



**Route 112 and  
Jacob's Ladder Trail/Route 20  
Scenic Byways  
Trails Linkages Project**



**Highlands Footpath  
Action Plan**

**July 2016**



Prepared by passionate and caring trail enthusiasts from Lee, Becket, Chester, Huntington, Russell, Worthington, Chesterfield, Cummington, and Goshen

with assistance from the Pioneer Valley Planning Commission, Berkshire Regional Planning Commission, and The Trustees of Reservations.

Project staff:

Patty Gambarini and Jake Dolinger, Pioneer Valley Planning Commission  
Lauren Gaherty and Mark Maloy, Berkshire Regional Planning Commission  
Jim Caffrey and Meredyth Babcock, The Trustees of Reservations

July 2016



*A grant from the Massachusetts Department of Transportation and the U.S. Department of Transportation to the Pioneer Valley Planning Commission (PVPC) was important to supporting staff involvement from PVPC, Berkshire Regional Planning, and The Trustees of Reservations.*

*The views and opinions expressed herein do not necessarily state or reflect those of the Massachusetts Department of Transportation or the U.S. Department of Transportation.*

# Table of Contents

<b>I. Introduction.....</b>	<b>1</b>
<b>II. Project Intent and Planning Process.....</b>	<b>7</b>
<b>III. Current Proposed Route for the Highlands Footpath.....</b>	<b>9</b>
<b>IV. Organizing to Move Forward.....</b>	<b>41</b>
<b>V. Next Steps – All Communities Together.....</b>	<b>42</b>
<b>VI. Next Steps –Local Level by Town .....</b>	<b>45</b>
• Lee	
• Becket	
• Chester	
• Huntington	
• Worthington	
• Chesterfield	
• Cummington	
• Goshen	
<b>VII. Important Guidelines and Strategies .....</b>	<b>59</b>
• Access for All	
• Promoting Understanding and Engagement	
• Strategies to Promote a Recreational Economy	
• Parking	
• Successful Management of Trail Access Points	
• Signage	
• Historic Interpretation/Landscape Interpretation	
• Strategies for All Terrain Vehicle (ATV) Management	
• Emergency Access	
<b>VIII . Grant Sources.....</b>	<b>79</b>
<b>Appendixes .....</b>	<b>89</b>
A. Conversations with Landowners: Continuing to Explore Possible Linkages with Mass DCR, Mass Fish & Wildlife, and U.S. Army Corps of Engineers	
B. Mass DCR Forms	
• Trail Proposal	
• Volunteer Stewardship Agreement	
C. Highlands Footpath Collaborative Proposal	
D. Great Resources and Partners	
E. Materials from Ashfield Trails Group	

F. Roads Status Lists from Chester, Chesterfield, Cummington, Huntington, and Worthington

G. Landowner Liability Information

- Massachusetts General Laws, Chapter 21, Section 17c
- Recreational Use Shields Owner from Liability, Irene del Bono memo, January 2010
- National Trails Training Partnership, Public Trails and Private Lands

H. Examples of Landowner Agreements

- Ashfield Trails Group Consent for Trail
- Sunapee Ragged Kearsage Greenway Landowner Permission

### **Trail Examples from Other Parts of New England**

Sunapee-Ragged-Kearsage Greenway, New Hampshire.....	5
Ashfield Trails, Massachusetts .....	6
Kingdom Trails, Vermont.....	18
East Branch Trail, Massachusetts .....	38

## I. Introduction

*Old roads, existing trails, and the expanses of protected public lands in the region of the Route 112 and Jacob's Ladder Trail Scenic Byways provide extraordinary building blocks for joining and extending existing local and regional trail networks. The project described in the pages of this document arises from local aspirations for better trail networks and the idea of creating a path for a multi-day hiking journey that traverses old roads and large expanses of public lands to go from village to open meadow to forested hilltop to river's edge back to village.*

Local trail enthusiasts and municipally appointed representatives have been meeting with staff from the Pioneer Valley Planning Commission, Berkshire Regional Planning Commission, and The Trustees of Reservations for the past 18 months through a series of 12 meetings to identify a potential walking journey from October Mountain State Forest in Lee to DAR State Forest in Goshen, Massachusetts. Where allowed by towns and landowners, segments of this journey may also include those travelling by horse, bicycle, or other means.

This concept of long distance trail is meant to integrate with existing local trail networks and provide support to maintain rural character, a quality that is so important to many residents throughout the region. The idea is to serve essentially three primary user groups:

- Local community members who are interested in exploring their "back yard." The Highlands Footpath expands on the options and opportunities for an evening stroll or day-long hike, promoting increased health and reduced use of vehicles.
- Day hikers who wish to coordinate linear day-long hikes or loop hikes that either bring hikers back to their parked vehicle or enable a means of shuttling back to a vehicle at a departure point .
- Avid hikers who seek a wilderness experience with the comforts of small town New England life at the end of each day. The Highlands Footpath supports the possibility of travel from town to town that combines daytime experiences of remote wilderness areas of Western, Massachusetts, with a good evening meal and the possibility of attending a cultural event and staying overnight in a local bed and breakfast.

This project grew out of multi-year corridor management planning efforts on both the Route 112 and Jacob's Ladder Trail (Route 20) Scenic Byways. The plans for both of these scenic byways articulate the need to expand recreational infrastructure by extending the network of trails to connect the region's major trails to nearby village centers. Funding from the Scenic Byways Programs of the Massachusetts Department of Transportation and the U.S. Department of Transportation enabled the regional planning agencies and The Trustees of Reservations to follow up, working with local communities

and interested trail advocates to map the journey in concept and begin explorations on the ground.

Communities involved in the project from the start include Lee, Becket, Chester, Huntington, Russell, Worthington, Cummington, and Goshen. Trail advocates in Chesterfield and Blandford have also been critical to the planning process. Note that it was only at the end of this planning phase that the Project Advisory Group realized the importance of Middlefield and Washington to the Highlands Footpath route. Within this report, there are linkages in Middlefield and Washington using existing roads. Exploring the status of these roads and working with these two towns are important next steps.

Aside from regular meetings, members of the Project Advisory Group reached out to fellow community members, land owners, recreation organizations, and avid hikers. Many of these organizations came to the table to talk about the project and inform planning.

Representatives of major landowners have included:

Paul Jahnige and Paul Adams, Massachusetts Department of Conservation and Recreation (Mass DCR)

Andrew Madden, Massachusetts Division of Fisheries and Wildlife (Mass Fish & Wildlife)

William Hull, Hull Forest Products

Matthew Coleman and Colin Monkiewicz, U.S. Army Corps of Engineers



*With maps laid on the floor, members of the Project Advisory Group from each town, and from Pioneer Valley and Berkshire Regional Planning Commissions and The Trustees of Reservations compare notes about trails and potential linkages at one of many meetings.*

Representatives of land trusts and trail organizations have included:

Mathieu Boudreau, Appalachian Mountain Club and Greenagers  
 Tom McCrumm and Phil Pless, Ashfield Trails  
 Jonathan Nix, Ann Smith, and Ken Smith, Becket Land Trust  
 Sandra Papush, Goshen Open Space Committee  
 Sally Loomis, Hilltown Land Trust  
 Jim Pelletier, Massachusetts Appalachian Trail Conservancy  
 Randy Toth, Snowmobile Association of Massachusetts  
 Laura Marx, The Nature Conservancy

Economic development organizations and local businesses have included:

Colleen Henry, Lee Chamber of Commerce  
 Derrick Mason, Jacob's Ladder Business Association  
 Trip and Jessie Shaw, Worthington Inn and Hilltown Bed and Breakfast  
 Association  
 Carol Taylor, Baird Tavern Bed and Breakfast, Blandford, and Hilltown Bed and  
 Breakfast Association.

Project Advisory Group

Members of the Project Advisory Group include the following people:

<b>Name</b>	<b>Town</b>	<b>Other affiliations</b>
Karen Karlberg	Becket	
Chet Brett*	Chester	Friends of Keystone Arches
Andy Myers*	Chester	
Stacey Mackowiak	Cummington	
Nancy Rich	Chesterfield	Westfield Wild & Scenic River Advisory Committee
Gary Winsor*	Huntington	Huntington Arts Council
Jeff Penn	Huntington	Route 112 Scenic Byway Advisory Committee; Jacob's Ladder Trail Scenic Byway Advisory Committee; Westfield Wild & Scenic River Advisory Committee
Joan Angelo*	Lee	
Linda Cysz	Lee	Lee Land Trust; Jacob's Ladder Trail Scenic Byway Advisory Committee
Roan Katahdin*	Worthington	Route 112 Scenic Byway Advisory Committee
Ben Brown	Worthington	Worthington Tree Warden; Worthington Historical Society
Dave Carpenter	Worthington	New England Mountain Biking Association
Liese Schaff	Worthington	
Pat Kennedy	Worthington	Worthington Historical Society

<i>Other local residents who attended at least one advisory group meeting are:</i>		
Charles Benson	Blandford	
Rosa Benson	Blandford	
Chips Norcross	Blandford	
Matt Drenen	Chester	
John Follet	Chesterfield	
Bill Kelly*	Goshen	
Ruth Kennedy*	Russell	School Committee
Chris Wilkinson	Russell	

*\*Municipally appointed representative*

### **Trail Examples from Other Parts of New England**

Trail systems from other parts of New England are featured within the pages of this Action Plan. These were chosen by Project Advisory Group members who felt that these trail systems provide inspiration and understanding of where to seek information and guidance as planning for the Highlands Footpath continues. Many thanks to Project Advisory Group members Nancy Rich, Jim Caffrey, Jeff Penn, and Lauren Gaherty for researching and writing about these examples. Trails featured within these pages are as follows:

- Sunapee Ragged Kearsarge Greenway, NH
- Ashfield Trails, Ashfield, MA
- Kingdom Trails, VT
- East Branch Trail, Huntington-Chesterfield, MA



## Sunapee-Ragged-Kearsarge Greenway, New Hampshire

Lead organization: Sunapee Ragged Kearsarge Coalition

Partners: The Coalition is a non-profit corporation with a board of directors, including 2 representatives from each of the 10 towns plus ex-officio directors from 3 area non profit organizations. This is a membership organization with annual dues and an annual membership meeting that involves an invited speaker.

How trail came to be: The Coalition began in the 1980s to create a circuit of conserved lands and trail corridors. The greenway was created and the trail is currently maintained by Coalition member volunteers.

Current length of trail: 75-mile loop trail through 10 towns in mid-state New Hampshire, touching each of the three peaks (Sunapee, Ragged, and Kearsarge)

Lands trail traverses (public/private/etc.): The trail corridor includes both public and private land and is a footpath for most of its length. It does at times, however, follow old roads that are no longer passable to motor vehicles.

What agreements are in place with landowners: Simple informal written agreement that specifies use and responsibilities; allows either party to terminate agreement with 60 days notice

Cost of access: Access is free

Uses allowed: The trail is for day hiking only (no overnight camping allowed).

3 major indicators of success:

- Greenway's longevity (since the 1980s)
- Great popularity with hikers
- Quality of guidebook and website

Other note of interest: The trail passes conserved sites of great beauty in a landscape that would otherwise have been much more developed by now.

The Coalition initially stocked paper maps at trailheads, but now publishes a guidebook (currently in its third edition) that includes detailed trail information and maps. Maps of each of the 14 sections of the Greenway are also available as downloadable pdfs on the Coalition's website.



*Single track segment of Sunapee Ragged Kearsarge trail that stretches through state forest.*

*Photo courtesy: [runningwithhaynes.com](http://runningwithhaynes.com)*

## Ashfield Trails, Massachusetts

Lead organization: The Ashfield Trails Committee, an independent committee within the Town of Ashfield

Partners: Ashfield Trails Committee works closely with the Franklin Land Trust, which is the fiduciary agent. The Trustees of Reservations assists with planning and trail construction.

How trail came to be: Ashfield Trails resulted from a community conversation and a desire to further connect residents with their rich natural surroundings and the history of old roads and paths within the Town.

Current length of trail: 17 miles with new segments in process

### Lands trail traverses

(public/private/etc.): The trail network runs across state and private

conservation land, but largely passes through private lands graciously made available by landowners.

What agreements are in place with landowners: Landowners typically sign a two-page release, allowing Ashfield Trails to build and maintain a trail on their property subject to listed rules.

Cost of access: Access is free

Uses allowed: This is primarily a hiking trail with a maximum width of 6 feet. With the landowner's permission, other non-motorized uses such as mountain biking are allowed.

### 3 major indicators of success:

- 700+ Facebook friends
- property owners volunteer to care for trail segments close to their homes
- popularity of trails as evidenced by demand for trail maps and trail tread



*Photo courtesy Ashfield Trails*

## II. Project Intent and Planning Process

The project objective has been to develop an overall strategy—where local communities desire and where landowners are willing—to build on the networks of old roads and existing trails within the expanses of protected open space throughout the Route 112 and Jacob’s Ladder Trail Scenic Byways region.

Working with local trail stakeholders, there have been three major project tasks:

- 1) Develop an inventory and planning map that shows existing formal and informal trails, status of each trail, and all public and conservation lands in the region of the two Byways. Include identification of trails that might serve as multiple-use trails, and which trails might be upgraded for accessibility and multiple uses, which in addition to hiking, could include horseback riding, mountain biking, and snowmobiling.
- 2) Investigate the feasibility of specific trail linkages in and around villages and throughout the region, which could include a series of community meetings, regional meetings, and conversations with the region’s largest landowners.
- 3) Based on all meetings, research, and mapping work, develop an action plan prioritizing linkages and protection efforts, and next steps from which specific funding requests can be made for trail development and protection work. The action plan could also elaborate on specific trail projects for the Jacob’s Ladder Trail and Route 112 Scenic Byways region, describing partnerships, and strategies.

Project deliverables include the following (all enclosed within this plan):

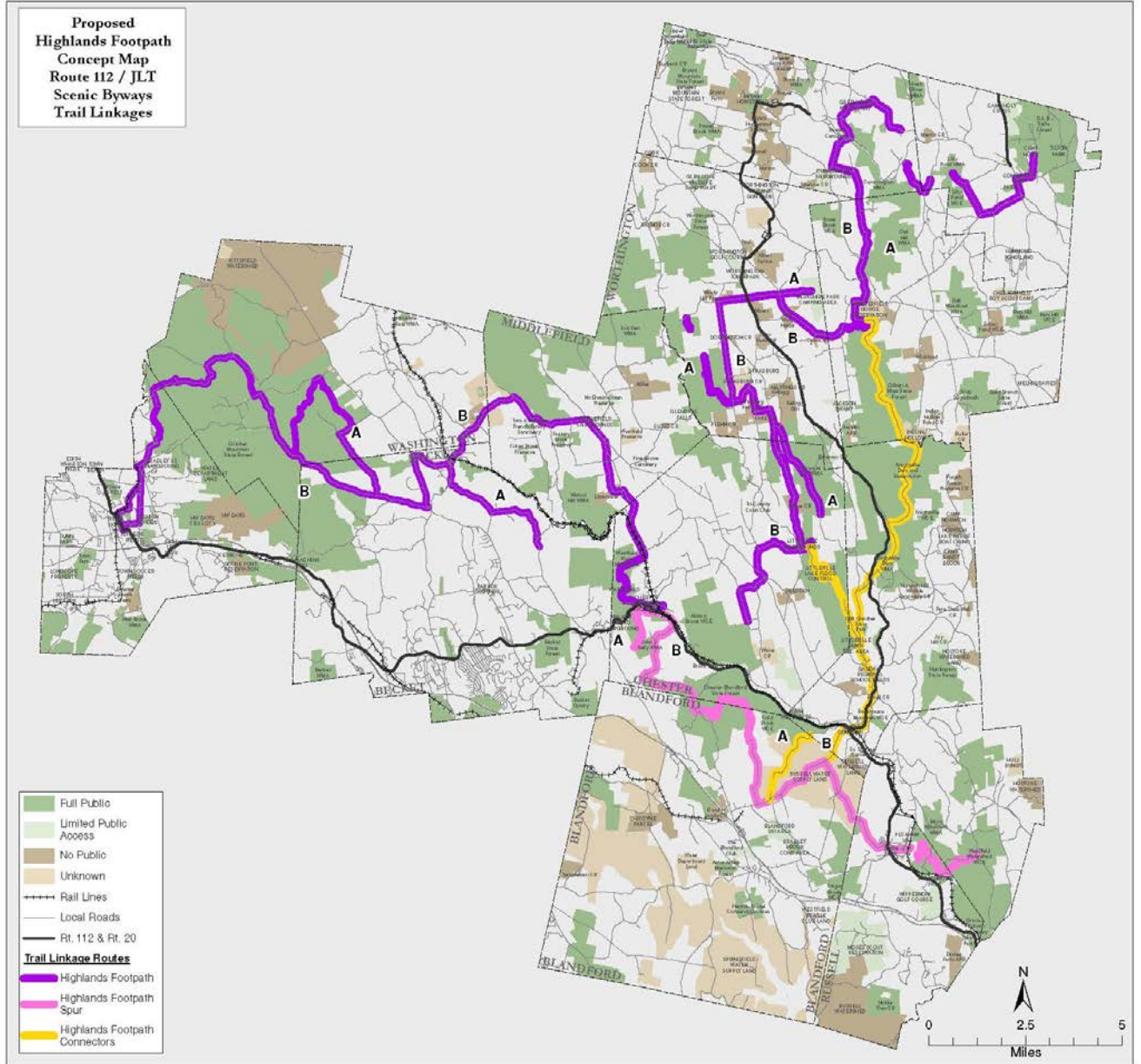
- List of advisory group members
- Working map of potential trail linkages in the region
- Matrix that shows major trail linkage opportunities
- Action plan that elaborates on trail development/linkages and protection projects for the Byways.

### Public agencies that oversee public lands

In the course of this project, Project Advisory Group members have been mindful that state and federal agencies that oversee public lands are struggling with reduced budgets and limited staff. Mass DCR, for example, has lost over 350 positions and has seen its budget reduced by nearly 30% since FY2009. These cuts present serious challenges for DCR and other agencies to maintain current inventory and manage current uses.

Where there are proposals for the Highlands Footpath to cross public lands, the Project Advisory Group has begun conversations with agency staff. These conversations must continue, however, to ensure that the Highlands Footpath route meets agency objectives in consolidating pathways and supporting improved management of uses. For all agencies, this means focusing on existing, legally sanctioned pathways for potential linkages, and identifying how the Highlands Footpath effort can help to make routes more sustainable, as well as reduce the maintenance burden.

# Proposed Highlands Footpath - Concept Map



**III. Current Proposed Route for the Highlands Footpath**

The description of the route below is the result of much discussion and exploration by Project Advisory Group members. The Highlands Footpath makes use of old roads and where possible existing trails on public lands. The pathway links 10 communities and serves to underscore the outstanding scenic and geologic beauty of Western Massachusetts along its route. It is hoped that this proposed route will inspire continued work at the local level to further define and possibly relocate certain sections to better routes over the longer term. In particular, conversations with private landowners will be important to learning where it may be possible to improve connections in several locations.

