

## SECTION 4.

# Needs Assessment

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This section presents both systemwide and regional needs for the Erie Canal, NYS Canalway Water Trail, and the Erie Canalway Trail. Hubs and nodes for amenities are identified in each region, along with the amenity needs in each. A detailed gap analysis of key amenities is also presented.

## Systemwide Needs and Opportunities

Through evaluation of amenities and activity centers, several systemwide needs and opportunities were identified to enhance the recreational user experience. These include:

1. investing in standardized wayfinding
2. enhancing placemaking at campsites
3. leveraging opportunities to encourage shared use of amenities by multiple user types
4. strengthening maintenance agreement processes

These targeted investments will support the goal of elevating the Erie Canal, NYS Canalway Water Trail, and the Erie Canalway Trail to a world class recreational destination.

### 1 Invest in Wayfinding

Wayfinding was one of the most commonly cited challenges expressed by stakeholder groups. They noted several sign types in need of enhancement, some of which are identified to the right. Canal Corporation is in the process of developing a comprehensive wayfinding system that will be implemented on land they own, but this would not apply to segments owned by other entities. The following sections identify specific wayfinding needs.



#### On-Road Trail Markers

Some portions of the Erie Canalway Trail are located on roads, which can pose a challenge for navigation. Users noted that increased signage for on-road portions, especially at turns or other decision points, would help with navigation. It should be noted that placement of these markers is regulated by the Federal Highway Administration's *Manual on Uniform Traffic Control Devices (MUTCD)* and NYS Department of Transportation's *TSMI-17-08, Guidance for the Empire State Trail*.



#### Mile Markers

Mile markers help users track their progress and convey their location in the event of an emergency. Though mile markers were well spaced in places where they have been installed, they are not consistently present and there are a variety of mile marker types. Two examples are provided above. A standard mile marker system is recommended. It should be noted that if on-road portions of the Erie Canalway Trail are converted to off-road, distances will change and a mile marker system would need to be updated, which would be a considerable capital expense.



### NYS Canalway Water Trail Markers

Water Trail markers were recently installed at public access points on the NYS Canalway Water Trail. They are intended for users on the water to identify public take-outs by differentiating from private docks, as well as for landside users to identify public launch points. There are instances where these signs might be visible from the water but not from the road or nearby parking lot, which would be the first point of arrival for those launching. There may be an opportunity to add supplemental markers closer to landside access points.



### Trail Destination Signs

Trail destination signs indicate the distance to the next milestone or destination along the Erie Canal, NYS Canalway Water Trail, and Erie Canalway Trail. Users rely on signs like these to track progress and make decisions about whether to stop and rest or continue to the next destination. There are a variety of sign types like these with varying designs and levels of detail. Users prefer signs that note both the distance to the next stopping point and what amenities they will be able to access when they arrive.



### Off-Trail Destination Signs

Off-trail wayfinding signs are those that direct users to destinations and services located near the trail. There are a wide variety of these types of signs, including maps, arrows, and distances. Users prefer signs that provide direction to general centers of activity, such as downtowns and Central Business Districts. This is consistent with the wayfinding system that Canal Corporation is developing.

## 2 Enhance Placemaking at Campsites

Campsites were highlighted among users as a key resource for those who want to complete an affordable long-distance trip by bicycle, boat, or paddlecraft. In particular, users rely on primitive campsites, such as those located at locks and through community partnerships, for camping, but these locations often lack any sense of arrival, such as clear signage. Investment in these locations to create clear and consistent signage that indicates to users that they have arrived at a designated campsite and that they are permitted to stay overnight would create a more consistent and predictable experience, increasing confidence among users.



A typical primitive campsite at a lock has few defining characteristics to indicate that a user is permitted to camp there. (Lock 23, Clay)

## 3 Maximize Impact through Shared Amenities

The Erie Canal/NYS Canalway Water Trail and the Erie Canalway Trail are unique in that they are two parallel trails geared towards different types of users, however many amenities can benefit multiple user types. For example, a restroom located at a marina on the Erie Canal might have been intended for boater use, but bicyclists on the nearby Erie Canalway Trail would benefit from knowing it exists and having easy access to it. Finding opportunities to share amenities among user types maximizes the benefit from capital investment, supports maintenance efficiency, and creates a stronger nexus of activity. The following opportunities were identified to make amenities more widely available to multiple user types.

- **Expand use of long-distance trip amenities such as showers and laundry facilities**, which currently tend to be located at marinas and geared towards Erie Canal users. As the Erie Canalway Trail gains popularity for long-distance bicycling, enhanced wayfinding to direct Erie Canalway Trail users to these amenities would enhance access.

- **Enhance the paddler experience at locks and marinas.** Locks and marinas are designed for use by boaters and therefore feel out of scale for paddlers. Paddling stakeholders noted frustration when they arrive by water at a hub of activity but cannot access it due to high vertical walls or inadequate launches. Identifying key locations where hand launches such as low docks with rollers or adaptive launches can be installed would enhance the experience for paddlers. Similarly, as paddlers are not always comfortable locking through alongside larger boats, well-defined portage trails and highly visible signage would encourage paddlers to land and portage around the locks.
- **Cluster amenities at community gateways.** It was noted that although the trails pass directly through many communities, there is not always a clear connection to those communities, which is a missed opportunity. Placemaking, the process of designing and building public places that are inviting and uplifting to the community, can be used at points of connection to the community to strengthen ties to the trails, encourage trail users to visit the community, and create a nexus of activity among users.

## 4 Strengthen Maintenance Agreement Processes

It is imperative that recommended investments are implemented in compliance with state and local regulations and that they are maintained in the long term. With roughly 100 jurisdictions owning portions of the trail system, and countless private and non-profit entities operating on the trails, this can present a unique challenge. Maintenance agreements define responsibilities between entities, such as a community installing amenities on Canal Corporation land or non-profits installing amenities on municipal land. Strong maintenance agreements ensure the safety, functionality, and attractiveness of trail amenities long after they are installed.

Maintenance agreements currently exist in some cases but are not consistently used. Model agreements, combined with strong community engagement around the importance of maintenance agreements, could make this practice more commonplace to ensure amenity investments reach their maximum potential.



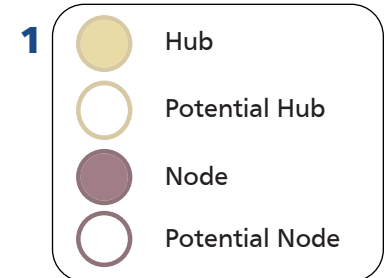
Cyclists on the Erie Canalway Trail in Niskayuna.

## Regional Needs

For the purpose of this study, analysis and recommendations were divided into four regions, shown in Map 4.1. The following pages detail location-based recommendations specific to each region. In each region, there is a narrative description of needs and opportunities followed by a series of maps. Specifically, the following six elements will be included for each region.

### 1 Locations of Hubs and Nodes

A map of the general locations of hubs and nodes is shown for each region based on the criteria outlined in Section 3. Existing hubs and nodes are places where the hub and node criteria outlined in Section 2 are currently met. Proposed hubs and nodes are places where there is potential based on proximity to an activity center or strategic location along the trail, but would require significant amenity investment.



### 2 Existing Amenities at Hubs and Nodes

A summary map of the key amenities currently available at each hub and node is provided for each region. Amenities that do not currently exist are greyed out. Amenities in poor condition are outlined in red.



### 3 Gap Analysis by Amenity Type and User Group

A series of five maps shows the locations of key amenities along the trails, with specific needs and opportunities called out. These maps are not specific to hub and node locations. Poor condition amenities are outlined in red.



### 4 Needs and Opportunities at Hubs and Nodes

A narrative description of the location context of each hub and node is provided to highlight key needs and opportunities at each location. These are based on field observations as well as stakeholder input.

### 5 Additional Needs and Opportunities

A narrative description of needs and opportunities not specific to a hub or node is also provided. These are based on field observations as well as stakeholder input. They may note needs identified for the region overall or for a specific user group, such as bicyclists.

### 6 Summary Table

Each region concludes with a summary table of the recommended amenity investments at each hub and node, including the municipality and county where the hub or node is located along with the jurisdiction of the trail and whether trailside land is owned by Canal Corporation, DEC, OPRHP, or another entity.

## MAP 4.1 Study Area Regions





# Region 1: Rome to Waterford

## Overview

Region 1 is the easternmost region, beginning at Bellamy Harbor Park in the City of Rome and continuing to the eastern terminus at the Waterford Harbor Visitor Center in Waterford. In this region, the Erie Canal is synonymous with the Mohawk River. Because the river is prone to flooding, there is limited waterfront development along the canal, which creates a challenge to activate it and connect users to nearby communities and activity centers.

Although the Erie Canal/NYS Canalway Water Trail and the Erie Canalway Trail run parallel to each other in this region, the Erie Canalway Trail is often located a few streets away from the waterfront, creating a visual disconnect. Enhancing wayfinding signage is especially important here to connect users to amenities.



## At a Glance

**115 miles**

ERIE CANAL  
NYS CANALWAY WATER TRAIL

**118 miles**

ERIE CANALWAY TRAIL

**5**

EXISTING  
HUBS

**9**

EXISTING  
NODES

## MAP 4.2 Locations of Hubs and Nodes, Region 1



Note: Region 1 map includes overlap with Region 2.

## Region 1 Hubs and Nodes

Map 4.2 illustrates the locations of hubs and nodes identified for Region 1. There are five existing hubs and nine existing nodes in this region.

### Overview of Hubs

In Region 1, the five hubs are located at Bellamy Harbor Park in Rome, Little Falls, Amsterdam, Mohawk Harbor, and Waterford Harbor. Hubs are between 20 and 40 miles apart in this region. Map 4.3 indicates the amenities currently available at hubs, showing a strong concentration of amenities catering to the needs of both Erie Canal/NYS Canalway Water Trail and Erie Canalway Trail users.

#### *Bellamy Harbor Park, Rome*

Bellamy Harbor Park is a trailside park in Rome. The park has several large docks and hand launch facilities clearly marked with NYS Canalway Water Trail signage, along with the Rome Navigation Center which offers restrooms, drinking fountains, and showers. Since the Erie Canalway Trail runs along the road, many waterfront amenities are not easily visible from the trail. The park is far from any center of activity in the City of Rome. Enhanced wayfinding signage could assist users in connecting to off-trail amenities.

#### *Little Falls*

The Little Falls Marina is in excellent condition and offers several amenities for Erie Canalway Trail users, paddlers, and boaters. The Marina has a large building which includes visitor resources, ADA-compliant restrooms, meeting space, drinking water, and kayak and canoe rentals. There is a long dockwall for motorized boats, a concrete ramp for launching boats, and a floating dock for hand launches. The grounds at the marina are well-shaded and feature beautiful views of the water. Because the park and marina are about one mile west and on the opposite side of the river from the downtown area, it can be a challenge to access most shops and restaurants located downtown. Likewise, the Erie Canalway Trail is not visible from the marina, which makes it difficult for users to connect. An evaluation of the connections between the trails and downtown Little Falls should be considered, along with opportunities to enhance wayfinding.

#### *Amsterdam*

Amsterdam has amenities on both sides of the canal, with the northern side geared towards boaters and the southern side geared towards paddlers and bicyclists. There are considerable accessibility and connectivity challenges to consider, including steps leading down to the marina, but the many recent

investments in this area along with a dedicated pedestrian bridge connecting the two sides make it an excellent opportunity for a recreational hub.

#### *Mohawk Harbor*

Mohawk Harbor is a relatively new development with several shops, restaurants, and luxury apartments overlooking the harbor. Though geared towards Erie Canal users, the Erie Canalway Trail is located nearby and is well connected. A bike share station at Mohawk Harbor creates an opportunity for connection between land and water. This area is well activated with both indoor and outdoor public space, but the location feels private due to the lack of publicly available amenities. A public restroom near the water's edge would enhance the welcoming nature of the harbor (Map 4.4). Although there is a kayak rental and kayak launch located here, it's at the very end of the marina, a long walk from the parking lot. Stakeholders noted the importance of launches being located close to parking lots as paddlers must carry their watercraft to the launch. There may be an opportunity to relocate the launch closer to the parking lot. Paddlers generally noted that this location does not feel welcoming as you approach from the water. Additional signage to welcome paddlers would create a more engaging atmosphere.

## **Waterford**

Waterford Harbor Visitor Center is the eastern terminus of the Erie Canal/ NYS Canalway Water Trail and the Erie Canalway Trail. This is a popular stop for long-distance boaters completing the Great Loop. Ample amenities serve both day trippers and long-distance users, and the area is activated with markets and events during the summer. The location is highly visible from the water and is close to downtown shops and services. Among the investments needed is an adaptive paddlecraft launch, but the topography presents a challenge for finding a logical location.

## **Overview of Nodes**

In Region 1, there are nine nodes identified, including one identified as a potential node at Lock 20. Nodes tend to be located at locks, marinas, and local parks. Like the hubs, they have a strong concentration of amenities geared towards all user types. Map 4.3 shows amenities currently available at nodes.

### ***Lock 20, Marcy***

Lock 20 is a State Canal Park located in Marcy. Though there is not a center of activity close by, the park provides amenities for multiple user types and has clearly marked campsite locations. The amenities are easily visible from the trails.

### ***Frankfort Harbor***

Frankfort Harbor Marina is located in the center of Frankfort, with amenities for boaters and paddlers. The Erie Canalway Trail is on-road in this area and is a few blocks removed from the marina. Wayfinding signage could help to connect bicyclists to amenities at the harbor.

### ***Ilion***

The Village of Ilion Marina is in the heart of Ilion and is well connected to the Erie Canalway Trail as well as nearby shops and restaurants. The Erie Canalway Trail runs through the marina parking lot

which is also an RV parking area. The marina serves both boaters and paddlers, and amenities are visible from the Erie Canalway Trail.

### ***St. Johnsville Municipal Marina***

This marina works well for boaters, with amenities such as camping, restrooms, and showers, but is poorly connected to the surrounding community and the Erie Canalway Trail is on the opposite side of the river. Enhanced bicycle and pedestrian connections, along with wayfinding, would help all users take advantage of these amenities.

### ***Riverfront Park, Canajoharie***

Canajoharie's Riverfront Park is a medium-sized park along the Mohawk River on the Erie Canal. While not far away, the park is also physically separated from downtown Canajoharie by I-90. The park features a large gazebo, picnic benches, swings, several interpretive signs, and a large dockwall for boats. A large parking lot is adjacent to the park and includes a single portable restroom facility. The only water access point for paddlers is just outside of the park, on the far side of the parking lot.

### ***Kiwanis Park, Rotterdam***

This park serves both paddlers and bicyclists in a small, well-contained area.

Because the park is cut off from other destinations by highways, it would be difficult to access off-trail amenities, but it serves as a good resting spot for trail users.

#### ***Aqueduct Park, Niskayuna***

Amenities in this park are geared towards paddlers, but the Erie Canalway Trail runs adjacent to the park. Bicyclists and pedestrians would benefit from wayfinding to access the restrooms and drinking fountain.

#### ***Lions Park, Niskayuna***

Amenities in this local park are well clustered and can be easily accessed by both paddlers and bicyclists, except in late summer when water chestnut buildup can make it nearly impossible to access the water.

#### ***Crescent Terminal Wall/Crescent Park, Halfmoon***

This park has few amenities but has potential to be activated due to the adaptive paddlecraft launch installed here. Additional amenity investments could elevate this location to a paddling destination.

## **Region 1 Amenity Needs and Opportunities**

Maps 4.4-4.8 illustrate gaps between specific amenity types, indicating potential opportunities to fill these gaps. Specific needs and opportunities are described below.



### ***Gaps in Drinking Fountains***

Along the Erie Canal/NYS Canalway Water Trail, there is one large gap, about 55 miles, between drinking fountains at Little Falls and Kiwanis Park in Rotterdam. Based on best practices, the maximum spacing between drinking fountains should be 30 miles. There are two locations within this segment, St. Johnsville Municipal Marina and the City of Amsterdam, where permanent restrooms with plumbing may present opportunities to install additional drinking fountains to close this gap.

### ***Activating Crescent Park, Halfmoon***

Crescent Park in Halfmoon is an appealing location for investment because it is home to one of the few accessible hand launches on the NYS Canalway Water Trail. This is an important amenity that attracts a wide range of users in terms of ability and experience level. This location would benefit from additional

comfort amenities such as a portable restroom (Map 4.4) that could form the basis for building a nexus of activity and encouraging additional investment.

Stakeholders noted that there is a private convenience store within walking distance that allows users to use the restroom, which should be taken into consideration in determining the level of investment here.



### ***Bike Rack Investments***

While most amenities within this region are in good or fair condition, bike racks stand out as an amenity type where many are in poor condition (Map 4.8). These amenities should be evaluated for replacement.



### ***Boat Rentals and Accessible Launches***



Boat rentals are readily available in Region 1, especially in the eastern portion of the region between Schenectady and Waterford (Map 4.6). Three out of five hubs have boat rentals, as well as two nodes with boat rentals at Aqueduct Park in Niskayuna and Crescent Park in Halfmoon.

Bellamy Harbor Park and Amsterdam would benefit from boat rental opportunities and this would achieve the goal of including boat rentals at all hubs in this region.

Although there are countless hand launches in this region, there are only two fully accessible launches and three low docks with rollers (Map 4.6). Existing launch locations at hubs and nodes should be evaluated for opportunities to retrofit an adaptive launch.

