

Figures MP-2 & MP-3, SP 12+300 to 23+000
Buttermilk Falls State Park to
Allan H. Treman State Marine Park/Cass Park

Location

This section of the proposed trail is located primarily within the city of Ithaca and passes along the west side the Southwest Natural Area, then along the Flood Control Channel to State Street where it meets the City of Ithaca's Cayuga Waterfront Trail (CWT) at the south end of Cass Park. The BDT will use the existing CWT in Cass Park to access both the proposed mainline trail to Taughannock Falls State Park and the spur to Allan H. Treman State Marine Park.

Land Acquisition

The majority of the property needed for this segment of the trail is owned by either New York State or the City of Ithaca. One area of ownership that remains in question exists at the southern end of the Cayuga Inlet Flood Control Channel where the Norfolk Southern rail line crosses the Inlet. Ownership of the parcel along the southwest side of the inlet is unclear and will require an abstract search of the chain of title.

The tripartite agreement, entered into by OPRHP, the City of Ithaca and the Town of Ithaca in the mid-1980s, stipulated that OPRHP would take responsibility to construct the trail infrastructure. In order for OPRHP to expend agency capital funds on lands owned by the City of Ithaca, the City will need to grant OPRHP a permanent easement.

Temporary construction easements are not expected to be required on this segment.

Trail Uses

Located within the city of Ithaca, this section of the trail will serve a wide variety of users including walkers, bicyclists, runners, families with strollers,

etc. Horses will not be allowed in this urban section of the trail. If surfaced with asphalt, then inline skaters and roller skiers will also be able to use the trail and its utility for people with disabilities will be enhanced.

Surface and Width

Considering the location of the trail in the urban area and its connection in Cass Park to the City of Ithaca's Cayuga Waterfront Trail (CWT) system, it is recommended that the trail be asphalt surfaced.

The width of the treadway is recommended to be at least 10 feet to match the Cayuga Waterfront Trail. Upgrading to a 12-foot-wide trail may be considered if experience with the level of traffic using the CWT appears to be increasing and user conflicts are occurring. Consultation with the City of Ithaca is recommended before construction commences on this segment of trail.

Existing Conditions and Recommended Design Treatments

The paved trail treadway construction for the segment of trail between Buttermilk Falls State Park and Allan H. Treman State Marine Park/Cass Park will follow Section 3, Figure V-17, page V-113. As noted earlier, the trail width is anticipated to be 10-foot wide. However, prior to final construction, a review of traffic volumes on the completed portions of the Cayuga Waterfront Trail will be reviewed to see if a 12-foot-wide path should be considered.

SP 12+300 to 15+375: Buttermilk Falls State Park to Cayuga Inlet Flood Control Channel

The trail segment heading north from Buttermilk Falls State Park into the City of Ithaca begins on abandoned railroad corridor, illustrated in the following photo. The rail line was purchased by OPRHP in the mid-1980s. The trail will utilize the railroad embankment to SP 14+875.



SP 12+500: Abandoned railroad corridor owned by OPRHP.

This segment of trail passes adjacent to remnant floodplain forest. Construction disturbance should be constrained to the top of the prism of the old rail corridor to minimize impact to the forest.

At SP 13+200 the trail will cross the Cayuga Inlet. A new 150-foot long bridge will be required for the crossing. Old concrete railroad bridge abutments, seen in the photo below, remain at this crossing but are not in useable condition for the new bridge. The old abutments will be left in place to serve as erosion-control retaining walls and new abutments will be constructed behind the old walls.



SP 13+200: Trail bridge to be constructed over the Cayuga Inlet along the abandoned railroad line. North abutment is intact.

North of the Cayuga Inlet crossing, the trail continues on the abandoned rail corridor. This 500+-foot section of trail parallels the active Norfolk Southern rail line along the railroad's east side, as seen in the following photo. For the safety of trail users and to minimize the impact on the active railroad operation, a fence separating the

two corridors, following the design on Figure V-18, page V-114, is recommended to be placed along this section of trail.



SP 14+625: Trail to be located on former railroad line that is parallel to the active Norfolk Southern Railroad. Safety fence is recommended to be installed between the two corridors.