The route for the Highlands Footpath defined by this project to date extends from the center of Lee, with October Mountain State Forest as the major tract of publically protected open space at one end, across some 40 miles to the center of Goshen, with DAR State Forest trail as the major tract of publically protected open space at the other end. Overnight stays are possible at both of these Mass DCR managed properties.

The Highlands Footpath links Lee to Becket, Chester, Worthington, Chesterfield, Cummington, and Goshen. A spur that starts in Chester follows existing roads and trails through Chester/Blandford State Forest and extends to Blandford and Russell. From this spur, there is a proposed “connector” route to follow the old Huckleberry Trolley line through Huntington Center to join the primary route in Chester at Littleville Lake or an alternate path, which extends from the east side of Littleville Lake to the Knightville Basin and the East Branch Trail to connect with the Highlands Footpath in Chesterfield. The table below summarizes the 3 key parts of the trail system.

<b>Trail System Element</b>	<b>Towns</b>	<b>Estimated Length</b>
Highlands Footpath	Traverses Lee, Becket, Chester (north of the Westfield River), Worthington, Chesterfield, Cummington, and Goshen	40 miles
Spur	Leaves the Highlands Footpath in Chester and goes south through Chester Blandford State Forest, Blandford, and into Russell	14 miles
Connector from spur	Leaves spur in Blandford with proposed route following old Huckleberry Trolley pathway through Huntington Center to join the Highlands Footpath in Worthington or alternatively in Chesterfield	8 miles

The proposed Highlands Footpath route is described in more detail in the pages that follow. It is important to note that in several locations there are two options that remain to be explored. Local trail groups will focus on these options in the coming years to develop a primary route based on explorations of willingness with landowners for trail crossings.

Lee -----

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b><u>West to East</u></b>		<b>Source: MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Lee Main St. to Franklin St. to Orchard St. or Greylock St. to Bradley St. to Woodland Rd to October Mountain State Forest Campground.	Town of Lee	Public – town road	A	W,B	B - unsure if entire length of sidewalk meets ADA requirements	Downtown Lee has bus stop and lodging for possible B&B cooperation. Lee has the most amenities for visitors (stores, restaurants, gas, banks, & tourist info). Parts of Woodland Road are used for snowmobile access to October Mt. State Forest.
Alternate route from Main St.: Main St. to Center St. to Columbian St. to Bradley St. to Woodland Rd. to DCR campground in October Mountain State Forest	Town of Lee	Public – town road	A	W,B	B - unsure if entire length of sidewalk meets ADA requirements	DCR Campground in October Mt State Forest may be logical Highlands Footpath start/end point for some visitors.
From campground, take the Eagle Ledge Trail to Gorge Trail	Mass DCR	Public - Commonwealth of MA	B	W	C	Eagle Ledge Trail reblazed and trail work done 2015

- = DCR property involved
- = Mass Fish & Wildlife property involved
- = Army Corps of Engineers property involved
- = Hull Forestry property involved
- = Private landowner involved

**Becket**-----

(with short segment at start in Washington & possible B route toward end, in Middlefield)

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<u>West to East</u>		Source: MassGIS parcel data	A=Smooth B=Moderate C=Rough or eroded	B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)	A=Currently accessible B=Could be accessible C=Not possible	<b>Other useful information</b>
Gorge Trail up Schermerhorn Brook to Felton Pond	Mass DCR	Public - Commonwealth of MA	B, but steep	W	C; slope >5%	Verbal okay from DCR Forest Supervisor to include in Highlands Footpath; need to submit proposal to DCR
Schermerhorn Rd. by outlook to intersection of Lenox Whitney Place Rd.	Mass DCR	Public, but not clear whether Commonwealth of MA or Town of Lenox	A- old road	B/W/H/SS/SM	C- steep slope	Verbal okay from DCR Forest Supervisor; need to proceed with proposal as noted above; Off this road is the route with an old brick building not in use; possible use as emergency shelter? Schermerhorn Rd. washed out & closed to vehicles; DCR looking for funds to fix road.
Lenox Whitney Place Rd. Travel southeast to intersection with Appalachian Trail (AT)	Mass DCR	Public, but not clear whether Commonwealth of MA or Town of Lenox	A-old road	B/W/H/SS/SM	B - not paved ; slope >5%	Verbal okay from DCR Forest Supervisor; need to proceed with proposal as noted above; need DCR <u>and</u> AT permission; if use of AT not possible, continue straight on road, which becomes County Rd. at Becket town line. NOTE: the Marsh Trail can be a side hike that is promoted as part of this section of the Footpath.
Turn left /north onto AT; follow until the intersection of West Branch Rd; turn right for a short distance to join Vagabond Trail	Mass DCR	Public - Commonwealth of MA	B	W	C; slope >5%	Need DCR <u>and</u> AT permission;

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b><u>West to East</u></b>		<b>Source: MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Turn right/south onto Vagabond Trail	Mass DCR	Public - Commonwealth of MA	C	B/W/H/SS/SM/ORV	C; slope >5%	Verbal okay from DCR Forest Supervisor; need to proceed with proposal as noted above; Vagabond Trail was originally ATV but now closed to ATV use.
At Watson Rd. turn right/west for short distance	Mass DCR	Public - Commonwealth of MA/Town of Washington	A	B/W/H/SS/SM	B - not paved; slope >5%	Verbal okay from DCR Forest Supervisor; need to proceed with proposal as noted above.
Left/southeast on Stanley Rd. until intersection of County Road; turn left/southeast onto County Rd	Mass DCR	Public - Commonwealth of MA / Towns of Washington & Becket	A	B/W/H/SS/SM	B - not paved; slope >5%	Verbal okay from DCR Forest Supervisor; need to proceed with proposal as noted above; will need to approach the towns of Washington and Becket to discuss on-road walking route and possible safety measures.
Turn left/north onto McNerney Rd	Town of Becket	Public - town road	A	B/W/H	B - on town road; slope >5%	Will need to approach the Town of Becket to discuss on-road walking route and possible safety measures.
Turn right/east onto Brooker Hill Rd to Route 8	Town of Becket	Public - town road	A	B/W/H	C - steep slope; slope >5%	Visit Becket Gorge along this segment, which ends in North Becket Village with Becket Art Center, Mullen House & Library. B&B a few miles south. Will need to approach the Town of Becket to discuss on-road walking route and safety measures needed.



Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b><u>West to East</u></b>		<b>Source: MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
From North Becket Village, explore 2 possible routes:						
<b>A.</b> Route 8 south and turn left/east onto Benton Hill Rd.	MassDOT	Public - Commonwealth of MA	A	B/W/H	B - on town road	Will need to approach MassDOT about possibility of a walking trail along Route 8 and Town of Becket to discuss on-road walking route. With both need to explore safety measures.
Continue to turn left/east onto Surriner Rd.	Town of Becket	Public - town road	A	B/W/H	B - on town road	Will need to approach the Town of Becket to discuss on-road walking route and explore safety measures.
Bear right/south onto Bancroft Rd.	Town of Becket	Public - town road	A	B/W/H	B - on town road	
Cross private land eastward	Landowner	Private	Unknown	W	C	Private landowners along Bancroft Rd. between road and Chester watershed land. Explore whether may allow crossing only after talking first with Town of Chester about watershed land.
Cross Chester watershed land to reach The Nature Conservancy property and Gobble Mountain Trail	Town of Chester	Public - town road	Unknown	W	Unknown	Explore possible crossing of this land with Town of Chester.
<b>B.</b> Cross Route 8 and follow High St. across river and railroad tracks into Middlefield	Town of Becket	Public - town road	A	B/W/H	B - on town road; slope >5%	Will need to approach the town of Becket to discuss on-road walking route and possible safety measures needed; approach MassDOT for crosswalk at Route .8
Becket Rd.	Town of Middlefield	Public - town road	C	W	C	Dirt road; Will need to approach the Town of Middlefield to discuss on- road walking route and safety measures needed for this and all on- road routes below.

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b><u>West to East</u></b>		<b>Source: MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
West Hill Rd.	Town of Middlefield	Public - town road	B	W	C	Steep grade
Reservoir Rd.	Town of Middlefield	Public - town road	B	W	C	
Town Hill Rd.	Town of Middlefield	Public - town road	B	W	C	
Skyline Trail	Town of Middlefield	Public - town road	B	W	C	Town center quaint; New pavement
Chester Rd.	Town of Middlefield	Public - town road	B	W	C	
Alderman Road	Town of Middlefield	Public - town road	B	W	C	
Chester Road (which turns into Middlefield Rd.)	Town of Middlefield	Public - town road	B	W	C	

**Chester**-----

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>West to East</b>		<b>Source for roads: Chester Road Inventory and Analysis, May 1992; otherwise MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Continue on Middlefield Road to TNC trail head for Gobble Mountain	Town of Chester	Public - town road				Important side route here via Herbert Cross Road leads to Keystone Arches Trail
TNC trail to summit of Gobble Mountain to Unkamit's Path	The Nature Conservancy (TNC)	Non profit	B/C	B, W	C	TNC has provided okay for this to serve as linkage, but need to resolve concerns about liability with fire tower.
Other option to explore long-term from Herbert Cross Rd.:						
KABT from 70 foot arch bridge to possible bridge over Rail road	F&W and WRWSAC	Public - Commonwealth of Massachusetts	C- Rough	W,H,B,SS	C	
Rail road bridge to Unkamit's Path up Gobble Mountain	Landowner	Private	C- Rough	W	C	TNC & F&W interested in protecting this piece, but currently working through difficult deed. There are amazing views. Lands are currently owned JJ Timber.
Unkamit's Path through Town of Chester land to Route 20, Chester	Town of Chester	Public - town road		W, B	C	Need to talk with Town of Chester about possibility of using this trail
Route 20 East to Main St.	Town of Chester	Public - town road	A	All, but no ATVs allowed on Town roads	A if one wants to travel on the road way	Parking at Train Station; Chester Rail Station Caboose Camping
Main Street to Emery St.	Town of Chester	Public - town road				

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
West to East		Source for roads: Chester Road Inventory and Analysis, May 1992; otherwise MassGIS parcel data	A=Smooth B=Moderate C=Rough or eroded	B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)	A=Currently accessible B=Could be accessible C=Not possible	Other useful information
Emery St. to end		Unknown	Unknown	Unknown	Unknown	Need to determine if there is ROW to access New England Forestry Foundation lands here and work out arrangement regarding access through gate.
Cross NEFF Land	New England Forestry Foundation	Private	Unknown	B, W	Unknown	Need to work with landowner to explore willingness for linkage
Crossing of Hull Forestry Products Land	Hull Forestry Products	Private	Unknown	B, W	Unknown	Need to work with landowner to explore willingness for linkage; also trail would need to be constructed in some locations.
Leave Hull Forestry Products Land and go north on Lyman Rd.	Landowner	Private-discontinued road	Unknown	W,H,B,SS	Unknown	Verify road status and talk with landowner in this location regarding possible use of old roadway.
Lyman Rd.north and follow bend in road east to take left onto Skyline Trail	Town of Chester	Public - town road	Unknown	W,H,B,SS	Unknown	Verify as to where road becomes public.
Skyline Trail to immediate right turn onto Crane Rd.	Town of Chester	Public - town road		W,H,B,SS		
Crane Road north to right turn onto Maynard Hill Rd.	Town of Chester	Public - town road		W,H,B,SS		
Maynard Hill Rd. to right onto East River Rd.	Town of Chester	Public - town road		W,H,B,SS		
Immediate left to Littleville Fairgrounds	Landowner	Private				Talk with owners about use of area for camping.

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>West to East</b>		<b>Source for roads: Chester Road Inventory and Analysis, May 1992; otherwise MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Explore 2 possibilities from Littleville Fairgrounds:						
<b>A.</b> Trail from fairgrounds through Hiram Fox Wildlife Management Area (WMA)	Mass Fish & Wildlife	Public - Commonwealth of Massachusetts	B	W,H,B,SS	B	Talk with Mass Fish & Wildlife about use of this existing trail.
Trail across private land to snowmobile trail	Landowner	Private	B	Unknown	B	After trail leaves WMA, it extends across private land. Explore landowner interest and whether would grant permission to use existing trail here.
Left (north) at intersection with snowmobile trail (at pond)	Landowner	Private	B	Unknown	B	Explore landowner interest and whether would grant permission to use this stretch of existing snowmobile trail.
Snowmobile trail North through section of Hiram Fox WMA	Mass Fish & Wildlife	Commonwealth of Massachusetts	B		B	Talk with Mass Fish & Wildlife about use of this existing trail, and Fiske Road.
<b>B.</b> Kinnebrook Rd. to Worthington	Town of Chester	Public - town road	B	W,H,B,SS		

## Kingdom Trails, Vermont

Lead organization: Kingdom Trails Association

Partners: Kingdom Trails Association is a member organization that provides access to its members to an expansive and varied terrain biking/hiking trail system. Day and season passes can also be purchased by non-members. Ninety five percent of the trails traverse private land, with over 60 private landowners involved in the system. The fees collected from members and users pay for staff and trail maintenance. Kingdom Trails is a nonprofit organization with a volunteer board of directors.

How trail came to be: Kingdom Trails Association was established in 1994 by a group of residents and business leaders. The East Burke area already contained several miles of cross-country ski and snowmobiling trails. Local residents worked cooperatively with local landowners to expand the trail system to support mountain biking and hiking. New England Mountain Bike Association (NEMBA) was a forerunning partner in this effort. Early efforts were supported and promoted by the region's most respected elder, who saw the big picture that a year-round trail system would be good for the economy and the surrounding communities. The emphasis was placed on economic development based on outdoor recreation, and the Association has actively supported and promoted the development of sports shops, lodging, restaurants and other related businesses.

Current length of trail: More than 100 miles

Lands trail traverses (public/private/etc.): Almost exclusively on private lands

What agreements are in place with landowners: Easements are held for private lands. Association carries insurance for trails and for property owners on whose lands trails are located.

Cost of access: Access is based on fee with reasonable rates (i.e., individual adult day pass is \$15 and year-round pass is \$75; and reduced rates for youth, seniors and families.

Uses allowed: Non-motorized, with a summer focus on mountain biking. Other uses include hiking, cross-country skiing, and snowshoeing.

3 major indicators of success:

- Support of respected elder of the region
- Ability to maintain full-time staff
- Continued demand for new trails. The Association is now at point where can turn down new landowners for inclusion in the trail system and can pick and choose where to locate new trails.

Other note of interest:

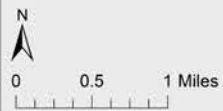
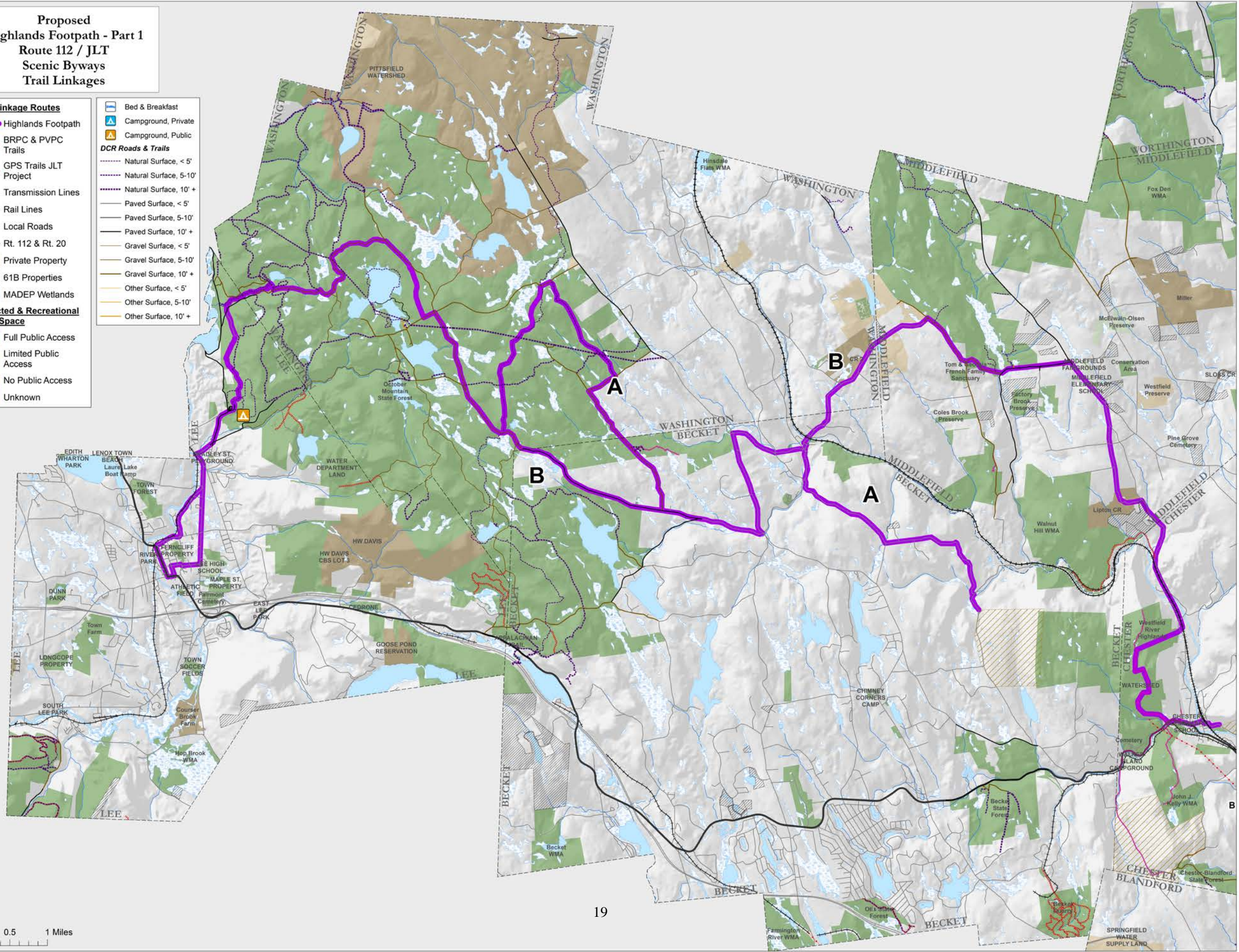
Policies are posted on their website, including a Positive Community and Dog Policy.