### ***Invasive Species***

Invasive water chestnuts were mentioned by several stakeholders as a particular challenge for accessing the Erie Canal in this region. Aqueduct Park and Lions Park, both located in Niskayuna, have such severe growth that it can be impossible to access the water at certain times of year. Both paid and volunteer maintenance efforts should be explored to identify and remove this invasive species to enhance these locations.



### ***Boater Amenities***

As in the other three regions, amenities geared towards boaters were plentiful and well spaced. The majority of marinas in this region tend to be privately owned, though key public marinas like St. Johnsville and Frankfort Harbor are popular destinations. Waterford Harbor was noted as an important stopping point for long-distance boaters and Great Loopers, who enjoy stopping here to take part in the farmer's market and stop in the Visitor's Center.



### ***Expanding Bike Rental Options***

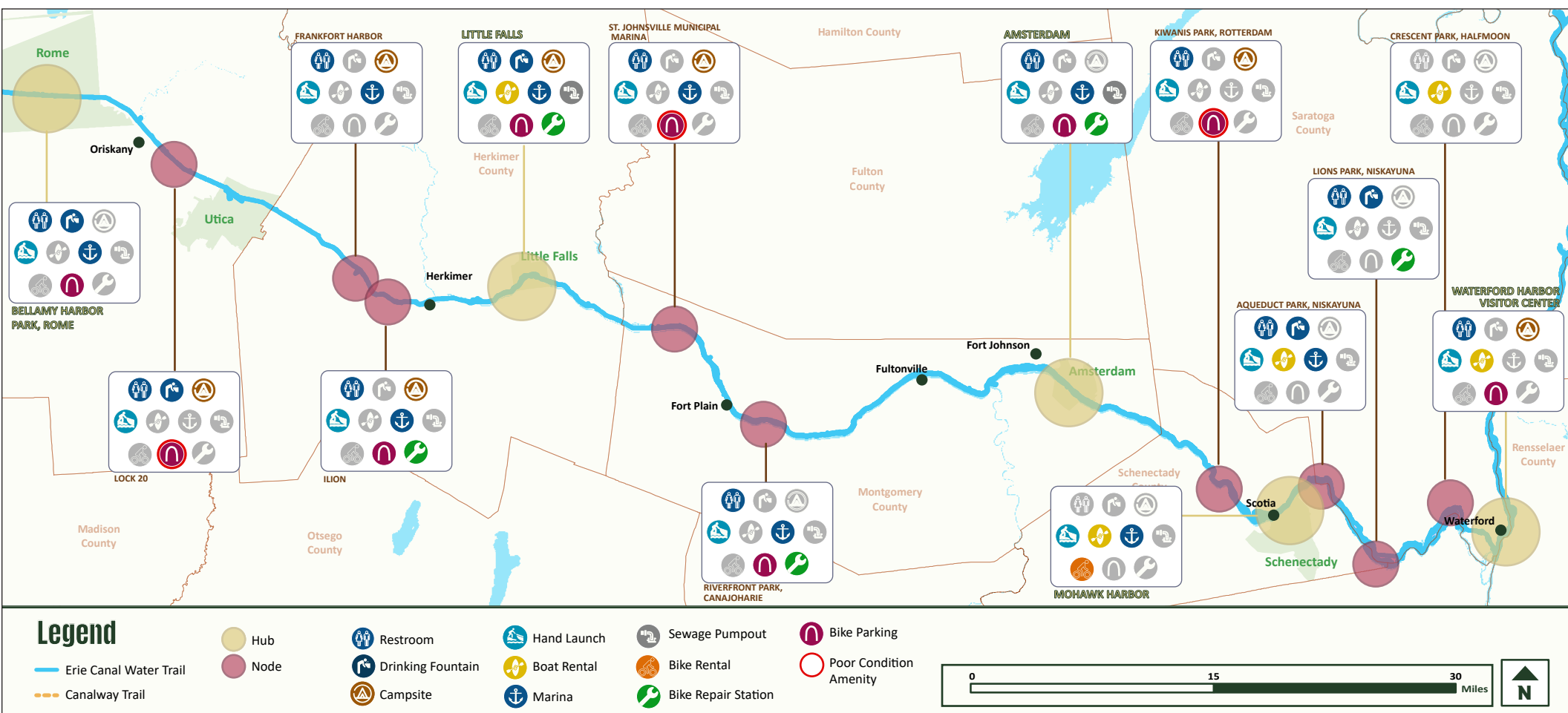
In the eastern segment of Region 1, Capital Bikeshare provides some opportunity for the community to try out bicycling on the Erie Canalway Trail. However, bike share tends to operate more as a public transit option, with shorter rental periods and heavy, slow moving bikes, as opposed to a recreation option. Bicycle rentals geared towards recreational trail use tend to allow for longer rental periods, such as a full day or multiple days, and would have bicycles well suited for trail use, along with accessories such as helmets, baskets, and bike locks. The Erie Canalway Trail inventory did not reveal any true bike rental locations like those seen further west. This region presents an opportunity to expand bike rental offerings, especially at hubs (Map 4.8). Bike rentals remove a barrier to use of the Erie Canalway Trail, allowing those who have never considered biking recreationally to try it for the first time.

### ***City of Amsterdam***

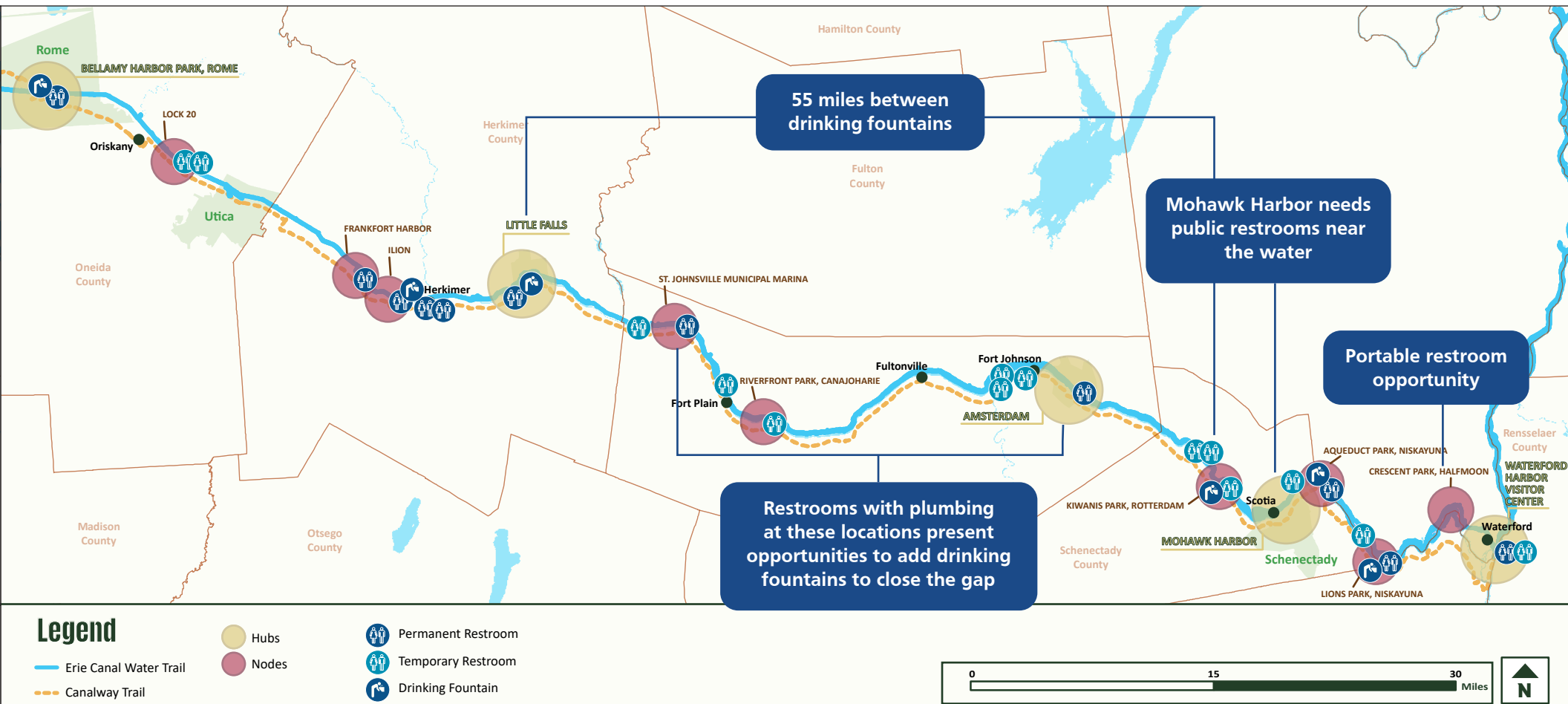
Amsterdam presents both opportunities and challenges for recreational use. There has been significant investment in the downtown, and the County is currently working to expand paddling amenities

on the southern shore, which is only a couple blocks removed from the Erie Canalway Trail. On the northern shore are many boater amenities, including showers and restrooms at a public marina. These two amenity centers are connected by a footbridge. However, the area's topography creates deep accessibility and connectivity issues. For example, the north shore amenities can only be reached through a staircase, which is not ADA compliant. This location has excellent potential for increased recreational use if these barriers to accessibility and connectivity can be overcome.

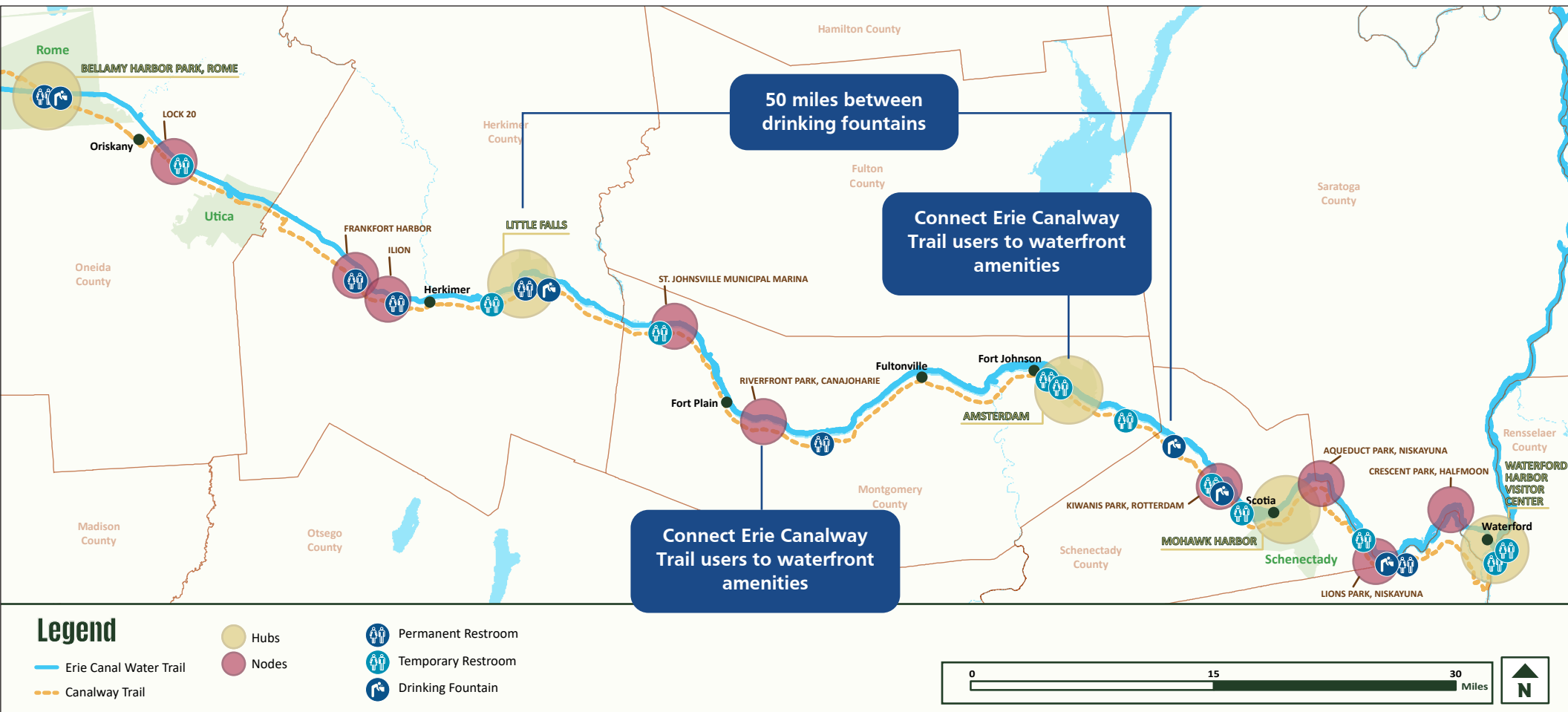
## MAP 4.3 Existing Hub and Node Amenities, Region 1



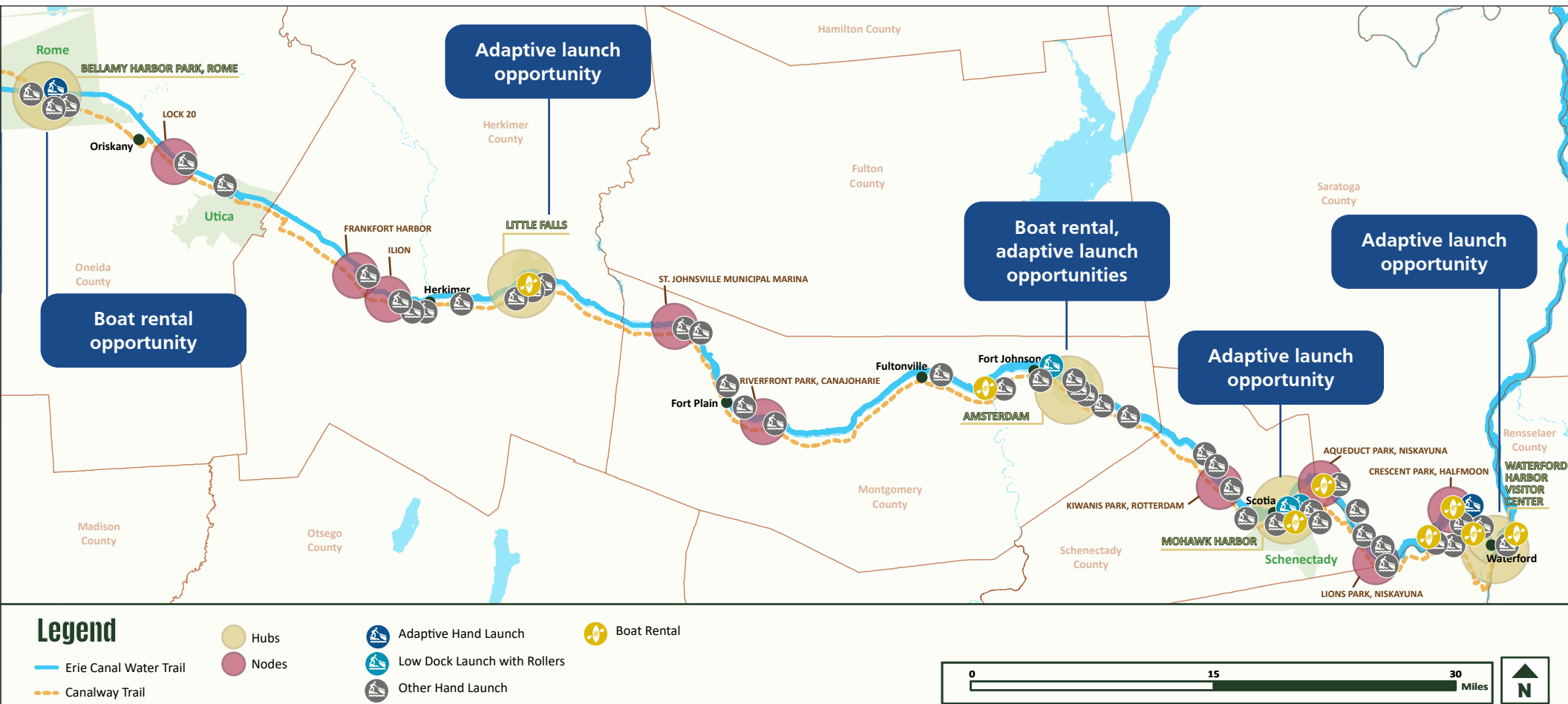
## MAP 4.4 Existing Shared Amenities, Erie Canal and NYS Canalway Water Trail, Region 1



