

WILLSBORO POINT MULTIUSE PATH
Farrell Road (CR 67) and Point Road (CR 27)
Willsboro Central School to Frisbie Road

LOCATION: Town of Willsboro, Essex County

SPONSOR: ESSEX COUNTY

APPLICANT: TOWN OF WILLSBORO

Attachment A- Application Overview

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

TRANSPORTATION ALTERNATIVES PROGRAM

PROJECT APPLICATION

Project Name: Willsboro Point Multiuse Path

Project Location:
Municipality(ies): Town of Willsboro

County(ies): Essex

Sponsor: Essex County

Applicant: Town of Willsboro

FOR NYSDOT USE ONLY

Region & Proposal ID #: _____ Date Received: _____

Minimum Eligibility Criteria Met: _____ Yes _____ No

Within MPO Area: _____ Yes (MPO: _____) _____ No

Congressional District No. _____

NY Senate District No. _____

NY Assembly District No. _____

Regional or MPO Priority Ranking: _____ of _____

Funding Decision: _____ Project Fully Funded
_____ Project Partially Funded (Explanation Attached)
_____ Project Not Funded

Please refer to the NYSDOT Transportation Alternatives Program Guidebook for line-by-line instructions for preparing this project application.

Sponsor Information

Sponsor: Essex County
Sponsor's Mailing Address: 7551 Court Street
PO Box 217
Elizabethtown, NY 12932

Contact Person:
Name: Robert LeVeille
Title: Deputy Superintendent of Public Works
Phone: (518) 873 - 3744 Fax: (518) 873 - 9195
E-Mail Address: rleveille @ co.essex.ny.us

By submitting this application for Transportation Alternatives Program funds, I agree to enter into a State-Local Agreement with the New York State Department of Transportation, and will follow all USDOT, FHWA and State requirements for project administration, construction and completion.

Sponsor's Approval: Robert R. LeVeille Date: 6/10/14
Signature: _____
Title: Deputy Superintendent of Public Works

Did Sponsor attend a Transportation Alternatives Program Workshop?
Yes No Location: March 19th, 2014 Webinar
Attendee (name and title): Robert LeVeille, Deputy Supt. Of Public Works

Did Sponsor attend a Federal Aid 101 Workshop within the last two years?
Yes No Location: March 19th, 2014 Webinar
Attendee (name and title): Robert LeVeille, Deputy Supt. Of Public Works

Applicant Information

Applicant: Town of Willsboro
Applicant's Mailing Address: 5 Farrell Road
PO Box 370
Willsboro, NY 12996



Essex County Board of Supervisors

Resolution No. 149

June 3, 2014
Regular Board Meeting

**RESOLUTION ENDORSING AND SPONSORING THE TOWN OF
WILLSBORO GRANT APPLICATION FOR NEW YORK STATE
DEPARTMENT OF TRANSPORTATION ALTERNATIVES GRANT
APPLICATION**

The following resolution was offered by Supervisor Gilliland, who moved its adoption.

Upon the recommendation of the Economic Development Committee, with the approval of the Ways and Means Committee of this Body, and the same appearing proper and necessary.

WHEREAS, New York State Department of Transportation sponsors the Transportation Alternatives Program that offers grants for construction, planning and design of on-road and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation; and

WHEREAS, the Town of Willsboro desires to design and construct a multi-use trail within the Right-of-Way of the Point Road and Farrell Road from the intersection of Route 22 and Farrell Road to a point at the Northern End of Point Road, a distance of approximately 4.5 miles; and

WHEREAS, this trail will provide alternative safe means of non-motorized transportation for residents and visitors to Willsboro that allows greater access for commuting to school, health facilities, business, local government and to connect to other modes of transportation, as well as to historical sites and recreational venues; and

WHEREAS, this proposal has been discussed in depth with Essex County Department of Public Works and Essex County Department of Public Health who have offered to assist in the grant application and execution for this project.

BE IT RESOLVED, that the Essex County Board of Supervisors hereby authorizes Essex County to endorse and sponsor the Town of Willsboro in the Transportation Alternatives Program grant application and execution for this multi-use trail.

This resolution was duly seconded by Supervisor Politl, and adopted.

STATE OF NEW YORK, COUNTY OF ESSEX)ss:

I, JUDITH A. GARRISON, Clerk of the Essex County Board of Supervisors, do hereby certify that I have compared the foregoing copy with the original resolution filed in this office on the 3rd day of June, 2014, and that it is a correct and true copy thereof.

IN TESTIMONY THEREOF, I have hereunto set my hand and affixed my official seal this 3rd day of June, 2014.



Judith A. Garrison
Judith A. Garrison
Clerk of the Essex County Board of Supervisors

Robert R. Leveille

9 Lewald Street
Port Henry, NY 12974
518-546-3520
E-mail: rleveil1@nycap.rr.com

OBJECTIVE : A project management position with the opportunity to utilize the skills of operations, maintenance, project and supervisory experience to consistently deliver successful projects on time and in budget.

ACCOMPLISHMENTS :

- Administered a \$25 million budget.
- Thorough understanding of organizational redesign and cost reduction.
- Reduced maintenance costs by 25%.
- Eliminated utility downtime by 70% through continuous improvement process.
- Strong background in all phases of facility maintenance.
- Skilled at organizing complex projects, defining project priorities, and delegating tasks.
- Skilled at encouraging others and developing rapport.
- Knowledgeable and experienced in all phases of safety, environmental, and production performance.

EMPLOYMENT : **Durasol Commercial, Inc.** **Middlebury, VT**
General Manager 2002 to 2008

- Directed activities of industrial organization to obtain optimum efficiency, economy of operations and maximize profits.
- Supervised 24 hourly employees and 6 salaried employees.
- Promoted from Project Manager to General Manager.

International Paper Company **Ticonderoga, NY 12883**
Manager of Maintenance 1999 to 2001

- Supervised and managed overall maintenance of facility.
- Managed 180 unionized hourly employees and 21 salaried staff.
- Set safety records for work hours with no lost time injuries and work hours with no OSHA recordable injuries.
- Negotiated contract for contractor workforce of 55 employees.

Manager of Pulp and Power 1997 to 1999

- Supervised 80 unionized hourly employees and 14 salaried staff.
- Oversaw safety, environmental, and production performance; and maintenance of 600TPD kraft fiber line, recovery boiler, and cogen system.

Business Unit Manager-Pulping 1994 to 1997

- Successfully handled the safety, environmental, production, and maintenance of 600TPD kraft fiber line, chlorine dioxide generation, recausticizing plant and wood preparation.
- Managed 40 unionized hourly employees and 7 salaried staff.
- Achieved record safety performance of 18 months with no OSHA recordable injuries.
- Increased pulp production every year.
- Successfully implemented elemental chlorine free bleaching project.
- Changed work environment from a contentious labor relations climate into an employee driven culture.

Area Process Manager-Pulping 1992 to 1994

Technical Leader-Pulping 1991 to 1992

Shift Supervisor 1987 to 1991

Senior Control Systems Engineer 1984 to 1987

Area Engineer-Pulping 1982 to 1984

EDUCATION : **University Of Maine** **Orono, ME**

Certificate of Pulp and Paper Management 1982

- Graduated with high honors

University of Maine **Orono, ME**

Bachelor of Mechanical Engineering Technology 1982

- Graduated with honors

REFERENCES : Available on request

Experience Summary for Robert R Leveille- 4/30/2009**Positions at Durasol Systems Inc; Middlebury, VT**

- 4/02 – 11/08 Project Manager

Responsible for nationwide project execution for commercial awning packages supplied to the retail construction business sector. Duties included scoping and subcontracting installations, managing in-house install resources, scheduling manufacturing, and insuring DOT compliance for a fleet of 5 trucks. Also responsible for specifying and leasing trucks. Scope of projects included single building installations as well as large lifestyle centers with up to 40 buildings. Also set up a network of engineering firms to ensure compliance with wind load ratings and other municipal codes and permitting requirements in different parts of the country. Assisted in developing cost basis for pricing purposes prior to bidding projects.

75% Construction planning/engineering
25% Manufacturing planning

Positions at International Paper; Ticonderoga, NY

- 1/99 – 7/01 Manager of Maintenance

Responsible for overall facility maintenance and \$25 million budget. Organization included 180 unionized hourly employees and 21 salaried staff. Negotiated contract for continuous presence construction force of 55 employees. Also involved in preparation of capital submissions for construction projects.

50% Construction planning
50% Employee supervision

- 8/97 – 1/99 Manager of Pulp and Power

Responsible for overall operation of Power Plant, Pulping and Woodyard areas including repair and construction project execution. Implemented over \$50 million in boiler improvement projects utilizing outside contractor resources. Also involved in preparation of capital submissions for construction projects.

30% Construction project supervision
20% Construction planning/engineering
20% Maintenance project supervision
30% Employee supervision

- 10/94 – 8/97 Business Unit Manager- Pulping

Responsible for overall operation of Pulping and Woodyard areas including repair and construction project execution. Largest project was for \$18 million conversion of bleaching process to eliminate chlorine utilizing outside construction resources. Also involved in preparation of capital submissions for construction projects.

30% Construction planning/engineering
30% Maintenance planning
40% Direction of subordinates

- 4/92 - 10/94; Area Process Manager- Pulping

Responsible for Maintenance and Construction activities within the Pulping Group including the Woodyard. Major projects included underground pipeline upgrades to replace outdated sewer and water systems. Also utilized and directed construction resources to resolve numerous reoccurring sources of downtime. Also involved in preparation of capital submissions for construction projects.

- 30% Construction supervision
- 20% Construction planning/engineering
- 20% Maintenance direction
- 30% Manufacturing process management

- 12/91 - 4/92; Technical leader- Pulping

Responsible for providing direction to three junior engineers to support diagnosis and resolution of process issues utilizing both in-house maintenance and outside construction resources. Solutions generally implemented through work performed on tight schedules during repair outages. Also responsible for adherence to engineering standards and preparation of capital submissions for construction projects.

- 20% Construction project supervision
- 20% Construction planning/engineering
- 20% Maintenance direction
- 40% Employee supervision

- 7/87 - 12/91; Shift Supervisor- Pulping

Responsible for shift management of Pulping and Woodyard areas as well as supporting repair outages with work being performed utilizing both in-house and outside contractor resources. Performed call-ins for construction support for major breakdowns.