*Photo courtesy Kingdom Trails Association*

**Proposed  
Highlands Footpath - Part 1  
Route 112 / JLT  
Scenic Byways  
Trail Linkages**

- Trail Linkage Routes**
- Highlands Footpath
  - BRPC & PVPC Trails
  - GPS Trails JLT Project
  - - - Transmission Lines
  - Rail Lines
  - Local Roads
  - Rt. 112 & Rt. 20
  - Private Property
  - 61B Properties
  - MADEP Wetlands
- Protected & Recreational Open Space**
- Full Public Access
  - Limited Public Access
  - No Public Access
  - Unknown
- DCR Roads & Trails**
- Natural Surface, < 5'
  - Natural Surface, 5-10'
  - Natural Surface, 10' +
  - Paved Surface, < 5'
  - Paved Surface, 5-10'
  - Paved Surface, 10' +
  - Gravel Surface, < 5'
  - Gravel Surface, 5-10'
  - Gravel Surface, 10' +
  - Other Surface, < 5'
  - Other Surface, 5-10'
  - Other Surface, 10' +
- Other Symbols:**
- Bed & Breakfast
  - Campground, Private
  - Campground, Public



Page left blank intentionally.



**Worthington** -----

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b><u>South to North</u></b>		<b>Sources: Worthington Inventory of Public and Private Ways, May 1, 1985 and MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
From Chester line, Fisk Rd. to Kinne Brook Rd.	Town of Worthington	Public – town road	A	B, W, H	A	
Kinne Brook Rd. to Adams Rd.	Town of Worthington	Public – county road	A	B, W, H	A	Paved
Adams Rd. to Patterson Rd.	Town of Worthington	Unknown	A	B, W, H	A	Gravel
Patterson Rd. to Almond Johnson Rd.	Town of Worthington	Public – town road	A	B, W, H	A	Gravel
Almond Johnson Rd. to West St.	Town of Worthington	Public – town road	B	B, W, H	A	
Explore 2 possibilities from West St.:						
A. Trail north through Fox Den WMA to private land	Mass Fish & Wildlife	Public - Commonwealth of Massachusetts	C	W, H	C	This is an old road and existing trail. Work with F&W and explore how group might help to promote better use, maintenance.
Private land to next parcel of Fox Den WMA	Landowner	Private	C	Unknown	Unknown	Crossing of private properties. Explore with landowners if willing to allow trail.
Fox Den WMA to Sam Hill Rd.	Mass Fish & Wildlife	Public - Commonwealth of Massachusetts	C	W, H	B	Continue to work with F&W.

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>South to North</b>		<b>Sources: Worthington Inventory of Public and Private Ways, May 1, 1985 and MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Sam Hill Rd. to Harvey Rd.	Landowner	Western stretch of Sam Hill Rd. discontinued; Town road before intersect with West St.	B	Unknown	C	Explore possible use with landowner.
<b>B.</b> West St. to Sam Hill Rd.	Town	Public - county road	A	B,W,H	A	
Continue onto Harvey Rd. (east)	Town of Worthington	Public – town road until Chesterfield line, where it becomes discontinued.	A	B,W,H	A	
Explore 2 possibilities from Harvey Rd.						
<b>A.</b> Continue on Harvey Rd. and follow trail south across campground property to Old Post Rd./ Partridge Rd.	Landowner	Private	Unknown	Unknown	Unknown	Ownership of campground is changing hands. MassGIS shows that much of this land is categorized as "Limited Public Access"
<b>B.</b> Take right on Old Post Rd. and follow into Chesterfield.	Town of Worthington	Public - town road	A	B,W,H	A	
Just north of intersection with Ireland St., take trail into Gilbert Bliss State Forest	Mass DCR	Public - Commonwealth of Massachusetts				Work with DCR to explore use of this trail.

**Chesterfield**-----

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>South to North</b>		<b>Sources: Chesterfield Official List of Town Roads 2007 and Discontinued Roads 2005</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
River Rd. in Gilbert Bliss State Forest to Cummington Road	Town of Chesterfield	Public - town road				
Cummington Rd. to Mount Rd.	Town of Chesterfield	Public - town road				
Explore 2 possible routes into Cummington						
<b>A.</b> Mount Rd. to trailhead on Gilbert Bliss SF land "Westfield River Access Area"	Mass DCR	Public land - Commonwealth of Massachusetts				Need to talk with Forest Supervisor Robert Kabat to get initial DCR approval; then submit proposal
Existing trail that leads to Reed/Carr Rd.	Landowner	Private				After trail leaves State Forest, it extends across private land. Need to explore landowner interests and whether would grant permission to cross here. John Follet one landowner said he would talk to his neighbor. See CHO2 parcel map.
<b>B.</b> Mount Rd. into Cummington	Town of Chesterfield	Public - town road				

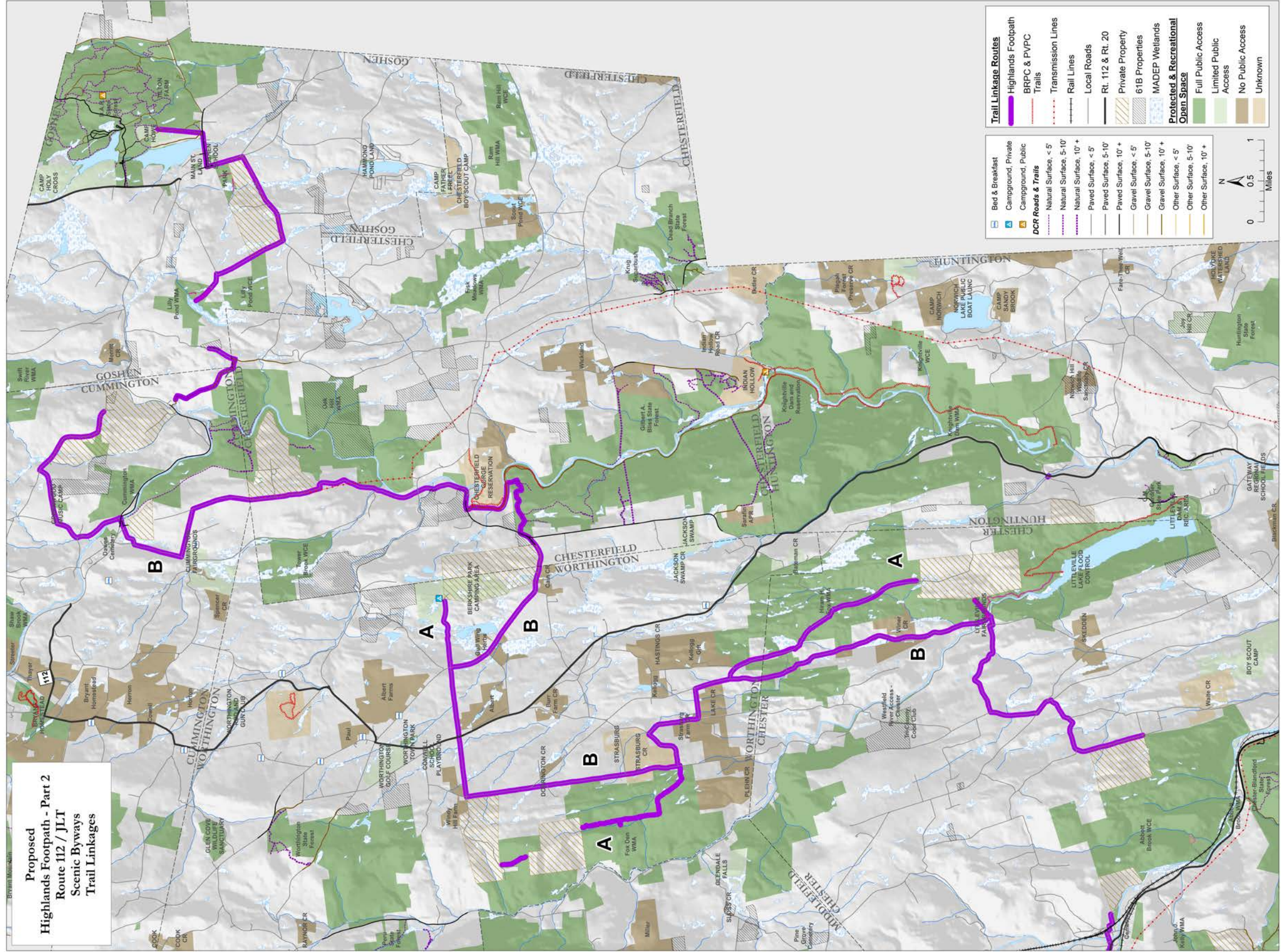
**Cummington**-----

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>South to North and West to East</b>		<b>Source: MassGIS parcel data and Official List of Town Roads, May 7, 1999</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Explore 2 possibilities from Chesterfield						
<b>A.</b> Mount Road straight north to Stevens Road	Town of Cummington	Public - town road				Former A route had involved taking Reed Road/Carr Road through Paul Cuddy WMA and then north through Gilbert Bliss SF to Mougins Road. DCR requested this linkage be removed since Gilbert Bliss SF section not an authorized trail.
Stevens Road across private land to Thayer Corner Road and Route 9/112	Landowner	Private; Stevens Rd. was discontinued in this location				Need to work with landowner and explore willingness to allow use of old road for trail crossing.
<b>B.</b> Mount Road, including bend to west, to Fairgrounds Road	Town of Cummington	Public - town road				
Right on Fairgrounds Road to Route 9/112	Town of Cummington	Public - town road				
Route 9/112 to Lilac Ave.	MassDOT	Public - state road				

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
South to North and West to East		Source: MassGIS parcel data and Official List of Town Roads, May 7, 1999	A=Smooth B=Moderate C=Rough or eroded	B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)	A=Currently accessible B=Could be accessible C=Not possible	Other useful information
Lilac Ave. to Nash Rd.	Town of Cummington	Public - town road				Cross East Branch of Westfield River in this location.
Nash Rd. to Harlow Rd.	Town of Cummington	Public - town road				
Harlow Rd. to Stage Rd.	County	Both Harlow and Stage Rds. are County roads				
Explore 2 possibilities from Stage Rd:						
A. Old Stage Rd/Andrew Shaw Rd. to Rte 9/112	Landowner	Discontinued roads; private				Old Stage is an extension of Andrew Shaw Road and goes all the way through.
B. Swift River Rd. to Rte 9/112	Landowner	Discontinued roads; private				Explore possible crossing with landowner
Howes Rd. to Loomis Rd. in Goshen	Town of Cummington	Public - town road				Explore possible crossing with landowner

## Goshen

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>West to East</b>		<b>Source: MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Loomis Rd.	Town of Goshen	Public - town road	B	B, W, H, SM	B	
Former Lily Pond Rd. through Lily Pond Wildlife Management Area	Both landowner and Mass Fish & Wildlife	Discontinued public road on both private and public (MA Fish & Wildlife land	B	B, W, H	C	Need to explore whether this is viable route with Mass Fish & Wildlife, center is submerged beneath Lily Pond; would need to blaze a short connector trail
Ball Rd.	Town of Goshen	Public - town road	A	B, W, H	A	
West St.	Town of Goshen	Public - town road	A	B, W, H	A	Alternative is to bypass West St. by connecting Ball Road directly to the west end of Hasting through private land
Hastings Rd.	Town of Goshen	Public - town road	M	W, H	B	Public to the former camp discontinued from there
Snowmobile Trail	Highlanders Snowmobile Club; landowner	Private	B	W, H, SM	B	Existing trail crosses private and Town land. Need to explore whether landowners willing to have linkage in this location. Also, confer with Goshen Highlanders Snowmobile Club.
Cross Route 9 and follow East St.	Town of Goshen	Public - town road	A	B, W, H	A	Paved road
Headquarters Road into DAR State Forest	Mass DCR	Public - Commonwealth of Mass.				Work with Forest Supervisor Robert Kabat to define best route; then submit proposal to DCR. DAR State Forest may be logical start/end point for some visitors.



Page left blank intentionally.



## Spur

### Chester-----

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>West to East</b>		<b>Source for roads: Chester Road Inventory and Analysis, May 1992; otherwise MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Cross Route 20 onto Hampden St. and cross bridge	Town of Chester	Public – town road				
Explore 2 possibilities from Hampden St.:						
<b>A.</b> Enter John Kelly WMA and follow trail toward top of Round Hill	Mass Fish & Wildlife	Public - Commonwealth of Massachusetts		B, W		Talk with Mass Fish & Wildlife about use of this existing trail.
Continue on trail south to top of Round Hill and down slope to Round Hill Rd.	Landowner	Private		B, W		This will only be possible if the two property owners in this location are agreeable to linkages on their lands. Hilltown Land Trust is working on CR with one of these landowners.
<b>B.</b> Follow Route 20 through Chester Village	MassDOT	Public - Commonwealth of Massachusetts		B, W		Use this route until/if cannot get permission from F&W and two property owners
Take Round Hill Rd. to Griffin Brook Rd.	Town of Chester	Public – town road				
Enter Chester Blandford SF and follow Griffin Brook Rd. to State Rd.	Mass DCR	Public - Commonwealth of Massachusetts				Verbal approval from DCR Forest Supervisor to include as Highlands Footpath; need to submit formal proposal to DCR.
State Rd. to north on Sanderson Brook Rd.	Mass DCR	Public - Commonwealth of Massachusetts				Verbal approval from DCR Forest Supervisor to include as Highlands Footpath; need to submit formal proposal to DCR.

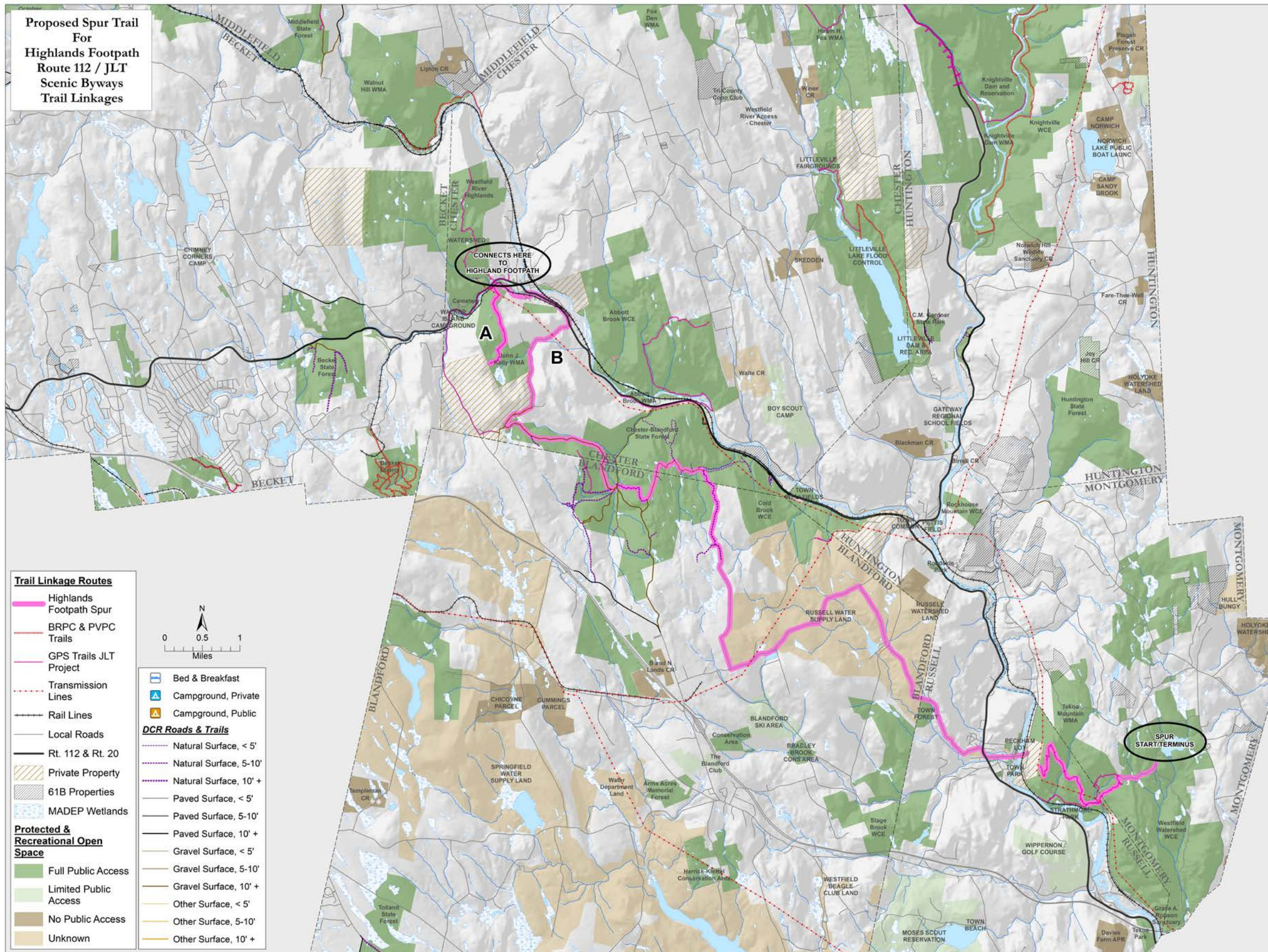
Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
West to East		Source for roads: Chester Road Inventory and Analysis, May 1992; otherwise MassGIS parcel data	A=Smooth B=Moderate C=Rough or eroded	B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)	A=Currently accessible B=Could be accessible C=Not possible	Other useful information
Sanderson Brook Rd.to CCC Ski Trail.	Mass DCR	Public - Commonwealth of Massachusetts				DCR recommends this alternative route as Newman Marsh Trail has sections closed due to unsafe conditions.
CCC Ski Trail to Observation Hill Rd.	Mass DCR	Public - Commonwealth of Massachusetts				Need to submit formal proposal to DCR.
Observation Hill Rd. to Mica Mine Rd.	Mass DCR	Public - Commonwealth of Massachusetts				Need to submit formal proposal to DCR.

**Blandford**-----

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>West to East</b>		<b>Source: MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Mica Mine Rd.						Need to investigate status of this road.
John Knox Rd. south to Huntington Rd.						Need to investigate status of this road.
Huntington Rd. to Martin Phelps Rd., Blandford						These roads are in Russell Water Supply Lands; May need to get permission depending on road status here.
Martin Phelps Rd. east into Russell						May need to get permission.

**Russell** -----

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>West to East</b>		<b>Sources: MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Martin Phelps Rd. in Blandford						
Pine Hill Rd., Russell	Town of Russell	Public – town road				
Right/south on Route 20	MassDOT	Public – Commonwealth of Massachusetts				Explore if there is a way to make this connection without going on Route 20
Left/east on Main St. and cross Westfield River	Town of Russell	Public – town road				
Left/north on Carrington Road	Town of Russell	Public – town road				
Explore two options to get to Tekoa Wildlife Management Area (WMA):						
<b>A.</b> Cross at 52 Carrington Road, which leads to existing trail in Tekoa Wildlife Management Area	Hull Forestry	Private				If this is better route than using state lands all the way to Carrington Rd, need to talk with landowner (Bill Hull) about possible access
<b>B.</b> Cross at F&W property which has frontage on Carrington Rd.	Mass Fish & Wildlife	Public - Commonwealth of Massachusetts				If A option does not work, define and explore this option in conversation with Mass Fish & Wildlife.
Tekoa Mountain WMA, extending from Carrington Road and passing Mount Shatterack, Mount Tekoa, to exit at either Russell Road, Montgomery or possibly Reservoir Road, Westfield.	Mass Fish & Wildlife	Public - Commonwealth of Massachusetts				This route needs to be further defined and explored in conversation with Mass Fish & Wildlife.