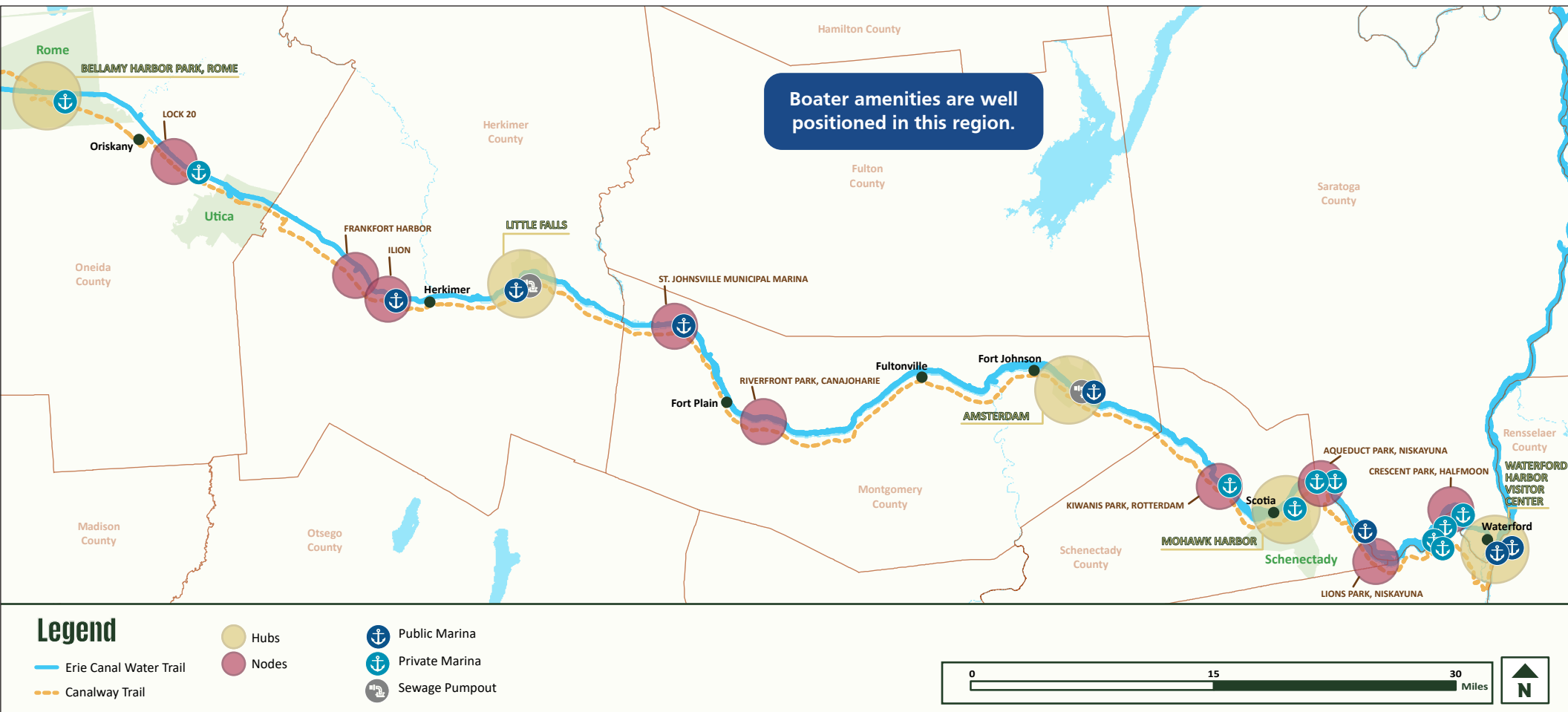
## MAP 4.5 Existing Shared Amenities, Erie Canalway Trail, Region 1



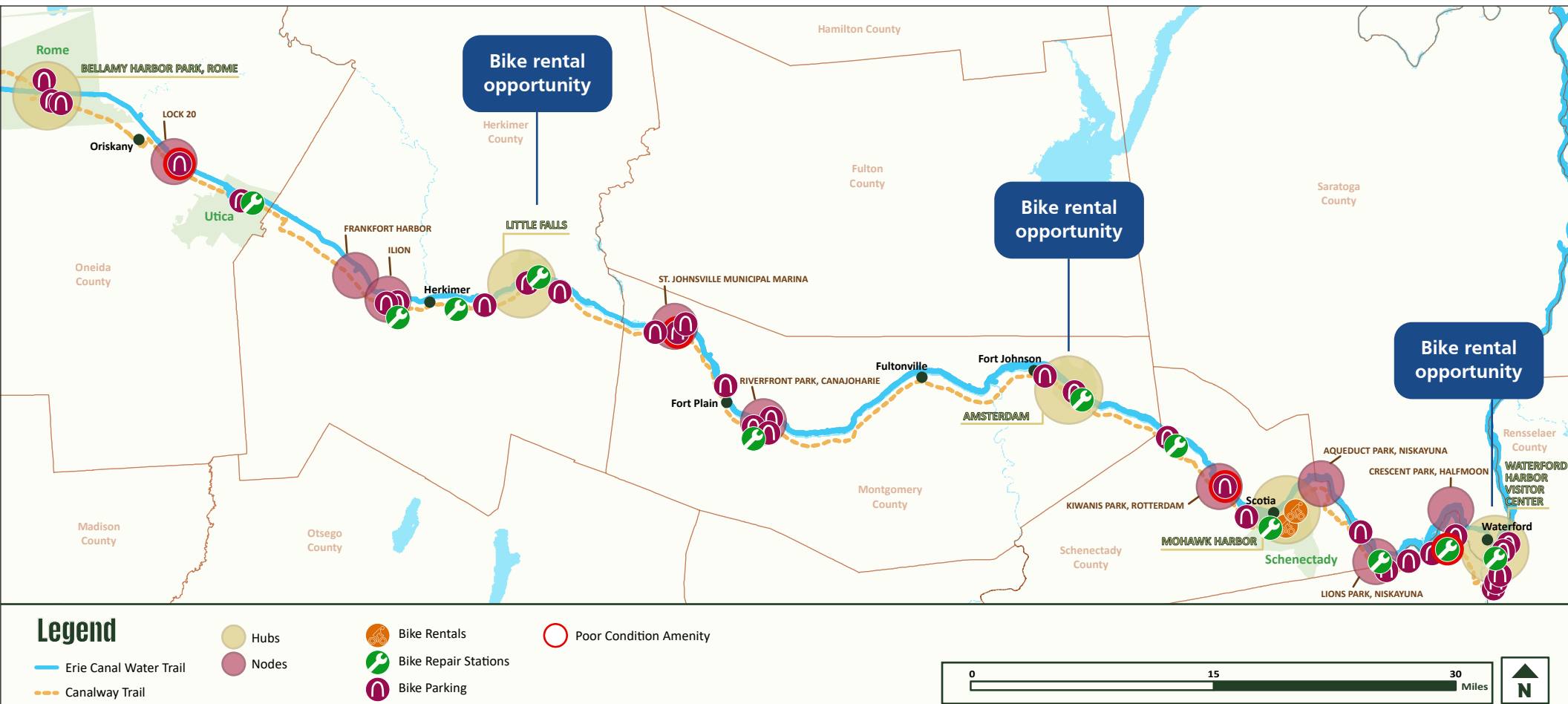
## MAP 4.6 Existing Paddler Amenities, Region 1



## MAP 4.7 Existing Boater Amenities, Region 1



## MAP 4.8 Existing Bicyclist Amenities, Region 1



## TABLE 4.1 Summary of Amenity Needs, Region 1

| Hub/Node Name                   | Type | Amenities Needed                                                                    | Municipality   | County     | Erie Canalway Trail Jurisdiction(s) | Land Jurisdiction(s)       |
|---------------------------------|------|-------------------------------------------------------------------------------------|----------------|------------|-------------------------------------|----------------------------|
| Bellamy Harbor Park, Rome       | Hub  | Boat Rental<br>Bike Rental<br>Bike Repair Station                                   | Rome           | Oneida     | NYSDOT                              | Canal Corporation<br>Other |
| Lock 20, Marcy                  | Node | Bike Rack (poor condition)<br>Bike Repair Station                                   | Marcy          | Oneida     | Canal Corporation                   | Canal Corporation          |
| Frankfort Harbor                | Node | Bike Rack<br>Bike Repair Station                                                    | Frankfort      | Herkimer   | Village of Frankfort                | Canal Corporation          |
| Ilion                           | Node |                                                                                     | Ilion          | Herkimer   | Canal Corporation                   | Canal Corporation          |
| Little Falls                    | Hub  | Bike Rental<br>Adaptive Hand Launch                                                 | Little Falls   | Herkimer   | City of Little Falls                | Canal Corporation<br>Other |
| St. Johnsville Municipal Marina | Node | Bike Rack (poor condition)<br>Bike Repair Station<br>Drinking Fountain (potential)  | St. Johnsville | Montgomery | OPRHP                               | Canal Corporation          |
| Riverfront Park, Canajoharie    | Node |                                                                                     | Canajoharie    | Montgomery | Village of Canajoharie<br>OPRHP     | Canal Corporation<br>Other |
| Amsterdam                       | Hub  | Boat Rental<br>Adaptive Hand Launch<br>Bike Rental<br>Drinking Fountain (potential) | Amsterdam      | Montgomery | City of Amsterdam<br>OPRHP          | Canal Corporation<br>Other |

“Erie Canalway Trail Jurisdiction” refers to the entity or entities that own this segment of the Erie Canalway Trail. “Land Jurisdiction” refers to the entity or entities that own either the land surrounding the Erie Canalway Trail, such as a park with amenities that the trail passes through, or land used for Erie Canal/NYS Canalway Water Trail access points.

| Hub/Node Name                         | Type | Amenities Needed                                           | Municipality | County       | Erie Canalway Trail Jurisdiction(s) | Land Jurisdiction(s)                |
|---------------------------------------|------|------------------------------------------------------------|--------------|--------------|-------------------------------------|-------------------------------------|
| Kiwanis Park, Rotterdam               | Node | Bike Rack (poor condition)<br>Bike Repair Station          | Rotterdam    | Schenectaday | Schenectady County                  | Canal Corporation<br>Other          |
| Mohawk Harbor                         | Hub  | Restroom<br>Bike Rack<br>Bike Repair Station               | Schenectady  | Schenectady  | OPRHP                               | Other                               |
| Aqueduct Park, Niskayuna              | Node | Adaptive Hand Launch<br>Bike Rack<br>Bike Repair Station   | Niskayuna    | Schenectady  | OPRHP                               | Canal Corporation                   |
| Lions Park, Niskayuna                 | Node | Bike Rack                                                  | Niskayuna    | Schenectady  | Town of Niskayuna                   | Canal Corporation<br>Other          |
| Crescent Park/Terminal Wall, Halfmoon | Node | Restroom<br>Bike Rack<br>Bike Repair Station               | Halfmoon     | Saratoga     | n/a                                 | Canal Corporation<br>Other          |
| Waterford Harbor Visitor Center       | Hub  | Adaptive Hand Launch<br>Bike Rental<br>Bike Repair Station | Waterford    | Saratoga     | Village of Waterford<br>OPRHP       | Canal Corporation<br>OPRHP<br>Other |

“Erie Canalway Trail Jurisdiction” refers to the entity or entities that own this segment of the Erie Canalway Trail. “Land Jurisdiction” refers to the entity or entities that own either the land surrounding the Erie Canalway Trail, such as a park with amenities that the trail passes through, or land used for Erie Canal/NYS Canalway Water Trail access points.



## Region 2: Baldwinsville/Camillus to Rome

### Overview

The Erie Canalway Trail diverges from the Erie Canal and NYS Canalway Water Trail for the majority of Region 2. The Erie Canal follows the Seneca River in this region, stretching from Baldwinsville in the west to Bellamy Harbor Park in Rome to the east. The Erie Canalway Trail in this region begins in Camillus and travels through the City of Syracuse and surrounding suburbs before reconnecting with the Erie Canal in Rome.

For both the Erie Canal/NYS Canalway Water Trail and the Erie Canalway Trail, amenities are relatively sparse, especially at proposed hub and node locations (Map 4.9). Stakeholders who have embarked on long-distance trips noted that this area is one of the most difficult for camping because there are so few locks, which are a key camping location. This region should be a focus of investment to enhance the recreational experience in Central New York.



### At a Glance

**57 miles**

ERIE CANAL  
NYS CANALWAY WATER TRAIL

**57 miles**

ERIE CANALWAY TRAIL

**3**

EXISTING  
HUBS

**1**

PROPOSED  
HUB

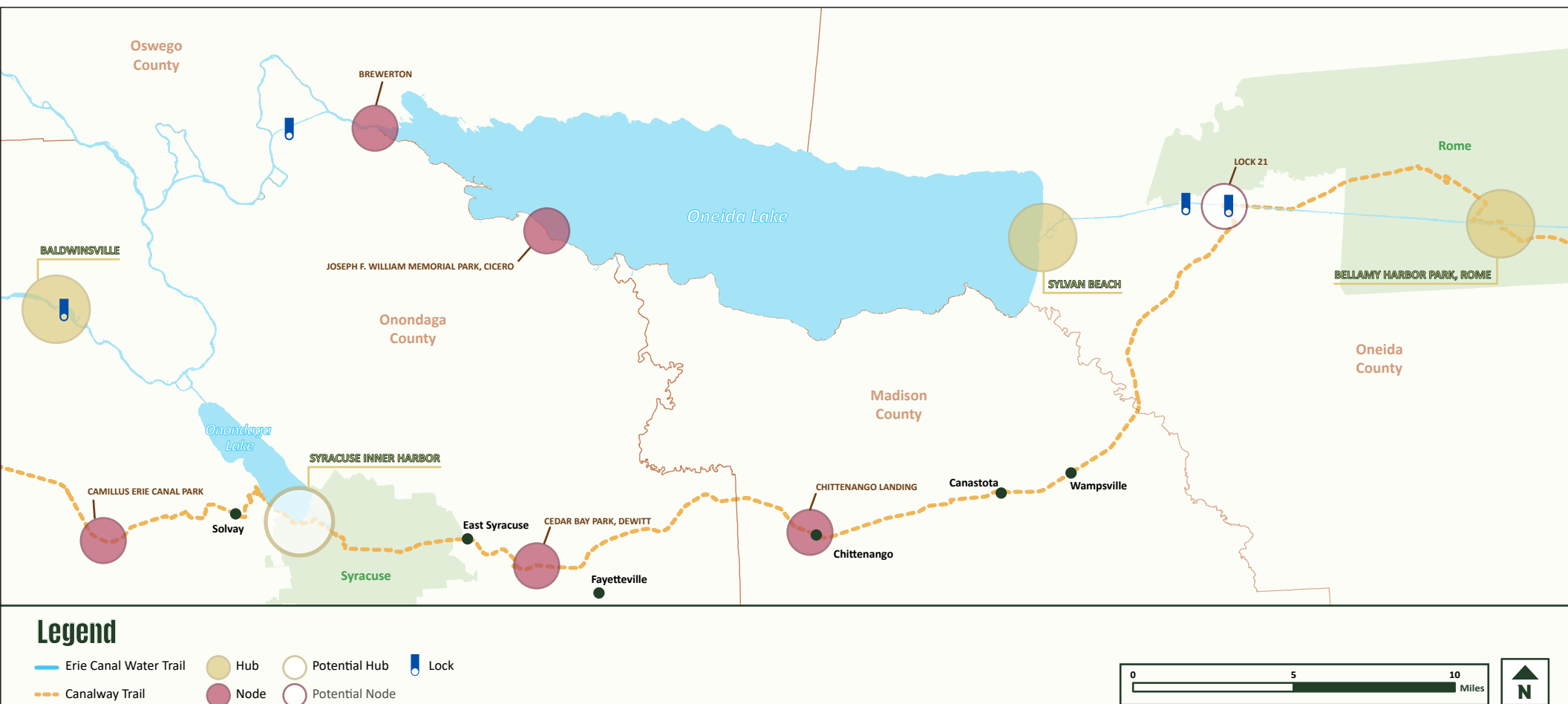
**5**

EXISTING  
NODES

**1**

PROPOSED  
NODE

## MAP 4.9 Locations of Hubs and Nodes, Region 2



## Region 2 Hubs and Nodes

Map 4.9 illustrates the locations of hubs and nodes identified for Region 2. There are three existing hubs, one proposed hub, five existing nodes, and one proposed node.

### Overview of Hubs

In Region 2, the three hubs are located at Baldwinsville, Sylvan Beach, and Bellamy Harbor Park in Rome. Hubs are between 15 and 40 miles apart in this region. Map 4.10 indicates the amenities currently available at hubs. Though paddlers and boaters have strong access to amenities in this region, the Erie Canalway Trail is in need of investment to enhance the experience for bicyclists and pedestrians. A potential hub is identified at Syracuse Inner Harbor because it would be a strategic location for Erie Canalway Trail users, but would require significant investment.

#### *Baldwinsville*

Baldwinsville contains several amenity clusters for boaters and paddlers within a dense, walkable downtown. The marina is a popular social destination for boaters and is quite activated on weekends. Paddlers have access to excellent amenities such as an adaptive launch, picnic area, and restrooms at nearby Mercer Park, but may not be aware of the showers located at the marina. Enhanced wayfinding could

connect these two locations to maximize the potential for recreational use.

#### *Syracuse Inner Harbor*

On the Erie Canalway Trail, there are no obvious hubs. Given the amount of planning and investment taking place at the Syracuse Inner Harbor, this location is a logical place for a hub, but there are currently very few amenities geared towards trail use. This would need to be a focus of investment in order to capitalize on the location as a hub for recreation.

#### *Sylvan Beach*

Sylvan Beach is a well-established destination for boaters, paddlers, and tourists, with private marinas, a beach, and waterside attractions such as an amusement park and restaurants. Near the public beach is the Cove Road boat launch, which is a popular kayak launch site. Verona Beach State Park also has many amenities for paddlers. There is an opportunity to capitalize on the popularity of the State Park by promoting it to long-distance paddlers.

#### *Bellamy Harbor Park, Rome*

Bellamy Harbor Park is the point of confluence between the Erie Canal and the Mohawk River. The location has ample amenities, chief among them the recently completed Rome Navigation Center, an ADA-compliant facility with comfort

amenities such as restrooms, showers, and laundry. The location is easily visible to trail users. Because the park lacks a clear connection to downtown Rome, destination wayfinding would reduce the psychological barrier for users to venture out and access off-trail services.

### Overview of Nodes

Map 4.10 indicates the amenities currently available at nodes. There are five existing nodes and one potential node located in Region 2. Most nodes are between 5 and 15 miles apart, although there is a 20-mile gap between the Baldwinsville hub and the next node in Brewerton. Lock 20 is identified as a potential node, but would require enhanced paddler access.