- 20% Construction project supervision
- 30% Maintenance project supervision
- 50% Manufacturing project supervision

- 6/82 - 7/87; Project Engineer

Responsible for project execution for Capital Projects, Capital Repair Projects and process improvements primarily in the Pulping and Woodyard areas. Most projects (90%) completed utilizing outside construction resources. Responsible for contracting facility road improvements for 2 years. Developed scopes and contracted work with construction resources to accomplish a number of large rebuild and process improvement projects for process equipment while also insuring adherence to engineering standards. Performed all civil engineering requirements to support projects. Also developed scoping and contracted repair work during annual major outages. Largest project was a \$105 million overall control upgrade for the Pulping area that included a new control room, MCC room, computers and field instrumentation. Primary project role was to perform quality assurance for the installation by utilizing construction resources to perform diagnostic testing. Performed skills training for those resources to enable them to perform the work.

- 60% Construction project supervision
- 10% Maintenance project supervision

30% Construction planning/engineering

Contact Person:

Name: Shaun Gilliland

Title: Town Supervisor

Phone: (518) 963 - 8668 Fax: (518) 963 - 7488

E-Mail Address: willsborosupervisor@willex.com

Applicant's Approval:

Signature: 

Date: 6/11/14

Title: Town Supervisor

Did Applicant (if different from Sponsor) attend a Transportation Alternatives Program Workshop?

Yes No Location: March 20th, 2014 - Plattsburgh, NY

Attendee (name and title): Ashley Blanchard, Town Planner

Did Applicant (if different from Sponsor) attend a Federal Aid 101 Workshop within the last two years?

Yes No Location: March 20th, 2014 - Plattsburgh, NY

Attendee (name and title): Ashley Blanchard, Town Planner

Eligible Activity Category

Check the category or categories under which this project is eligible. The reasons for how the project fits each checked category are required in Attachment E.

Categories

- Construction, Planning and Design of On-road and Off-road Facilities for Pedestrians, Bicyclists, and Other Non-motorized Forms of Transportation.
- Construction, Planning and Design of Infrastructure-Related Projects to Provide Safe Routes for Non-drivers to Access Daily Needs;
- Conversion and Use of Abandoned Railroad Corridors for Trails for Pedestrians, Bicyclists and Other Non-Motorized Transportation Users.
- Construction of Turnouts, Overlooks and Viewing Areas.
- Safe Routes to School.
- Planning, Design and Construction of Boulevards.

Sub-Categories

- Community Improvement Activities, (including Landscaping and Streetscape Improvements (must check at least one other category not including Stormwater Management).
- Environmental Storm Water Management Activities (must check at least one other category not including Community Improvement)

April 9th, 2014

TB Minutes

May 23, 2014

1. Landfill Sampling Contract: DEC requires a yearly sampling of the Landfill. Supervisor Gilliland went and got two bids one from KAS environmental Science which is \$2,560.00 a yr. plus additional and Ryan Davi with AES Supervisor Gilliland feels the better deal is AES to do the sampling for this year. Steve asked if we can request to terminate the sampling if no findings after 5 years and we would like that to be put into the report.
2. Resolution Supporting Town of Ticonderoga for IP pipeline: IP is trying to shift to natural gas as there power source. This means they need to lay a pipeline across the lake to Vermont for the facility this project is in danger because they don't want to approve that. The hearing is coming up the Supervisor of Ti has asked all the town's in the county to pass the following resolution:

Established Resolution

**Vermont Gas System Addison-Rutland Natural Gas Project
Town Board- Town of Willsboro, New York**

Whereas, International Paper's Ticonderoga Mill is an integral part of the Champlain Valley Region;
Whereas, the Ticonderoga Mill is a significant economic driver in the region, employing more than six-hundred people at the mill and generating jobs for more than six-hundred-and-fifty landowners, loggers and truckers in New York and Vermont;

Whereas, the Ticonderoga Mill's energy costs are significantly higher than their competition in other stated due to dependence on fuel oil and rising costs;

Whereas natural gas is deemed to be a cost-effective alternative to fuel oil;

Whereas conversion by the Ticonderoga Mill to cleaner natural gas will significantly reduce greenhouse gas emissions;

Whereas the Vermont Gas System's Addison-Rutland Natural Gas Project presents an opportunity for the Ticonderoga Mill to access natural gas via a pipeline lateral to the Mill;

Therefore be it resolved that the Town of Willsboro Board:

1. Supports the Addison-Rutland Natural Gas Pipeline Project;
2. Urges the Addison County Regional Planning Commission (ACRPC) to include our voice, as a party with a vested interest in the Addison -Rutland Natural Gas Project;
3. Urges the ARPC to act in good faith and compliance with the Commission's obligation to neighboring communities to be inclusive in ACRPC discussions as defined in <http://files.crpc.org/bylaws/flipbook/#1/> and further articulated in 24 V.S.A Section 4335a(4);
4. Urges the Addison County Regional Planning Commission to delay voting on their recommendation until neighboring communities have had the opportunity to be part of the discussion;
5. Urges the Addison County Regional Planning Comm9isision to recommend the Addison-Rutland Natural Gas Project.

Motion Made: Mr. Charles Lustig

-Second Unanimous

And the motion carried

3. Supervisor Gilliland called for a motion to enter into TAP Grants for purpose of the application of the grant. We are asking for the county to help sponsor and be the administrator if required Steve Benway moved and Lorikee Sheehan seconded all in favor and the motion carried.

Project Costs and Funding

(From Attachment F.1)

Transportation Alternatives
Program (TAP) Funds Requested: \$ 1,600,000 (1) (MAX 80% of Total)

Local Non-Federal Share to Be Provided: \$ 427,500 (2) (MIN 20% of Total)

Funds from Other Sources: \$ _____ (3)

(identify source(s)) _____

Total Project Cost: \$ 2,027,500 (4)

Attachment B.1 – Sponsor Information

Essex County will be project sponsor for the Applicant - Town of Willsboro. The proposed project includes two county owned and maintained arterial county roads CR# 27 – Point Road and CR# 67 Farrell Road. Essex County is the second largest county in New York State and maintains 359 miles of roadway and bridges. The Essex County Department of Public Works performs all the maintenance, planning, design and construction of the road systems through a staff of 52 led by the Superintendent of Public Works who is responsible for department oversight. The Department of Public Works staff is familiar with federal aid projects and process for selection of consultants, review and approval of design, solicitation of bids, selection of construction contractors, project management, oversight and close out. Essex County has had numerous previously approved federal aid transportation projects including the following within the past four years: PIN 1755.12, Haselton Road Bridge (ARRA); PIN 1758.33 Blue Ridge Road Reconstruction (ARRA); PIN 1759.25 - Mountain View Drive; PIN 1754.96 - Old Military Road Reconstruction; PIN 1759.26 - Tahawas Road Bridge; PIN 1757.59 - Moriah Center Bridge and PIN 1757.60 Elk Drive Bridge. The ability of Essex County and the Essex County Department of Public Works staff is demonstrated by the number of successfully completed projects noted above that have required compliance with all state and federal aid programs. Essex County, by sponsoring the Town of Willsboro, and through formal Resolution adopted by the Essex County Board of Supervisors (see attached) assures its commitment to successfully implement and conclude the project from planning, design and construction management to close out of the proposed Willsboro Multiuse Path and Trail project.

Maintenance and Operation of the Willsboro Point Multiuse Path: The Town of Willsboro Department of Public Works will be responsible for the continuous maintenance and operation of the project once it is complete. The Town of Willsboro DPW staff has had considerable experience with road maintenance responsibilities and currently provides contractual services for snow removal of both roads included in the proposed project ie. CR#27 –Point Road and CR#67 – Farrell Road. The Willsboro Point Multi-use Path will require annual maintenance responsibilities including weekly inspections, debris removal, re-vegetation, signage, culvert cleaning, stormwater management and general cleanup. These activities are commensurate with the Willsboro DPW current responsibilities, as well as staff capabilities and the Town owns and maintains the requisite equipment to carry out these functions.

Attachment B.2 – Applicant Information

The Town of Willsboro as applicant will be responsible for project coordination at the Town level, specifically working with the designated Essex County DPW project manager. The Town representative for local implementation tasks will include development of an over site committee to include state, county and town DPW representatives, Willsboro Town Board, local residents, partner organizations including Champlain Area Trails, Willsboro Historical Society, Essex County Department of Health, Essex County Department of Community Resources, Willsboro Central School, NYCO Minerals, Cornell University and other large land owners, Buena Vista Property Owners Association, New York State Electric and Gas Company, Verizon, Cablecom of Willsboro, local business owners and the public. The Town of Willsboro, as the applicant and Essex County as the project Sponsor shall execute a formal contract agreement prepared by the Essex County Attorney and delineating specific roles and responsibilities of each party prior to any federal aid eligible work is commenced. The sponsor and applicant will be tasked with the procurement of consultants to prepare design and planning documents, conduct historical, archeological and natural resource investigations (Section 106 NHPA), NEPA, SEQR, ADA, DBE, AASHTO and Adirondack Park Agency compliance, surveying, recommend signage, points of interest (historical, natural or manmade), monitor permitting, facilitate rights of way and access, preliminary/final designs in conformance with NYS DOT procurement guidelines and material/construction specifications. The Town of Willsboro will appoint a project coordinator to assist with public participation, facilitate meetings, distribute meeting materials, produce monthly reports to the Town Board, and work with local residents and all partners in securing necessary easements and observe project development.