Page left blank intentionally.

## Connectors

### Huntington -----

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>South to North</b>		<b>Sources: list of legal roads in Huntington and MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
From Huntington Rd. in Blandford						
Explore 2 possibilities to Huntington Village/Route 20						
A. Left (north) on Old Huckleberry Trolley Line	Private and Water Dept.	Private and Russell Watershed land	B		12 to 15% grade	Need permissions from Towns and private landowner
B. Continue north on Blandford Hill Rd.	Town of Huntington	Public - town road	C		C	
Right on Route 20 East in Huntington Center	MassDOT	Public - state road	B	B, W	A	
Left on Route 112 north	MassDOT	Public - state road	B	B, W	A, but steep grade at bridge over Westfield River	
Left on Littleville Rd.	Town of Huntington	Public - town road	B	B, W	A (to Gateway School where sidewalk ends)	
Take right onto Goss Hill Rd.	Town of Huntington	Public - town road	B	B, W	C	Grade very steep
Take left at entrance to Littleville Lake, ACOE property	U.S. Army Corps of Engineers	Public - federal government	B		B	Verbal okay from Army Corps for this Highlands Footpath segment
Take trail (old dirt road) on east side of Littleville Lake heading north and crossing into Chester	U.S. Army Corps of Engineers	Public - federal government	C		B	Verbal okay from Army Corps for this Highlands Footpath segment

**Route to Knightville**

Segments	Who maintains?	Legal status	Condition	Type of user could accommodate	Accessibility	Notes
<b>West to East</b>		<b>Source: list of legal roads in Huntington and MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
Explore 2 possible routes to intersection of Goss Hill and Nagler Cross roads						
<b>A.</b> Take new trail (would have to be constructed in collaboration with U.S. ACOE) due east	U.S. Army Corps of Engineers	Public - federal government and private land				Need to explore ACOE and private landowner willingness to have trail in this area.
<b>B.</b> Stay on Goss Hill Rd. as above	Town of Huntington	Public - town road	B	B, W	C	Dirt road
East on Nagler Cross Rd.	Town of Huntington	Public - town road	B	B, W	C	Steep and scenic dirt road
Left on Route 112 (north)	MassDOT	Public – state road	B	B, W	C	Paved road
Take entrance on right to Knightville Basin	U.S. Army Corps of Engineers	Public - federal government	C	B, W	C	Verbal okay from Army Corps at Knightville Basin for Highlands Footpath
Connect to East Branch trail north to Chesterfield	U.S. Army Corps of Engineers	Public - federal government	C	B, W, H, SM, SS	B	Already open to public; ACOE okay with Highlands Footpath route, need to explore permission with other landowners in this section



**Route to Worthington**

<b>Segments</b>	<b>Who maintains?</b>	<b>Legal status</b>	<b>Condition</b>	<b>Type of user could accommodate</b>	<b>Accessibility</b>	<b>Notes</b>
<b>West to East</b>		<b>Source: list of legal roads in Huntington and MassGIS parcel data</b>	<b>A=Smooth B=Moderate C=Rough or eroded</b>	<b>B=Bike W=Walking H=Horse SM=Snowmobile ATV SS=Ski/snowshoe (add other)</b>	<b>A=Currently accessible B=Could be accessible C=Not possible</b>	<b>Other useful information</b>
At northern edge of ACOE property at Littleville Lake, explore 2 possible routes:						
<b>A.</b> Follow snowmobile trail north	Landowner	Private	B	B, W, H, SM, SS	B	Need to explore willingness of local landowners on trail use here
Continue north following trail across Hiram Fox WMA	Mass Fish & Wildlife	Public - Commonwealth of Massachusetts	B	B, W, H, SM, SS	B	Need to talk with F&W about use of this trail
<b>B.</b> Take left at trail intersection to follow trail south back toward Littleville Lake	U.S. Army Corps of Engineers	Public - federal government	B	B, W, H, SM, SS	B	Verbal okay from Army Corps for this Highlands Footpath segment
Before reach Lake edge, turn right on intersecting trail and follow along north eastern edge of Littleville Lake where turns into Middle Branch	U.S. Army Corps of Engineers	Public - federal government	B	B, W, H, SM, SS	B	Verbal okay from Army Corps for this Highlands Footpath segment
Follow trail along Middle Branch to Littleville Fairgrounds (See Chester linkages)	Mass Fish & Wildlife	Public - Commonwealth of Massachusetts	B	B, W, H, SM, SS	B	If the A route is not possible in this area, B route is to go north to Worthington on Kinne Brook Rd. (See Chester linkages)

## **East Branch Trail, Massachusetts**

Lead organization: Wild & Scenic Westfield River Committee

Partners: Army Corps of Engineers, Mass DCR, Mass Fish & Wildlife, Four Seasons Snowmobile Club, The Trustees of Reservations, and Town of Chesterfield

How trail came to be: Members of the Wild and Scenic Westfield River Advisory Committee saw an opportunity in 2004 to make use of an existing ancient road thru a particularly scenic valley along the East Branch of the Westfield River. Meeting with landowners, it also became apparent that the proposed trail could actually help with managing recreational use of lands, gathering hikers into a single more formalized designated route, and creating opportunities to promote better behavior.



*Photo courtesy Wild & Scenic Westfield River Committee*

Current length of trail: Nine miles that connects from the Chesterfield Gorge at the north to the Knightville Dam Recreation Area to the south

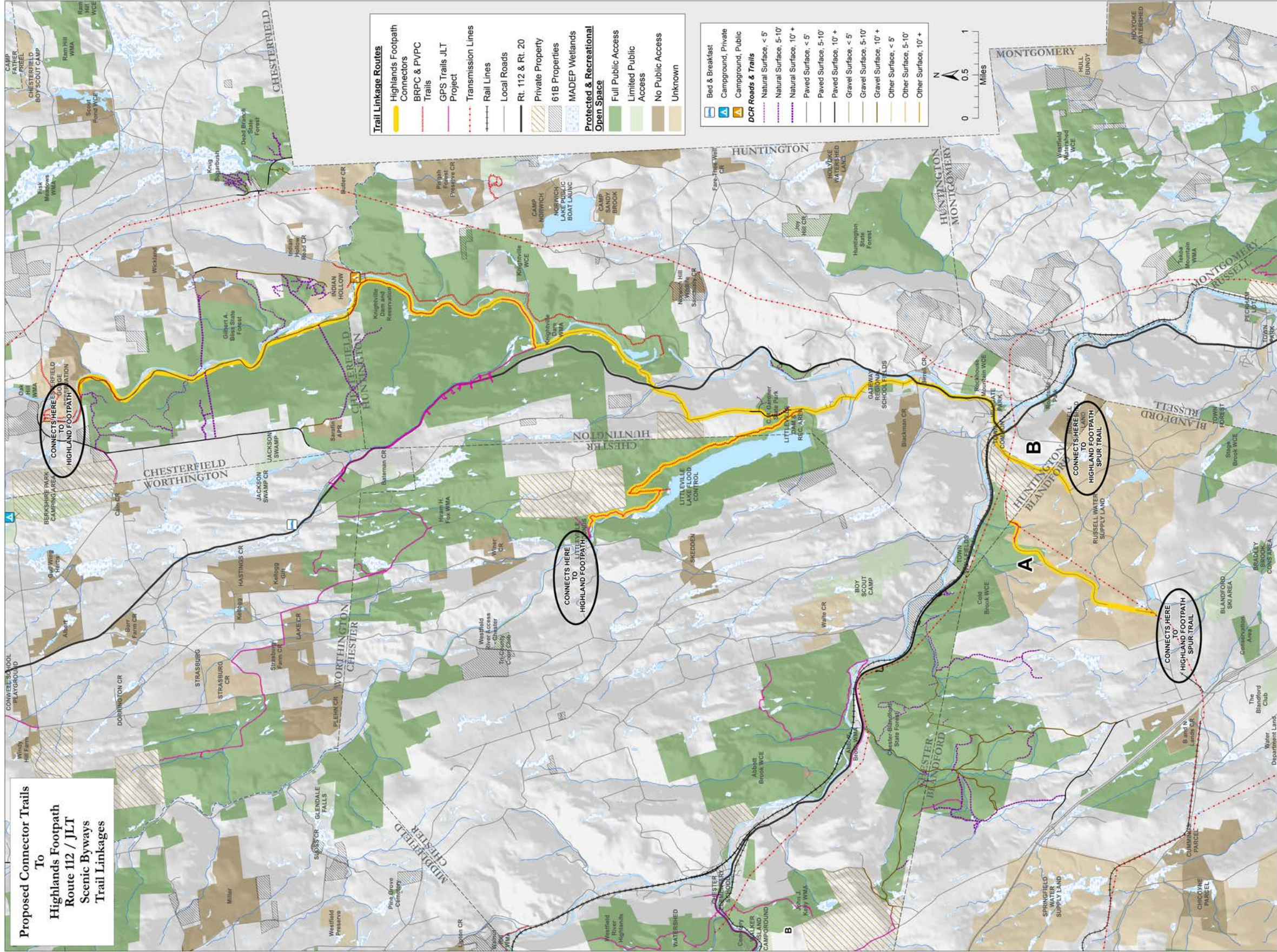
Lands trail traverses (public/private/etc.): The East Branch Trail passes across lands owned by both public agencies and non profit organizations, including the U.S. Army Corps of Engineers, Mass Department of Conservation and Recreation, Mass Fish & Wildlife, Town of Chesterfield, and The Trustees of Reservations

Cost of access: Access is free.

Uses allowed: The trail is for day hiking only (no overnight camping allowed).

3 major indicators of success:

- Great popularity with hikers, mountain bikers, snowmobilers, and others
- Key trail linkage in the Highlands Footpath network
- Has helped to promote improved community connection to and thus stewardship for the Westfield River Wild and Scenic resources



Page left blank intentionally.

## **IV. Organizing to Move Forward**

Creating a vision for the Highlands Footpath represents significant progress, but ultimate success will take commitment from a group of people willing to work on this project over decades.

Project Advisory Group members have talked at length about how to transform from a grant supported initiative to a local volunteer and community supported initiative. Two steps at the local level seem critical to moving forward:

1. Transform the current Project Advisory Group into a collaborative of representatives from several towns that can coordinate on joint actions that make sense, including applying for joint grant funding, continuing conversations with state agencies, talking with any other large private landowners with properties that extend across two or more towns, and providing enough trail work to keep seasonal volunteers from larger organizations adequately busy. See details for collaborative action in Section V of this plan.
2. Further encourage formation of local trail groups to reach out to neighbors, friends, and others in town, and to develop trails, define parking areas, and coordinate and oversee maintenance. The work of these groups will focus on the pathways for the Highlands Footpath, but work might also be directed at defining and establishing local loop trails that are meaningful to residents within each town. Worthington has already formed a trails group that has been working actively together to formalize linkages through this project. Local trails groups might look to Ashfield Trails or Sunnapee Ragged Kearsage Greenway organizations as examples. See recommended actions for local trail groups in Section VI of this plan.

What form the Highlands Footpath takes going forward will depend on what each town is willing to support. This is an opportunity to create an extraordinary walking journey in the region that connects all of us to a unique experience of the landscape where we live, work, and/or play.

## **V. Next Steps – All Communities Together**

### 1. Form and establish the Highlands Footpath Collaborative

The Collaborative will support the work of local trails groups and facilitate collective action where needed and effective.

In the first year, it will be important to:

- Research and select a preferred way of operating the Collaborative, either under the umbrella of another organization or through formation of a 501c3.
- Promote awareness of the Collaborative's formation
- Define and form the Collaborative, with communities reappointing or appointing representatives where representatives have not already been serving.
- Appoint a chair or main contact person to convene the entire group on a quarterly basis. PVPC will help to facilitate convening and running of meetings as needed going forward.
- Distribute action plan maps electronically for use by volunteers
- Identify forthcoming grant opportunities for activities that might include, creating directional and interpretive signage, repairing damaged sections of trail, developing trailhead/access areas so as to discourage ATV use
- Review and refine goals and action plan annually within the Collaborative, but also with local trail groups to optimize coordination and focus

### 2. Continue outreach to towns where representation within the regional Project Advisory Group has been somewhat limited to date

This includes Blandford, Chesterfield, Goshen, Middlefield, Russell, and Washington. The project had good representation from Goshen and Russell, but representatives were unable to continue for personal reasons. Blandford, Chesterfield, Middlefield, and Washington were not part of the original project scope of work, but it is clear now how important it is to include these communities. Fortunately, Nancy Rich has been a steady representative on the Project Advisory Group from Chesterfield. Outreach to Blandford has begun and representatives have attended at least two meetings and been included in all recent e-mail exchanges. It was not realized until the final stages of linkage explorations from Lee to Becket to Chester how important Middlefield and Washington may be in making trail connections. Outreach to these towns by the Highlands Footpath Collaborative is critical.

### 3. Promote formation of local trail groups

Action at the local level is critical to ensuring that the Highlands Footpath is responsive to local needs and wishes. Where possible and appropriate, developing and maintaining trails and related facilities and entering and holding agreements with private landowners will occur at the local level.

### 4. Develop a logo for the Highlands Footpath to generate wider interest

### 5. Continue building on successes with local land trust/land conservation organizations

For the region, this includes Hilltown Land Trust, Becket Land Trust, Lee Land

Trust, Berkshire Natural Resources Council, Winding River Land Conservancy, and The Nature Conservancy. These organizations can partner with local and regional entities to work with landowners on easements and land acquisition. They also have a host of informational resources that can inform local work.

6. Work with willing landowners to explore interest in agreements for passage across properties

Agreements can be informal for a period of years until a landowner is comfortable and then formalized to protect the trail passage from unforeseen changes, such as a property changing hands, development, etc. (see agreement examples in appendixes). Public agencies, specifically Mass DCR and Mass Fish & Wildlife have specific processes that they would like trail advocates to follow. Instructions and support material are provided in the appendixes. All conversations should be documented and recorded in a consistent manner. Perhaps work with one of the local land trusts on developing a template for record keeping within the Collaborative. It is important to note that though Mass Fish & Wildlife lands are open to the public, they are managed as wild lands. The agency has indicated that it is unlikely they will allow blazing, signage, or trailhead parking on any of their lands. Going forward it will be important to work out solutions that respect such landowner wishes.

7. Open segments of the Highlands Footpath where possible and offer hosted hike to introduce segments to communities

This will help to continue project momentum and enable experiences of the trail that help build growing understanding and support.



*Ed Newmoth, a naturalist from Washington, MA, explores possible connections from Shermerhorn Gorge Trail, October Mountain State Forest.*

8. Work with local snowmobile chapters on permanent protection of easements where there is interest and overlap with trail linkages route  
Snowmobilers have a longstanding relationship with many local landowners. They have indicated that they are working toward permanent protection of some trails due to losses with land ownership changes. Going forward, it may make sense to explore the possibility of joint use agreements with landowners where there are overlaps with snowmobile use and the Highlands Footpath. Regional planning organizations can help in this collaboration, putting grant requests together for trail projects that benefit all involved. Randy Toth of the Snowmobile Association of Massachusetts has offered to facilitate establishing working contacts with local snowmobile clubs.
9. Involve local youth in Highlands Footpath efforts  
Engaging Boy and Girl Scouts, local high schools, Greenagers, and Americorps will help generate wider interest and involvement. This might include help with building of trail connectors, maintaining or repairing existing segments, or even contests for design of logos, signs, etc.
10. Collaborate with local towns and businesses to identify locations for parking and for overnight stays. This makes it possible for local residents and visitors to journey for a few hours or several days along the Highlands Footpath. Overnight stays can involve local bed and breakfasts or public and private campgrounds. For parking locations, distinguishing between locations that allow for overnight parking versus daytime parking will help to avoid conflict between hikers and parking area managers.
11. Identify locations with other amenities, including bathrooms, food and supplies.  
Guiding those who use the Highlands Footpath to local businesses that can provide useful resources and amenities is an important first opportunity in tying the trail to economic development.



*Exploration of trail connections at Lily Pond Wildlife Management Area in Goshen.*



## VI. Next Steps – Local Level by Town

Following are the action plans for the eight communities that have been active throughout the project, including Lee, Becket, Chester, Worthington, Chesterfield, Cummington, Goshen, and Huntington. As mentioned above, it will be important for the Highlands Footpath Collaborative to continue to engage and activate trail interests in other communities—including Blandford, Middlefield, and Russell—that provide important linkage opportunities for the Highlands Footpath.

