

Comments: Thank you for the very nice presentation this Wednesday, 9/14.

Here is a present for you. I have added your 15 possible Alignments to VHT's Regional Trails Map at [http://www.victorhikingtrails.org/map/grtc\\_land.php](http://www.victorhikingtrails.org/map/grtc_land.php) under the heading: Can-Farm Auburn Study. To display them you must click on the check-box in front of that heading. Clicking on the "boxed +" in front will list them all so each can be turned on/off individually. For best viewing, you will need to zoom the map in, as by default it shows the whole region with its hundreds of trails and parks. I have added a 16th of my own for your consideration, more on this below. (I hope I did a reasonable job in translating from your online alignment map. Some colors and specific alignments were questionable to me -- particularly new streets. Corrections are most welcomed.)

My next day impressions of the meeting and your work results to date are it is a great "local sidewalk" study. But by missing two potential user groups and a selection criterion, you have limited yourselves to a nice local solution.

The first missing user group is Tourists. Specifically Biking Tourists. The second is people for whom the trail is a destination and is a transportation route only secondarily. For example, Birders, but including all others who want to get away from traffic and enjoy our beautiful countryside in all its seasons. We see both of these groups on the Victor's Auburn and Lehigh Trails. (At the meeting I mentioned parents with youngsters in carriages, too. We see both individual "runners" and conversation groups of these at times, particularly in near-neighborhood sections.)

The missing criterion is Beauty or Scenic Quality. (I'd also like to see Safety, both objective and perceived/subjective, listed explicitly.)

Without these you have only a (needed) local system. With them you have commerce. Without them, you have no reason to ask for any outside funding. With them, and with the connections at each end to trail systems designed with these in mind, you have great reasons for external, state and federal, funding requests.

The Tourists come in two "flavors." Day trippers out for a day and lunch from Pittsford, Victor, Mendon, etc. are one. Through Tourists are the second. These will come when the Scenic Loop of Pittsford/Fairport, Victor, Canandaigua, and Newark to get away from the Canalway is complete. Currently the longest missing piece is this Farmington/Canandaigua link. (There are real challenges in the shorter missing parts too, but they will come.)

By including these users and criteria, a totally new alignment becomes obvious: Follow the Mud Creek valley and the Peanut Line. It also gives you a leg up on the Peanut Line Trail to Bloomfield and west. The big negative to this alignment, which is shared by a number of the alignments, from your listed criteria are the loss of easy connections merchant/destinations along NY322. It is this alignment I have added to the map as "Alignment x1 (unofficial)." If this alternative were to be selected, the local access sidewalk & shoulder system should be seriously looked at too, as a local project.

-----

Other thoughts from the meeting.

Allowing snowmobiles limits cross-country skiing, adds some small funding sources, and limits other funding sources which prohibit any motorized traffic.

Allowing horses limits some other user groups, depending primarily on separation. Little kids on bikes and horses sounds like a bad mix for both.

Using the pipeline corridor prohibits trees. This makes for a hotter and less appealing walk and increased mowing costs.

Skaters and boarders require hard pavement.

Email Address: [Jeff@Jeff-H.Com](mailto:Jeff@Jeff-H.Com)

First Name: Jeffrey

Address: 7761 Victor-Mendon Rd

City: Victor

State: NY

Zip Code: 14564