#### *Brewerton*

Brewerton is shown as a node and is a key location for boaters looking to refuel, seek repairs, or store their boats. In fact, many Great Loopers will store their boats at a marina in Brewerton for the winter so they can return the following spring and continue their journey, thereby extending the trip over two boating seasons.

#### *Joseph F. William Memorial Park*

Joseph F. William Memorial Park in the Town of Cicero provides simple amenities and a picnic area for paddlers.

### *Lock 21, Rome*

Lock 21 is another useful stopping point for bicyclists and boaters and has a large flat area ideal for camping. Additional placemaking would enhance the camping experience here. Paddlers have difficulty accessing amenities here due to high vertical walls. A launch would open these amenities to paddlers.

### *Camillus Erie Canal Park, Cedar Bay Park, and Chittenango Landing*

Nodes for the Erie Canalway Trail are shown in Camillus, DeWitt, and Chittenango, primarily because they have restrooms, but each of these nodes would benefit from additional investment such as bike repair stations and enhanced wayfinding to nearby downtowns to enhance the trail experience for bicyclists and pedestrians.

## **Region 2 Amenity Needs and Opportunities**

Maps 4.11-4.14 show key amenities by user type in Region 2 and identify gaps that detract from the user experience. The narrative below describes specific needs and opportunities for this region.



### ***Restrooms and Drinking Fountains***



The Erie Canal is well equipped with these key resources in Region 2, in part thanks to the many waterfront parks and developments along Oneida Lake. There is a permanent restroom at Sylvan Beach that could present an opportunity to add a drinking fountain. It has been noted by stakeholders that paddlers cannot access the restroom located at Lock 21 because there are steep vertical walls and no kayak launches.



### ***Boat Rentals and Adaptive Launches***



Based on stakeholder input, boat rentals and adaptive launches should be co-located within centers of activity. There are adaptive launches located at either end of this region, but overall they are lacking and should be prioritized at hubs and nodes. The Town of Cicero is in the planning stages for a new kayak launch on the south side of the Canal in Brewerton, which could be an opportunity to add an adaptive launch. Baldwinsville has an adaptive launch but it is located at Mercer Park, several blocks away

from the heart of activity within downtown. Enhanced wayfinding from the park to the rest of downtown Baldwinsville could help to connect recreational users in this area. Boat rentals should be prioritized at hubs in this region.

Lock 21 should be evaluated for potential installation of a launch. Without paddler access here, paddlers have to travel 15 miles between Sylvan Beach and Rome without a break, which is on the upper limit for paddlers.



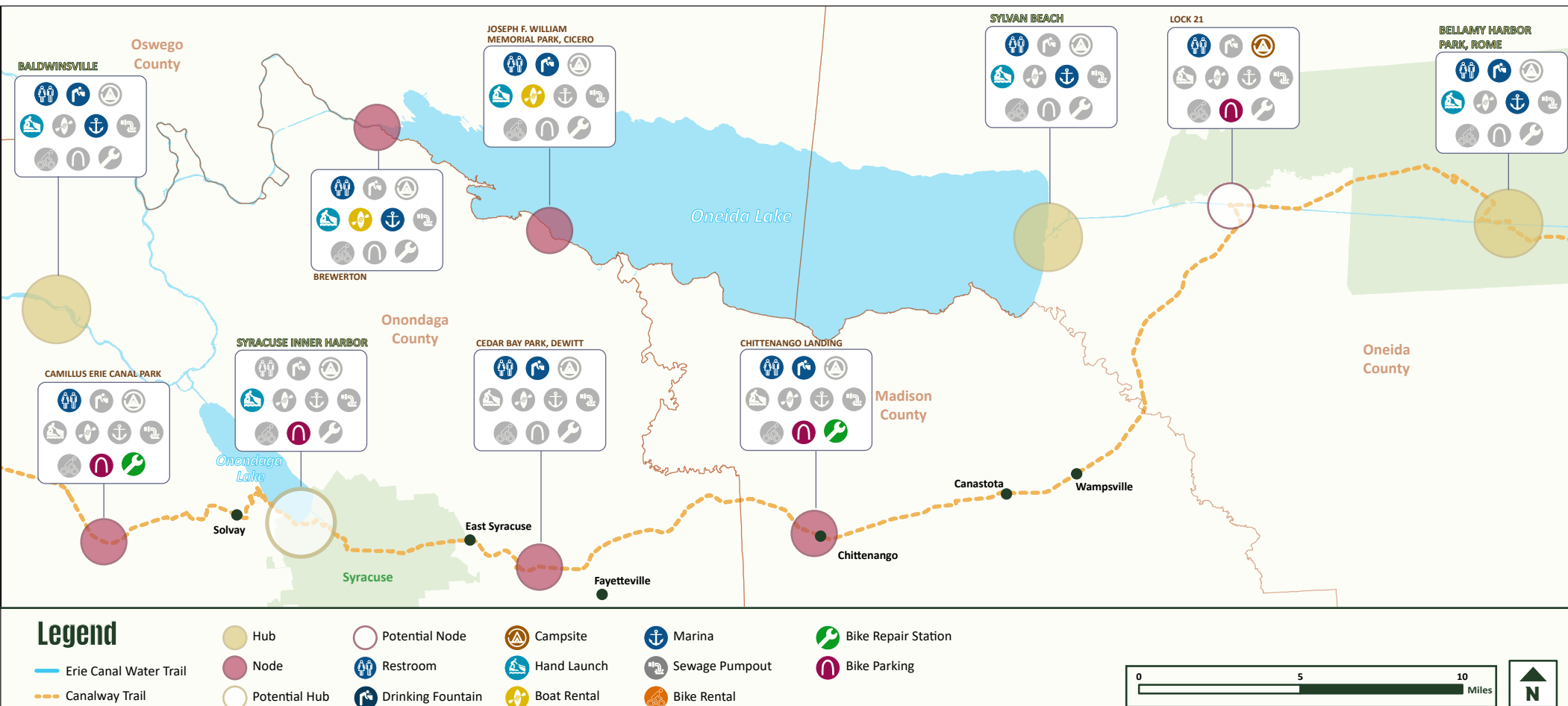
### ***Bicycling Amenities***



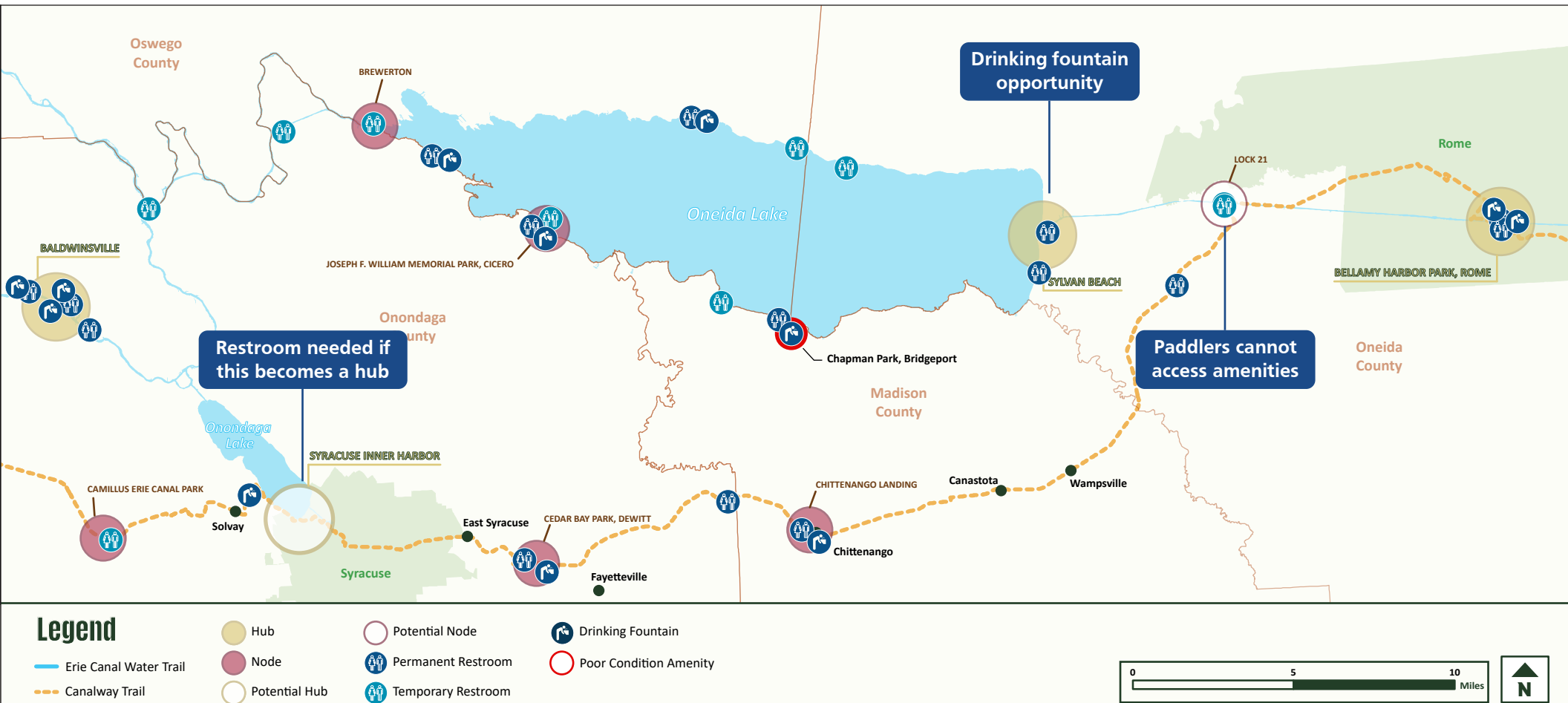
Bicycle amenities are generally lacking in this region. They are more plentiful on the western end between Camillus and the City of Syracuse. The Syracuse bike share program provides one option for the community to try biking on the Erie Canalway Trail, but similar to Capital Bikeshare in Albany, this service is designed to act more like transit for users to travel from point A to point B rather than experiencing a recreational trip at a leisurely pace with stops along the way. This region would benefit from the addition of true bike rental offerings.

Consistent bicycling amenities such as repair stations and bike racks at all hubs and nodes would contribute to the sense of place in this region. Cedar Bay Park in DeWitt in particular is in need of bicycling amenities (Map 4.14).

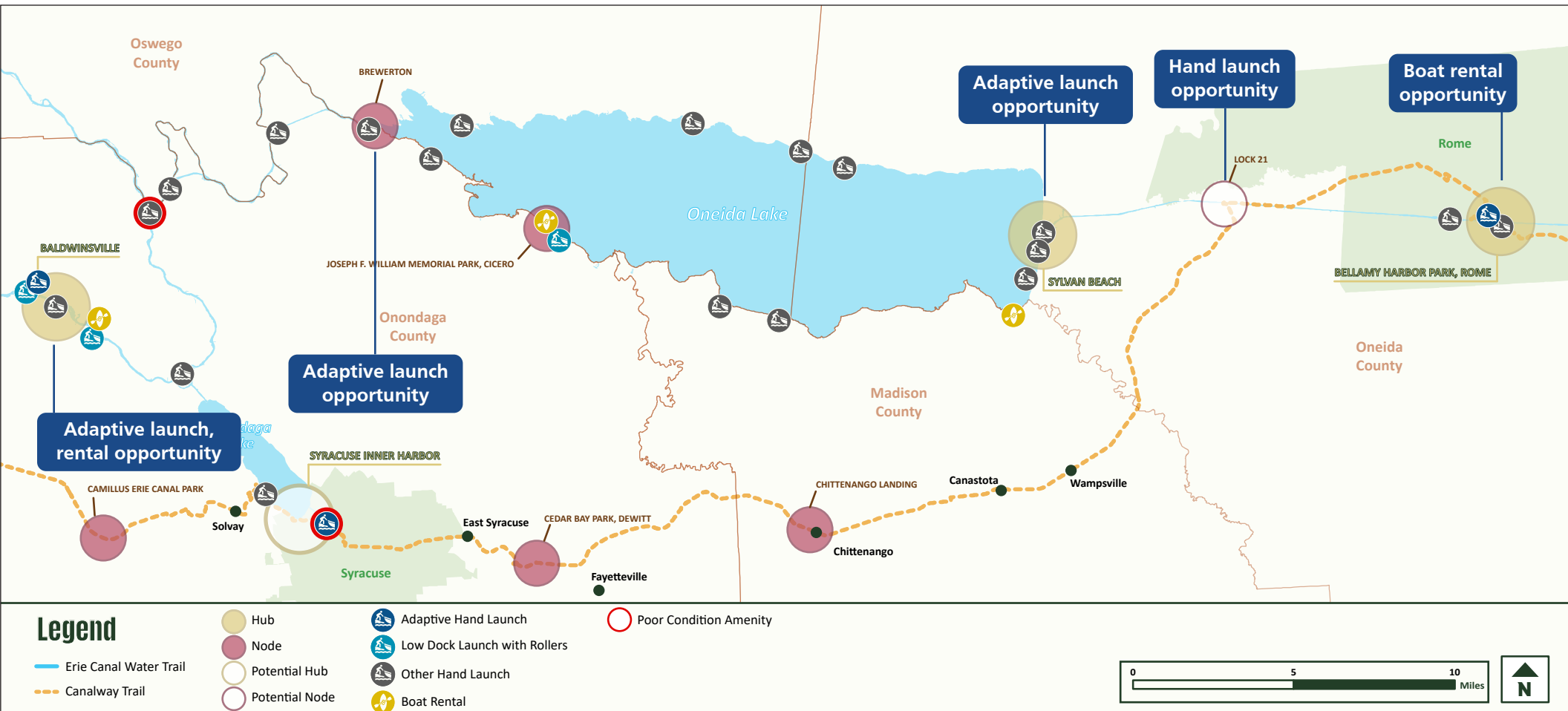
## MAP 4.10. Existing Hub and Node Amenities, Region 2



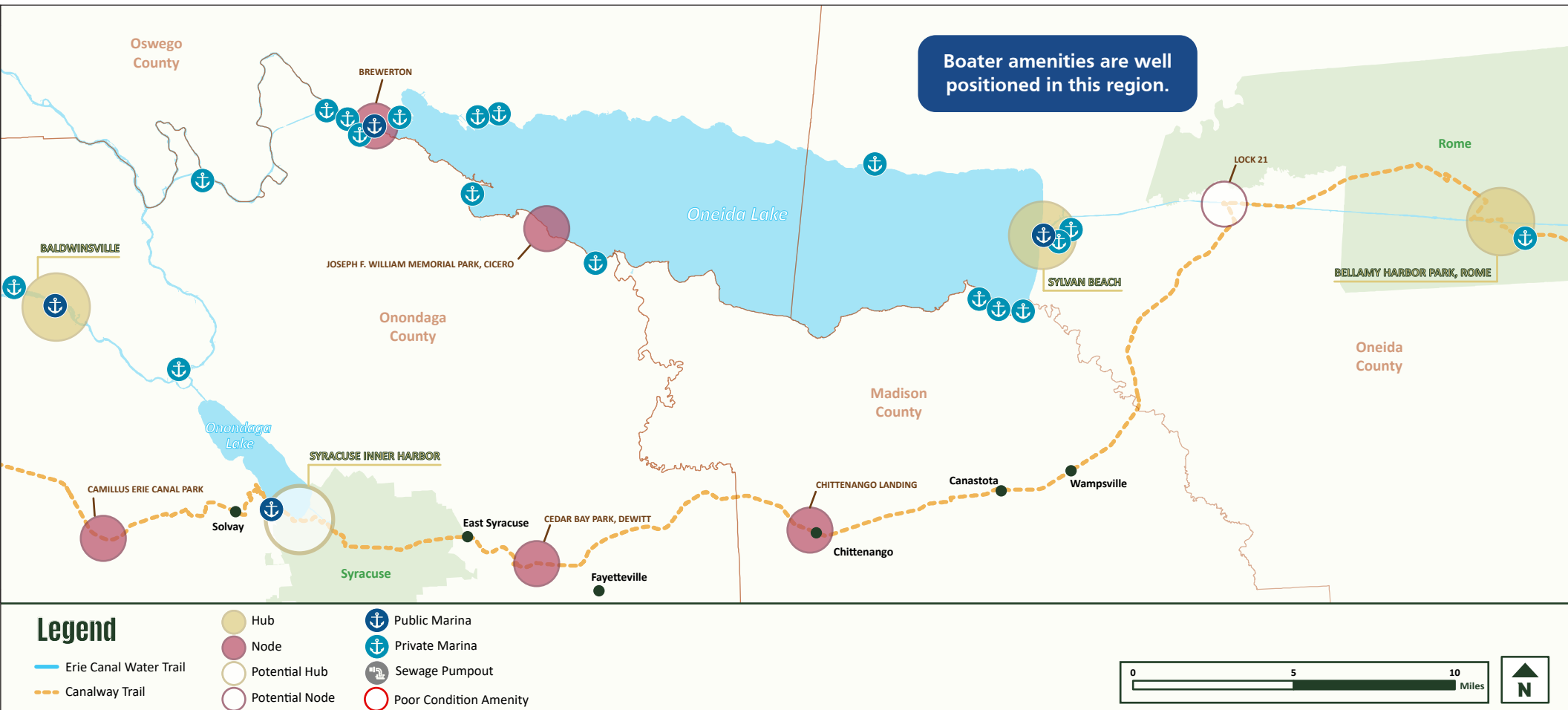
## MAP 4.11. Existing Shared Amenities, Region 2