Attachment C.1 –Project Description

The Willsboro Point Multi-use Path will be a public facility open to anyone without charge. Access to the path will not be restricted and several locations along the path will be available for multi modal access. Specifically the route will begin at the Town Hall which is located at the intersection of Farrell Road - CR# 62 and NYS Route 22 where a bus shelter and bike racks would be located for access to the Essex County Transportation system bus service. The route will continue north along existing sidewalk and bike lanes to the Willsboro Central School (K-12). From the school grounds the Willsboro Point Multi-use path will begin following the existing CR# 62 r-o-w for approximately 1 mile to town property where a parking area and bike racks will be installed for residents or visitors to access the Path and hiking trails on adjacent properties. From this parking area the Path will continue north along the CR# 62 r-o-w for .25 miles to the intersection with Point Road - CR# 27. At this intersection a cross walk will be installed with appropriate signage to allow Path users to cross the road and continue along the Path for 0.85 miles to the intersection of Point Rd. –CR# 27 and Frisbie Road. The end of the Willsboro Point Multiuse Path at this location provides direct access to and from two major residential developments on Willsboro Point –Buena Vista Trailer Park and Buena Vista Subdivision. These two areas are densely developed residential neighborhoods with the trailer park containing a concentration of lower income individuals. The proposed project will eliminate the use of the two county roads as walking, biking and running paths keeping vehicle traffic separate. The two roads along the Path are local collector roads with a 45 mph speed limit and 21 feet of travel lanes with approximately 1 foot shoulders. The intersection of Frisbie Road and County Road #27 –Point Road is a good location for the terminus because this four way intersection forms a transition to local rural connector roads that service the remainder of Willsboro Point.

The proposed Willsboro Point Multiuse Path will include the construction of 8,976 +/- linear feet of path along County Route 62 - Farrell Road and 4,256 +/- linear feet of path along County Route 27 -Point Road. The path represents approximately 2.40 miles of infrastructure adjacent but segregated from the two Essex County Roads. Road traffic counts have calculated CR#27 at nearly 1300 vehicles per day and CR# 62 at nearly 1700 vehicles per day with the discrepancy due in large part to trips to and from Willsboro Central School. The multiuse path will consist of an 8 foot wide paved surface, appropriate drainage, subsurface design in accordance with NYS DOT standards and following the existing County owned R-O-W. The proposed improvements will incorporate, elevated signage, driveway access, intersection crosswalks, a parking/staging area provided by the Town on Farrell Road, bike racks at the parking area, a bus shelter and bike racks at the Town Hall which also acts as a Park and Ride location and daily bus stop for the Essex County Public Transportation System (Champ), historic markers and informational signage as appropriate. The two county roads provide access to Willsboro Point –a 3 mile peninsula surrounded by Lake Champlain. Point Road and Farrell Road intersect at two separate locations, the first approximately one tenth of a mile from the Farrell Road intersection with NYS Route 22. A second intersection occurs 1.7 miles north along Farrell Road at a “T” intersection where Farrell Road ends and Point Road continues onto, and bisecting, the peninsula providing access to approximately 2,500 residential properties, a NYS Boat Launch, 2 Marinas and numerous home based commercial enterprises as well as three Mountain Lake Services residential care facilities.. Both roads have a R-O-W designation of 4 rods (66 feet) and currently

consist of 20-21 feet of pavement incorporating a double center line (no passing) and a white line travel lane designation of 8 feet, separating approximately 6 inches to a foot of shoulder pavement. A majority of the paved shoulder area consists of cracked or broken pavement and the transition to the dirt shoulders are severe. There are no passing areas within the entire length of the project area. Several blind areas also exist on Farrell Road where one cannot observe on-coming traffic and signs for motorists warn of driveways and potential conflicts with entering traffic. Both roads are posted at 40-45 MPH except near the school where a 35 MPH speed limit is posted for school days (7AM -6PM).

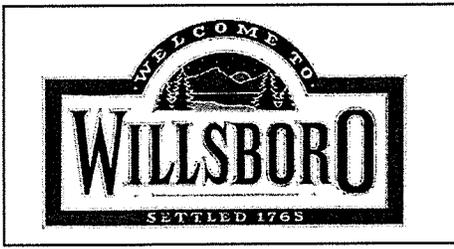
The proposed multiuse path and trail project will require the removal of existing vegetation within the right of way, re-grading of slopes for drainage, installation of drainage swales, restoration plantings and replacement of private infrastructure (walkways, driveways, utility poles, and fencing), signage, utilities, and other improvements. In addition, a route survey and easement evaluation will be required to determine project limits. A Phase IA and Phase IB Historic Resource Investigation will be required to ascertain potential impacts to important resources which might require mitigation. NYS Adirondack Park Agency permits may also be required as portions of the project may require setback variances for certain structures of a particular dimension in Resource Management and or Rural Use Zones.

Additional project tasks will include compliance with NYS Environmental Quality Review Act (SEQR) and the National Environmental Policy Act (NEPA). Environmental assessments will be undertaken to identify cultural and historic resources as well as natural or cultural resources which may be adversely impacted by the proposed project. Specific tasks will also include a Phase IA and IB cultural resource site specific investigation through the retention of a NYS DOT certified consultant and consistent with NYS Office of Parks, Recreation and Historic Preservation and CFR 106. Additional studies will also address those natural resources including wetland impacts, heritage plants species, endangered or potential endangered animal and plant communities in the project area. Efforts will be made to avoid and or mitigate the adverse impact to any of these resources identified within the project area and preliminarily identified as the Brown Bat and an anticipated listing for the Long Eared Bat.

Other issues which will require additional effort, incorporate the potential to relocate portions of the proposed route where donations of private property have been offered to provide further separation of the multi-use path from the road rights of way. The two largest property owners, Peter Paine and Cornell University represent approximately 25 percent of the linear road frontage for the project. The Cornell University Baker Research farm abuts the Willsboro Central School property and Mr. Paine owns lands immediately adjacent to the Cornell property on CR#62 (Farrell Road). These lands if developed for the multi-use Path would provide some exceptional scenic vistas and encompass regionally significant agricultural, natural and historic resources important to the region and be acquired through use agreements. The proposed project schedule and budget incorporate the potential design, deed research and property acquisition efforts needed to complete planning, legal, survey, design and implementation of this optional project dimension.

Another routing option may include segregating the Multiuse Path from the County Route 27 R-O-W in the Buena Vista residential subdivision. The Buena Vista area incorporates numerous seasonal and year round homes as well as an area designated for house trailers. Portions of these homes represent very low income residents as many lots are less than one quarter acre in size. The density of prior subdivision efforts reflect past efforts at development of a residential community that was to be occupied only seasonally. However, development trends have

undermined past efforts in favor of first come first served with a patchwork of homes on small lots and paper roads with easements that were undevelopable. The specific routing option would include use of the existing “paper” road system to locate the multiuse path. This option would provide direct benefits to area property owners and reduce some of the development costs associated with project construction. Funding for planning, design and construction of this option are included in the project budget and development schedule.



TOWN OF WILLSBORO
OFFICE OF THE SUPERVISOR

June 11th, 2014

Karen Hulihan
50 Wolf Road
Albany, NY 12232

Subject: Right of Way Designation of Point-Farrell Roads

Ms. Hulihan,

Although we were unable to find a proper deed description for the Point Road (County Route 27) and Farrell Road (County Route 67), through a conversation with a local surveyor it was determined that the Town Board officially approved the right of way designation of 4 rods at the regular Town Board meeting on May 23, 1796.

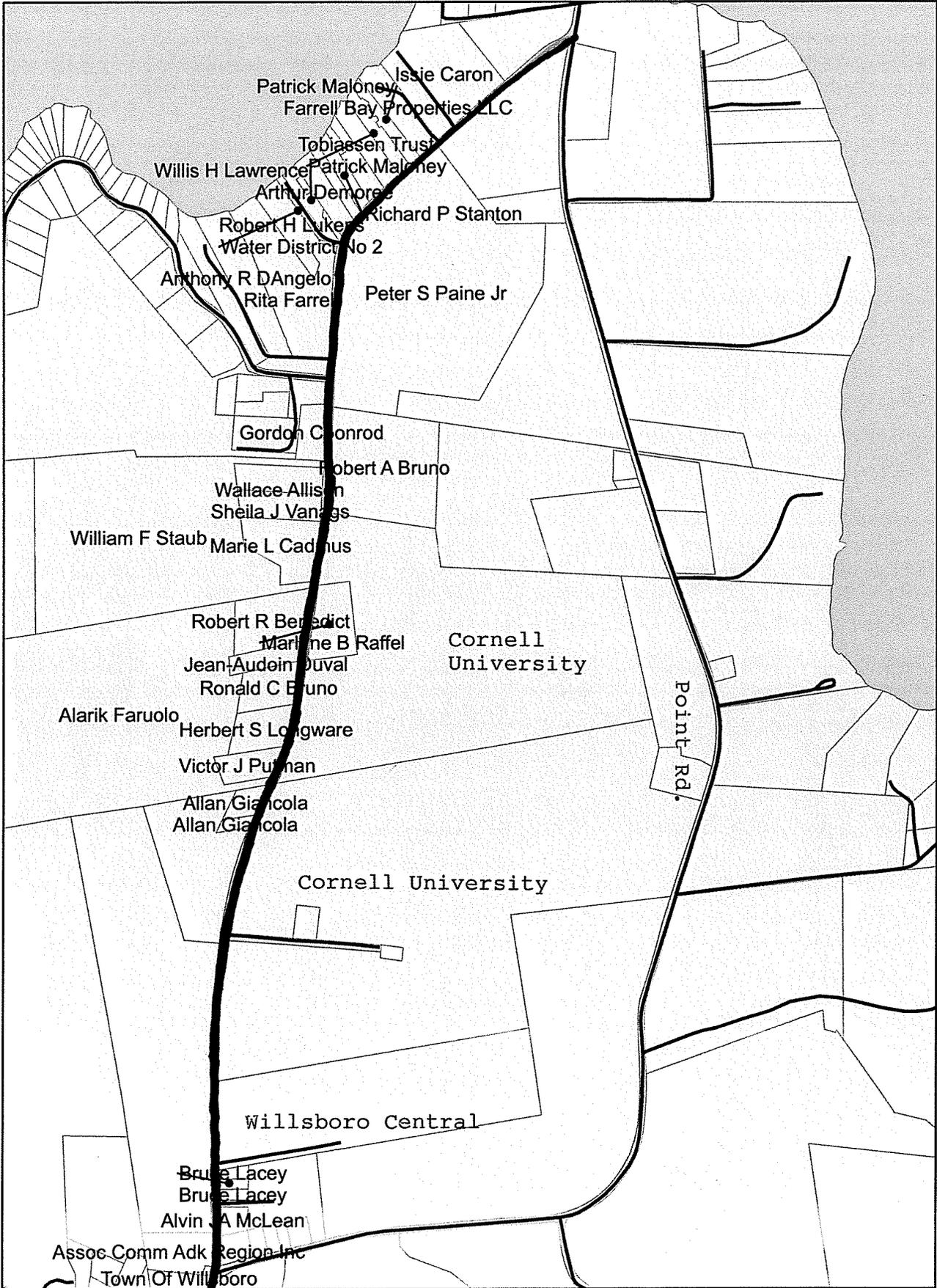
If you have any questions or would like to see the minutes from that meeting, please feel free to contact me at 518-963-7411 or via email at dptytownclerk@willex.com

Thank you.