### Lee

Action	Timetable	Responsible party
Determine who will form core for local efforts (existing advisory group members to become local trail group, or perhaps existing open space committee, conservation commission, etc.)	2016	Existing Collaborative members from Lee
Hold first meeting of local trails group to talk about work going forward and recommend appointment to Highlands Footpath Collaborative	2016	Existing Collaborative members from Lee
Verify status of all roads and sidewalks in proposed route. Clarify in particular who owns and maintains the road system within October Mt. State Forest, including Stanley Road in Washington/Becket.	2016	Local trails group, DPW, Select Board
Meet with Select Board, DPW, and other town boards to update on project and provide copy of Action Plan, review map of proposed route through Town. Talk also about use of town roads, sidewalks and parking sites where anticipate possible need.	2016	Local trails group, DPW, Select Board
Meet with first responders to let them know about project and discuss best way to address any concerns they may have	2016	Local trails group, police, fire, and ambulance
Partner with Becket representatives to approach Town of Washington with the project, as Stanley Road may be Washington's road	2016	Highlands Footpath Collaborative representatives from Lee and Becket
Support Becket representatives to approach the ATC about possible use of the AT in Becket	2016	Lee and Becket trails group representatives, ATC (Jim Pelletier, Cosmo Catalano)
Work with Mass DCR and Becket representatives regarding use of October Mt. State Forest. <ul style="list-style-type: none"> <li>▪ Formally designate the trail route from the campground area to Stanley Road (see map for details)</li> <li>▪ Determine trail maintenance or improvement needs</li> <li>▪ Clarify day parking areas in the SF and identify potential overnight parking for multi-day users</li> <li>▪ Establish partnerships with ORV and</li> </ul>	2016	Advisory group members, SF Supervisor (Chris Deinlein), DCR Regional Director (Dom Sacco), DCR Regional Trails Program (Paul Jahnige), SAM (Randy Toth), ORV (unknown contact)

Action	Timetable	Responsible party
snowmobile clubs for possible partnerships in maintenance and improvement of trails		
Hold community meeting for neighbors along proposed routes between October Mountain State Forest campground and town center	2017	Local trails group, Select Board
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to support connections with existing Bed & Breakfast (B&B) establishments and existing and potential campgrounds/campsites for overnight stays along the Footpath.	2017	Local trails group with Chamber of Commerce, Berkshire Visitors Bureau
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to install directional signage. For any on-road linkage locations, develop safety signage.	2018	Local trails group, town officials
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to define and develop parking for expected key trailhead areas in coordination with local officials and neighbors of proposed parking.	2018	Local trails group, town officials, private landowners and abutters

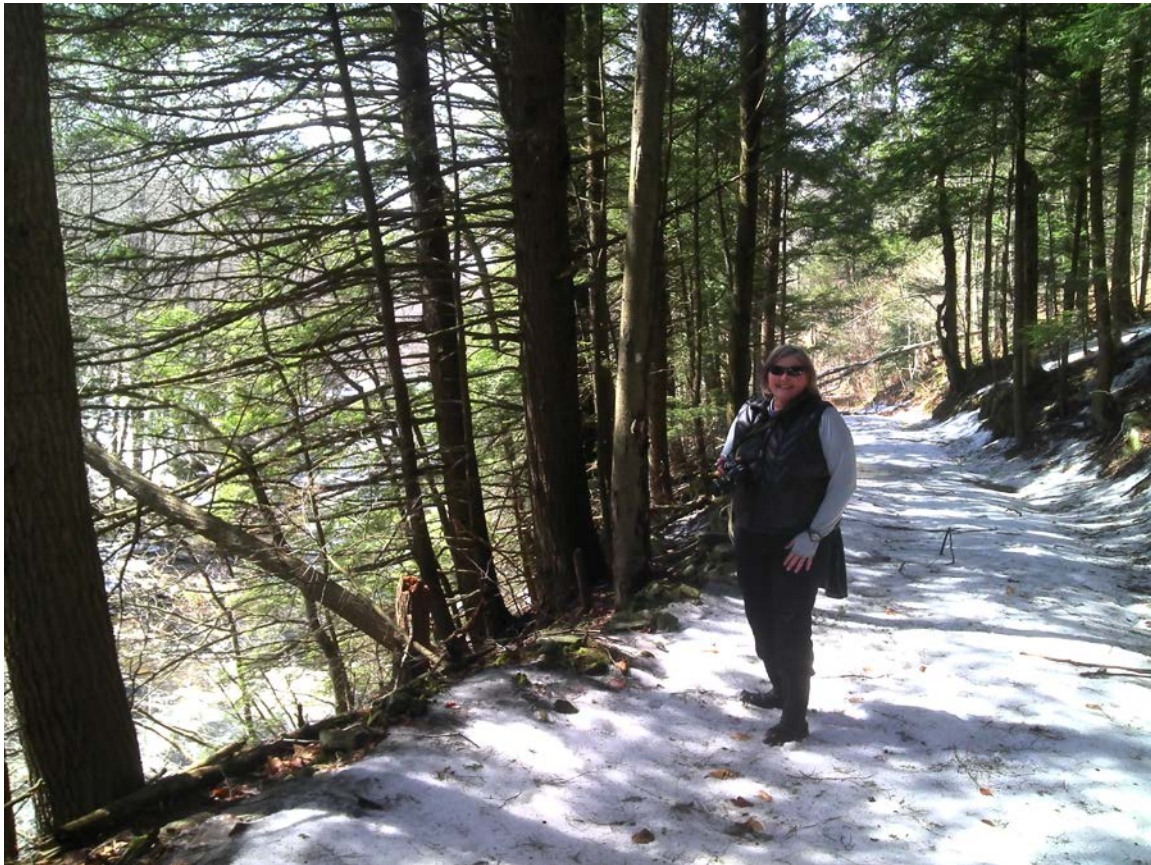


*Becket resident and project partner for The Trustees of Reservations Meredyth Babcock delights in an exploration of a marsh at October Mountain State Forest.*

## Becket

Action	Timetable	Responsible party
Determine who will form core for local efforts (existing advisory group members to become local trail group, or perhaps existing open space committee, conservation commission, etc.)	2016	Existing Collaborative members from Becket
Hold first meeting of local trails group to talk about work going forward and recommend appointment to Highlands Footpath Collaborative	2016	Existing Collaborative members from Becket
Verify status of all roads and sidewalks in proposed route. Clarify in particular who owns and maintains the road system within October Mt. State Forest, including Stanley Road in Washington/Becket.	2016	Local trails group, Highway Dept., Select Board
Meet with Select Board, DPW, and other town boards to update on project and provide copy of Action Plan, review map of proposed route through Town. Talk also about use of town roads, sidewalks and parking sites where anticipate possible need.	2016	Local trails group, DPW, Select Board
Meet with first responders to let them know about project and discuss best way to address any concerns they may have	2016	Local trails group, police, fire, and ambulance
Partner with Lee representatives to approach Town of Washington with the project, as Stanley Road may be Washington's road	2016	Local trails group,
Approach the ATC about possible use of the AT in Becket	2016	Local trails group, with support from Lee trails group, ATC (Jim Pelletier, Cosmo Catalano)
<p>Work with Mass DCR and Becket representatives regarding use of October Mt. State Forest.</p> <ul style="list-style-type: none"> <li>▪ Formally designate the trail route from the campground area to Stanley Rd (see map for details)</li> <li>▪ Determine trail maintenance or improvement needs</li> <li>▪ Clarify day parking areas in the SF and identify potential overnight parking for multi-day users</li> <li>▪ Establish partnerships with ORV and snowmobile clubs for possible partnerships in maintenance and improvement of trails</li> </ul>	2016	Local trails group, SF Supervisor (Chris Deinlein), DCR Regional Director (Dom Sacco), DCR Regional Trails Program (Paul Jahnige) SAM (Randy Toth), ORV (unknown contact)
Approach The Western Massachusetts Public Lands Alliance to establish a partnership and pursue possible funding for trails in October Mt. State Forest.	2016	Lee, Becket trails group representatives
Hold community meeting for neighbors along proposed routes on town-owned roads.	2017	Local trails group, Select Board
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to support connections with existing Bed & Breakfast (B&B) establishments and existing and potential campgrounds/campsites for overnight stays along the Footpath.	2017	Local trails group with Chamber of Commerce, Berkshire Visitors Bureau

Action	Timetable	Responsible party
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to install directional signage. For any on-road linkage locations, develop safety signage.	2018	Local trails group, town officials
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to define and develop parking for expected key trailhead areas in coordination with local officials and neighbors of proposed parking.	2018	Local trails group, town officials, private landowners and abutters

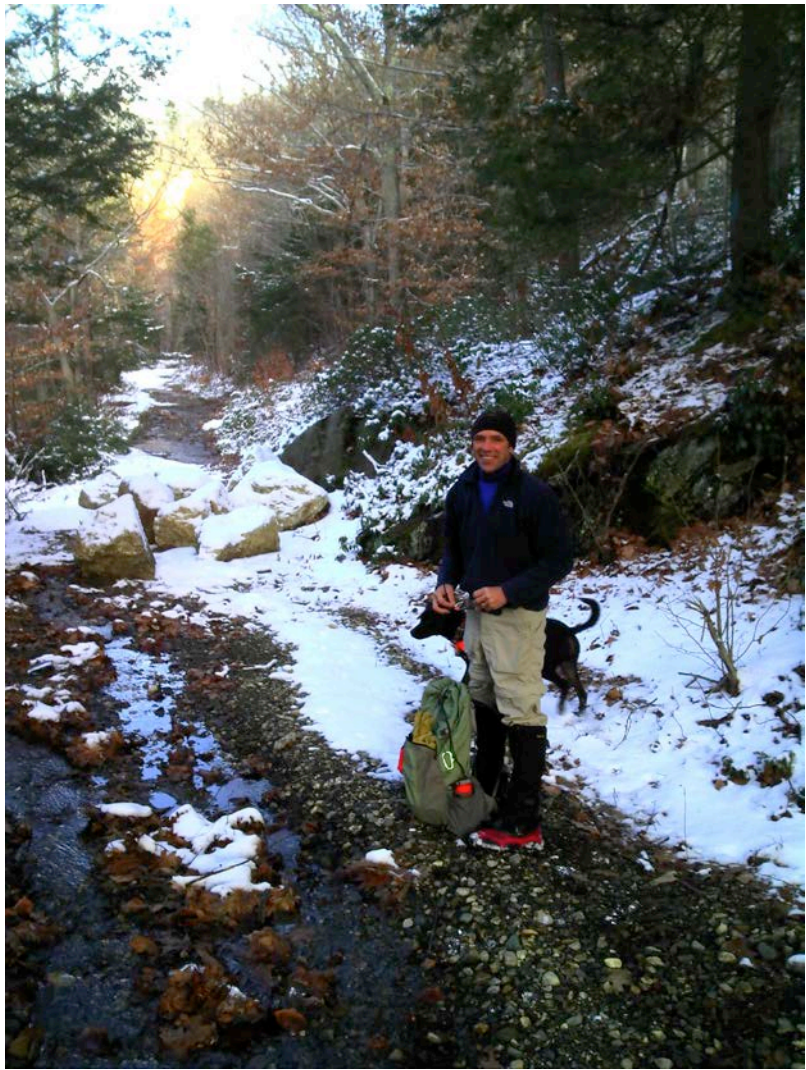


*Project Advisory Group Member Karen Karlberg explores trail connections in Becket.*

## Chester

Action	Timetable	Responsible party
Determine who will form core for local efforts (existing advisory group members to become local trails group, or perhaps existing open space committee, conservation commission, etc.)	2016	Chester Highlands Footpath Collaborative representatives
Hold first meeting of local trails group to talk about work going forward and confirm continued service of Andy Meyers and Chet Brett as representatives to Highlands Footpath Collaborative.	2016	Chester Highlands Footpath Collaborative representatives
Verify status of all roads in proposed route.	2016	Chester Highlands Footpath Collaborative representatives, Highway Dept., Select Board
Meet with Select Board, DPW, and other town boards to provide update on project and copy of Action Plan, review map of proposed route through Town. Also confirm appointments of town representatives to Highlands Footpath Collaborative. Talk also about use of town roads, sidewalks and parking sites where anticipate possible need.	2016	Chester Highlands Footpath Collaborative representatives, DPW, Select Board
Meet with first responders to let them know about project and discuss best way to address any concerns they may have.	2016	Chester Highlands Footpath Collaborative representatives, police, fire, and ambulance
Identify where linkages coincide with routes maintained by local snowmobile chapter. Work through Highlands Footpath Collaborative and SAM representative to collectively inform local chapter about project and define best way to work together going forward.	2016	Chester Highlands Footpath Collaborative representatives
Talk with Chester Board of Water Commissioners about possible crossing of land at end of Capt. Whitney Road in Becket	2016	Chester Highlands Footpath Collaborative representatives
Work with other reps from Highlands Footpath Collaborative to talk with Hull Forestry about crossing of lands in Chester and other locations.	2016	Chester Highlands Footpath representatives
Work with other reps from Highlands Footpath Collaborative and Mass Fish & Wildlife regarding use of trail for Highlands Footpath through: Hiram Fox Wildlife Management Area in Chester and Huntington, and use of trail for spur of Highlands Footpath in John Kelly Wildlife Management Area.	Starting in 2016	Chester Highlands Footpath Collaborative representatives
Continue working with other reps from Highlands Footpath Collaborative and Mass DCR regarding use of trails through Chester Blandford State Forest.	Starting in 2015 and continuing in 2016	Chester Highlands Footpath Collaborative representatives
Work with Hilltown Land Trust and a few key private landowners to explore possible trail linkage across properties.	Starting in 2015 and continuing in 2016	Chester Highlands Footpath Collaborative representatives
Hold community meeting for neighbors along proposed routes on town-owned roads.	2017	Chester Highlands Footpath Collaborative representatives, Select Board

Action	Timetable	Responsible party
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to support connections with existing Bed & Breakfast (B&B) establishments and existing and potential campgrounds/campsites for overnight stays along the Footpath.	2017	Chester Highlands Footpath Collaborative representatives with B&B businesses in town
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to install directional signage. For any on-road linkage locations, develop safety signage.	2018	Chester Highlands Footpath Collaborative representatives, town officials
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to define and develop parking for expected key trailhead areas in coordination with local officials and neighbors of proposed parking.	2018	Chester Highlands Footpath Collaborative representatives, town officials, private landowners and abutters

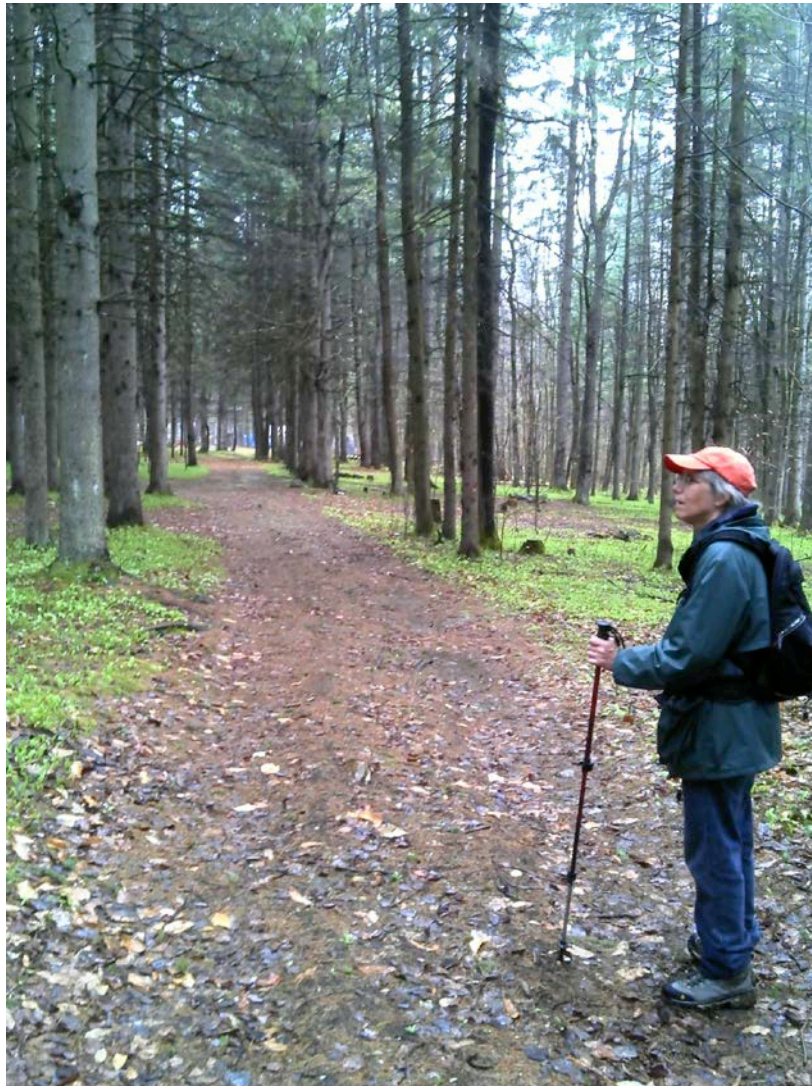


*Project Advisory Group Member Chet Brett explores trail connections in Chester.*

## Worthington

Action	Timetable	Responsible party
Define core group for local efforts.	2016	Highlands Footpath Collaborative members from Worthington
Hold first meeting of local trails group to talk about work going forward and recommend appointments to Highlands Footpath Collaborative.	2016	Highlands Footpath Collaborative members from Worthington
Confirm status of all roads in proposed route.	2016	Highlands Footpath Collaborative members from Worthington, Highway Dept., Select Board
Meet with Select Board, DPW, and other town boards to update on project and provide copy of Action Plan, review map of proposed route through Town. Also confirm appointments to Highlands Footpath Collaborative. Talk also about use of town roads, sidewalks and parking sites where anticipate possible need.	2016	Highlands Footpath Collaborative members from Worthington, DPW, Select Board
Meet with first responders to let them know about project and discuss best way to address any concerns they may have.	2016	Highlands Footpath Collaborative members from Worthington, police, fire, and ambulance
Identify where linkages coincide with routes maintained by local snowmobile chapter. Work through Highlands Footpath Collaborative and SAM representative to collectively inform local chapter about project and define best way to work together going forward.	2016	Highlands Footpath Collaborative members from Worthington
Continue to work with Mass Fish & Wildlife regarding use of trail through: Fox Den Wildlife Management Area.	2016	Highlands Footpath Collaborative members from Worthington
Work with abutting landowners to Fox Den WMA to explore possible trail linkage across their property.	2016	Highlands Footpath Collaborative members from Worthington
Work with any other private landowners who may be key to Option A linkages in Fox Den WMA area and to Option A linkages in area near border with Chesterfield.	2016	Highlands Footpath Collaborative members from Worthington
If trail outlets from Fox Den on Sam Hill Road where it is discontinued, explore with landowner possible trail linkage in this location.	2016	Highlands Footpath Collaborative members from Worthington
Work with new campground owner to explore interest in trail linkage and promotion of their campsite as part of this project.	2016	Highlands Footpath Collaborative members from Worthington
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to support connections with existing Bed & Breakfast (B&B) establishments and existing and potential campgrounds/campsites for overnight stays along the Footpath.	2017	Highlands Footpath Collaborative members from Worthington with bed & breakfast businesses in town

Action	Timetable	Responsible party
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to install directional signage. For any on-road linkage locations, develop safety signage.	2018	Highlands Footpath Collaborative members from Worthington, town officials
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally with Town officials and local businesses to identify and develop viable parking locations for Highlands Footpath users, distinguishing between day parking and overnight parking.	2018	Highlands Footpath Collaborative members from Worthington, town officials, private landowners and abutters



*Project Advisory Group Member Roan Katahdin admires a stand of trees along an old road in Worthington.*



## Chesterfield

Action	Timetable	Responsible party
Determine who will form core for local efforts, perhaps existing open space committee, conservation commission, or new local trail group.	2016	Chesterfield Highlands Footpath Collaborative representative
Hold first meeting of local trails group to talk about work going forward and recommend appointment to Highlands Footpath Collaborative.	2016	Chesterfield Highlands Footpath Collaborative representative
Verify status of all roads in proposed route.	2016	Chesterfield Highlands Footpath Collaborative representatives, Highway Dept., Select Board
Meet with Select Board, DPW, and other town boards to update on project and provide copy of Action Plan, review map of proposed route through Town. Also seek official appointment of representative to Highlands Footpath Collaborative. Talk also about use of town roads, sidewalks and parking sites where anticipate possible need.	2016	Chesterfield Highlands Footpath Collaborative representatives, DPW, Select Board
Meet with first responders to let them know about project and discuss best way to address any concerns they may have	2016	Chesterfield Highlands Footpath Collaborative representatives, police, fire, and ambulance
Identify where linkages coincide with routes maintained by local snowmobile chapter. Work through Highlands Footpath Collaborative and SAM representative to collectively inform local chapter about project and define best way to work together going forward.	2016	Chesterfield Highlands Footpath Collaborative representatives
With other representatives of the Highlands Footpath Collaborative talk with Mass DCR regarding use of trail and old road through Gilbert Bliss State Forest.	Starting in 2016	Chesterfield Highlands Footpath Collaborative representatives
Work with private landowners to explore possible trail linkage across their property.	2016	Chesterfield Highlands Footpath Collaborative representatives
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to support connections with existing Bed & Breakfast (B&B) establishments and existing and potential campgrounds/campsites for overnight stays along the Footpath.	2017	Chesterfield Highlands Footpath Collaborative representatives with B&B businesses in town
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to install directional signage. For any on-road linkage locations, develop safety signage.	2018	Chesterfield Highlands Footpath Collaborative representatives, town officials
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally with Town officials and local businesses to identify and develop viable parking locations for Highlands Footpath users, distinguishing between day parking and overnight parking.	2018	Chesterfield Highlands Footpath Collaborative representatives, town officials, private landowners and abutters