## MAP 4.12. Existing Paddler Amenities, Region 2



## MAP 4.13. Existing Boater Amenities, Region 2



## MAP 4.14. Existing Bicyclist Amenities, Region 2



## TABLE 4.2 Summary of Amenity Needs, Region 2

| Hub/Node Name                           | Type           | Amenities Needed                                              | Municipality       | County             | Erie Canalway Trail Jurisdiction(s) | Land Jurisdiction(s)       |
|-----------------------------------------|----------------|---------------------------------------------------------------|--------------------|--------------------|-------------------------------------|----------------------------|
| Baldwinsville                           | Hub            | Boat Rental<br>Adaptive Hand Launch                           | Baldwinsville      | Onondaga           | n/a                                 | Canal Corporation<br>Other |
| Camillus Erie Canal Park                | Node           |                                                               | Camillus           | Onondaga           | Town of Camillus<br>Onondaga County | Other                      |
| Syracuse Inner Harbor                   | Potential Hub  | Restroom<br>Boat Rental<br>Bike Rental<br>Bike Repair Station | Syracuse           | Onondaga           | Onondaga County                     | Canal Corporation<br>Other |
| Brewerton                               | Node           |                                                               | Cicero<br>Hastings | Onondaga<br>Oswego | n/a                                 | Canal Corporation<br>Other |
| Joseph F. William Memorial Park, Cicero | Node           |                                                               | Cicero             | Onondaga           | n/a                                 | Other                      |
| Cedar Bay Park, DeWitt                  | Node           | Bike Rack<br>Bike Repair Station                              | DeWitt             | Onondaga           | OPRHP                               | OPRHP                      |
| Chittenango Landing                     | Node           |                                                               | Sullivan           | Madison            | OPRHP<br>Madison County             | OPRHP<br>Other             |
| Sylvan Beach                            | Hub            | Boat Rental<br>Drinking Fountain                              | Verona             | Oneida             | n/a                                 | Canal Corporation<br>Other |
| Lock 21, Rome                           | Potential Node | Hand Launch<br>Bike Repair Station                            | Verona             | Oneida             | n/a                                 | Canal Corporation          |
| Bellamy Harbor Park, Rome               | Hub            | Boat Rental<br>Bike Rental<br>Bike Repair Station             | Rome               | Oneida             | NYSDOT                              | Canal Corporation<br>Other |

“Erie Canalway Trail Jurisdiction” refers to the entity or entities that own this segment of the Erie Canalway Trail. “Land Jurisdiction” refers to the entity or entities that own either the land surrounding the Erie Canalway Trail, such as a park with amenities that the trail passes through, or land used for Erie Canal/NYS Canalway Water Trail access points.



## Region 3: Fairport to Baldwinsville/Camillus

### Overview

Region 3 begins at the Village of Fairport. The Erie Canal/NYS Canalway Water Trail and the Erie Canalway Trail are co-located from Fairport to Lyons. East of Lyons, the trails diverge but cross over at certain points. Nodes have been identified at these crossing points to maximize on opportunities to share amenities.

This region is home to some of the most rural portions of the system. The Erie Canalway Trail is characterized by long stretches of woods and farmland broken up by smaller towns and villages, which makes the points of arrival in hubs and nodes especially important for long-distance travelers. There are significant

### At a Glance

**75 miles**

ERIE CANAL  
NYS CANALWAY WATER TRAIL

**70 miles**

ERIE CANALWAY TRAIL

**3**

EXISTING  
HUBS

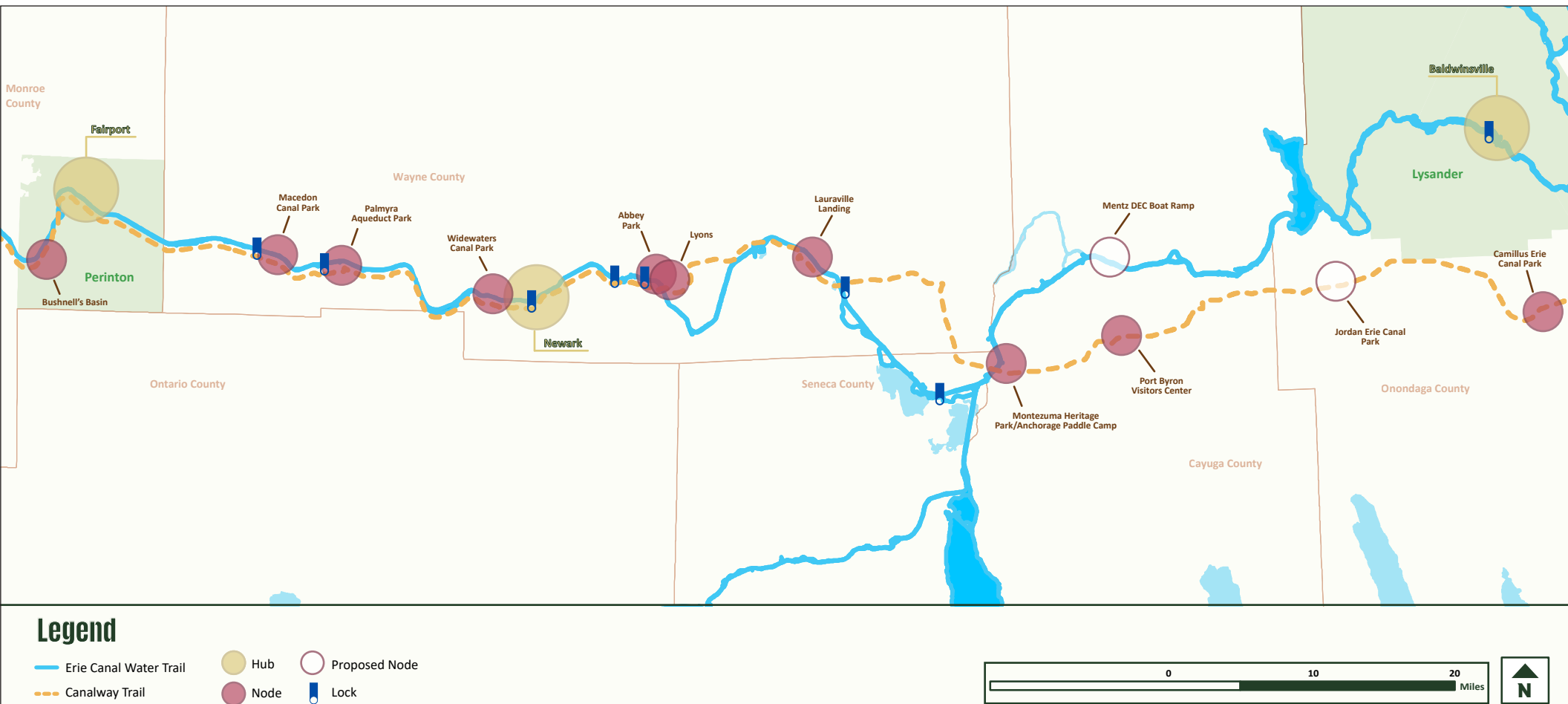
**9**

EXISTING  
NODES

**2**

PROPOSED  
NODES

## MAP 4.15. Locations of Hubs and Nodes, Region 3



Note: Region 3 maps include overlap with Regions 2 and 4.

on-road portions of the Erie Canalway Trail, which has been noted as a challenge for long-distance cyclists trying to navigate with limited trail signage.

Despite the rural nature of this region, the western portion contains many locations that work well as nodes, with a strong sense of arrival into downtown centers and dense concentrations of amenities. There are adequate restrooms and drinking fountains along the majority of this region. Although the Erie Canalway Trail diverges from the water at certain points, locations like Lauraville Landing, Lyons, and Montezuma Heritage Park/ Anchorage Paddle Camp are strategically located at places where it meets the water, providing opportunities for multiple user types to share amenities.

## Region 3 Hubs and Nodes

Map 4.15 illustrates the locations of hubs and nodes in Region 3. There are three existing hubs, nine existing nodes, and two proposed nodes in this region.

### Overview of Hubs

Map 4.16 illustrates amenities currently available at hubs in Region 3. Hubs are between 20 and 50 miles apart in this region. The hubs at Fairport and Newark serve both the Erie Canal/NYS Canalway Water Trail and the Erie Canalway Trail,

while the Baldwinsville hub only serves boaters and paddlers.

### *Village of Fairport*

Fairport has capitalized on its connection to the canal and created a strong nexus of activity along the water. Users can easily access the local shops, restaurants, and lodging options. As noted previously, this hub is an exemplary model of investment in enhancing accessibility.

### *Village of Newark*

Newark is unique in that it is one of the few places with a campsite located in its downtown, close to local goods and services. This hub is geared more towards boaters than paddlers, and would benefit from a kayak launch so paddlers could access the amenities.

### *Baldwinsville*

The Village of Baldwinsville is a strong center of activity, with amenities for boaters and paddlers alike. Shops, dining, and entertainment are available directly adjacent to the marina, where local boaters often spend weekend evenings socializing. The paddler amenities are located nearby in Mercer Park. Long-distance paddlers would benefit from wayfinding signage to connect to amenities like showers, as well as shops and services.

## Overview of Nodes

Map 4.16 illustrates the amenities currently available at nodes in Region 3. The majority of nodes are located at canalside parks, along with smaller villages and the Port Byron Visitors Center. Potential nodes are shown at the Mentz DEC Boat Ramp and Jordan Erie Canal Park.

### *Macedon Canal Park*

There are points of access to amenities on both sides of the water at this park, and signage suggests that bicyclists may cross the lock bridge to access the southern side. A new adaptive kayak launch and ample parking and picnic areas make this location attractive, though the amenities are not concentrated to create a strong sense of arrival. Several amenities, including an older boat ramp, are in poor condition and should be evaluated for investment. This node would be a good candidate for a kayak rental vendor. Shops and restaurants on Main Street are a short walk away.

### *Palmyra Aqueduct Park*

This linear park stretches along the length of the canal, but has several key amenities such as restrooms, a kayak launch, and a new self-serve kayak rental kiosk.

#### ***Widewaters Canal Park, Newark***

This is a useful node for paddlers but does not have a way for boaters to access it. Bicyclists could cross a nearby bridge to access the restroom but would benefit from wayfinding signage. Because there is an adaptive launch located here, this node is a good candidate for a kayak rental vendor.

#### ***Abbey Park, Lyons***

Abbey Park is a county park located just a short walk from the Village of Lyons. The Erie Canalway Trail passes through the park and the park is located along the canal with several hand launch facilities that are clearly marked with Water Trail signage. The small scale of the park makes it so that amenities are easily visible from both trails. There is ample parking, a permanent restroom, and a picnic area with a pavilion and grills.

#### ***Village of Lyons***

Lyons was noted by many stakeholders as a strong example of the way a community can create a welcoming atmosphere for long-distance trail users. A volunteer organization welcomes boaters and connects them with services. The fire department allows camping on their lawn and access to

their restrooms and showers. Ample signage points visitors to destinations in town.

#### ***Lauraville Landing Park, Clyde***

Similar to Abbey Park, Lauraville Landing has amenities for multiple user types that are well concentrated and visible from both trails. Shops and restaurants in Clyde are short walk away.

#### ***Montezuma Heritage Park/Anchorage Paddle Camp***

The Erie Canal and Canalway Trail cross over at this location. Although these are two nodes of amenities located across the street from each other, one geared towards Canalway Trail users and the other towards Water Trail users, with adequate signage there is opportunity for multiple user groups to take advantage of amenities here. With additional investment, this location could develop into a hub in the future.

#### ***Mentz DEC Boat Ramp***

This node is located in one of the most remote parts of the canal. Without a node here, long-distance paddlers would have to travel over 30 miles without a restroom. This location currently only has a parking area, a concrete ramp, and a fishing dock, but with some investment

could serve as a key stopping point for paddlers.

#### ***Port Byron Visitor Center***

This visitor center is often used as a gathering point for bicyclists to start a trip on the Erie Canalway Trail. The staffed facility allows trail users to use the restroom and drinking fountain. Additional bicycling amenities such as a repair station would be helpful.

#### ***Jordan Erie Canal Park***

Similar to the Mentz Boat Ramp on the Erie Canal/NYS Canalway Water Trail, this location could be an opportunity to close the gap between nodes for long-distance cyclists, but would require some investment in basic amenities like a portable restroom.

#### ***Camillus Erie Canal Park***

This park has basic amenities for Erie Canalway Trail users and serves as a simple resting point along the trail.

## Region 3 Amenity Needs and Opportunities

Maps 4.17-4.20 illustrate the locations of key amenities in Region 3 and identify elements that work well along with needed investments.



### *Shared Amenities (Map 4.17, 4.18)*



Though drinking fountains are generally well positioned in this region, there is a 30-mile gap between Fairport and Lauraville Landing. Although this is within an acceptable range based on the Best Practices section, there is a permanent restroom with plumbing at Abbey Park which could present an opportunity for a drinking fountain to shorten this gap.

There are 20 miles between restrooms along the Erie Canalway Trail along the eastern portion of this region (Map 4.19). Although this is an acceptable range based on best practices, there could be an opportunity to add a low-maintenance option such as a portable restroom or self-composting toilet at Jordan Erie Canal Park. There may also be an opportunity to create a partnership with a private campground in Weedsport to allow trail users to use their restrooms.



### *Paddlers (Map 4.19)*



The eastern portion of this region of the Canal is especially remote, which creates a challenge for paddler amenities. A low-maintenance restroom at the Mentz DEC Boat Ramp, such as a portable or self-composting toilet, is key to providing long-distance paddlers with a critical amenity here.

Locations like Abbey Park, Lauraville Landing, and Widewaters Canal Park have strong amenities for paddlers and are located near centers of activity. These locations would benefit from adding adaptive launches and boat rentals to open them to a wider array of users.

The Village of Baldwinsville, which is a key hub for boaters and paddlers, should strive to better connect paddler and boater amenities, or otherwise invest in paddler amenities near the center of activity at the marina near Lock 24.

Several hand launches in this region are in poor condition and should be further evaluated for repair or replacement. This could present an opportunity to add more adaptive launches.



### *Boaters (Map 4.20)*

Boater amenities are well-positioned within this region. A mix of public and private marinas provide boaters with places to rest and recharge. Private marinas help to close the gap in services along the eastern portion of this region, which is more remote. Given the remote nature of much of this region, enhanced awareness of amenities available is especially important here for trip planning and decision-making.



