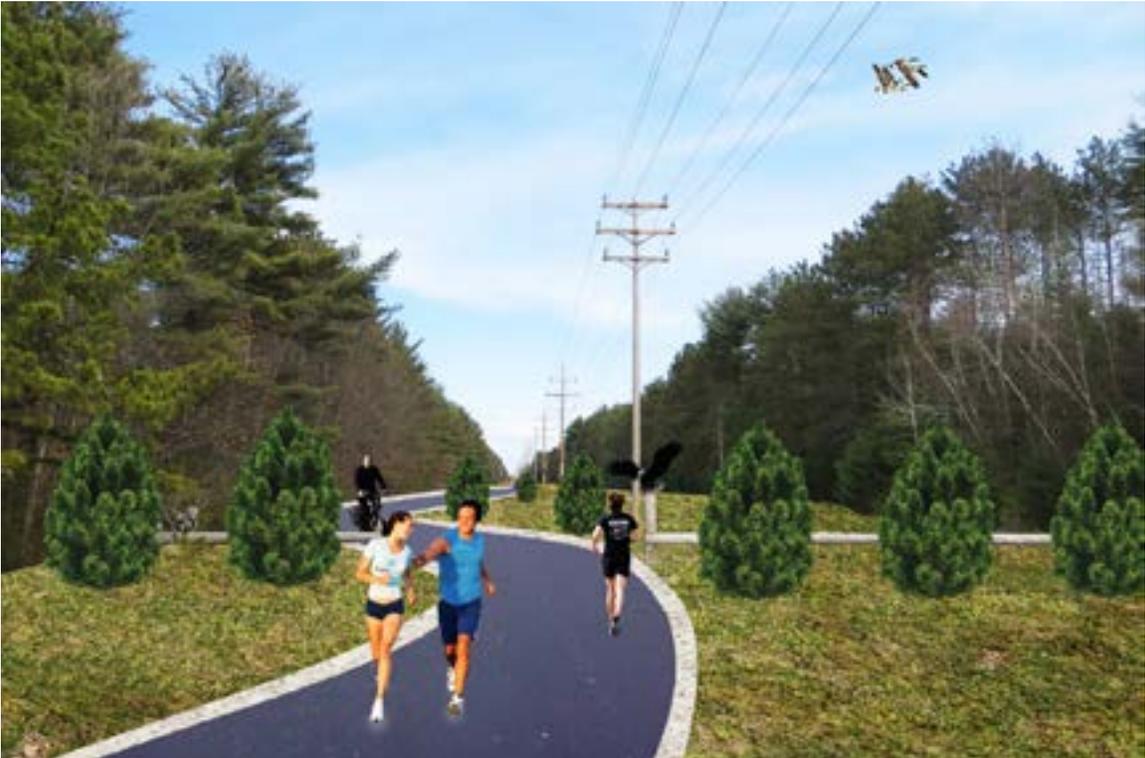


Concept Design Renderings

Potter Road looking east. Connection to Moreau Lake State Park



Before



After

East Road looking east at improved connection to Betar Byway



Before



After

Old Dike Road looking east along the Hudson River



Before



After

Beach Road looking north at improved connection between the Betar Byway and South Glens Falls Bikeway



Before



After

Tanglewood Drive looking north along South Glens Falls High School



Before



After

Old Dike Road looking west along the Hudson River at the end of Nolan Road



Before



After

Under I-87 looking west, Hudson River to the immediate north



Before



After

Economic & Community Benefits of Trails

Trail economic benefit examples from around the country:

- Total visitor spending estimates for six trailheads along the Allegheny Trail in Pennsylvania ranged from \$5.4 million to \$14.1 million in 1998. Trips to the trail are expected to increase by more than 50 percent
- The economic impacts of the Virginia Creeper Trail in two southwest Virginia counties are \$1.59 million annually. In addition, the visitors to the trail support approximately 27.4 new full time jobs
- In Austin, Texas, increased property values associated with a single greenway were estimated to result in \$13.64 million of new property tax revenue
- Findings of a study of owners of businesses adjacent to the Cape Cod Rail Trail in Massachusetts:
 - 60% said the trail was a prominent factor in their expansion
 - 53% said revenue from trail users made up more than 10% of their business
 - 24% said the trail played a part in their decision to open their business

Trails are the number one amenity requested by potential homeowners when asked what they would like to see in a community.