## Cummington

Action	Timetable	Responsible party
Determine who will form core for local efforts (existing advisory group members to become local trail group, or perhaps existing open space committee, conservation commission, etc.)	2016	Cummington Highlands Footpath Collaborative representatives
Hold first meeting of local trails group to talk about work going forward and recommend appointments to Highlands Footpath Collaborative	2016	Cummington Highlands Footpath Collaborative representatives
Verify status of all roads in proposed route.	2016	Cummington Highlands Footpath Collaborative representatives, Highway Dept., Select Board
Meet with Select Board, DPW, and other town boards to update on project and provide copy of Action Plan, review map of proposed route through Town. Also seek appointments to Highlands Footpath Collaborative. Talk also about use of town roads, sidewalks and parking sites where anticipate possible need.	2016	Cummington Highlands Footpath Collaborative representatives, DPW, Select Board
Meet with first responders to let them know about project and discuss best way to address any concerns they may have.	2016	Cummington Highlands Footpath Collaborative representatives, police, fire, and ambulance
Identify where linkages coincide with routes maintained by local snowmobile chapter. Work through Highlands Footpath Collaborative and SAM representative to collectively inform local chapter about project and define best way to work together going forward.	2016	Cummington Highlands Footpath Collaborative representatives
With other representatives of the Highlands Footpath Collaborative, talk with Mass Fish & Wildlife regarding use of existing old road for Highlands Footpath through Cummington Wildlife Management Area.	2016	Cummington Highlands Footpath Collaborative representatives
With other representatives of the Highlands Footpath Collaborative, talk with Mass DCR regarding use of trail and old road through Gilbert Bliss State Forest.	2016	Cummington Highlands Footpath Collaborative representatives
Work with private landowners to explore possible trail linkage across their property.	Beginning in 2016	Cummington Highlands Footpath Collaborative representatives
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to support connections with existing Bed & Breakfast (B&B) establishments and existing and potential campgrounds/campsites for overnight stays along the Footpath.	2017	Cummington Highlands Footpath Collaborative representatives with B&B in town
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to install directional signage. For any on-road linkage locations, develop safety signage.	2018	Cummington Highlands Footpath Collaborative representatives, town officials

## Goshen

Action	Timetable	Responsible party
Work with Goshen Open Space Committee members, and Conservation Commission to help define who will form core group for local efforts (maybe existing open space committee, conservation commission, etc.)	2016	Highlands Footpath Collaborative member from another town to facilitate until have new representatives for Goshen
Hold first meeting of local trails group to talk about work going forward and recommend appointment to Highlands Footpath Collaborative	2016	Highlands Footpath Collaborative member from another town to facilitate until have new representative for Goshen
Verify status of all roads in proposed route.	2016	Goshen Highlands Footpath Collaborative representatives, Highway Dept., Select Board
Meet with Select Board, DPW, and other town boards to update on project and provide copy of Action Plan, review map of proposed route through Town. Also seek new appointment to Highlands Footpath Collaborative. Talk also about use of town roads, sidewalks and parking sites where anticipate possible need.	2016	Goshen Highlands Footpath Collaborative representatives, Highway Dept., Select Board
Meet with first responders to let them know about project and discuss best way to address any concerns they may have.	2016	Goshen Highlands Footpath Collaborative representatives, police, fire, and ambulance
Identify where linkages coincide with routes maintained by local snowmobile chapter. Work through Highlands Footpath Collaborative and SAM representative to collectively inform local chapter about project and define best way to work together going forward.	2016	Goshen Highlands Footpath Collaborative representatives
Work with Mass Fish & Wildlife regarding use of trail through Lily Pond Wildlife Management Area	2016	Goshen Highlands Footpath Collaborative representatives
Work with Mass DCR regarding use of roads and trails through DAR State Forest.	2016	Goshen Highlands Footpath Collaborative representatives
Work with private landowners to explore possible trail linkage across their property.	2017	Goshen Highlands Footpath Collaborative representatives
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to support connections with existing Bed & Breakfast (B&B) establishments and existing and potential campgrounds/campsites for overnight stays along the Footpath.	2017	Goshen Highlands Footpath Collaborative representatives with B&B businesses in town
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to install directional signage. For any on-road linkage locations, develop safety signage.	2018	Goshen Highlands Footpath Collaborative representatives, town officials



*Project Advisory Group member Jeff Penn on trail linkage exploration around Gobble Mountain in Chester.*

## Huntington

Action	Timetable	Responsible party
Determine who will form core for local efforts (existing advisory group members to become local trail group, or perhaps others from existing open space committee, conservation commission, etc.)	2016	Huntington Highlands Footpath Collaborative representatives
Hold first meeting of local trails group to talk about work going forward and recommend/confirm appointments to Highlands Footpath Collaborative	2016	Huntington Highlands Footpath Collaborative representatives
Verify status of all roads in proposed route.	2016	Huntington Highlands Footpath Collaborative representatives, Highway Dept., Select Board
Meet with Select Board, DPW, and other town boards to update on project and provide copy of Action Plan, review map of proposed route through Town. Also confirm appointments to Highlands Footpath Collaborative. Talk also about use of town roads, sidewalks and parking sites where anticipate possible need.	2016	Huntington Highlands Footpath Collaborative representatives, Highway Dept., Select Board
Meet with first responders to let them know about project and discuss best way to address any concerns they may have.	2016	Huntington Highlands Footpath Collaborative representatives, police, fire, and ambulance
Identify where linkages coincide with routes maintained by local snowmobile chapter. Work through Highlands Footpath Collaborative and SAM representative to collectively inform local chapter about project and define best way to work together going forward.	2016	Huntington Highlands Footpath Collaborative representatives
Work with other reps from Highlands Footpath Collaborative and Mass Fish & Wildlife regarding use of trail for Highlands Footpath through: Hiram Fox Wildlife Management Area in Chester and Huntington.	Starting in 2016	Huntington Highlands Footpath Collaborative representatives
Work with private landowners to explore possible trail linkage across their property.	Starting in 2016	Huntington Highlands Footpath Collaborative representatives
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to support connections with existing Bed & Breakfast (B&B) establishments and existing and potential campgrounds/campsites for overnight stays along the Footpath.	2017	Huntington Highlands Footpath Collaborative representatives with B&B businesses in town
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally to install directional signage. For any on-road linkage locations, develop safety signage.	2018	Huntington Highlands Footpath Collaborative representatives, town officials
As part of the wider coordinated effort by the Highlands Footpath Collaborative, work locally with Town officials and local businesses to identify and develop viable parking locations for Highlands Footpath users, distinguishing between day parking and overnight parking.	2018	Huntington Highlands Footpath Collaborative representatives, town officials, private landowners and abutters



*DAR State Forest in Goshen has a 1/2 mile accessible stone dust trail that curves around part of Upper Highland Lake, providing fishing access and a quiet path in the woods.*

*Source: <http://everyoneoutdoors.blogspot.com/>*



*October Mountain State Forest has several accessible yurts for overnight stays.*

*Source: <http://www.campsitephotos.com/>*

## VII. Important Guidelines and Strategies

### Access for All

While much of the Highlands Footpath is located in remote hills and steep valleys, the ongoing formalization and development of this route provides important opportunities to provide adventure, joy, and connection to the outdoors for people of all ages and abilities. Already there are important facilities at October Mountain State Forest in Lee and DAR State Forest in Goshen.

Going forward, accessibility for all to the Highlands Footpath can be thought of in two respects:

- creating the facilities for people with mobility and/or sensory challenges; and
- providing introductions through specific programming to parts of the Highlands Footpath

In creating facilities, key considerations include: trail segments with gentle grades, points of interest, parking, restroom facilities, and opportunities for recreational opportunities other than hiking (i.e., paddling, bicycling, etc.). Consulting with a designer who specializes in creating facilities for those with mobility and/or sensory challenges serves as an important starting place for any project.

In providing introductions through programming, it will be key to work with the two major organizations in the region that already provide services to mobility and sensory challenged individuals. These are: Mass DCR's Outdoor Access program and All Out Adventures, a non profit organization based in Northampton. Both organizations have mobility devices that help provide greater access, including recumbent mountain bikes, off-road wheel chairs, and ice sleds. While Outdoor Access' equipment can only be used

#### Existing Accessible Facilities Operated by Mass DCR Along the Proposed Highlands Footpath Route

##### Trails

- D.A.R. State Forest, Goshen – 0.5 mile forested stonedust trail along Highland Lake with benches and three accessible fishing piers.
- Boulder Park at Chester-Blandford State Forest features an easy-graded Universal Access interpretive trail and pavilion amidst shady Eastern Hemlocks.

##### Camping

- D.A.R. State Forest – tent sites
- October Mountain State Forest – yurts (canvas-sided structures with furnishings and electricity)

Note that camping sites can be reserved six months in advance through Reserve America at 877-422-6762 or [www.reserveamerica.com](http://www.reserveamerica.com). Specific information about camping is best obtained from DCR's Camping brochure or [www.mass.gov/dcr/camping](http://www.mass.gov/dcr/camping).

For complete information on DCR's facilities, see the Universal Access Brochure at:

<http://www.mass.gov/eea/docs/dcr/universal-access/accessbroch.pdf>

on Mass DCR properties, All Out Adventures has equipment that can be used in many locations.

### Recommendations

1. As segments of the Highlands Footpath are established, confer with landowners, particularly DCR, about appropriateness for development of facilities and or programming that provides greater access for people of all ages and abilities. Places that may be appropriate and worth exploration include: October Mountain State Forest Marsh Trail (Washington); Keystone Arch Bridges Trail to view double arch bridge and for a portion of the roadway known as Boston to Albany Post Road (Chester); additional locations within Chester-Blandford State Forest; and portions of the East Branch Trail (Chesterfield).
2. When looking for funding sources to improve established segments of the Highlands Footpath, be sure to consider including upgrades that would promote greater access where appropriate.
3. Work with Outdoor Access and All Out Adventures to explore sections of the Highlands Footpath for possible programming opportunities.

### **Promoting Understanding and Engagement**

For the Highlands Footpath to take shape and become the regional walking path here envisioned, continued community support will be essential. To date, most Project Advisory Group representatives have worked to keep boards of selectmen and other local trail enthusiasts informed about the project. Widening that circle to include other town boards, highway superintendents, first responders, smaller landowners, and local sportsmen and women will be important going forward. Aside from attending meetings or holding one-on-one conversations with each of these groups, promoting understanding and engagement includes the recommendations below.

### Recommendations

1. Use the Highlands Footpath Collaborative meeting schedule to bring a variety of interest groups, officials, and others into the conversation about the Highlands Footpath.
2. Host local hikes to build greater understanding about the Highlands Footpath and its route within a given town. These hikes might include interpretation by an informed geologist, historian, and/or naturalist where it makes sense. A hike might also be hosted by an especially respected community member or local celebrity. Three hikes have already been offered during the project's planning phase to encourage engagement.



3. Sponsor “community builds” where local volunteers are recruited to help refurbish part of an existing trail, install signage, build a bridge, or some other trail related activity. Members of the Appalachian Mountain Club's Berkshire Chapter, with responsibilities at Noble View and along the 90 miles of Appalachian Trail that traverses Massachusetts, have a wealth of experience in making such projects engaging and fun. They could be an invaluable resource.
4. Work with local media on a series of articles that feature segments of the Highlands Footpath for exploration. Also encourage local supporters to submit editorials or letters to the editor that convey personal experience of the trail to others.
5. When sufficient progress has been made so that a through hike of the Highlands Footpath is possible, host a multi-day celebration event that entails a hiking journey from one end to the other.

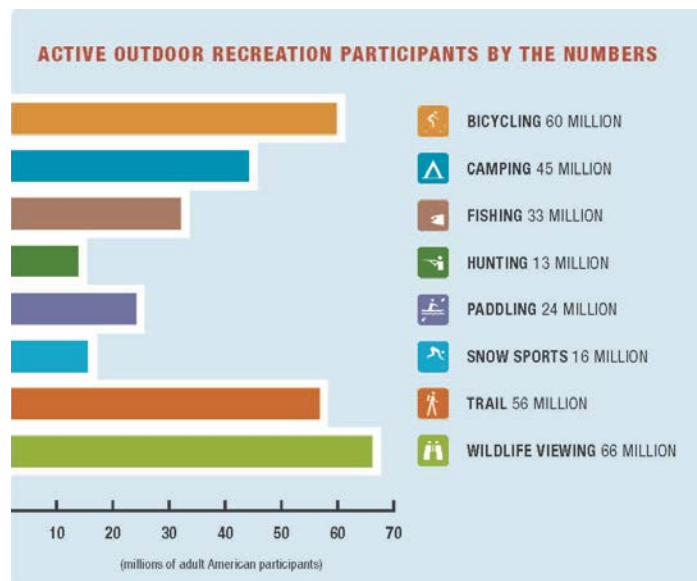


*Participants in hike hosted by Project Advisory Group Member Jeff Penn near Observation Hill in Chester-Blandford State Forest.*

## Strategies to Promote a Recreational Economy

The average American spends over 8% of personal consumption expenditures on outdoor recreation, according to a recent study by the Outdoor Industry Foundation. Of the almost \$731 billion spent per year on active outdoor recreation, more than \$243 billion is spent in trip-related sales, including air fare and rental vehicles and a significant portion is also spent on lodging, food, retail purchases, and other items. These latter expenditures are spent directly within the local communities in which the outdoor activity is located, and it is these expenditures that the Highlands Footpath may attract for local communities. The Project Advisory Group is interested in exploring ways in which to highlight local restaurants, stores, and lodging establishments that could serve hikers. Taking pride in what is unique about the region and inviting outdoor adventurers to enjoy and appreciate the landscapes that the Highlands Footpath traverses could have far reaching benefits for local communities.

As noted in the New England Governors' Conference, Inc. 2009 report, "...tourism now eclipses both farming and forestry as a source of employment in rural economies..." of the Northeastern United States. Of the eight different categories of outdoor recreation studied by the New England Governors' Conference noted in figure below, wildlife viewing engaged the greatest number of participants nationwide, totaling 66 million people. Trail-based activities was ranked third, engaging 56 million participants. The study noted in particular that "the number of New Englanders who participate in trail-based recreation annually is greater than the combined attendance for all 81 Boston Red Sox home games."



Recognizing this trend, the Berkshire tourist industry is rebranding itself, elevating the natural and recreational assets of the region from a supporting role to one that is on par with our cultural attractions. The Berkshire Visitor Bureau has long promoted the Berkshires as "America's Premier Cultural Resort." Its new slogan says it all: "The Berkshires – Nature – Culture - Harmony."

### Inn-to-Inn Hiking

Inn-to-inn hike itineraries are available at several sites across the country. In this type of travel, people hike during the day and stay at pre-selected lodging facilities each evening. The trip is typically packaged where a series of lodgings are booked in advance for a select number of evenings through a central booking agent, and where lodging owners work cooperatively to accommodate the hikers each evening and get them embarked upon the next leg of their trip the next morning.

This type of hiking allows travelers to take a challenging hike by day without the added backpack weight and work to set up camp each evening. After their day of hiking, they can simply relax in the comfort of a warm bed and indoor plumbing. Three inn-to-inn models are described below.

1. The Vermont Inn to Inn Walking Tour is a four-day package, where travelers walk through three historic villages of southern Vermont by day and stay at four cooperating inns by night. The inns offer full dinners, country breakfasts and snacks for the hike. Travelers leave each inn after breakfast with a route map and snacks for the day. The Innkeeper transports hikers' luggage to the next inn so that their bags are ready for them when they arrive later that day. If hikers choose to do smaller segments, the innkeepers make arrangements to pick them up along the way and transport them with bags to the next inn. From mid-May through the end of October 2014 more than 200 couples took part in these walking tours. This travel model is for people who wish to leave their car behind and immerse themselves into a rural, walking adventure where all their needs are taken care of. This business model requires close coordination between innkeepers and the ability to devote time to shuttling luggage, and possibly people who do not complete their day's hike.

2. Minnesota's Boundary Trekking Country (BCT) is a tour operator that arranges lodge-to-lodge hiking along the Superior Hiking Trail along Lake Superior in Northern Minnesota. As in the Vermont model, travelers pre-book their lodgings with BTC and spend their days hiking different segments of trails. BCT works with visitors to choose segments of the Trail and corresponding lodging that that will best suit them, with 13 accommodations from which to choose. Packages are available for 3 or more days. Breakfast and trail lunch bag are included in the package, but hikers are on their own for dinner each evening. Travelers drive their own vehicle and luggage to the trailhead where their day will end, and the lodge owner will shuttle them back to the beginning of their day's hike. Once ending the hike back at their vehicle, they travel on to the next lodge for the next leg of their trip. This travel model will better suit people who wish to have the freedom of their own vehicle, allowing them more choices or side trips each evening. Where the Vermont model is a cooperative between small innkeepers, this model is overseen by a large tourist operator.

3. Less formalized inn-to-inn hikes are suggested along a few sections of the Appalachian Trail, such as in Virginia and Massachusetts. The AT Conservancy has

prepared a simple guide that lists lodges along these respective segments, with the mileage of each trail segment between lodgings. Hikers are responsible for making their own meal and accommodation arrangements. This simple guide suits those who would like to be able to hike segments of the AT yet sleep and eat in comfort without being pampered. This model could serve as a first step in creating a hiking itinerary that is overseen by volunteers.

In comparing the first two business models, the Vermont model may be suited better to the small inns/B&Bs/motels in the Hilltown Footpath region, as it involves shuttling luggage from one place to the next sometime during the day before mid-afternoon. Only the last of the inns needs to shuttle people back to the origin of their visit. In contrast, the Minnesota model requires the regular use of a shuttle van to move people around after breakfast. The purchase of a van and its necessary insurance may be cost-prohibitive. Also, small inns and B&Bs in the Hilltown Footpath region are often run by a very small staff, and sparing staff to shuttle guests between trailheads after breakfast, one of the busiest times of the day, may be difficult. If shuttling is not deemed affordable, creative concepts such as developing a network of volunteer “trail angels” who could provide shuttling service ought to be explored. It may be worth exploring too whether Council on Aging organizations could offer vans on weekends for scheduled trips.