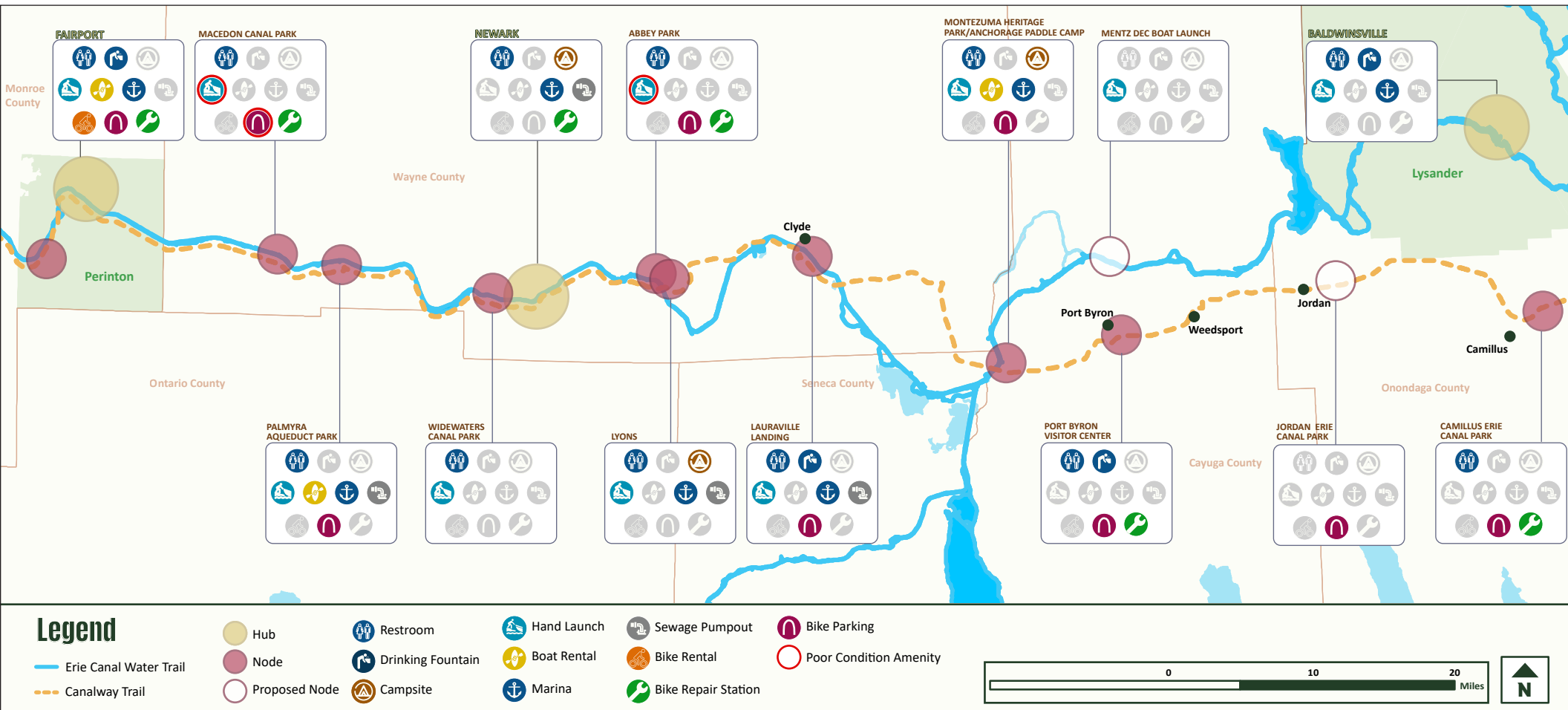
### *Bicyclists (Map 4.21)*



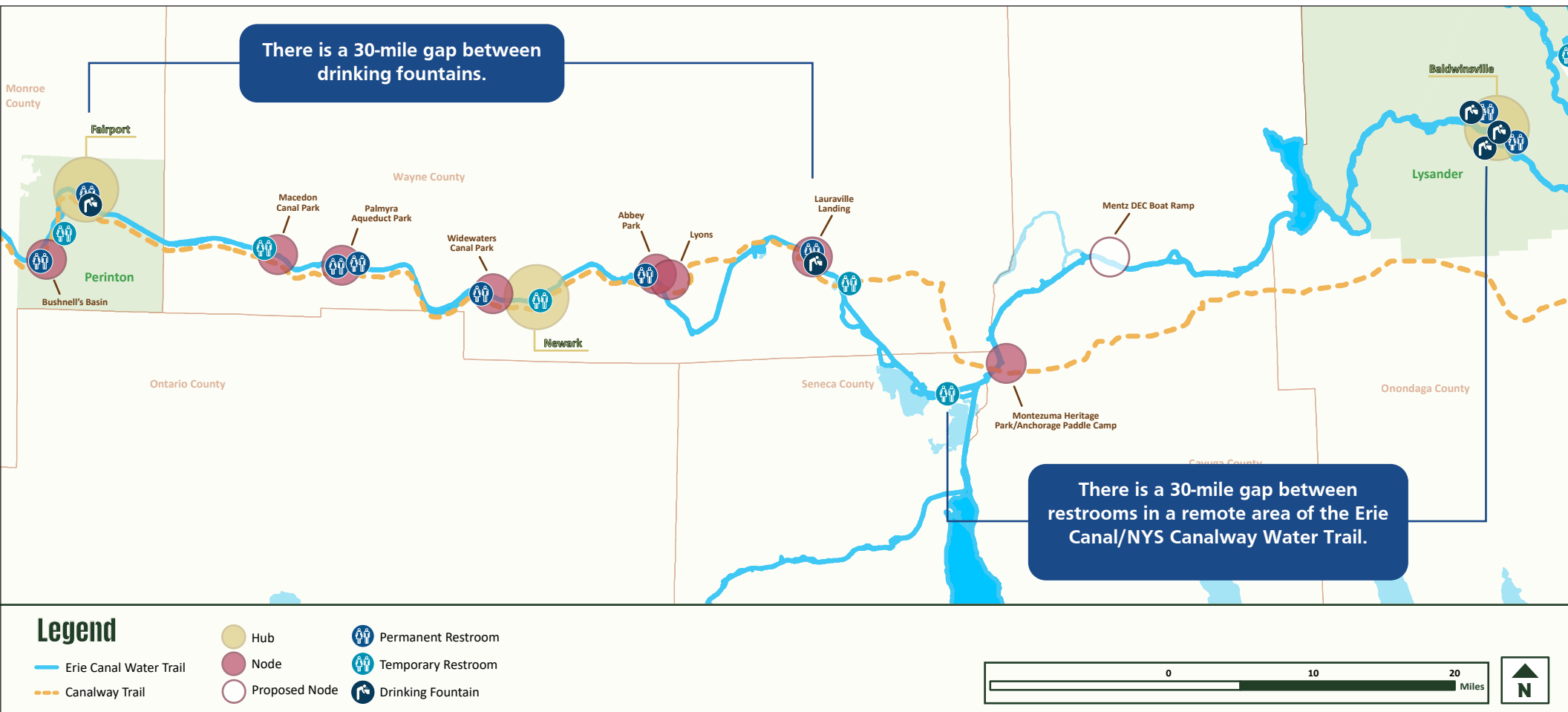
Several locations were identified where amenities geared towards bicyclists should be added to enhance their experience on the Erie Canalway Trail.

- The addition of bike racks and bike rentals in Newark would enhance this hub, which is geared towards boaters, for bicyclists
- A bike repair station at Lauraville Landing and Montezuma Anchorage Park would assist bicyclists in closing this gap.
- Jordan Erie Canal Park would benefit from a concentration of bicycling amenities

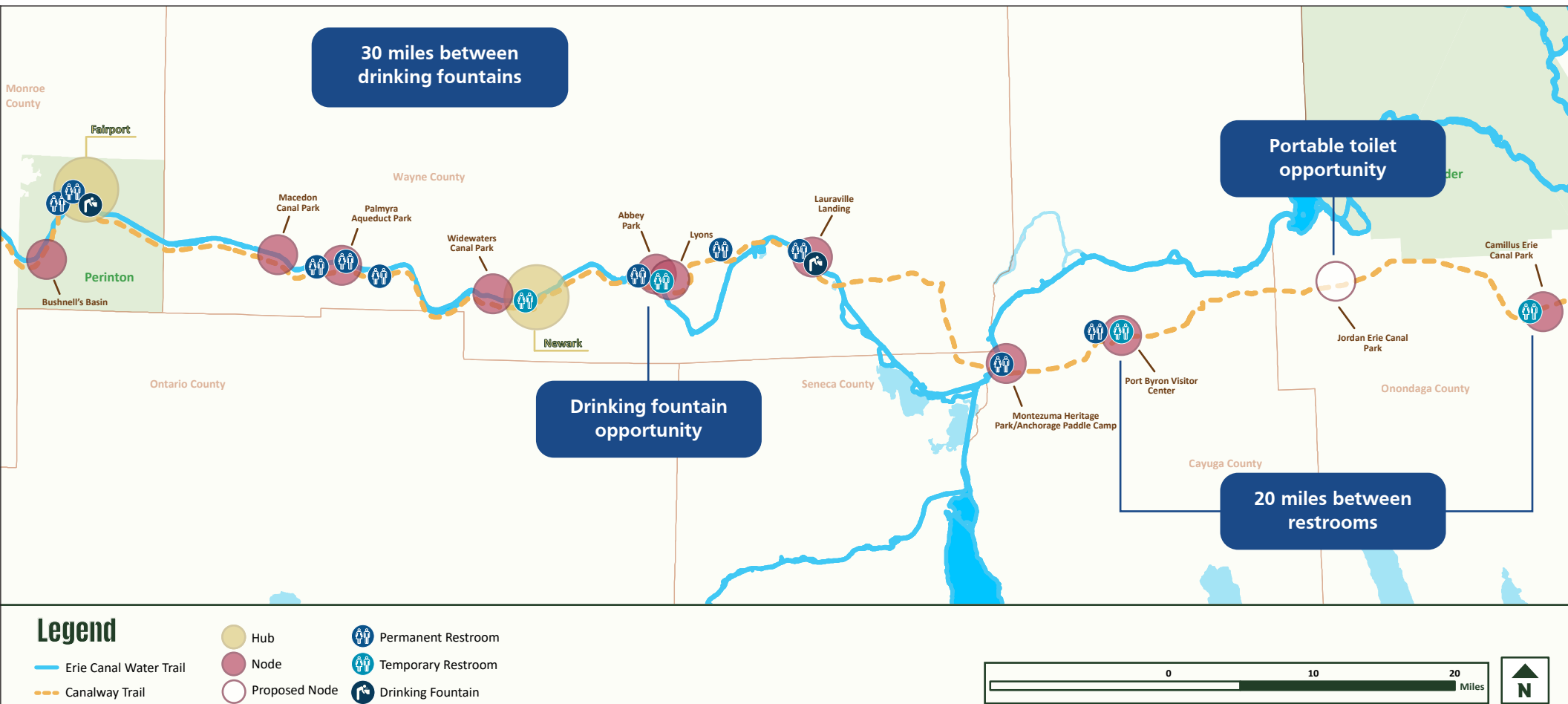
## MAP 4.16. Existing Hub and Node Amenities, Region 3



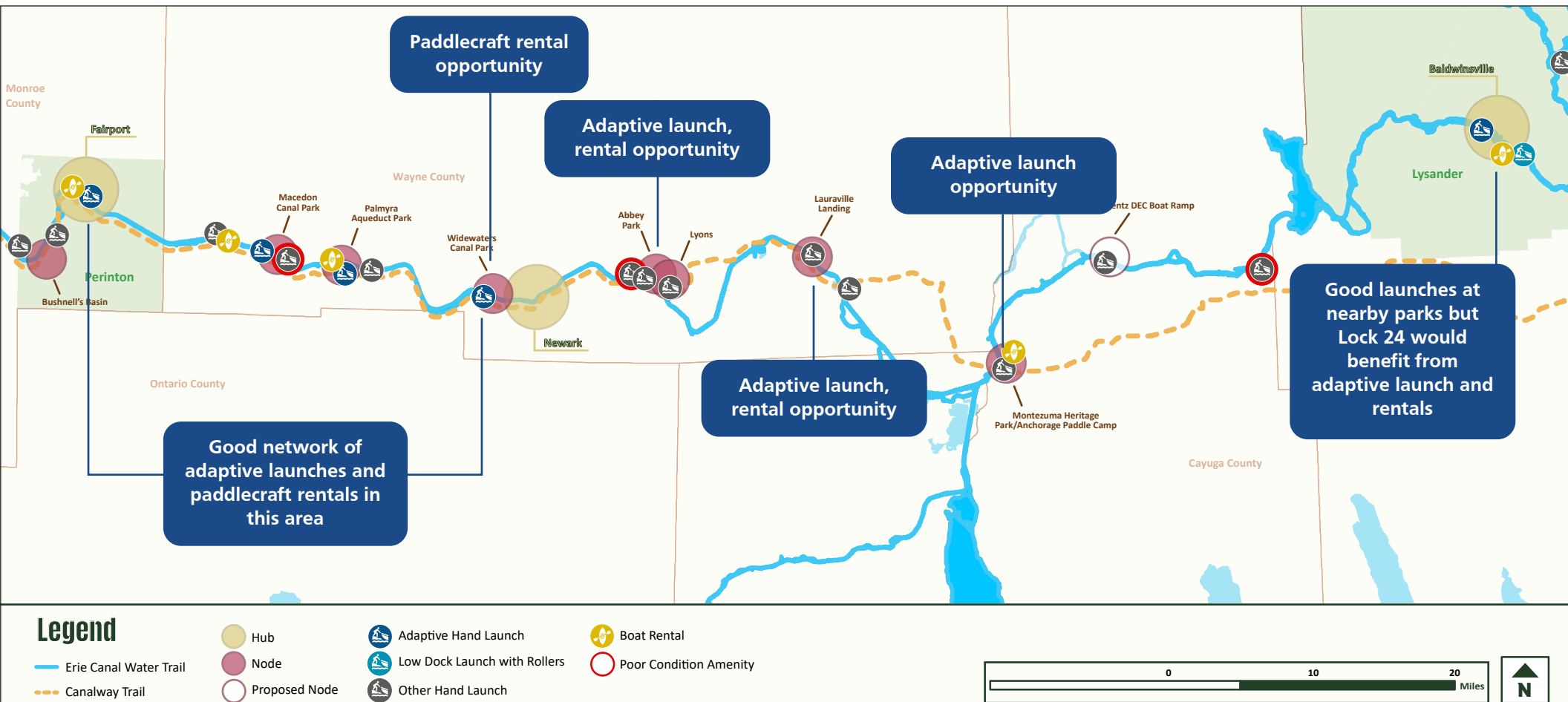
## MAP 4.17. Existing Shared Amenities, Erie Canal and NYS Canalway Water Trail, Region 3



## MAP 4.18. Existing Shared Amenities, Erie Canalway Trail, Region 3



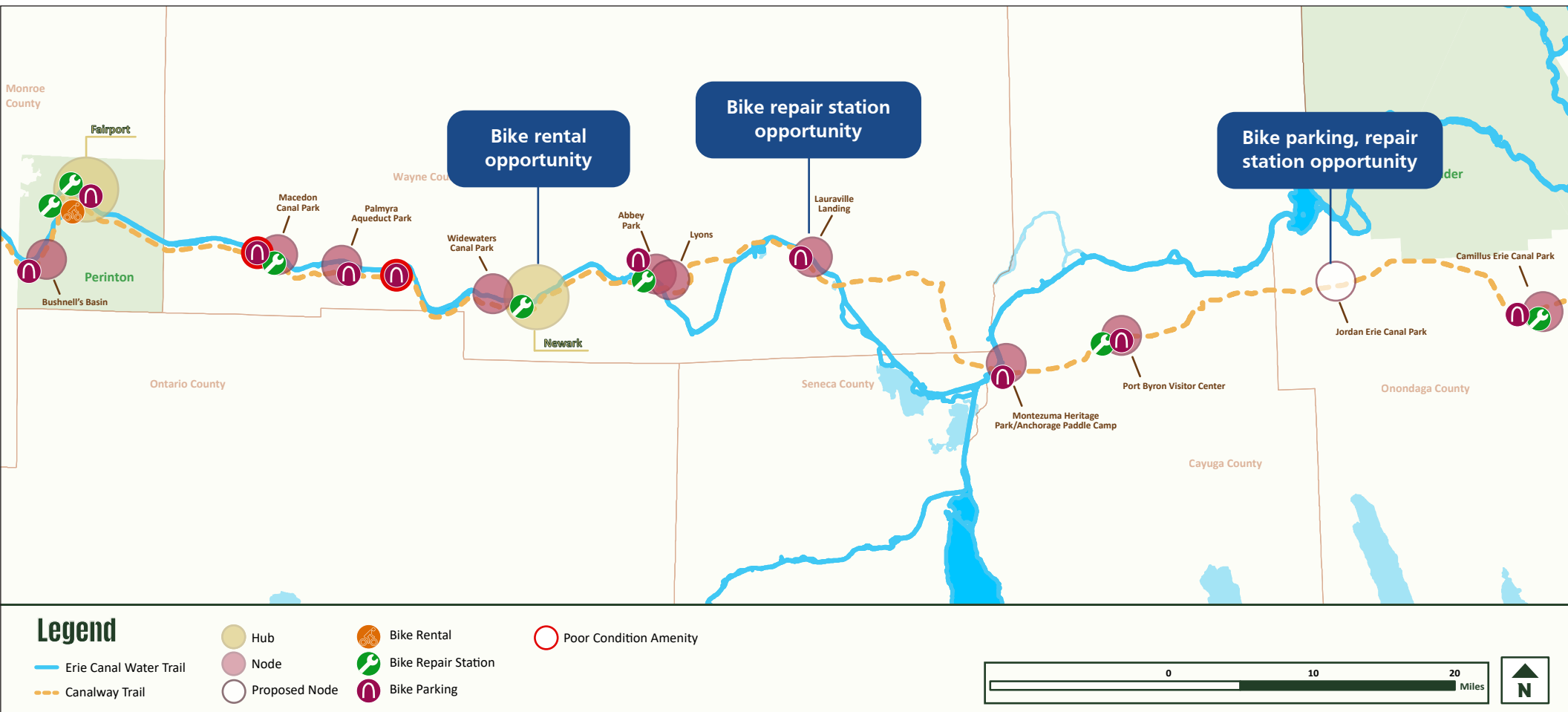
## MAP 4.19. Existing Paddler Amenities, Region 3



## MAP 4.20. Existing Boater Amenities, Region 3



## MAP 4.21. Existing Bicyclist Amenities, Region 3



## TABLE 4.3 Summary of Amenity Needs, Region 3

| Hub/Node Name                                     | Type              | Amenities Needed                                                     | Municipality  | County   | Erie Canalway Trail Jurisdiction(s)      | Land Jurisdiction(s)                  |
|---------------------------------------------------|-------------------|----------------------------------------------------------------------|---------------|----------|------------------------------------------|---------------------------------------|
| Fairport                                          | Hub               |                                                                      | Fairport      | Monroe   | Village of Fairport<br>Canal Corporation | Other                                 |
| Macedon Canal Park                                | Node              | Bike Rack (poor condition)                                           | Macedon       | Wayne    | Canal Corporation                        | Canal Corporation                     |
| Palmyra Aqueduct Park                             | Node              | Bike Repair Station                                                  | Palmyra       | Wayne    | Canal Corporation                        | Canal Corporation                     |
| Widewaters Canal Park, Arcadia                    | Node              | Bike Rack<br>Bike Repair Station<br>Boat Rental                      | Arcadia       | Wayne    | Canal Corporation                        | Canal Corporation                     |
| Newark                                            | Hub               | Boat Rental<br>Adaptive Hand Launch<br>Bike Rental<br>Bike Rack      | Newark        | Wayne    | Canal Corporation                        | Canal Corporation                     |
| Abbey Park, Lyons                                 | Node              | Drinking Fountain (potential)<br>Adaptive Hand Launch<br>Boat Rental | Lyons         | Wayne    | Town of Lyons                            | Canal Corporation<br>Other            |
| Lyons                                             | Node              | Bike Rack<br>Bike Repair Station                                     | Lyons         | Wayne    | Town of Lyons                            | Canal Corporation<br>Other            |
| Lauraville Landing, Clyde                         | Node              | Bike Repair Station                                                  | Clyde         | Wayne    | Village of Clyde                         | Other                                 |
| Montezuma Heritage Park/<br>Anchorage Paddle Camp | Node              | Bike Repair Station                                                  | Montezuma     | Cayuga   | NYS DOT                                  | Canal Corporation<br>NYS DEC<br>Other |
| Port Byron Visitor Center                         | Node              |                                                                      | Port Byron    | Cayuga   | NYS DOT                                  | Other                                 |
| Mentz DEC Boat Ramp                               | Potential<br>Node | Restroom                                                             | Mentz         | Cayuga   | n/a                                      | Canal Corporation                     |
| Jordan Erie Canal Park                            | Potential<br>Node | Restroom<br>Bike Repair Station                                      | Jordan        | Onondaga | Village of Jordan                        | Other                                 |
| Camillus Erie Canal Park                          | Node              |                                                                      | Camillus      | Onondaga | Town of Camillus<br>Onondaga County      | Other                                 |
| Baldwinsville                                     | Hub               | Boat Rental<br>Adaptive Hand Launch                                  | Baldwinsville | Onondaga | n/a                                      | Canal Corporation<br>Other            |

"Erie Canalway Trail Jurisdiction" refers to the entity or entities that own this segment of the Erie Canalway Trail. "Land Jurisdiction" refers to the entity or entities that own either the land surrounding the Erie Canalway Trail, such as a park with amenities that the trail passes through, or land used for Erie Canal/NYS Canalway Water Trail access points.