National Association of Homebuilders, 2004

Hudson Valley developer uses trail to marketing advantage:

As a professional Hudson Valley developer, Jay Theise is aware of home buyers' growing interest in nearby trails for exercise and family "quality time." That's why he named his latest Rockland County residential development, which is adjacent to the Joseph B. Clarke Rail Trail, Trailside Estates. The upscale development will eventually include 34 homes.

"New buyers love the presence of the trail. They can walk out their front doors and bicycle, walk, or run for several miles without having to get into their cars or dodge traffic. They also appreciate that the trail is much safer for children," says Theise. "The trail is a real marketing plus for Trailside Estates."

Community benefits of trails:

- Increased opportunities for outdoor recreation
- Increased access to waterfront resources
- Greater mental and physical health
- Complements existing school facilities and programs
- Provides access to historical sites and natural areas
- Allows for easy use of alternative transportation
- Increased home and property values
- Possible formation of regional trail network

Sources:

Greenways and Trails: Bringing economic Benefits to New York. Parks and Trails New York.
Trails and Economic Development Rails to Trails Conservancy.

Comprehensive Land Use Plan Support

- The Hudson River is an underutilized resource with potential for trail building and public access. Existing recreational resources are isolated from one another, and the opportunity exists to link them with a multi-purpose trail system (Pg. vi)
- The Hudson River surrounds the Town of Moreau on the west, north, and east. The river frontage provides many unique opportunities for recreation and tourism to the community (Pg. vi)
- The ten primary goals for the community are:
 - ...Diversify the range and increase the availability of recreational opportunities available in the community (Pg. ix)
- Goal: Maintain a high quality of life for residents of Moreau and continue to build a community that supports the needs of people of all ages.
 - Promote the awareness and appreciation of Moreau's historic resources by creating a cultural and historic identity for Moreau (Pg. 1-2)
 - Promote and protect Moreau's natural beauty and natural resources (Pg. 1-2)
 - Investigate strategies to keep young people in the community and attract them back to the community as long-term residents (Pg. 1-3)
- Goal: Enhance and revitalize the local economy. Maintain and promote an environment that is attractive to current and potential commercial, industrial, and agricultural development.
 - Take advantage of Moreau's geographical assets, unique landforms, and natural resource characteristics, to develop new sources of economic development (Pg. 1-12)
 - Assess the potential for developing tourism as an element of economic development along the Hudson River corridor in conjunction with the future inter-municipal Local Waterfront Revitalization Program and the Champlain Byways program (Pg. 1-13)
 - Create or enhance existing interpretive cultural heritage signage throughout the community to encourage new sources of economic development, such as heritage and recreational tourism (Pg. 1-13)
 - Tap into the heritage tourism market by developing a historic tour pamphlet, map, and walking and bicycling guide (Pg. 1-14)
- Recreation primary issues:
 - ...The Hudson River, currently an underutilized resource, has a great deal of potential for a trail networks, enhanced public access, and recreational use on the river itself. Although Moreau's parks are isolated from one another, there is an opportunity to link these resources with bicycle and pedestrian trail systems (Pg. 1-17)
- Objectives
 - Create a multi-modal, non-vehicular trail system that connects recreational resources and areas throughout the Town (Pg. 1-17)
 - To the extent possible, promote the beneficial recreational development along the Hudson River (Pg. 1-17)
 - Consider recreational and scenic value of the shoreline along the Hudson River (Pg. 1-18)
 - Participate in the Champlain Canal Heritage Area Program that is proposing to establish a Greenway Corridor along the Hudson River (Pg. 1-18)