At SP 14+875 the trail will cross to the west side of the active railroad at an existing gravel access road crossing, as shown in the photo below. The access road links Floral Avenue/N. Y. S. Rte 13A to the City of Ithaca's Southwest Natural Area. At present, the City of Ithaca has not developed any patron facilities in the SWA. The BDT crossing of Inlet Road and the railroad line will require upgrading the crossing to protect trail users. OPRHP and the City of Ithaca will need to work with Norfolk Southern Railroad to design and construct the new crossing.



SP 14+875: Existing at-grade crossing of active Norfolk Southern rail line. Crossing will be upgraded for vehicle and pedestrian traffic.

The 375-foot segment of trail between the access road and the Cayuga Inlet Flood Control Channel will be constructed west of the active railroad.

Property ownership in this area is unclear and will require further research. If not owned by New York State or the City of Ithaca, the OPRHP will need to acquire title to the property. Fencing between the trail and the railroad may be required in this area.



SP 15+125: Southern crossing of the Cayuga Inlet Flood Control Channel. Trail bridge will be located parallel to the active railroad bridge.

As illustrated in the previous photo, the trail will cross the Flood Control Channel at SP 15+250. A new bridge is needed for this crossing. The length of the span will depend on the exact location. Retaining walls associated with the existing active railroad bridge must be considered in the design of the new bridge. As a result, the span could range from 120 feet to 200 feet in length.

Alternate Trail Route

A potential alternate route exists between SP 13+000 and SP 15+625 for the Black Diamond Trail. Figure V-8, on the following page, illustrates an alternate route that would eliminate the need to construct two new bridges over the Cayuga Inlet. This alternate route would pass through the City of Ithaca's Southwest Natural Area parcel located on the south side of the creek, skirting the edge of remnant floodplain forest through successional shrubland. The trail would pass over the Cayuga Inlet Flood Control levee structure then continue along the toe of the levee travelling northwest to the intersection with the active Norfolk Southern rail line. Photos on page 71 illustrate the landscape setting of this alternate trail route.

This alternate route is a preferred option for OPRHP since it would eliminate the need to

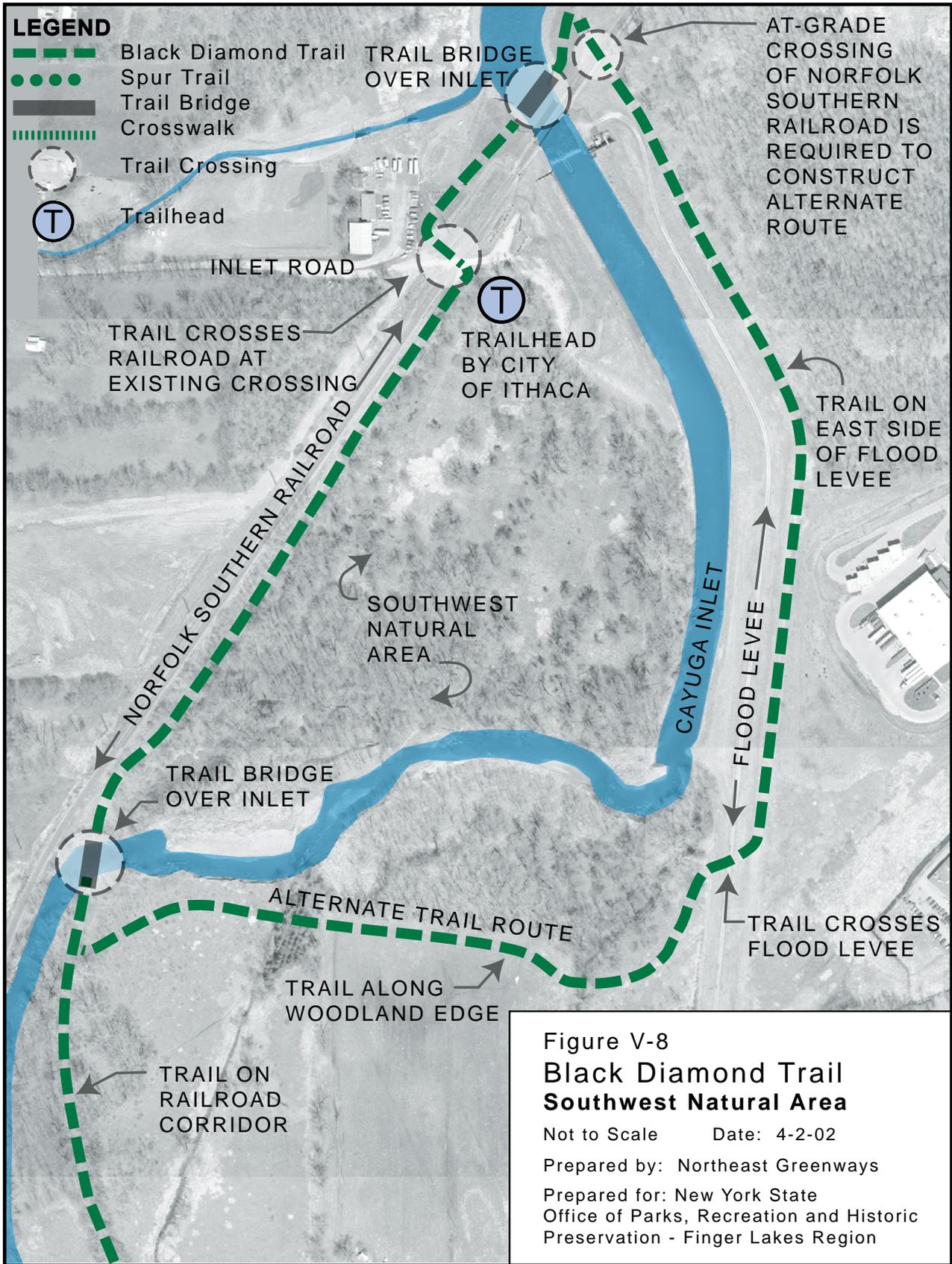
construct two new bridges with their associated long-term maintenance. However, historically, railroad companies have been adverse to allowing new at-grade crossings to be installed along their rail lines. Any effort to request Norfolk Southern to consider and allow this new pedestrian crossing should involve, at a minimum, OPRHP, NYSDOT, the City of Ithaca, and the Ithaca-Tompkins County Transportation Council.