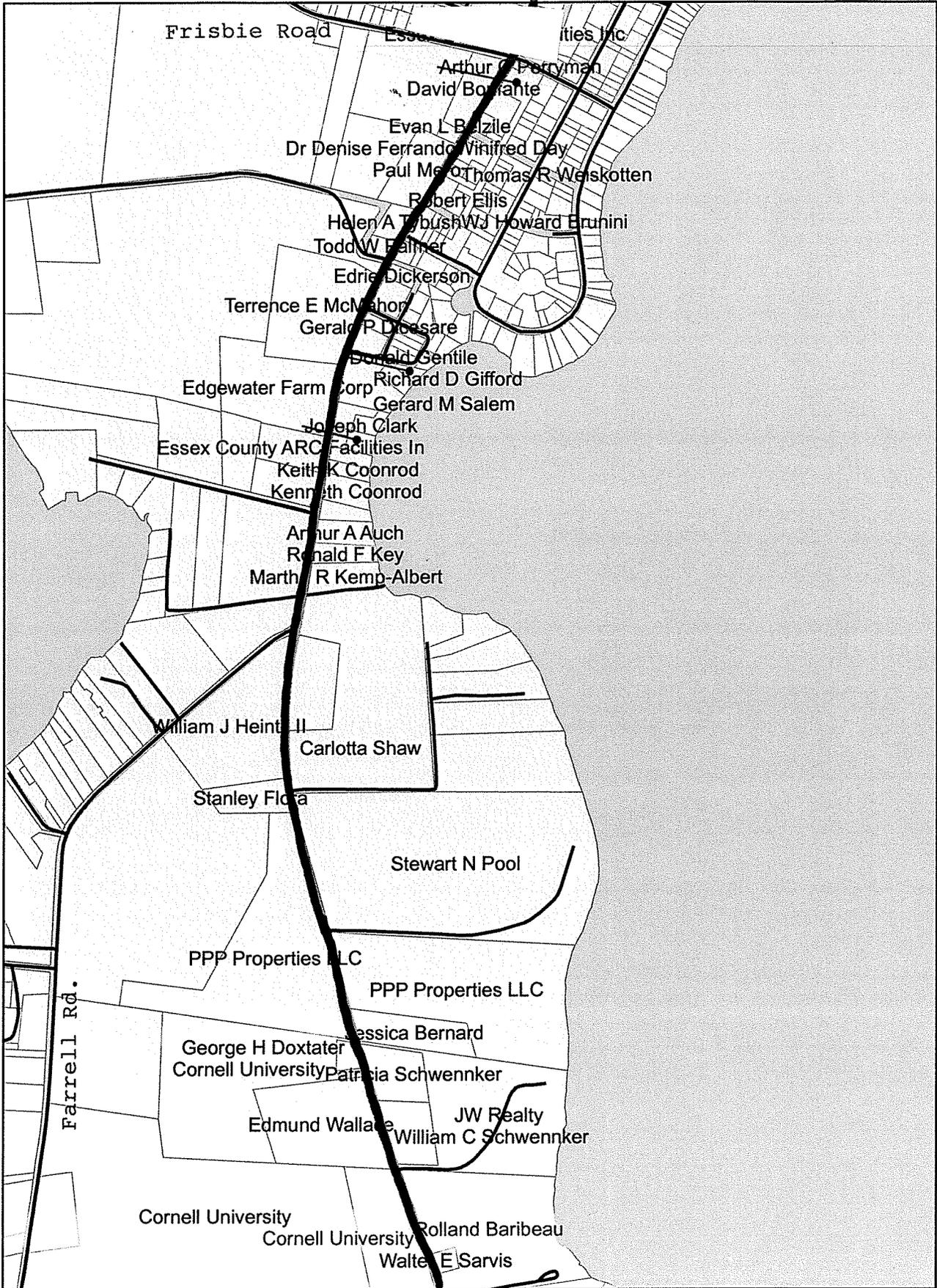
Sincerely,

Ashley Ryan Blanchard
Planner

FARRELL RD



POINT RD



Attachment C.2 – Eligibility: Relationship to Transportation Alternative Program and to Surface Transportation

The proposed Willsboro Point Multiuse Path project qualifies under Categories 1, 2, 5 and Sub-Category B and proposes the construction, planning and design of 2.4 miles of Off-road Facilities for Pedestrians, Bicyclists and Other Non-motorized forms of Transportation. In addition, the proposed project incorporates the Construction, Planning and Design of the Willsboro Point Multiuse Path to Provide Safe Routes to School while providing community services for non-drivers to access daily needs as well as Environmental Storm Water Management Activities.

The project falls under the following Transportation Alternatives Program categories:

Category 1: Construction, Planning and Design of On-road and Off-road Facilities for Pedestrians, Bicyclists, and Other Non-motorized Forms of Transportation

The project incorporates the construction of a contiguous non-motorized, paved, multi-use path that provides a safe and healthy transportation alternative to the community's school, library, Town Hall, 2 assisted living facilities, three special needs homes, health care center, commercial center (bank, grocery, pharmacy, restaurants, regional buss system (CHAMP)), community recreation parks, intersects the Adirondack Scenic Byway, historic sites as well as the business park. The proposed project will be constructed along the existing Essex County Roads #27 and #62 and within the 4 rod right of way established for these roads and the include traffic control devices including appropriate signage, high visibility crosswalks, and pavement markings as well as a parking area for residents and tourists to access hiking trails and/or the Multi-use Path as an alternative to area road systems for touring the community. The facilities will be constructed to meet ADA requirements as the proposed project also encompasses three separate Mountain Valley Services (Advocacy Resource Centers) facilities. Residents and staff, at these three facilities will be able to use the multiuse path infrastructure for walking, wheelchair outings and exercise. The proposed project will allow students to bike or walk to school from the area of the Town that has a large concentration of low income residents (Buena Vista Trailer Park). The existing County road system is not conducive to non-motorized travel as the roadway has only 20-21 feet of paved travel lane for both directions and only one foot of shoulder. The shoulder area is not conducive to biking, walking, or wheelchairs as the thorough fare is used by all types of vehicles including construction vehicles and trailered boats accessing the two marinas and NYS Boat Launch site on Point Road. The proposed project connects the area of the community that exhibits primarily residential properties. The two marinas and two construction companies that are located on the three square mile area of Willsboro Point are the only commercial businesses in that area. The proposed project would connect this residential area with the business area of the Town where all other services are available. As noted in the pie chart, 60 percent of the value of Town building permits in the past 10 years is concentrated in this sector of the community. Residential development is the focus of this area due to the natural beauty and proximity to Lake Champlain. The only safe access from this portion of the town to the hamlet

area is by motorized vehicles. While accidents have been minimal, one pedestrian traffic fatality occurred during the past 10 years involving a resident weed whacking brush from his property.

Category 2: Construction, Planning and Design of Infrastructure – Related Projects to Provide Safe Routes for Non-drivers to Access Daily Needs

The Willsboro Point Multi-use Path will be a multi-modal path with a buffer from the existing county roadway that will provide access for residents, students, seniors, tourists, special needs individuals, and others who are non-drivers and must have access to daily needs and can connect to the built environment and town center as well as Willsboro Central School (K-12), healthcare center, the library, museum, local government center, and local businesses as well as local employment centers and the regional Essex County Transportation System (CHAMP). The project proposes to provide a bus-stop shelter at the Willsboro Town Hall to allow for access to the regional transportation systems. The Willsboro Town Hall parking lot also serves as one of several Park and Ride facilities and is located at the intersection of the County Route 62 and NYS Route 22 – the major thorough fare and connecting arterial in the Town and adjacent communities. The Bus Shelter and bike rack will provide a secure location to leave ones bicycle to access the Essex County Transportation System’s (CHAMP) bus service to adjacent communities such as Elizabethtown, Lewis, Essex and Chesterfield –Keeseville Village where the Essex County system connects with the Clinton County bus system (CART) and riders can access the major shopping and job centers around Plattsburgh. In Elizabethtown – the Essex County Seat, other county and state services are also available as are connecting CHAMP bus system routes to Lake Placid, Port Henry and Ticonderoga. The bike rack and bus shelter facilities at the Willsboro Town Hall will also provide residents the opportunity to park their bicycles and walk to the bank, area restaurants, pharmacy, employment at the business park across the street or to numerous other destinations in the immediate vicinity. Some residents are known to bike daily along the prospective route of the Multi-use Path and numerous children and adults use the roadway to walk to town, run or bike despite the lack of sufficient shoulder areas for independent travel. Shared Roadway signs were erected several years but complaints have arisen that the area just prior to the school on CR# 62 has too much signage making them less effective.

Category 5: Safe Routes to School

The Willsboro Point Multi-use Path will include the development of a safe alternative transportation option for a section of the community that does not currently have any other option for safe travel to school except by school bus or car. Willsboro Central School is situated near the southern end of CR#62 (Farrell Road). Sidewalks are available for students to walk or bike from the southern area of the community (Hamlet Zone) but the sidewalks end at the school. For students living north of the school the only option is to take the bus, be driven to school, or walk on the roadway. The surfaces of Farrell Road and Point Road consist of 20-21 feet of pavement incorporating 8 foot travel lanes in each direction, one foot for stripping and one foot of shoulder. These arterial roads are posted at 45MPH and contain areas where visibility is restricted due to slope and curve. Students who reside in areas north of the school on Willsboro Point, do not have a safe alternative transportation option such as walking or biking. The

proposed project will address this important community need by providing a safe alternative for students to get to school or get home.