Based on findings in the research on the three modes described above, average day hikes between lodging locations averages approximately 8-10 miles. This typically involves three-to-four hours of hiking, depending on the condition of the terrain and level of ascent/descent. Stop time for resting, food, or scenic vistas can add 1-2 hours to the day’s hike. This may be a good trail length to consider when thinking about lodging facilities in place along the proposed Highlands Footpath trail corridor. Such an itinerary indicates that the target audience for this type of hiking tourism would be physically healthy adults.

### Recommendations

1. Survey all lodging facilities (including campgrounds) along Route 112 and the Jacob’s Ladder Trail Scenic Byways to garner interest in creating a walking/hiking itinerary where a small group of innkeepers would work cooperatively to host hikers for an evening or two and aid them in getting to their next overnight stay. If there appears to be an interest, convene a meeting of innkeepers to discuss the concept and potential partnerships. The survey and meeting could be shepherded through the Lee Chamber of Commerce and Hilltown Community Development Corporation.
2. When considering possible tourism opportunities along the proposed trail, changing demographics and lifestyles of a target audience should be considered. As the U.S. entered the 21st Century, about 25% of the population was over the age of 55, and this aging trend will increase. This growing market segment has the money and time to travel and pursue leisure activities. Baby boomers are in general healthier and more

active than their parents, but they are turning away from the more strenuous sports of their youth toward “lifetime” sports such as hiking, bicycling, walking and golf.

## **Parking**

Identifying locations for parking will be an important step in making the Highlands Footpath available to a variety of users. Selecting parking, particularly overnight parking, will need to be done in close coordination with town officials and neighboring property owners. This will be most important in the early years of the Highlands Footpath when winning the support of local official and residents is of utmost importance.

At each end of the Highlands Footpath, October Mountain and DAR State Forests are potential parking sites to be investigated, but this will require working closely with Mass DCR staff. Chester-Blandford State Forest is another potential parking site. All three forests are open sunrise to sunset, and day parking is currently offered at all three (there is a small fee to park at DAR State Forest).

Overnight parking is prohibited in Chester-Blandford State Forest. There is no official overnight parking in October Mountain or DAR State Forests, except for those who have reserved camping sites. Otherwise overnight parking at October Mountain State Forest requires a call ahead of time to make arrangements with park staff. At DAR State Forest, overnight parking can be done informally at the public parking lot, but park staff recommends alerting local police in advance. Identifying and publicizing overnight parking in any of the state forests will require permission from Mass DCR and will need to be set up in accordance with DCR policies and regulations.

As day-long hikes tend to be in the 8-10 mile range, it will be important to have trailhead parking no more than 10 miles apart along the length of the Highlands Footpath. Where the terrain is particularly rugged, trailheads should be closer than 10 miles. For those who are not physically capable of a 10-mile hike or for families who may want to try a shorter hike, locating trailhead parking five miles apart may be optimal.

Unattended vehicles in a remote trailhead location can invite vandalism. One approach recommended by the Appalachian Trail Conservancy is for hikers to park their vehicle at a local business. The ATC offers a list of businesses that are hiker-friendly and will allow users to park on their property. The ATC urges hikers to request parking permission ahead of time and asks that they consider offering to pay a few dollars for each night that they leave their vehicle. This arrangement may be a model to consider to not only win the support of local businesses, but to establish a working hiker relationship with the community at large. Establishing parking options in village locations that can provide services to Highlands Footpath users has the added benefits of supporting local businesses (stores, restaurants, gas stations, banks/ATMs, etc.).

It will also be important to coordinate with local police to establish an overnight parking system that helps them to distinguish Highlands Footpath users' vehicles so as to avoid ticketing or towing. This might entail hikers calling local police in advance of parking their vehicle to provide make of car, license plate number, and expected duration of stay. This system would need to be advertised on the websites of the Footpath and the town, and posted on signage at the trailhead.

Trailhead parking must also be created at sites where cars can fully and safely pull completely off the road. Drivers must be able to pull into and out of the site safely, with a clear line of sight of oncoming vehicles from all directions. Off road parking locations will require consultation with local police and public works officials and the services of a professional designer to ensure that the sight is safe from a transportation viewpoint and will not generate stormwater runoff into nearby resources. A professional designer may also be able to design the site so as to discourage ATV users.

Once established, trailhead parking areas will need to be maintained by local trail teams. It is critical that parking areas are well-maintained and trash-free. The trailhead is the public "face" of the Highlands Footpath and it will be important to offer a welcoming gateway to the trail system.

Winter parking along public roads or within other municipal parking lots should be established in close coordination with local police and highway/public works staff. Acknowledge that roadside parking may not be safe or manageable under winter conditions, particularly for parking overnight or during snow/ice storms. Some towns have on-street parking bans during snowstorms. Maintaining roadside parking will require additional time and extra passes with the plow. Consider requesting that the town consider maintaining only those sites where winter hiking or snowshoeing has the greatest potential. It may also be worth exploring with local snowmobile chapters the possibility of shared winter parking at existing sites that local clubs already maintain.

#### Recommendations:

1. Work directly with DCR staff and local police departments for permission to establish day or overnight parking sites at any DCR property.
2. Review Highlands Footpath maps and identify potential parking locations based on distances one from the next, optimally 5 miles, and at most 10 miles, apart.
3. Work directly and cooperatively with local police and public works staff to identify the most suitable parking locations.
4. Choose village centers or potential host businesses where possible. This is for vehicle safety and to increase benefits to local businesses. Innkeepers may be potential hosts, especially if an inn-to-inn hiking system is being considered.

5. Speak directly to nearby homeowners who may be concerned by new or increased use of trailheads.
6. Review potential parking locations and identify a few that provide access to the best resources for winter activities, including snowshoeing and cross country skiing.
7. Consider installing signs that remind users of their responsibilities. Some rules might include:
  - Carry In, Carry Out
  - Litter fines
  - Respect private property
  - Dogs must be leashed in parking area
  - Pick up after your dog
  - Local police phone number (especially overnight users)
  - Not responsible for vehicle or contents (reminder no valuables in plain sight)
  - Maximum number of days/nights
8. Publicize parking only once it has been officially approved by local officials. It will be important to let Footpath users know which parking sites will be available for use in winter.

### **Successful Management of Trail Access Points**

The trail access point is critical to a hiker's engagement with a trail. Its appearance can convey a sense of excitement, anticipation, and a lure of a great day in the forest. Conversely, it can send a message of neglect, danger, or disrepair. Access points are usually the spot where hikers leave their cars and venture forth. Thought needs to be given to this transition. Is parking clean and safe? Is the signage informative, easy to understand and in good condition? Is the trailhead intuitively easy to locate.

Trailhead volunteers are essential to keeping the area clean. Picking up trash, mowing and pruning, restocking any brochure racks, and/or repairing or reporting on any sign deterioration or disrepair are important activities for these volunteers. Some access areas naturally are more successful than others. Before establishing formal access points, it will be worth examining through the work of other trail groups what it takes to create a successful access point.

### **Recommendations**

1. Gain a better understanding of what makes an access point functional and develop list of criteria for the Highlands Footpath going forward.

2. Evaluate a number of possible trail access points and choose those which rank the highest according to criteria.
3. Recruit volunteers charged with keeping trail heads in great condition. A neighbor or regular hiker is the best choice.

## **Signage**

Signage will be extremely important in creating a trail system that will move users successfully from one trail segment to another. It will also help to ensure that uses of a given trail segment are consistent with a landowners wishes.

The Project Advisory Group has talked about developing four types of signage as the trail system is launched:

- Directional signs (to get users to the trail system)
- Trail blazing signs (to direct trail users once they are on the trail system)
- Safety signs (on trail and on road)
- Interpretive signs that help trail users understand the landscape and its many uses by landowners, including logging operations and hunting (this type of sign is addressed in section below entitled, "Historic Interpretation/Landscape Interpretation")

Signage should also be installed at all main parking areas and trailheads that list the rules and behavior expected to be adhered to by all trail users. This will be especially important where the trail will cross or be in close proximity to private property. Research into the best wording of these signs will be important as to most successfully elicit desired behaviors.

In an effort to create clear and consistent guidance for trail maintenance for its many properties across the state, Mass DCR published its *Trails Guidelines and Best Practices Manual* in 2012. This guide will be useful in making decisions in developing and maintaining the Highlands Footpath trail system. See guide at:  
<http://www.mass.gov/eea/docs/dcr/stewardship/greenway/docs/dcrguidelines.pdf>

It is important to note that though Mass Fish & Wildlife lands are open to the public, they are managed as wild lands. The agency has indicated that it is unlikely they will allow blazing, signage, or trailhead parking on any of their lands. Going forward it will be important to work out solutions that respect such landowner wishes.

### Directional Signs

In the installation of directional signs, it is important to think about making use of existing street signs, blue tourist signs, and brown recreational signs where possible to avoid sign clutter. Note where town centers already have blue parking signs and explore



with local officials the use of these locations for Highlands Footpath users. Landmarks such as buildings that are easily recognizable can also be used in directions, such as town halls, stores or churches, as these properties typically have signs on the buildings or in their front yards and are easily seen by travelers.

Signs installed along public transportation routes will need to conform to state or federal requirements, depending on the entity that manages the roadway. Signs proposed for any section of road that is maintained by MassDOT will require at a minimum the filing of a state permit form to the local MassDOT District engineer. Signs will need to adhere to the federal Manual on Uniform Traffic Control Devices (MUTCD), which sets minimum standards and ensures uniformity of traffic or directional signs. The use of uniform colors, sizes, shapes, and icons helps travelers navigate roads more easily and safely. Signs proposed for any section of road maintained by a local town will also require permission and will likely adhere to the MUTCD standards (although this is not an absolute rule). Also be aware that some towns have sign bylaws that dictate location and sign specifications within their rights of way.

### Trail Blazing Signs

Trail blazing signs will need to be in place before the trail system is promoted publicly. Bright, clear trail blazing will be required so that even the most inexperienced user will not get lost or disoriented. This will be particularly important where the Highlands Footpath travels along existing trails that are already blazed, such as in state forests.



Image courtesy:  
<http://www.snipview.com/q/Bruce%20Trail>

As noted in DCR's *Trails Guidelines and Best Practices Manual*, the agency's general recommended standard for blaze colors are:

- white for long-distance trails such as the AT
- blue for non-motorized trails
- orange for designated ATV and motorcycle trails
- non-motorized trails that are open to snowmobile use in winter should not be permanently blazed in orange to avoid confusion by other motorized users

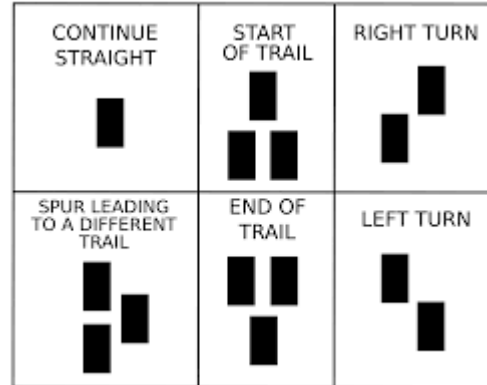
Where existing blazes are faded or inadequate, work with landowners to upgrade trail blazing. Working cooperatively to maintain all trail system blazing at an equal level will avoid confusion and disorientation for users of the different trail systems.

It will be especially important to coordinate trailblazing sign design, placement, and maintenance with local and regional DCR staff where the Highlands Footpath travels through state forest lands. Coordination with the Appalachian Trail Conference will be important if a section of the Highlands Footpath travels along the Appalachian Trail in

October Mountain State Forest. Coordination within DCR will include working with each state park supervisor and the statewide trails coordinator. Working upfront and closely with DCR staff will help avoid conflicts with existing DCR signage.

Once a Highlands Footpath logo is developed, use the logo at all trailhead parking areas and at junctions where users might veer off in the wrong direction will be important. The logo will reinforce the Highland Footpath's identify and will imprint in users mind something to catch the eye as they hike.

At forks and junctions, or where the trail turns left or right, consider using arrows to direct trail users. Not all trail users will be aware of the traditional trailblazing marking system that utilizes simple, colored bars and can more easily lose the trail. If using the traditional trailblazing marking system, consider installing signage at trailheads that explain how the blazing works.



To the right is a simple example used along the Mahican-Mohawk Trail in northern Berkshire and Franklin Counties.

Guidance on the frequency of blazing a trail is nicely described by the Appalachian Trail Conference:

*Distance between blazes varies. In some areas, blazes are almost always within sight; in areas managed as wilderness you may encounter only four or five per mile. If you have gone a quarter-mile without seeing a blaze, stop. Retrace your steps until you locate a blaze. Then, check to make sure you haven't missed a turn. Often a glance backwards will reveal blazes meant for hikers traveling in the opposite direction. Volunteer trail maintainers regularly relocate small sections of the path around hazards or undesirable features or off private property. When your map or guidebook indicates one route, and the blazes show another, follow the blazes.*

### Safety Signs

Although the Highlands Footpath is envisioned to ultimately be an off-road trail, there are segments that currently make use of dirt or paved town roads. Some of these roads provide less than ideal conditions with little or no shoulder. Trail advocates will need to work closely with select boards, highway/public works departments, emergency responders, and local residents to make these on-road segments as safe as possible.

Installing signage along the on-road segments to alert drivers of the possible presence of hikers would be helpful. Yellow warning signs with the hiker image, combined with a “Watch for Hikers” should be installed along busy road segment, such as McInerney and Brooker Hill roads in Becket, and the on-road route in Middlefield. (See examples at right.) Additionally, signs to remind drivers of the speed limit could be installed where town officials are aware of certain sections of chronic speeding. A “Check Your Speed” sign system within the town of Montgomery is a gentle reminder of the posted speed limit (see photo at bottom right).

In general, pedestrian injuries and deaths on rural roadways are greatest during low light conditions of dawn, dusk and fog. Trail users should be encouraged to wear bright or reflective colors when traveling the on-road segments of the Highlands Footpath. Safety measures for on-road travel could be recommended in promotional brochures and websites, including the reminder to walk against traffic.

Before publicly promoting the Highlands Footpath, each segment should be rated for difficulty. This is especially important where the middle section of a trail segment becomes significantly more difficult than start or end segments.

There are several difficulty rating systems that could be considered for use with the Highlands Footpath. The following rating system is used by the Appalachian Trail Conference:



*Above are two examples of signs that alert motor vehicle operators of the possible presence of hiker.*



*This sign in Montgomery, MA, provides a gentle reminder of the posted speed limit.*

- Easy - very little elevation gain, under 200' under 2 miles
- Easy to moderate - some elevation gain, approx. 200'-400' appropriate for youth
- Moderate - some significant elevation gain, approx. 400- 700', and steeper ascents and descents
- Moderate to strenuous - approx. 700'-1000' elevation gain, may have challenging terrain in parts of the trail, may have steeper ascents/descents
- Strenuous - at least 1,000' elevation gain, and/or a particularly steep ascent or descent that an average hiker might find extremely difficult

It is important to note that the Appalachian Trail (AT) is a well-known established trail, and users come to the trail anticipating some difficulty. If the target audience for the Highlands Footpath system is for people with moderate-to-high hiking experience levels, the AT difficulty rating may be appropriate. If the target audience, however, also includes those with little hiking experience, or for families, then the AT difficulty rating may be too strenuous.

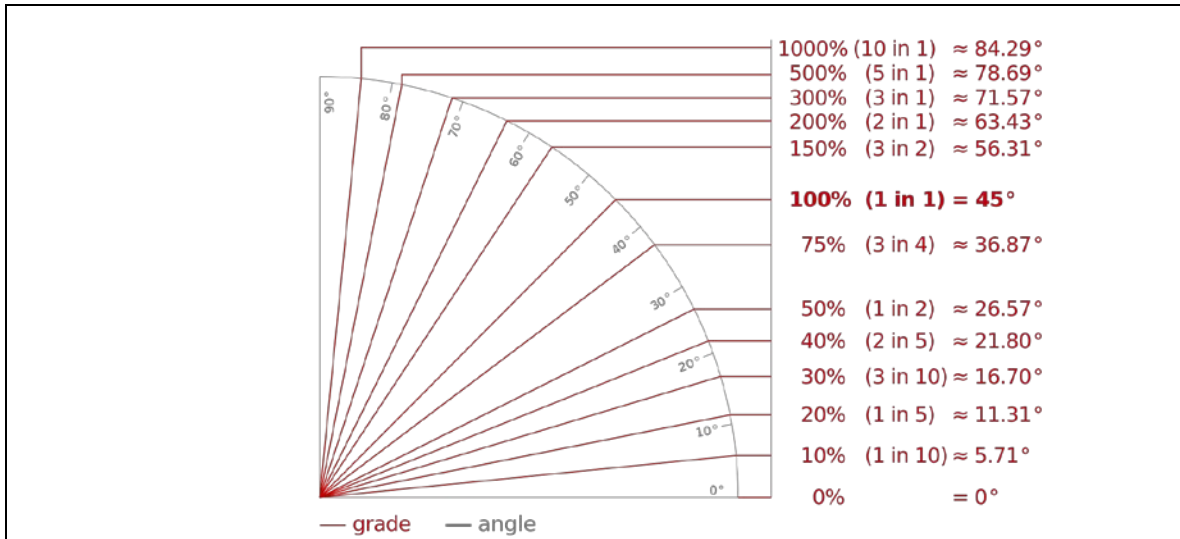
Another way to rate the trail would be according to the overall grade of the landscape. The US Forest Service uses the rating system shown in the table below. US Forest Service trails difficulty ratings are generally based on trail width, steepness of grades, gain and loss of elevation, and the amount and kinds of natural barriers that must be traversed. For an illustration of a 20% or 30% grade, refer to the figure below.

### US Forest Service Trail Difficulty Rating

		Easy	Moderate	Difficult
<b>Hiking Trail</b>	Grade	20%	30%	30% or more
	Trail Width	18-24"	12-18"	12"
	Trail Surface	Spot Gravel	Roots, embedded rocks, some logs	No graded tread
<b>Mountain Bike</b>	Grade	10%	30%	30% or more
	Trail Width	24"	12-24"	12"
	Trail Surface	Relatively Smooth	Sections are Relatively Rough	Varied. May need to carry bike

Source: <http://www.fs.usda.gov/detail/willamette/recreation/hiking/?cid=stelprdb5103006>

## Grades and Slopes















The City of Phoenix has developed a trail rating guide that incorporates trail surface, grade and obstacles, clearly showing an approaching hiker the coming grade for the trail. The rating guide is shown in the table below.

## Trail Rating Guide



During the hotter months when the temperature and or humidity is high, trails will be rated at least one level higher

Rating Symbol	Brief Definition	Surface	Grade	Obstacles /Steps
 easiest	Paved Accessible Trail	Paved or hard and smooth		None
 easy	Mostly smooth and wide	Dirt with occasional unevenness		2" or less, rocks and ruts
 moderate	Mostly smooth, variable width	Dirt with occasional unevenness		<8" rocks and ruts, loose material
 mod. difficult	Mostly uneven surfaces	Dirt and rock		<12" rocks and ruts, loose material
 difficult	Long rocky segments with possible drops and exposure	Dirt and loose rock with continual unevenness		12" or taller, loose rocks, exposure to drops
 extremely difficult	Long rocky segments with possible drops and exposure	Dirt and loose rock with continual unevenness		12" or taller, loose rocks, exposure to drops and excessive heat >90F

Source: <https://www.phoenix.gov/parks/trails/rules-guidelines-preservation/trail-maps/trails-rating-guide>

### Interpretive Signs

Interpretive signs are another important category for consideration. See section below on this entitled, "Historic Interpretation/Landscape Interpretation."