If a new at-grade crossing is not allowed by Norfolk Southern, this alternate route should be considered by OPRHP and the City of Ithaca as a spur trail to new development in the Southwest Commercial District area of the City of Ithaca located east of the rail corridor. This area is currently undergoing a planning process to build out the undeveloped property in the southwestern area of the city, potentially including a new residential neighborhood.

SP 15+375 to SP 20+800: Cayuga Inlet Flood Control Channel

On the north side of the Flood Control Channel, the BDT will follow the east side of the channel into Ithaca's west side. The trail will be built in a wide grass area bordered by second growth woodland and wetlands to the east and the channel on the west. At SP 18+800, directly west of Cecil A. Malone Drive, the trail will cross the Flood Control Channel. The new bridge span required for this crossing will be approximately 300 feet. Design of the bridge will need to be coordinated with NYSDEC's Flood Control Unit to insure the bridge does not impede or impact the operation of the flood control facility. In addition, if the bridge design requires piers, the placement of the support structures must match the bridges to the north so as not to impact the Cornell and Ithaca College crew race course.

After crossing the flood control channel, the trail will continue along the west side of the channel north to where it will intersect with the Cayuga Waterfront Trail, south of the State Street/N.Y. S. Route 79 bridge. The trail will be built in a wide grass area between the channel to the east and Floral Avenue/N. Y. S. 13A to the west. Parallel to



**SOUTHWEST NATURAL AREA
ALTERNATE TRAIL ROUTE OR SPUR
EXISTING CONDITIONS**



SWNA Alternate Trail or Spur: View of the Cayuga Inlet meandering through the Southwest Natural Area. Proposed alternate/spur trail will follow the southern edge of the Inlet and Inlet floodplain forest.



SWNA Alternate Trail or Spur: The trail will be located on the edge of the woodland and meadow to minimize impact on the remnant floodplain forest and take advantage of views of Buttermilk Falls.



SWNA Alternate Trail or Spur: The trail will meet the flood control levee and ramp up the west side and down the east side as the trail continues to the north.



SWNA Alternate Trail or Spur: The existing gravel road on top of the levee is now informally used for walking and jogging. NYSDEC does not allow trail development on top of levees in New York State.