Sub-Category B: Environmental Storm Water Management Activities

The Town of Willsboro and Essex County have also incorporated within the scope of the existing project the infrastructure to alleviate ongoing stormwater management solutions that have created severe flooding issues in certain areas of the community that are adjacent to the county road system. Specifically, areas around Buena Vista are periodically inundated due to in situ clay soil conditions which encourage rapid runoff and exhibit extremely low permeability. During high runoff events water is transported under County Road 27 (Point Road) through a culvert into Buena Vista, a densely occupied residential subdivision, where runoff inundates homes, yards and town roadways before discharging directly into Lake Champlain. The Essex County Soil and Water Conservation District has been instrumental in helping to develop solutions for the community in this geographic area and will partner with the Town and County DPW to help install solutions to this serious public concern. The stormwater management solution in this neighborhood incorporates the need to install stormwater infrastructure including, but not necessarily limited to the construction of bio-swales, infiltration basins, vortex units and/or vegetative plantings and buffer areas to help store runoff, alleviating the flooding issues within the Buena Vista Residential Park and address water quality issues evident in Lake Champlain from non-point source pollution.

The proposed project will incorporate stormwater management strategies along its' entire 2.4 mile length through appropriate flood prevention activities that will prevent excessive spread of stormwater onto travel surfaces and will prevent erosion and sediment transport into Lake Champlain..

The Town proposes to construct a paved multi-use trail that will comply with American's with Disabilities Act regulations along the right of way of Farrell and Point Roads. See attached map. A parking and rest area will also be provided near the half way mark on Farrell Road CR#62. The extra parking area and Point Trail Path access point will coincide with planned hiking trails and allow the public to access the Path for other recreational pursuits such as touring the geographic Willsboro Point region.

Attachment D.1 – Expected Benefits to Result from Project

The proposed project will have long term transformational impacts for the Willsboro community. As a regionally significant nodal community-where pedestrians and vehicle traffic converge, the community has been a crossroads community since its' founding in the late 1700's. Willsboro was settled because of its proximity to shipping lanes to Canadian markets to the north and the eastern seaboard to the south with the Boquet River and Lake Champlain providing early travel corridors. With construction of major roads connecting Willsboro through roads in the late 1800's and the railroad in the early 1900 Willsboro's mining, logging, iron forges and pulp operations flourished creating a storied past that eventually evolved into one of the region's premier tourist destinations as cottages and eventually homes were built on Willsboro Point as a haven for vacationers. Owing to its' proximity to Canada and the greater Montreal metropolitan area only 90 minutes away a considerable population of Canadians own property and vacation in the community. While small industry, farming and mining are still evident in the community, the Town of Willsboro has witnessed a decline of industrial manufacturing due to global competitiveness and a change in social and economic circumstances comparable to other Adirondack Hamlets. The transformation of Willsboro to a tourist destination is embodied in the ongoing development in the community of second homes, conversion of homes to year round and a desire to reside in areas where the quality of life is taking precedence over other more material oriented objectives. While Willsboro, is still a base for industrial mining operations NYCO Minerals, Commonwealth Fabrics and General Composites employ hundreds of workers who live in or must commute along NYS Route 22. Direct access to the Adirondack Northway and Lake Champlain Transportation Co. which provides year round Ferry service from Vermont, Willsboro is a hub of employment as well as a recreational mecca for thousands of seasonal tourists. Situated on the NYS Route 22 Scenic Byway and Lake Champlain Bikeway the proposed project would provide a direct connection to over ten miles of additional biking, running and walking infrastructure that will be safe and utilitarian for residents or tourists to commute or recreate. The project will provide vehicle free access to ride sharing services and or the regional transportation system operated by Essex County. As one of the most scenic regions of New York State the proposed project will offer unequaled opportunities for visual indulgence as users will be able to experience the grandeur of Lake Champlain, rolling farm lands, managed woodlots and distant cities (Burlington, VT) framed by the majestic Green Mountains of Vermont and the foot hills of the Adirondack Mountains. Another, extremely important attribute of the proposed project incorporates the unique historical resources of the community. The fact that Willsboro was an integral site of the war of 1812, when General Bourgoyne arrived to pillage the community but was rebuffed by local militia who sent the General back to Canada to regroup. Apparently, Mr. Higby who owned a distillery,, saw mill and anchor forge greeted the unwelcome visitors and offered them samples while surreptitiously notifying the local militia who made short work out of the inebriated and managed to kill fourteen of Bourgoyne's men. These anecdotal accounts of Willsboro's past depict the rich historical compendium and importance of the need to conduct cultural resource investigations of the proposed Willsboro Point Multi-use Path.

Attachment D.2 – Documentation of Community Support

The Town of Willsboro has had a Complete Streets Committee for over four years managing efforts to improve safety and mobility for students, residents and visitors. The need for safer walking biking and running infrastructure has become evident as more community events and amenities have encourage outdoor activities. The committee had been concerned with school safety for students attempting to walk or bike to school especially from the underserved northern sector of the community. The idea of a multi-use trail, bike path was born and under direction of the Town Supervisor a survey was mailed to approximately 109 people on the Point Road corridor. The questionnaire asked corridor residents if they were in support of establishing a “safer biking, walking and running path on Willsboro Point”, whether they would utilize a multiuse trail, whether they would consider County right of way use for a multi-use path along their property, and whether they were interested in assisting the Complete Streets committee with planning, creation, or financing of the Willsboro Point Path. The survey received a 39 response rate or 30% return which is unusually high for a mail in survey instrument. Approximately 59% of those that responded were in favor of the path, 60% stated that they would utilize it, and 51% stated that they would support the path being placed in the County right of way. In another effort to gage local support for the proposal the Town organized a public informational meeting on April 23, 2014. Local residents and business man and women attended to voice their support for the concept of a Willsboro Point Multi-use Path and the town also received support by NYCO Minerals to supply path sub base material and rip rap, while Mr. Peter Paine offered additional property for use by the Town in construction of the Path on CR# 67 – Farrell Road. Representatives from the Essex County Soil and Water Conservation District and the Essex County Transportation System were also present to voice support for the proposal and offer assistance. The resounding response was complete support for the proposed project, Mountain Valley Services representatives spoke of the benefits to the disabled individuals in their care. A marina owner and produce/farm stand owner supported the project to connect to the residents on Willsboro Point as an alternative to motor vehicles use and promoting business growth in the community.



TOWN OF WILLSBORO
SUPERVISOR'S OFFICE

PROPOSED RESOLUTION # 7 FOR THE February 13th, 2013 TOWN BOARD MEETING

TOWN OF WILLSBORO
RESOLUTION OF COMMITMENT TO COMPLETE STREETS

WHEREAS "Complete Streets" are defined as streets that are safe, convenient and comfortable for all ages and abilities using any mode of transportation (motor vehicle, public transportation, foot bicycle, etc.); and

WHEREAS, Complete Streets design features and practices include, but are not limited to, sidewalks, paved shoulders suitable for cycling, designated bike lanes, lane striping, share the road signage, crosswalks, curb ramps, audible pedestrian signals, pedestrian crossing signage, traffic calming measures such as curb bump-outs, center islands, and pavement markings, sidewalk snow removal and routine shoulder and bike lane maintenance.

WHEREAS, Complete Streets has been recognized and adopted as policy and law at federal, state, county, town, village, and city levels in the interest of improving multi-modal transportation options, safety and accessibility for all users; and

WHEREAS, the Town of Willsboro recognizes that Complete Streets will increase the capacity and efficiency of the road network, improve traffic calming by improving transportation options, limit greenhouse gas emissions, improve rates of physical activity and related health outcomes, improve neighborhood vitality, social interaction and economic development, and improve the general quality of life for people in the community; and

WHEREAS, the Town of Willsboro has the ability to work with the Willsboro Planning Board and the Essex County Complete Streets Coalition to explore the maintenance and enhancement of pedestrian, bicycle and trail connections within neighborhoods, hamlet centers and address issues of these amenities as needed; and

WHEREAS, the Town of Willsboro has the ability to work with the Essex County Complete Streets Coalition and other community partners to educate the community about the rules of roads and paths for all users including laws, safety, and courtesy.

NOW, THEREFORE, BE IT RESOLVED, the Town of Willsboro hereby recognizes the importance of creating Complete Streets through the planning, design and construction of all new streets and street reconstruction undertaken by and in the Town that enables safe travel by all users including pedestrians, bicyclists, public transportation riders and drivers, and people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities; and

BE IT FURTHER RESOLVED, the Town of Willsboro recognizes the opportunity for incorporating Complete Streets elements as a part of the Town Wastewater Treatment Plant and Sanitary Sewer System project; and

BE IT FURTHER RESOLVED, the Town of Willsboro and the Willsboro Planning Board intend to implement similar concepts expressed in the updated Comprehensive Plan, as they relate to the Complete Streets initiative.

BE IT FURTHER RESOLVED, the Town of Willsboro and the Willsboro Planning Board will attempt to draw upon all possible funding sources to plan and implement Complete Streets elements to make implementation economically feasible; and

BE IT FURTHER RESOLVED, the Town of Willsboro will make Complete Streets practices part of everyday operations, will approach every transportation project and program as an opportunity to improve public [and private] streets and the transportation network for all users, and will work in coordination with other departments, agencies and jurisdictions to achieve Complete Streets; and

BE IT FURTHER RESOLVED, it is also the intent of the Town of Willsboro to recognize that local Town streets with low vehicle volumes and slow travel speeds may already safely and efficiently accommodate bicyclists and pedestrians. However principal Town roads that are characterized as having high vehicle volumes and high travel speeds, and are important for bicycle and pedestrian travel to access and connect to destinations in and adjacent to the Town, shall be considered for Complete Streets treatment; and

BE IT FURTHER RESOLVED, the Town of Willsboro will consider incorporating Complete Streets design features and practices in the planning, design, approval and implementation processes for any construction, reconstruction, retrofit, maintenance, alteration, or repair of streets, bridges or other portions of the transportation network whenever feasible.