# Region 4: North Tonawanda to Fairport

## Overview

Region 4 begins at the western terminus of the trails at Gateway Harbor Park in North Tonawanda and stretches east to the Village of Fairport, just east of the City of Rochester. This is one of the more amenity-rich regions, and was noted by many stakeholders as a place where the historic nature of the Erie Canal is particularly celebrated. Historic structures such as lift bridges are common in this region and the canal is entirely man-made and is therefore narrow, measuring only about 125 feet across in most areas. This

scale creates a comfortable environment for recreational use and creates a strong feeling of connection to the water. In this area, the Erie Canalway Trail tends to run directly alongside the Erie Canal, making it feasible for users of both trails to benefit from shared amenities.



## At a Glance

**91 miles**

ERIE CANAL  
NYS CANALWAY WATER TRAIL

**94 miles**

ERIE CANALWAY TRAIL

**4**

EXISTING  
HUBS

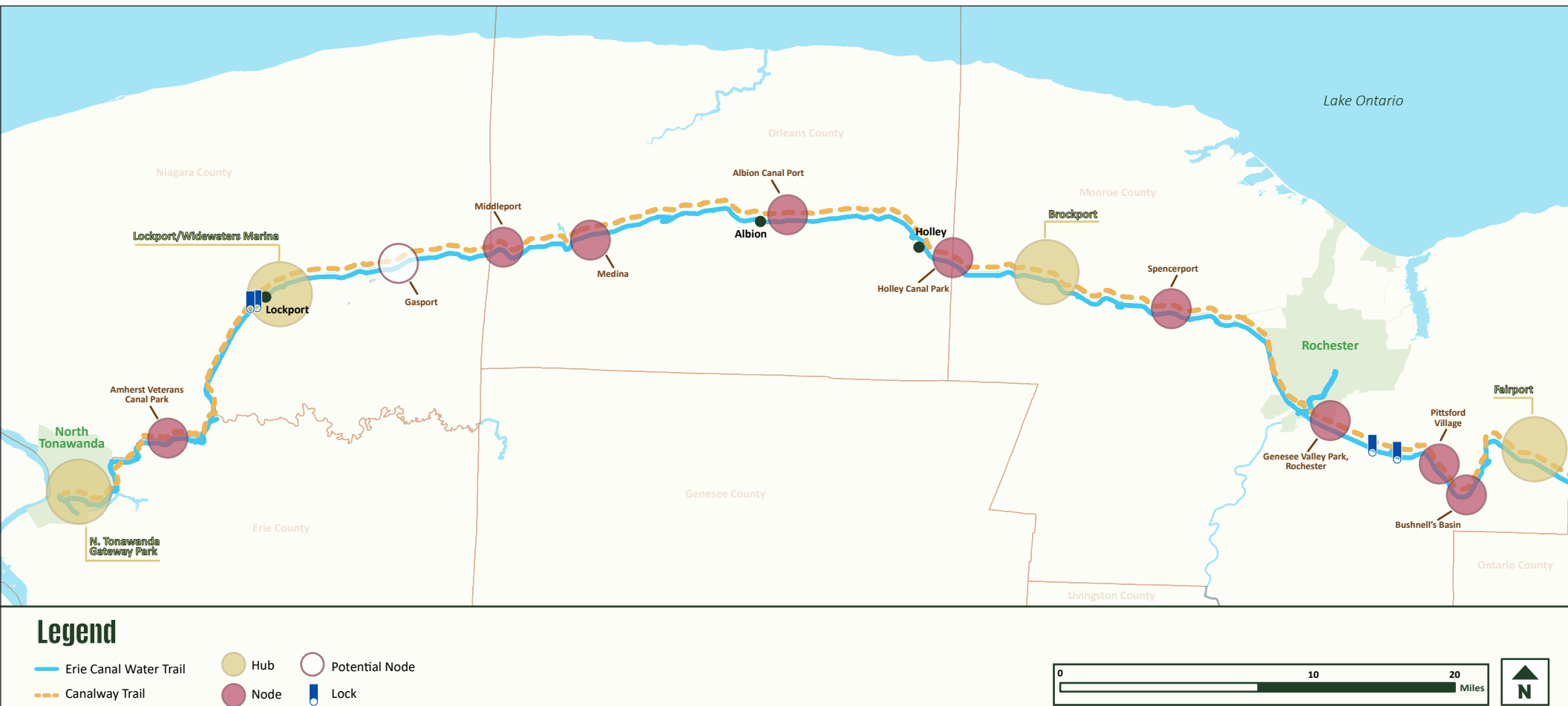
**9**

EXISTING  
NODES

**1**

PROPOSED  
NODE

## MAP 4.22. Locations of Hubs and Nodes, Region 4



Note: Region 4 maps include overlap with Region 3.

## Region 4 Hubs and Nodes

Map 4.22 illustrates the locations of hubs and nodes identified for Region 4. There are four existing hubs, nine existing nodes, and one proposed node identified in this region.

### Overview of Hubs

Map 4.23 illustrates the amenities currently available at hubs in Region 4. Hubs are between 20 and 40 miles apart in this region. Hubs are shown at North Tonawanda Gateway Park, Lockport, Brockport, and Fairport. Hubs in this region have a large variety of amenities geared toward several user types.

#### *North Tonawanda Gateway Park*

The western terminus of the Canalway Trail is located at the Tonawandas Gateway Harbor, steps away from Main Street, the primary commercial in the City of Tonawanda. Gateway Harbor and adjacent Canal Street Plaza are lively and activated places with a wide range of amenities for all user types.

#### *Lockport*

The Canal passes through the historic downtown of the City of Lockport, where users can see the restored Locks 69 and 70, as well as Locks 34 and 35, which

enable today's canal traffic to climb the Niagara Escarpment. There are a variety of attractions in the area, including several restaurants, coffee and ice cream shops, and a bike repair station, but amenities for paddlers and boaters are limited, as well as key shared amenities like restrooms and drinking fountains. The portion of the Erie Canalway Trail from the city limits to Downtown Lockport is primarily on-road and not well marked. The area is very active, with a community farmers' market and other events.

Widewaters Marina, two miles northeast of Downtown Lockport, provides excellent amenities for paddlers and boaters but is not well connected to the Erie Canalway Trail. Enhanced wayfinding signage could make this amenity center more accessible to bicyclists, pedestrians, and runners.

#### *Brockport*

At Harvester Park, south of the Canal, there are a wide range of amenities available to trail users, and many are accessible, including the hand launch, restrooms, and showers. The Welcome Center is an aspirational example of the type of experience users would like to have throughout the system. Staff greet and orient visitors seven days per week from May to October. Boaters can register

for access to power and water and users can register to camp overnight.

#### *Village of Fairport*

Fairport has capitalized on its connection to the Canal and created an epicenter of activity along the water. Users can easily access the local shops, restaurants, and lodging options. As noted previously, this hub is an exemplary model of investment in enhancing accessibility.

### Overview of Nodes

Map 4.23 shows the amenities currently available at nodes in Region 4. In this region, nodes are primarily shown in town, village, and hamlet centers, however several parks are also shown as nodes. In this region, nodes have a particularly strong concentration of amenities for multiple user types, especially the Village of Middleport, Amherst Veterans Canal Park, and the Village of Pittsford.

#### *Amherst Veterans Canal Park*

Amherst Veterans Canal Park is located in a rural section of the Town of Amherst. The main feature of the park is the boat ramp, which allows access to Ellicott Creek for larger boats, as well as a hand launch for canoes and kayaks. The park

also offers restrooms, a drinking fountain, picnic tables, and a bike repair station. There is ample parking, including boat trailer parking. Overall, the facilities are in good condition and the Erie Canalway Trail is well-marked in this area.

#### ***Gasport***

Gasport has a marina and provides a logical stopping point between Lockport and Middleport, but it does not offer many amenities. With investment in public amenities such as restrooms, potable water, and electricity, both the community and the Canal could capitalize on an enhanced nexus of activity.

#### ***Middleport***

The trail is well connected to the restaurants and other businesses on Main Street. This is one of the few locations with a primitive campsite served by public restrooms within a downtown.

#### ***Medina***

The Village of Medina offers a plethora of businesses, including restaurants, pharmacies, and a movie theater. There is ample parking at Medina Harbor. This location would benefit from public amenities like restrooms and drinking water.

#### ***Albion Canal Port***

Downtown Albion offers a number of restaurants and other conveniences within a 5-minute walk from the Erie Canalway Trail. Amenities for boaters, paddlers, and bicyclists are available in this area.

#### ***Holley Canal Park***

Holley Canal Park offers a number of amenities to trail users. The park includes pavilions, drinking fountains, an accessible port-a-potty, ample parking, a playground, and scenic views of the Holley Canal Falls. A 10-minute walk or 2-minute bike ride brings users to the downtown of the Village of Holley, which has several restaurants and other conveniences.

#### ***Genesee Valley Park, Rochester***

This city park is an Empire State Trail designated trailhead and has amenities clustered together within a short walk from the Erie Canalway Trail. In this area, the Erie Canalway Trail also connects to the Genesee Waterways Trail into downtown Rochester and other points north. The Genesee Waterways Center is located nearby on the Genesee River, and it's easy for paddlers to connect to the NYS Canalway Water Trail from this location. However, the restrooms and other amenities in the park are not directly accessible to boaters and paddlers via a launch or marina.

#### ***Village of Pittsford***

The Village of Pittsford has a strong connection to the Canal and the Erie Canalway Trail, with shops and restaurants lining the water. This area is home to several regattas throughout the year, and rowing stakeholders noted how unique these events are because spectators can be so close to the water. Although there are many opportunities to find restrooms at nearby private establishments, there are no dedicated public restrooms for trail users.

#### ***Bushnell's Basin, Perinton***

This historic hamlet is a beloved stopping point for boaters who visit the restaurants along the water. Showers and restrooms are located here, which is helpful for overnight stays. Although there is low-profile docking here, it is difficult for paddlers to launch or land. The Erie Canalway Trail is on the opposite side of the water, but a nearby bridge connects the two sides. Dedicated kayak launches and wayfinding signage would help bicyclists and paddlers utilize this node.

## Region 4 Amenity Needs and Opportunities

Maps 4.24-4.28 illustrate the gaps between amenities and present needs and opportunities identified for future investment to enhance the recreational user experience. Overall, this region has ample amenities for paddlers, boaters, and bicyclists. Because the Erie Canal/ NYS Canalway Water Trail and the Erie Canalway Trail are directly adjacent to each other and the scale is small, it is easy for users of both trails to take advantage of shared amenities.



### *Restroom and Drinking Water Gap*



There is a noticeable gap between Lockport and Brockport, where key amenities like restrooms and drinking fountains are sparse or nonexistent. This segment should be a focus of further evaluation for future investment at nodes.

### *Lockport's Potential*

Lockport is a key destination for trail users and tourists alike but lacks publicly available amenities (Map 4.23). Given the popularity of this location as a tourist destination, where attractions like the Flight of Five Locks bring visitors from near and far, there is opportunity to capitalize on it as a recreational destination through amenity investment.



### *Enhancing Paddler Access*

Although paddler amenities are generally well positioned in this region, two locations were identified where they would benefit from investment.

- Widewaters Marina near downtown Lockport provides ample amenities for paddlers and boaters alike but is located about two miles from downtown Lockport, which would be a long walk for visitors who want to access off-trail services. To the extent that a launch could be installed closer to downtown, paddlers would have better access to the active downtown.
- Bushnell's Basin is a popular local destination for boating, with restaurants, a Canal Walk, and ice cream located along the water. Paddlers have a difficult time accessing this location because the low profile docks are too high out of the water to land. A purpose-built launch would open this location to paddlers.



### *Enhancing the Bicycling Experience*



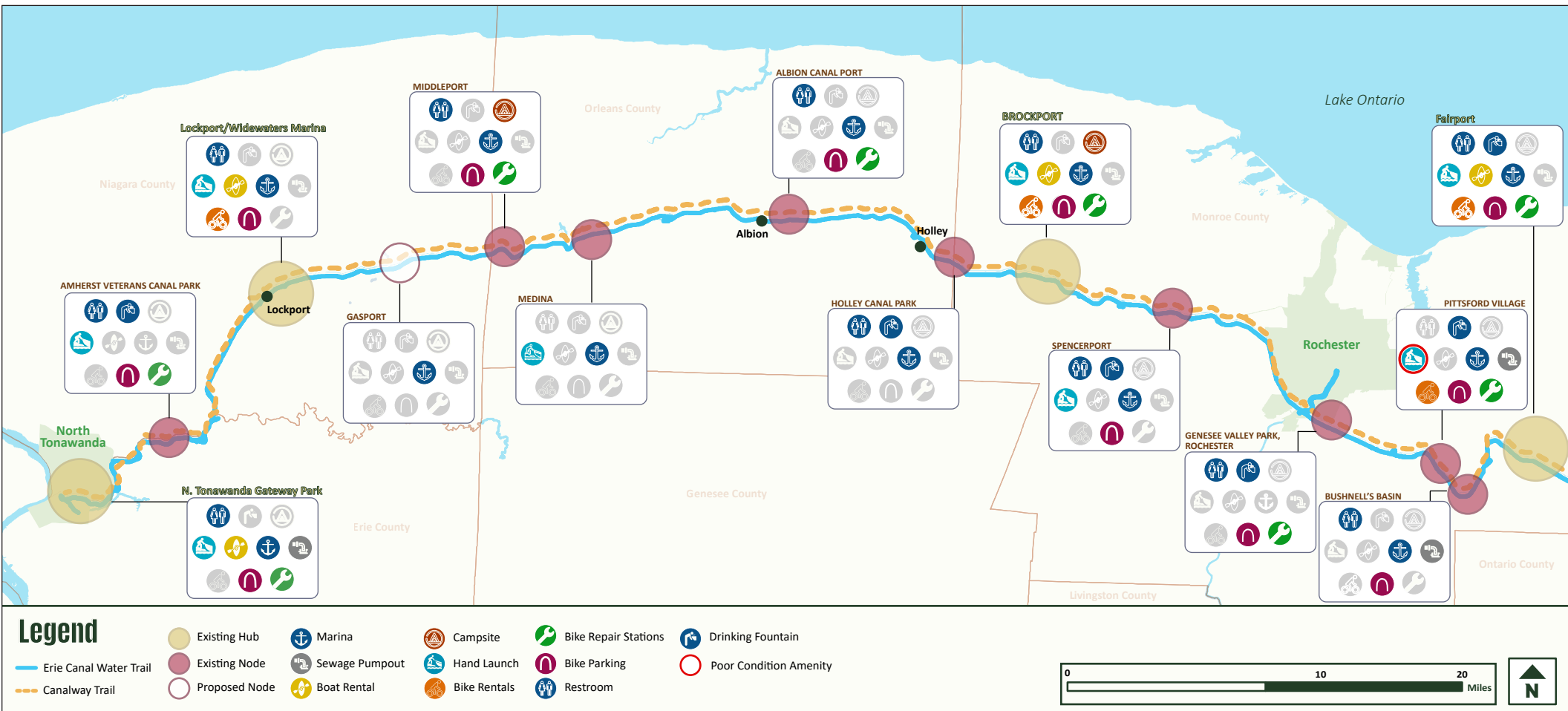
Similar to paddlers, amenities geared towards bicyclists are generally plentiful.