SWNA Alternate Trail or Spur: After crossing over the levee, the trail would be located along the toe of the levee as it heads northwest toward the main Cayuga Inlet Flood Control Channel.



SWNA Alternate Trail or Spur: The alternate trail requires a new at-grade crossing of the active Norfolk Southern Railroad line.

**CITY OF ITHACA
EXISTING CONDITIONS
SP 15+375 to 23+500**



SP 15+400: View to north at south end of the flood control channel. Trail will gently turn left (west) then head north on the east ban of the channel to Cecil A. Malone Drive.



SP 18+000: Trail passes the Cherry Street Industrial area to the east. Trail will cross on a new bridge over the channel in the vicinity of Cecil A. Malone Drive.



SP 20+900: View from State Street/N. Y. S. Route 79 bridge to where BDT will intersect with the Cayuga Waterfront Trail.



SP 21+000: View north of the trail north of the Buffalo Street/N. Y. S. Route 96 bridge on the west side of the flood control channel where trail will continue to use the Cayuga Waterfront Trail into Cass Park.



SP 22+500: View south of asphalt trail on west side of Taughannock Blvd./N. Y. S. Route 89. BDT



SP 23+000: View north of proposed trail corridor between the NYSEG utility corridor and Cass Park road. The BDT trailhead in Cass Park will be located in the lawn to right of second utility pole.

the planning process for the BDT, the City of Ithaca is preparing plans to develop a pedestrian facility along the west side of the flood control channel extending south on the property owned by the City to support future residential development along Floral Avenue/N. Y. S. Route 13A. Photos on page 72 show the existing conditions along the channel.

SP 20+800 to 23+500: Cayuga Waterfront Trail/ Cass Park

From SP 20+800, the Black Diamond Trail will join up with and follow the City of Ithaca's Cayuga Waterfront Trail (CWT), passing under the State Street/N. Y. S. Route 79 and Buffalo Street/N. Y. S. Route 96 bridges, along the west side of the flood control channel. At SP 22+125, the trail enters the City of Ithaca's Cass Park on the CWT, continuing along the CWT to SP 23+500 where a BDT trailhead facility will be developed jointly with the City of Ithaca. The trailhead will be developed directly across from the Ithaca Children's Garden.

The trailhead facility construction will follow the design illustrated in Figure V-10, page V-77. The focus of this trailhead facility will be a restored caboose. OPRHP obtained the caboose through surplus from the New York State Office of Mental Health, Elmira Unit. The caboose will be developed as a trail interpretive and local railroad history center. In addition, the Tompkins County

Convention and Visitors' Bureau has expressed interest in co-locating a tourist information service during the main tourist season between June and October.

Photos on page V-72 illustrate the existing conditions of the areas along the Cayuga Inlet Flood Control Channel proposed for the Black Diamond Trail.

Spur Trail and Links to Other Facilities

Allan H. Treman State Marine Park is located directly north of the City of Ithaca's Cass Park at the southwest corner of Cayuga Lake. Access to Allan H. Treman from the Black Diamond Trail will be through Cass Park on the Cayuga Waterfront Trail. Once within Allan H. Treman a spur is proposed to be constructed to provide a paved path system in the park out to the waterfront. Figure V-9, on the following page, illustrates the proposed spur trail layout at Allan H. Treman involving managed lawn area in the day-use area of the park. The trail construction proposed in this master plan is consistent with the trail system proposed in Allan H. Treman's master plan, adopted in 1997.

The following photo illustrates the relationship between Allan H. Treman State Marine Park, Cass Park and the Black Diamond Trail.



Spur Trail: The complex of recreational lands along the west side of the Cayuga Inlet Flood Control Channel and the southwestern end of Cayuga Lake include Allan H. Treman State Marine Park, closest in view, the City of Ithaca's Cass Park and Cayuga Waterfront Trail immediately south and the Black Diamond Trail along the west side of the complex, west of N. Y. S. Route 89 (second corridor in view along the right side of the photo.)



Figure V-9
Black Diamond Trail
 Allan H. Treman State Marine Park
 Spur/Cayuga Waterfront Trail

Not to Scale Date: 4-2-02
 Prepared by: Northeast Greenways

Prepared for: New York State
 Office of Parks, Recreation and Historic
 Preservation - Finger Lakes Region