Amendments to resolution:

Motion made Charles Lustig, Jr. - Second Nancy Huestis

Vote Results:

Charles Lustig, Jr	AYE <u> X </u>	NOE <u> </u>
Shaun Gilliland	AYE <u> X </u>	NOE <u> </u>
Nancy Huestis	AYE <u> X </u>	NOE <u> </u>
Steven Benway	AYE <u> X </u>	NOE <u> </u>
Edward Hatch	AYE <u> X </u>	NOE <u> </u>

Approved: **YES**
 NO

Supervisor's Comments:

Town Clerk Beverly P. Moran
Certified by Beverly P. Moran

Date February 19, 2013

SEAL

TOTAL SURVEYS: 39 OUT OF ____ MAILED

	<u>YES</u>	<u>NO</u>	<u>MAYBE</u>	<u>OTHER</u>	<u>N/A</u>
Q1 SUPPORT FOR PATH:	23	14	0	2	0
Q2 YOU -OTHERS USE?	24	11	0	1	1
Q3 SUPPORT IN R-O-W	20	13	1	3	1
Q 4 SUPPORT ON YOUR PRPRTYOUT OF R-O-W	13	17	3	3	1
Q 5 INTEREST IN HELPING	12	23	1	0	0

WILLSBORO POINT WALKING, BIKING, RUNNING PATH QUESTIONNAIRE SUMMARY

INTRODUCTION:

The Town Board of the Town of Willsboro has formed a Complete Streets Committee to improve opportunities for residents and visitors to enjoy our natural setting in a healthy and safe manner. Efforts are underway throughout the community to improve signage for public access sites, install shared roadway signs, identify crosswalks, parks, trails, etc. However, our community can achieve much more by directing financial and human resources to improve our community with your help. A new proposal would focus on establishing a safe pathway along the two county roads –Farrell Road and Point Road where Essex County maintains a 66 foot right-of-way. The following questionnaire offers some thought provoking ideas on what direction you would like the committee to pursue.

1. Are you in support of the need to establish safer biking, walking and running paths on Willsboro Point? YES _____ NO _____
2. Would you or someone you know use a walking, running biking path if it were available? YES _____ NO _____
3. Would you support allowing walking, biking, running path creation along your property within the county right-of-way? YES _____ NO _____
4. Would you consider allowing use of your property along each of the County Roads to create a walking, biking running path if it were outside the right of way but on your property to avoid existing structures such as trees, telephone poles, walls etc. that are in the county right-of-way
5. Are you interested in helping the Complete Streets Committee plan, create or finance a walking, running biking path in our community on Willsboro Point to make it safer and healthier? YES _____ NO _____

Other comments: _____

Name and Contact info: (optional) _____

Please return your survey to: Willsboro Town Hall, POB 370, Willsboro, NY
12996

ELIZABETH O'C. LITTLE
SENATOR, 45TH DISTRICT

ROOM 310
LEGISLATIVE OFFICE BLDG
ALBANY, NY 12247
(518) 455-2811

5 WARREN STREET
GLENS FALLS, NY 12801
(518) 743-0968

WEB ADDRESS:
LITTLE.NYSENATE.GOV



THE SENATE
STATE OF NEW YORK

CHAIR
CULTURAL AFFAIRS, TOURISM,
PARKS & RECREATION
COMMITTEES
CONSUMER PROTECTION
CRIME VICTIMS, CRIME & CORRECTION
EDUCATION
ENVIRONMENTAL CONSERVATION
FINANCE
JUDICIARY

May 21, 2014

Shaun Gilliland, Supervisor
Town of Willsboro
5 Farrell Rd,
Willsboro, New York 12996

Re: Willsboro Point Multiuse Trail

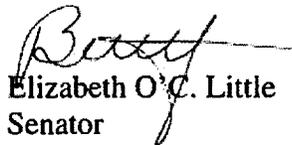
Dear Supervisor Gilliland,

Please accept my strong support of the Town's efforts to establish a multiuse, biking, walking and running trail on Point Road and Farrell Road; this proposed project would be a tremendous improvement to the community. These two roads are the busiest as they provide access to The Point, a major destination for boaters, the NYS DEC Boat Launch, two Marinas, and thousands of summer and year round homes.

While it is important to encourage a healthy and active lifestyle, we must also consider the safety of those getting out and walking and biking along Town roadways. The two county roads which service this area are very narrow and the speed limit of 45 MPH create conflicts for non-motorized users. With the dedication already shown by Town officials I am confident residents and visitors to Willsboro will see a safe alternative to outdoor recreation.

I encourage you and the town Board to prioritize this project and seek funding wherever possible to bring this project to fruition.

Sincerely,


Elizabeth O'C. Little
Senator

EOL/sjl

Dean of Students
Charmaine Griffiths Flynn

CSE Chairperson
Mark Robinson

Guidance Counselor
Chris Ford

Athletic Director
Michael Douglas

WILLSBORO CENTRAL SCHOOL

~Superintendent of Schools - Stephen Broadwell~

*P. O. Box 180, 29 School Lane
Willsboro, New York 12996
Phone: (518) 963-4456
Fax: (518) 963-7577
www.willsborocsd.org*

Board of Education
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Bruce Hale, Vice President
Phyllis Klein
Jon Steeves
Don Hollingsworth

Brandy Pierce, District Clerk
Sheila Vanags, Treasurer

May 15, 2014

Willsboro Town Board
Town of Willsboro
PO Box 370
Willsboro, NY 12996

Re: Willsboro Point Multiuse Trail

Dear Supervisor Gilliland,

On behalf of the Willsboro Central School District, please accept this letter of support towards the Town's efforts for a multiuse trail on the Point Road and Farrell Road.

This proposed project would be a great addition to our community and would allow students much safer bike access to our school. These two roads are extremely busy with traffic accessing the marinas and the lake.

Also, a trail system would allow not only students but adults access to safer biking or walking which could increase outdoor activity and even more tourism to our community.

Again, please consider this a letter of support and if I can help in anyway, please feel free to contact me.

Sincerely,



Stephen Broadwell
Superintendent of Schools



CHAMPLAIN VALLEY SENIOR COMMUNITY

Assisted Living in the Arms of the Adirondacks

Date: May 13, 2014

To: Willsboro Town Board or Shaun Gilliland, Supervisor
Town of Willsboro
5 Farrell Rd,
Willsboro, NY 12996

Re: Willsboro Point Multiuse Trail

Dear Supervisor Gilliland, Town Board

We recently learned of the Town's efforts to establish a multiuse, biking, walking running trail on Point Road and Farrell Road. This proposed project is something we have thought about for a long time and would consider a tremendous improvement, as well as an asset to our community. These two roads are the busiest as they provide access to The Point a major destination for boaters (the NYS DEC Boat Launch, two Marinas, and thousands of summer and year round homes. The two county roads, which service this area, are very narrow and the speed limit of 45 MPH create conflicts for non-motorized users.

We, the residents at Champlain Valley Senior Community would have an enhanced quality of life, and a safer exercise experience by using the trails, and walking paths. We can better appreciate the neighborhood as well as the tremendous scenic views our community supports, when given the opportunity to utilize a safe multiuse trail.

We encourage you and the town Board to prioritize this project and seek funding wherever possible to make this a reality for our town and our community.

Sincerely,

Margaret Nolan

Ruth Pytlak

Joanne Duncan

Penny Little

Emil F. Karboski

Gene Wetton

Barbara Cornwright

Mary + Don Barant

Clifford J. Bell

Royden Douglas

The Residents of Champlain Valley Senior Community

CHAMPLAIN VALLEY SENIOR COMMUNITY

10 Gilliland Lane, Willsboro, NY 12996

Phone: (518) 817-9108 | Fax: 888-963-1110 | Email: Info@ChamplainAssistedLiving.com



CHAMPLAIN VALLEY SENIOR COMMUNITY

Assisted Living in the Arms of the Adirondacks

Date: May 13, 2014

To: Willsboro Town Board or Shaun Gilliland, Supervisor
Town of Willsboro
5 Farrell Rd,
Willsboro, NY 12996

Re: Willsboro Point Multiuse Trail

Dear Supervisor Gilliland, Town Board

We recently learned of the Town's efforts to establish a multiuse, biking, walking running trail on Point Road and Farrell Road. This proposed project is something I, we have thought about for a long time and would consider a tremendous improvement, asset to our community. These two roads are the busiest as they provide access to The Point a major destination for boaters (the NYS DEC Boat Launch, two Marinas, and thousands of summer and year round homes.

The two county roads, which service this area, are very narrow and the speed limit of 45 MPH create conflicts for non-motorized users.

- We love to walk and bike along the road but often have to give way to cars.
- I have seen bicyclers leave the roadway because there is no room on the shoulder to bike or run
- We enjoy the scenery but cannot navigate the very narrow less than a foot shoulder on foot or by bike.
- A bike way trails could be used for running events
- A trail system would encourage people to walk instead of drive
- I enjoy walking but not on these two roads
- A trail would encourage us to bike to town instead of drive
- Our children must be driven to school because the roadway is unsafe and there are no sidewalks
- Our kids have bikes but there are only a few area roads to bike on and they are not safe

CHAMPLAIN VALLEY SENIOR COMMUNITY

10 Gilliland Lane, Willsboro, NY 12996

Phone: (518) 817-9108 | Fax: 888-963-1110 | Email: Info@ChamplainAssistedLiving.com



CHAMPLAIN VALLEY SENIOR COMMUNITY

Assisted Living in the Arms of the Adirondacks

- Farrell road has several blind spots where you can't see on-coming traffic and they can't see you this creates potential for accidents and is not good for pedestrians or biking
- The narrow county roads in this area create challenges for people hauling boats and the many construction vehicles which use these roads.
- If there was a bike path I could commute to work or get groceries without having to get in my car
- Our kids could walk or bike to school, the playground, park, go fishing and create a safe route to the school
- We could access the bus system from the Town Hall and catch a ride to Elizabethtown, Keeseville, Essex, etc.
- We could take our bikes to the Pharmacy, hardware store, farmers market, greenhouse, bowling alley, tackle shop etc.
- Visitors to our Marinas would be able to walk or bike to town and access services
- Residents in our assisted living facilities would be able to have a valuable quality of life experience by using the trails, walking paths for exercise and view the neighborhood as well as the tremendous scenic views our community supports
- A walking biking path could be enhanced by placing informational kiosks or signs at our numerous historic sites on Willsboro Point like the Adsit Cabin, the Blue stone quarry etc.
- As part of the Champlain Bikeway this spur could make connections for bikers that would add to the historic interpretation of the our community
- There are many walking trails on the Point and more trails planned that could be connected to a bikeway that would be an asset for hikers and provide a change of pace or a destination for other regional group activities.
- The town parking area proposed on Farrell road would be a good location for visitors to park and bike through our area to take in the fabulous scenery and create positive memories of our community and our region.