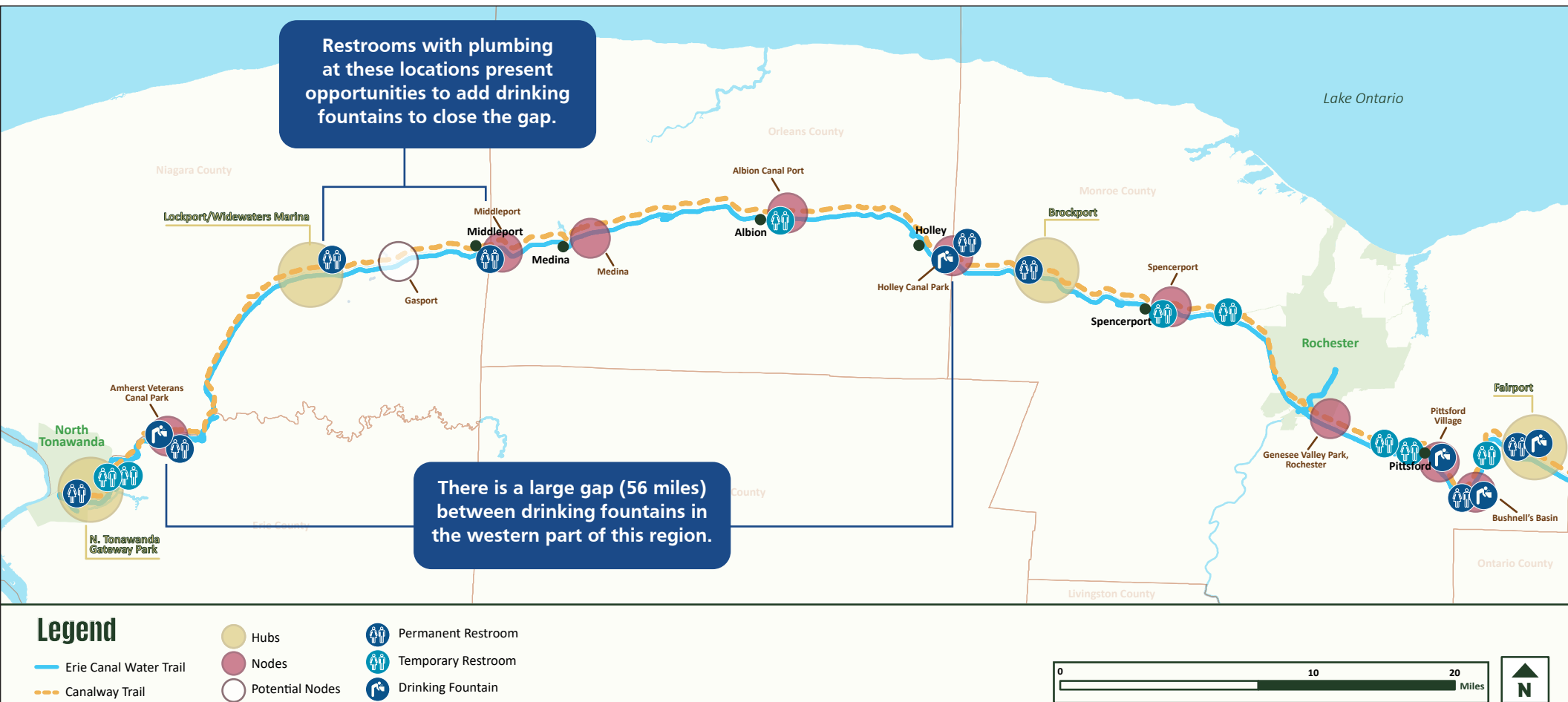
Two needs were identified for this user group.

- Hubs have strong amenities for bicyclists such as bike repair stations and bike rentals, but these are less plentiful at nodes. Additional bike repair stations should be added to node locations.
- Though the Erie Canalway Trail runs alongside the Canal throughout this region, it crosses back and forth and at times is on the opposite side of amenity centers. For example, near Bushnell's Basin, bicyclists can see shops, restaurants, and restrooms on the opposite side of the canal but it isn't obvious how to get to them. Enhanced wayfinding in this region could increase awareness of shared amenities like restrooms and drinking fountains for Erie Canalway Trail users.

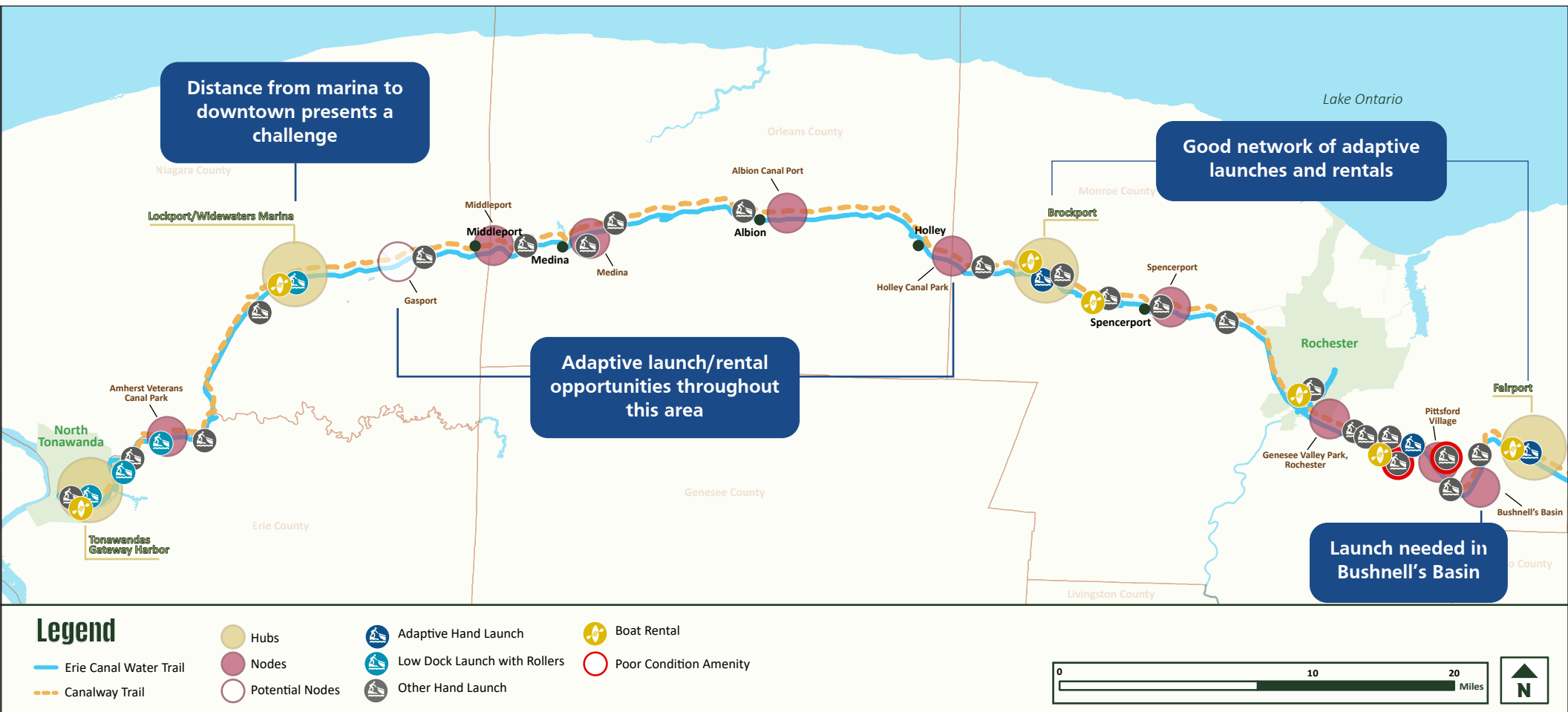
## MAP 4.23. Existing Hub and Node Amenities, Region 4



## MAP 4.24. Existing Shared Amenities, Erie Canal and NYS Canalway Water Trail, Region 4



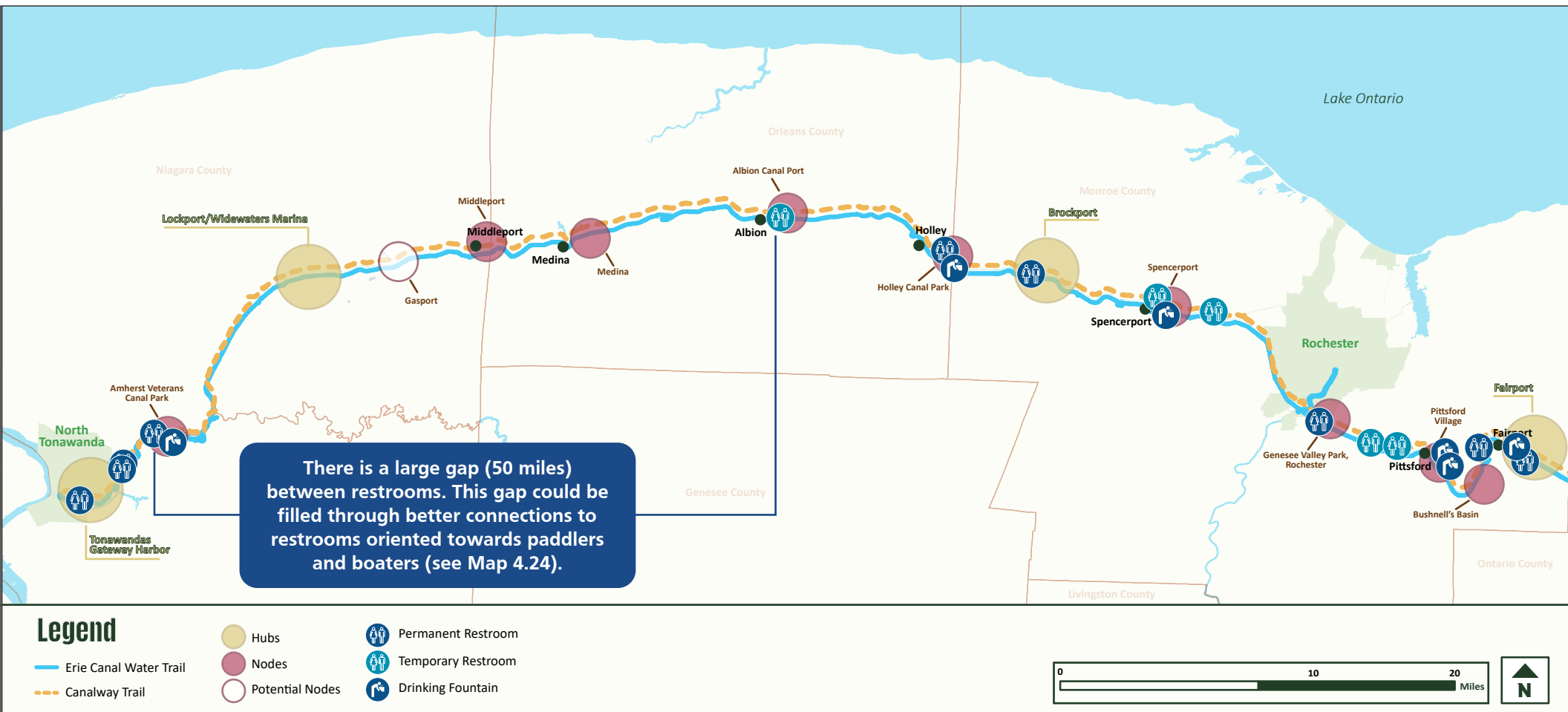
## MAP 4.25. Existing Paddler Amenities, Region 4



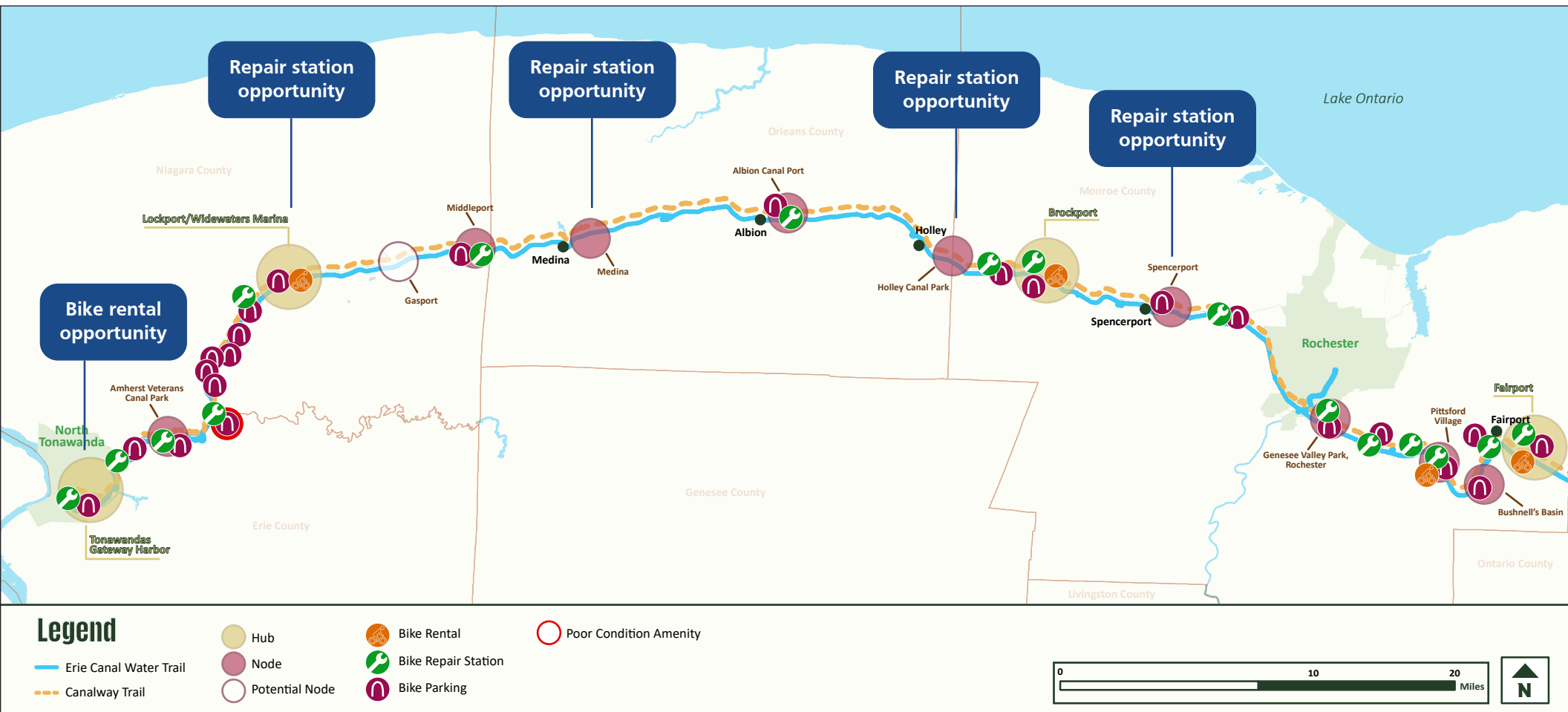
## MAP 4.26. Existing Boater Amenities, Region 4



## MAP 4.27. Existing Shared Amenities, Erie Canalway Trail, Region 4



**MAP 4.28. Existing Bicyclist Amenities, Region 4**



## TABLE 4.4 Summary of Amenity Needs, Region 4

| Hub/Node Name                  | Type           | Amenities Needed                                                             | Municipality      | County  | Erie Canalway Trail Jurisdiction(s)                 | Land Jurisdiction(s)       |
|--------------------------------|----------------|------------------------------------------------------------------------------|-------------------|---------|-----------------------------------------------------|----------------------------|
| Tonawanda Gateway Park         | Hub            | Drinking Fountain<br>Bike Rental<br>Adaptive Hand Launch                     | Tonawanda         | Erie    | Canal Corporation                                   | Other                      |
| Amherst Veterans Canal Park    | Node           |                                                                              | Amherst           | Erie    | Canal Corporation                                   | Canal Corporation          |
| Lockport/Widewaters Marina     | Hub            | Drinking Fountain (potential)<br>Bike Repair Station<br>Adaptive Hand Launch | Lockport          | Niagara | Clty of Lockport<br>Canal Corporation               | Canal Corporation<br>Other |
| Gasport                        | Potential Node | Restroom<br>Hand Launch<br>Bike Rack<br>Bike Repair Station                  | Royalton          | Niagara | Canal Corporation                                   | Canal Corporation<br>Other |
| Middleport                     | Node           | Hand Launch<br>Drinking Fountain (potential)                                 | Middleport        | Niagara | Niagara County<br>Canal Corporation                 | Canal Corporation<br>Other |
| Medina                         | Node           | Bike Rack<br>Bike Repair Station                                             | Medina            | Orleans | Canal Corporation                                   | Canal Corporation<br>Other |
| Albion Canal Port              | Node           | Hand Launch                                                                  | Albion            | Orleans | Village of Albion<br>Canal Corporation              | Canal Corporation<br>Other |
| Holley Canal Park              | Node           | Hand Launch<br>Bike Rack<br>Bike Repair Station                              | Holley            | Orleans | Village of Holley<br>Canal Corporation              | Canal Corporation<br>Other |
| Brockport                      | Hub            | Drinking Fountain                                                            | Brockport         | Monroe  | Village of Brockport<br>NYSDOT<br>Canal Corporation | Canal Corporation<br>Other |
| Spencerport                    | Node           | Bike Repair Station                                                          | Spencerport       | Monroe  | NYSDOT<br>Canal Corporation                         | Canal Corporation<br>Other |
| Genesee Valley Park, Rochester | Node           |                                                                              | Rochester         | Monroe  | Monroe County<br>Canal Corporation                  | Canal Corporation<br>Other |
| Pittsford Village              | Node           | Hand Launch<br>Restroom                                                      | Pittsford Village | Monroe  | Village of Pittsford<br>Canal Corporation           | Canal Corporation<br>Other |
| Bushnell's Basin               | Node           | Hand Launch<br>Bike Repair Station                                           | Perinton          | Monroe  | Canal Corporation                                   | Other                      |
| Fairport Village               | Hub            |                                                                              | Fairport          | Monroe  | Village of Fairport<br>Canal Corporation            | Other                      |

"Erie Canalway Trail Jurisdiction" refers to the entity or entities that own this segment of the Erie Canalway Trail. "Land Jurisdiction" refers to the entity or entities that own either the land surrounding the Erie Canalway Trail, such as a park with amenities that the trail passes through, or land used for Erie Canal/NYS Canalway Water Trail access points.