CHAMPLAIN VALLEY SENIOR COMMUNITY

10 Gilliland Lane, Willsboro, NY 12996

Phone: (518) 817-9108 | Fax: 888-963-1110 | Email: Info@ChamplainAssistedLiving.com



CHAMPLAIN VALLEY SENIOR COMMUNITY

Assisted Living in the Arms of the Adirondacks

- More walking and biking would reduce traffic on our roads, as development increases this will be an important alternative
- I have seen many instances of conflict between people walking or biking on Point Road, Farrell Road where cars have to stop to let people by or other vehicles pass. This an accident waiting to happen
- The proposed bikeway is desperately needed to avoid conflicting uses of the roads
- As a *tourist destination* this bikeway would put us on the map, it will generate more seasonal traffic for our business community.
- The bikeway would help businesses prosper in the hamlet instead of encouraging commercial development away from the hamlet
- A bikeway would connect us to other outdoor recreational opportunities in our region and create a synergy of economic activity for our community as well as our neighboring towns
- I know of folks who bike year round –weather permitting on our roads some must bike because they have no alternative transportation

I encourage you and the town Board to prioritize this project and seek funding wherever possible to make this a reality for our town and our community.

Sincerely,

Heather Spear
 Allison Welch
 Ali Mallett
 Beth Steiner
 Melissa
 Tammy Benway

Jennifer Lawrence
 Daphne Benway
 New Haven
 Erick Decker
 Pam Courtney

Tom Drankewitz
 Emily Schwartzberg
 Joseph A. G...
 Maria Gosh

The Staff of Champlain Valley Senior Community

CHAMPLAIN VALLEY SENIOR COMMUNITY

10 Gilliland Lane, Willsboro, NY 12996

Phone: (518) 817-9108 | Fax: 888-963-1110 | Email: Info@ChamplainAssistedLiving.com



LAKES TO LOCKS PASSAGE

THE GREAT NORTHEAST JOURNEY

PO Box 65
Crown Point, NY 12928 USA

Phone: 518-597-9660

email: info@lakestolocks.org
www.lakestolocks.org

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Heritage Program Director

Margaret Gibbs

Program Coordinator

Drew Alberti

June 5, 2014

Supervisor Shaun Gilliland
Town of Willsboro
PO Box 370
Willsboro, NY, 12996

Dear Supervisor Gilliland:

On behalf of Lakes to Locks Passage, Inc., I want to express our support for your application to the 2014 NYSDOT Transportation Alternatives program for planning, designing and implementing a multiuse paved trail on Willsboro Point. This trail will provide an extensive and safe route for both residents and visitors to enjoy, serving as an attraction for business investment as well as sustaining the historic and natural resources.

Lakes to Locks Passage is a New York State Byway that has been designated by the Federal Highway Administration as an All-American Road in recognition of its national significance for historic, natural, cultural and recreational resources. The region's priorities for improvements for multimodal transportation and increased opportunities for recreation have been embraced and supported in the goals, objectives and actions of the *Lakes to Locks Passage Corridor Management Plan*. In particular, the goal to "Improve the infrastructure for multi-modal transportation within the region" and "Improve the infrastructure and access to the byway's parks and recreation facilities" are important to the entire North Country region.

Lakes to Locks Passage, Inc. is willing to provide any assistance that may prove useful to implement the proposed project. We strongly support the Town's application to the 2014 NYSDOT Transportation Alternatives program and hope that it receives favorable consideration.

Sincerely,

Janet Kennedy
Executive Director

Essex County Transportation Department



8053 US Route 9
PO Box 217
Elizabethtown, NY 12932
Office 518-873-3689
Fax 518-873-3740
ndougal@co.essex.ny.us

June 5, 2014

Shaun Gilliland, Supervisor
Town of Willsboro
5 Farrell Road, Willsboro, NY 12996



RE: Willsboro Point Multi-use Path

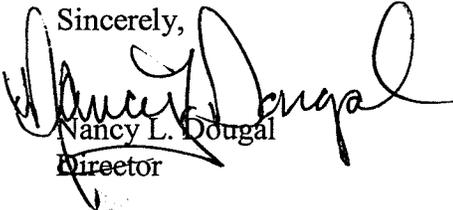
Dear Supervisor Gilliland,

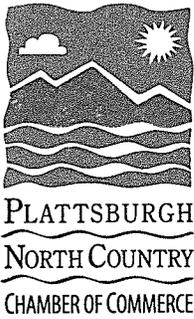
The Essex County Public Transportation Department wishes to support the planning, design and construction of the Willsboro Point Multi-use Path. Our services to Willsboro provide means for travel that connects our communities to employment and services not available in their own community. The Essex County Public Transportation system has two stops in Willsboro including the Willsboro Visitors Center and the Town Hall, both sites are park and ride areas for commuters and residents who walk, bike or don't drive or wish to save commuting costs. Having a shelter at the Town Hall site would also be a great asset to that location as there is no shelter for riders to wait for connections during inclement weather and our schedules do not always coincide with the Towns'. Having choices in our mode of travel provides us with choices in independence along with the health and safety benefits a usable path could provide.

The proposed Willsboro Point Multi-use Path will help connect our communities and residents to services and job opportunities that are consistent with our regional transportation plan, economic development strategy promoting our tourism economy. The encouraging multimodal transportation alternatives is vital to attracting residents and as a public transit agency we try to improve services to accommodate travelers to the best of our ability such as creating connections to rail transportation. The population of Essex County restricts the number of train stations which are operational and our transit system provides those connections which meet the train schedules in Westport providing more choices and opportunities for travel. Our buses are also equipped with bike racks to promote our transit system options for touring along the Olympic and Lake Champlain Scenic Byways.

Please feel free to contact me if I can assist you in any way to make this project a reality. Implementing transportation alternatives is vital to our economic viability, supports connectivity with our communities and helps reduce transportation costs.

Sincerely,


Nancy L. Dougal
Director



May 14, 2014

To Whom It May Concern:

Home of:

North Country
Small Business
Council

Adirondack Coast
Visitors & Convention
Bureau

North Country
Industrial Council

Québec-New York
Corridor Coalition

New York's
Tech Valley

S.C.O.R.E.

Essex County
Business Council

Plattsburgh-
North Country
Service Corp.

Serving:

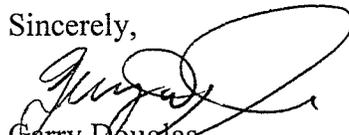
Clinton
Essex
Franklin
Warren
Hamilton
Southern Québec

The North Country Chamber of Commerce is the largest business and economic development organization in northern New York, representing more than 4,200 employers across Essex, Clinton, Franklin, Hamilton and northern Warren Counties. Recreational assets are, in our view, a key part of the future economy of our region, both as attractions and activities in support of our critical tourism economy and as enhancements to the quality of life, supporting the retention and attraction of investment and families.

With this in mind, we want to take this opportunity to express our full support for the proposed establishment of a multi-use biking, walking and running trail on Point and Farrell Roads in the Town of Willsboro. This trail project would enhance the experience of visitors to the area, including proximity and linkage with the community's major marinas and a New York State DEC boat launch. The impact would not only be significant for Willsboro but for the surrounding region as an implementation action of both the North Country Regional Economic Development Plan and the Essex County Destination Master Plan.

We encourage favorable consideration of funding applications related to the implementation of this project, and hope that it will be possible for the trail to become a reality in the coming year.

Sincerely,



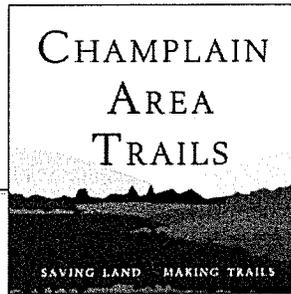
Garry Douglas
President and CEO



A Strong Partner for Strong Business in the North Country

P.O. Box 310, 7061 Rt. 9, Plattsburgh, NY 12901-0310 Tel: 518-563-1000 Fax: 518-563-1028

Email: chamber@westelcom.com Web Site: northcountrychamber.com



PO Box 193 • 6482 Main Street Westport, NY 12993
518 962 2287
www.champlainareatrails.com

June 9, 2014

Supervisor Shaun Gilliland and the Willsboro Town Board
5 Farrell Rd,
Willsboro, NY 12996

Dear Supervisor Gilliland and the Town Board

Champlain Area Trails strongly supports the development of the Willsboro Point Multi-use Trail and the efforts you make to secure funding to build it.

Champlain Area Trails is a non-profit organization whose mission is to create hiking/skiing trails in New York's Champlain Valley that link communities, connect people with nature, and promote economic vitality. We have been working with the town to create a trail at the Willsboro Recreation Park, we intend to link that trail with one on the adjoining property which will be part of our planned Willsboro-to-Essex trail, we are collaborating with a private landowner to publicize a trail on Willsboro Point, and we intend to have trails that link Willsboro and Keeseville.

One of the hindrances to creating trails on Willsboro Point is that the access roads (Point Road and Farrell Road) are not conducive for people to walk and bike to the trailheads. Sure, they could drive there but many people, especially visitors who want to have a relaxing, different kind of tourism experience and residents who want to walk or bike from their houses, would greatly benefit from the proposed Willsboro Point Multiuse Trail.

We recently had a widely promoted 14-mile hamlet to hamlet hike from Westport to Essex that attracted over 200 people. I can envision a hamlet-to-point walk from the downtown Willsboro to the tip of the point where there is a short trail leading to a spectacularly unique vista looking north up Lake Champlain with its waters almost surrounding you. This would be a 14-mile hike and people could start at downtown restaurants for breakfast or lunch and make the round-trip hike in time for lunch or dinner. This walk, or bike ride, would provide an attractive amenity and help boost the town's economic vitality.

The trail would encourage more walking and biking which offers public health benefits. It would also allow students to ride bikes or walk to school. For these reasons and many more, Champlain Area Trails strongly supports the Willsboro Point Multiuse Trail.

Sincerely,

Chris Maron
Executive Director



Brand of the **S&B** Group

May 28, 2014

Willsboro Town Board or
Shaun Gilliland, Supervisor
Town of Willsboro
5 Farrell Road
Willsboro, NY 12996

RE: Willsboro Point Multiuse Trail

Dear Supervisor Gilliland/Town Board

NYCO Minerals recently learned of the Town's efforts to establish a multiuse, biking, walking running trail on Point Road and Farrell Road. As a major employer in the town of Willsboro, NYCO has a vested interest in supporting projects such as this that promote the health and safety of everyone in the community. This proposed project will be a tremendous improvement to the recreational opportunities in town and serve as an asset to our community, including our employees and their families. The Multiuse trail will provide access to Willsboro Point for walkers, runners, and bikers by providing a safe alternative to traveling on two busy roads used by boaters (the NYS DEC Boat Launch and two Marinas), and thousands of summer and year round residents.

I encourage you and the town Board to prioritize this project and seek funding wherever possible to make this a reality for our town and our community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gary Ziemer'. The signature is fluid and cursive, written over a light blue horizontal line.

Gary Ziemer
Plant Manager

NYCO Minerals, Inc.

Member of the S&B Group

803 Mountain View Dr. | P.O. Box 368 | Willsboro, New York, USA 12996-0368
Tel 518-963-4262 | Fax 518-963-1110 | www.nycominerals.com

Ashley Blanchard

From: Maureen Moynan <maureenmoynan@icloud.com>
Sent: Tuesday, June 10, 2014 9:23 PM
To: Ashley Blanchard
Subject: Willsboro Point Multiuse Trail

Dear Supervisor Gilliland,

As an employee of Mountain Lake Services, which has three homes located on the Point Road that provides homes for individuals with developmental disabilities, I want to support the proposed project of the multiuse trail on this road.

The current road gets very busy during the summer months. The staff at these homes would love to get the individuals out for walks to enjoy the short season, but the traffic and the lack of sidewalks or room along the side of the road makes it impossible. It would be an improvement just to be able to get out there so that they would have the opportunity for exercise and to enjoy the views. We have also witnessed lots of foot traffic and bikers that have been forced off the road by fast moving cars.

I encourage you and the town board to seek the funding to make this trail/path a reality for the town of Willsboro.

Sincerely,
Maureen Moynan



PETER S. PAINE, JR.
Chairman

June 11, 2014

Shaun Gilliland, Supervisor
Town of Willsboro
5 Farrell Road
Willsboro, NY 12996

Re: Willsboro Point Multiuse Trail

Dear Shaun:

This letter confirms our recent discussions during which I advised you that our Bank (whose headquarters are located the corner of Farrell Road and Route 22) is fully supportive of the Town's proposal to create a multiuse trail along Farrell Road and Point Road.

Sincerely,

A handwritten signature in cursive script that reads "Peter S. Paine, Jr.".

PSP, Jr.:cjm



Regional Office of Sustainable Tourism
2608 Main Street,
Lake Placid, NY 12946

Date: June 11, 2014

Willsboro Town Board or Shaun Gilliland, Supervisor
Town of Willsboro
5 Farrell Rd,
Willsboro, NY 12996

Re: Willsboro Point Multi-Use Trail

Dear Supervisor Gilliland, Town Board

The Regional Office of Sustainable Tourism (ROOST) is writing to support the development of a multi-use trail on Point Road and Farrell Road.

We at ROOST work towards community development that enhances life for residents while also improving the area for visitors. ROOST believes that a multi-use trails would become a major asset to the community and encourage tourism growth in the area.

I encourage you and the town Board to prioritize this project and seek funding wherever possible to make this a reality for the town and community.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim McKenna". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jim McKenna

June 11, 2014

Joseph P. Shaw
P.O. Box 28
2736 Route 22
Essex, NY 12936

Shaun Gilliland, Supervisor
Town of Willsboro
5 Farrell Road
Willsboro, NY 12996

Re: Willsboro Point Multiuse Trail

Dear Supervisor Gilliland:

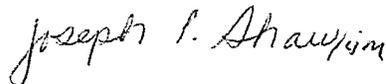
I recently learned of the Town's efforts to establish a multiuse, biking, walking running trail on Point Road and Farrell Road. This proposed project is something I have thought about for a long time and would consider a tremendous asset for our community. These two roads are the busiest as they provide access to The Point, a major destination for boaters, the NYS DEC boat launch, two marinas, and thousands of summer and year round homes.

The two county roads which service this area are very narrow and the speed limit of 45 MPH creates conflicts for non-motorized users.

- My wife and I frequently bike along the road but are concerned for our safety with the speed of cars.
- A trail could be used for running events and encouraging people to walk or bike for commuting to work or for recreation.
- A bikeway trail system would provide economic activity by encouraging more tourism to our area, spending dollars in our stores and restaurants.
- A trail fits the demographics of our area, provides safety for children and affords residents in our assisted living facilities a valuable quality of life experience.

I encourage you and the Town Board to prioritize this project and seek funding wherever possible to make this a reality for our town and our community.

Sincerely,



Joseph P. Shaw

Attachment E.1 – Eligibility: Alignment with Transportation Plans, Projects and Systems

The proposed Willsboro Point Multi-use Path will be open to the public without fees or memberships, it will be wheelchair accessible and allowable uses will include walking, biking, running and other forms of non-motorized transportation. During winter months it will be possible to cross country ski or snow shoe on the Path as conditions warrant.

The proposed Path will provide direct access from the residential developments on Willsboro Point to the hamlet area of the town where services are concentrated. The Path provides pedestrian, biking and wheelchair access to Willsboro Hamlet including municipal offices, Willsboro Central School (K-12), business park, motel, health center, bank, the county bus service, the National Scenic Byway-Lakes to Locks –NYS Route 22, commercial venues, farmers market, museum, library and town parks. NYS Route 22 is a major route for the Lake Champlain Bikeway which circumnavigates Lake Champlain along a 350 mile route through Vermont and upstate New York. The LC Bikeway also connects to the Adirondack and Olympic Scenic Byways and as a waypoint community Willsboro attracts numerous touring groups through the year. The proposed Path provides a complimentary route that allows residents and or visitors an alternative connection to experience the Willsboro community from a different vantage point that visualizes the diversity and beauty of the Lake Champlain and Adirondack Region. The Path passes through agricultural and forest land uses that are framed by Lake Champlain and the Green Mountains of Vermont.

The proposed Path builds on regional economic development strategies that promote quality of life infrastructure and multi modal connectivity. In addition, the proposed project supports synergistic initiatives that provide themed attributes consistent with the Adirondack Coast, Adirondack Regional Development Authority, Essex and Clinton County Waterfront Revitalization Plans, the Lake Champlain Walkways and Lake Champlain Paddleways. Furthermore, the project is compatible with the NYS Open Space Master Plan, The NYS Adirondack Park Agency Development Plan, the Town of Willsboro Comprehensive Plan and the Essex County Transportation Plan.

The project further builds on smart growth principles that encourage multi-modal transportation and providing non-motorized access to community centers while encouraging in fill development close to competing land uses such as commercial uses. With alternative transportation access for unserved population centers on Willsboro Point, potential commercial development in those residential neighborhoods would be discouraged. Also, providing amenities and infrastructure to residential neighborhoods encourages infill development as developers seek to take advantage of existing quality of life infrastructure a major consideration for homeowners seeking to relocate or retire. Having these attributes that provide connections for pedestrians and bikers to park and rides, bus stops and other multi modal transportation services is one of the guiding principles of smart growth.

Another attribute of the proposed Path is that it provides opportunities for residents and visitors to access sites of archeological and historic significance.

Attachment E.2 – Eligibility: Documentation to Support Project Eligibility

The proposed Willsboro Point Multi-use Path connects to NYS Route 22 at the Intersection with Farrell Road –CR# 27. NYS Route 22 is a state designated Lakes to Locks Scenic Byway –Please See Exhibit A

Attachment F.1 – Project Costs and Funding

Project Costs:

Expense	NYS DOT TAP Request	Non-Federal Matching Contribution	Totals
ENGINEERING:			
Preliminary	75,000		75,000
Final	115,000		115,000
PROPERTY ACQUISITION:	0	50,000	50,000
Archeological/Historic Survey	45,000		45,000
Property Surveys	90,000		90,000
LEGAL:		7,500	7,500
CONSTRUCTION:			
Contract 1	820,000		820,000
Materials		350,000	350,000
Construction Inspection	55,000		55,000
Seeding and Mulching		20,000	20,000
CONTINGENCY 20%	400,000		400,000
Totals	\$1,600,000	\$427,500	2,027,500

Attachment F – Assurance of Match

The funding for the proposed project includes the TAP funding in the amount of \$1, 600,000 and local non-federal matching funds including property donation/dedication by the Town of Willsboro for property located on Farrell Road – CR# 67 where a parking area will be constructed to provide vehicle parking for residents and visitors to access the Willsboro Point –Multiuse Path for walking, biking or running as well as providing users of the Path access to adjacent hiking trails on private property. This is an ideal staging location because residents and visitors alike can access the Path in an area that has a very flat to moderate slope that leads to the Willsboro Point area and allows handicap wheel chair access to the Path. The location also offers access to private hiking trails that allow bikers to access that area with a secure location to leave their bicycles and hike the terrain or Path as desired. The value of the Town owned property is estimated to be \$50,000. Additional matching funds would include the costs of legal services needed to prepare and consummate agreements with the various contractual parties including the project sponsor, applicant, design, construction, survey, archeological/historic assessments and other legal services which may be necessary. The majority of matching funds would come from the donation of construction materials from NYCO Minerals –a local mining company which recently gained the right to exchange NY State Forest Preserve Lands for private lands adjacent to their mining operation in the Town of Lewis. The material NYCO is donating would be cap rock, mine tailings fill from their mining process and rip rap stone. These materials would be used for bedding and slope stabilization where needed. The Town of Willsboro DPW would assist with trucking of the material to the site. The value of the stone and trucking is estimated to be \$350,000. The Project also incorporates the force account services and in kind match for seeding and mulching as part of the project construction and restoration tasks. The project contains a contingency amount of 25% to cover additional unforeseen costs due to inflation, price increases and other services not included in the initial estimate.

Attachment G – Implementation Schedule

TASK	START DATE	END DATE
TAP Funds Awarded	10/2014	
Project placed on the TIP	11/2014	02/2015
Execute Agreement with NYSDOT	01/2015	05/2015
Select and Hire Architect/Engineer	02/2015	06/2015
Prepare Design Approval Document and complete ROW incidental tasks	05/2015	06/2016
Acquire Property	06/2016	12/2016
Prepare Contract Documents	01/2016	05/2016
Bid and Award Project	07/2016	08/2016
Construct and Inspect Project	09/2016	8/2017
Initiate Project Close - Out	10/2017	-----