### Trail Etiquette Signs

Along with clearly indicated trails, gates, plantings, etc., trail etiquette signs are an important part of the strategy for promoting "right" behavior. This will reduce conflict between users, landowners, and help to support a positive experience of the Highlands Footpath for everyone.

### Recommendations:

1. Provide copies of DCR's 2012 *Trails Guidelines and Best Practices Manual* to members of the Highlands Footpath Collaborative for use throughout the region.
2. Inventory all existing trail systems within the Highlands Footpath region and chose a blaze color that is not already being used anywhere else on the footpath to avoid duplication or confusion with other trail systems. Inventory also where landowners have marked their boundary lines along the trail with paint, once again avoiding boundary marker colors.
3. Work upfront and closely with the DCR and AT during the development of the Highlands Footpath logo. It will be important to create a logo whose look and colors are distinct and easily identifiable while avoiding trailblazing colors that DCR already employs in its trail systems.
4. Where possible, all new signs should include the Highlands Footpath logo. This will help to provide immediate identification of the correct pathway during use of the Footpath, as well as reinforce the trail's "brand" for local residents and visitors alike. For example, many people who have never been on the Appalachian Trail recognize the AT's iconic logo shown at right.
5. Clearly state and post trail etiquette and rules at trailheads where possible, specifically targeting trail segments that travel through or close to private property. Respect for abutting private property should be clearly stated. Where the trail will be close to homes



or yards, consider establishing and posting quiet zones. Etiquette example rules could include:

- a. No motorized vehicles
- b. Stay on the trail and do not trespass on private property
- c. Respect trail neighbors - speak quietly when near homes
- d. Leave no trace – carry in / carry out trash
- e. Dogs must be under control at all times
- f. Clean up any mess your dog makes or face a fine
- g. Each individual is responsible for his/her own safety and the safety of others
- h. Direct questions or comments to \_\_\_(*add contact information*)\_\_\_
- i. In an emergency, dial 911

6. Engage local select boards, highway/public works and first responders as a first step in discussing signage where the Highlands Footpath makes use of existing roadways.

### **Historic Interpretation/Landscape Interpretation**

To many, discovering a stone wall or old cellar hole in the forest is the highlight of a day's outing. Providing information to hikers about the history, environment, and or use of an area adds a new dimension and a sense of connection to a hiking trail. This might involve relating the use of the land through time or describing modern day forestry practices.

Thinking about connections to historic sites and historic rights of way and linking to durable and interesting environmental areas is an important consideration as the Highlands Footpath continues evolving. Information can be provided to trail users via discrete signage on site, trailhead brochures or kiosks, and increasingly, websites and smart phone applications. Building strong connections to the landscape is a good way to ensure that hikers will treat the landscape with respect. The Highlands Footpath Collaborative could plan a pilot interpretive project, working with a willing landowner as a start.

### Recommendations

1. Inventory historic sites or landscapes of interest on or near the Highlands Footpath or its spur
2. Adjust trail alignments to better connect to historic sites or landscapes of interest and use historic trails or roads where possible
3. Link trails to durable and interesting environmental areas while avoiding sensitive areas

4. Interpret both historic and ecologically interesting sites using signs, trailhead brochures, websites and smart phone applications
5. Seek grant funding to develop a pilot interpretive project

### **Strategies for All Terrain Vehicle (ATV) Management**

In the region, legal All Terrain Vehicle (ATV) riding is only permitted in October Mountain State Forest, Beartown State Forest, and Pittsfield State Forests (with a special permit). In other locations within the Highlands Footpath region, there are significant concerns and evidence that ATVs (four wheelers, motorcycles, trucks, etc) are causing damage to fragile trail systems. Most ATV riders are looking for a place to ride their machines and simply do not understand the impacts of riding on sensitive terrain. Snowmobilers have indicated that though the ATV riding season is limited, they are occasionally chasing ATVs off groomed snowmobile trails because they tend to damage groomed trails used by both snowmobilers and cross country skiers.

Communication on many levels is the key component of a good ATV management strategy and can be done on both a regional and local level. Places where ATV use is encouraged must be identified and these locations can be suggested to ATV users as good alternatives. Where landowners wish to prohibit ATV use, access control at trailheads, such as boulders or gates, may also be a useful strategy.

Unfortunately the ATV user group lacks a strong central and local organization so it is difficult to reach responsible ATV riders. ATV sales locations and ATV enthusiast websites are the few places to get the word out about where to ride and where not to ride. ATV trail etiquette information should be readily available where riders congregate.

Grant funding may be available to fund a pilot trail-users education program. At the same time, it may be worth encouraging the formation of an ATV organization that can promote trail use in the right locations and develop more ATV-appropriate trails in the region. Current law, approved just a few years ago, makes provision for using OHV registration and fine monies collected for motorized trail maintenance, education, and enforcement. There is a current provision in the law where additional monetary damages can be collected from destructive OHV riders and the money used to repair any trail damage caused by them.

Moreover legislation signed in August of 2010 (Ch. 202 of the Acts of 2010) brings significant changes to Massachusetts Recreation Vehicle Laws, that were effective February 2011.

Among the new provisions are:

- educational requirements for young riders,
- age restrictions for operators of ATVs (all terrain vehicles) and UTVs (utility vehicles),



- increased penalties for illegal use and
- the establishment of an OHV program fund to support improved riding opportunities and law enforcement.

For registration,

- All OHVs must be currently registered in Massachusetts under MGL c. 90B.
- New Massachusetts Recreation Vehicle Laws require the display of registration on the left and right side of the vehicle.
- Additionally, motor vehicles registered under chapter 90 must now also register as a recreation vehicle under chapter 90B (on/off road motorcycles, Jeeps, etc.) when used for recreation or pleasure once they leave a public way as defined in chapter 90.
- Out of state recreation vehicle registrations are not valid in Massachusetts.

Registration information is available through the Division of Environmental Law Enforcement at: (617) 626-1610; (617) 626-1610 or [www.mass.gov/dfwele/dle/elereg.htm](http://www.mass.gov/dfwele/dle/elereg.htm)

On the local level it should be made clear to local government and residents alike that the Highlands Footpath is not for ATV use. Entrances can be appropriately signed and ATV barriers erected as necessary. The same volunteer who is willing to monitor the appearance of trail heads may be willing to report ATV infractions to the local and/or environmental police. A successful ATV management program requires persistence and focus.

Recommendations

1. Attend Massachusetts OHV Advisory Committee meeting to see if there are ways to collaborate or build on existing work to communicate effectively with ATV community. This may include establishing better lines of communication with ATV users through local and regional ATV groups, law enforcement personnel and ATV dealers and manufactures.
2. Identify and work to publicize areas where ATV use is allowed
3. Seek grant funding to assist with an ATV trail users education program
4. Collaborate with landowners to discourage ATVs, using best practices, including bollards, rocks, and signs that elicit good behavior
5. Research whether there are apps available to help report damage when it is encountered on the trail
6. Work with Environmental Police to develop a citizen-monitoring program that would allow individuals who encounter illegal ATV and OHV activity to photograph or document vehicles, perhaps involving an app, which could then result in a fine. Fines could be applied directly to trail maintenance and recovery from said abuse. This

could complement current efforts by the Snowmobile Association of Massachusetts which has hired off-duty environmental police officers to patrol trouble spots (no snowmobile registration, no snowmobile trail permit, OHVs/ATVs on snowmobile trails, etc.).

## **Emergency Access**

While hiking injuries are not common, increasing recreational use of the region's woodlands could, in the event of injury, add an additional burden on local fire and rescue departments. Building a rescue vehicle accessible trail is not practical nor desirable in most areas, but using the old roads that are currently part of the trail system does make sense. An important component of a trail plan includes a preparedness plan. This preparedness plan should be specific to each town, carefully coordinated with town safety officials, and should include at minimum, the following:

- safety information for hikers
- a map showing the closest emergency access to the area
- a safety communication system for hikers to use
- identification of area rescue personnel from EMTs down to people willing to assist in carrying injured hikers, and
- a list of needed rescue equipment specific to trail rescues

The Appalachian Trail has many good resources on preparedness that could be useful. See: <http://www.appalachiantrail.org/hiking/report-an-incident>, <http://www.appalachiantrail.org/hiking/hiking-basics/health-safety> <http://www.appalachiantrail.org/docs/default-document-library/step-by-step-web-version.pdf>

## **Recommendations**

1. Develop a preparedness plan in collaboration with local first responders
2. Consider a trail point numbering system for hikers to be able to more accurately convey their location via phone
3. Include hiker safety information on trailhead signs or website or trail brochure
4. Consider developing a regional group of emergency support staff who are available for rescue support as needed
5. Pursue grant funding to assist with the development of this program

## VIII. Grant Sources

To move forward on the Action Plan, there are several resources and sources of funding to keep in mind. The organizations and programs described in this section were selected due to their particular relevance to the Route 112 and Jacob's Ladder Trail Scenic Byways.

### State Programs

There are several state programs that offer grant programs that could be used to support trail development and land conservation / acquisition, with several found under the Executive Office of Energy and Environmental Affairs (EOEEA). A summary of the programs offered are listed, with active links, at this website:

<http://www.mass.gov/eea/grants-and-tech-assistance/grants-and-loans/eea-grants-guide/land-and-recreation.html> . Note that to be eligible for some of the EOEEA grant programs, the town must have an updated Open Space and Recreation Plan.

---

#### Recreational Trails Program

*Agency:* Massachusetts Department of Conservation and Recreation (DCR)

*Description and Eligible Activities:* Provides funding support for a variety of motorized and non-motorized trail development and trail maintenance projects. Preliminary engineering and construction cost estimates are required. 20% match required.

*Website:* <http://www.mass.gov/eea/agencies/dcr/services-and-assistance/grants-and-technical-assistance/recreational-trails-grants-program.html>

*Eligible Applicants:* Non-profits, government agencies, and municipalities

*Application Deadline:* Annually in February

*Average Grant Size:* \$31,000; Maximum of \$100,000 grant award – see details on funding maximum on website

*Average # of Grants:* 39 to 42 grants per year

*Contact:* Amanda Lewis; [amanda.lewis@state.ma.us](mailto:amanda.lewis@state.ma.us); 413-586-8706, ext. 19

---

#### Recreational Trails Program - Statewide Trails Education Grants

*Agency:* Massachusetts Department of Conservation and Recreation

*Description and Eligible Activities:* First round of a new grant offering through the federally-funded Recreational Trails Program. This year, the Massachusetts Recreational Trail Advisory Board (MARTAB) has elected to set aside the 5% of its appropriated funds and call for projects that focus on trail education programs or trainings which

address trail safety and/or environmental protection. They must also be beneficial to and welcome the statewide trails community, rather than be specific to a particular property or region.

*Website:* <http://www.mass.gov/eea/agencies/dcr/services-and-assistance/grants-and-technical-assistance/statewide-trails-education-grants.html>

*Eligible Applicants:* All state, regional, municipal, and some federal government agencies, as well as IRS-approved non-profit organizations are eligible for grants under the program. State and federal agencies should call for additional details on eligibility.

*Estimated Application Deadline:* Annually in February

*Average Grant Size:* \$8,000 - \$10,000 with approximately 24 months to complete projects.

*Contact:* Amanda Lewis; [amanda.lewis@state.ma.us](mailto:amanda.lewis@state.ma.us); 413-586-8706, ext. 19

---

#### Conservation Assistance for Small Communities Grant Program

*Agency:* Executive Office of Energy and Environmental Affairs (EEA)

*Description and Eligible Activities:* Reimbursement funding for appraisals completed in order to apply to the LAND grant program. Reimbursement rate is 80%.

*Website:* [www.mass.gov/eea/dcs-grants](http://www.mass.gov/eea/dcs-grants)

*Eligible Applicants:* Available to all communities with a population of fewer than 6,000 people (for 2010 population, see <http://www.sec.state.ma.us/census/>). The Participant must submit a complete and eligible LAND application for the current fiscal year grant round to receive reimbursement. Reimbursement under this grant is not contingent upon the Participant's LAND application being selected for funding.

*Reimbursement Rate:* 80%

*Maximum Award:* \$3,000 per appraisal; \$8,000 per OSRP

*Estimated Application Deadline:* Typically April or May

*Contact:* Emmanuel Owusu; [emmanuel.owusu@massmail.state.ma.us](mailto:emmanuel.owusu@massmail.state.ma.us); (617) 626-1187

---

Conservation Partnership

*Agency:* Executive Office of Energy and Environmental Affairs

*Description and Eligible Activities:* To assist not-for-profit corporations in acquiring land and interests in lands suitable for conservation or recreation.

*Website:* <http://www.mass.gov/eea/dcs>

*Eligible Applicants:* A non-profit corporation, formed for one of the purposes described in Section 4 of Chapter 180 of the General Laws and considered an exempt organization within the meaning of 18 U.S.C. section 501(c) (3).

*Grant Size:* Maximum \$85,000 for acquisition; maximum \$10,000 for due diligence

*Reimbursement Rate:* 50%

*Average # of Grants:* 18

*Estimated Application Deadline:* Annually in July

*Contact:* Melissa Cryan at [melissa.cryan@state.ma.us](mailto:melissa.cryan@state.ma.us) or 617-626-1171

---

Mass Land and Water Conservation Fund

*Agency:* Executive Office of Energy and Environmental Affairs (EEA)

*Description and Eligible Activities:* The Federal Land & Water Conservation Fund (P.L. 88-578) provides up to 50% of the total project cost for the acquisition, development and renovation of park, recreation or conservation areas.

*Website:* <http://www.mass.gov/eea/dcs-grants>

*Eligible Applicants:* Municipal conservation commissions, park departments, and certain agencies within EEA. Municipalities must have a current open space and recreation plan to apply, and the land must be open to the general public.

*Estimated Application Deadline:* Annually in February

*Average Grant Size:* Unknown

*Average # of Grants:* Unknown

*Contact:* Melissa Cryan at [melissa.cryan@state.ma.us](mailto:melissa.cryan@state.ma.us) or 617-626-1171

---

LAND - Local Acquisitions for Natural Diversity

*Agency:* Executive Office of Energy and Environmental Affairs (EEA)

*Description and Eligible Activities:* Funding to municipal conservation commissions for the acquisition of land for conservation and passive recreation purposes (formerly the Self-Help Program). Reimbursement rate is between 52% and 70%, depending on municipality statistics.

*Website:* <http://www.mass.gov/eea/dcs>

*Eligible Applicants:* Municipal conservation commission. Must have a current Open Space and Recreation Plan to apply.

*Estimated Application Deadline:* Annually in July

*Average Grant Size:* Average \$350,000 (Maximum \$400,000)

*Average # of Grants:* Unknown

*Contact:* Emmanuel Owusu; [emmanuel.owusu@massmail.state.ma.us](mailto:emmanuel.owusu@massmail.state.ma.us); (617) 626-1187

---

Landscape Partnership Program

*Agency:* Executive Office of Energy and Environmental Affairs (EEA)

*Description and Eligible Activities:* The Landscape Partnership Program seeks to preserve large, unfragmented, high-value conservation landscapes including working forests and farms, expand state-municipal-private partnerships, increase leveraging of state dollars, enhance stewardship of conservation land, and provide public recreation opportunities. The program offers competitive grants to municipalities, non-profit organizations, and EEA agencies acting cooperatively to permanently protect a minimum of 500 acres of land.

A new component of this program offers funding for the development of parks or playgrounds to small towns (population 6,000 or fewer), in which otherwise eligible projects are located.

*Eligible Applicants:* Applications must be submitted jointly by two or more of the following entities, with at least one partner from two of the category types, acting in cooperation: 1) municipal conservation commissions and/or municipal departments of public works; 2) non-profit 501(c)(3) organizations that have been formed for one of the purposes described in M.G.L. C. 180 §. 4; 3) state or federal environmental land agencies or the Department of Transportation; and non-municipal, non-profit public water suppliers and water or fire districts. At least two of the partners in an application must be involved in the project to a significant degree.

*Application Deadline:* annually in September

*Maximum award:* \$2 million

*Reimbursement rate:* 50%

*Contact:* Emmanuel Owusu; [emmanuel.owusu@massmail.state.ma.us](mailto:emmanuel.owusu@massmail.state.ma.us); (617) 626-1187

---

Parkland Acquisitions and Renovations for Communities (PARC)

*Agency:* Executive Office of Energy and Environmental Affairs

*Description and Eligible Activities:* Provides grant assistance to cities and towns to acquire parkland, develop new parks, or renovate existing outdoor public recreation facilities (formerly the Urban Self-Help Program).

*Website:* <http://www.mass.gov/eea/dcs-grants>

*Eligible Applicants:* Any town with a population of 35,000 or more year-round residents, or any city regardless of size, that has an authorized park /recreation commission and conservation commission, is eligible to participate in the program. Communities that do not meet the population criteria listed above may still qualify under the "small town," "regional," or "statewide" project provisions of the program. Municipalities must have a current open space and recreation plan to apply, and the land must be open to the general public.

*Estimated Application Deadline:* Annually in July

*Average Grant Size:* Awards range from \$50,000 to \$400,000

*Contact:* Melissa Cryan; [melissa.cryan@state.ma.us](mailto:melissa.cryan@state.ma.us); 617-626-1171

---

Tourism Grants

*Agency:* Massachusetts Turnpike Authority

*Description and Eligible Activities:* Grants are offered to the communities that are adjacent to and have been impacted by the construction of the Massachusetts Turnpike (US Route 90). The Jacob's Ladder Trail Scenic Byway, Inc. has received funds from this grant program on behalf of its five towns to conduct tourist-oriented projects in the past. Although this grant program is no longer offering grants, the law that established the turnpike requires that tourism grants be distributed to the affected communities annually.

---

## Local Resources

Berkshire Taconic Community Foundation – helps philanthropists establish charitable funds to make life better in the Berkshire Taconic region. Grant programs that are available for work within the project area include: *Central Berkshire Fund*, which supports projects that benefit the community in the following areas: arts and culture, education, the environment, and health and social services. Eligible town: Becket. The fund is administered by Berkshire Taconic Community Foundation, a non-profit that serves as the fiduciary agency and administrator for a consortium of local endowment grant programs in the Berkshire County region. [www.BerkshireTaconic.org](http://www.BerkshireTaconic.org).

---

Community Cultural Councils – each town has a Cultural Council that offer small grants to local community projects. The guidelines and focus of local Councils may vary, depending in individual town needs. Visit [http://www.mass-culture.org/lcc\\_public.aspx](http://www.mass-culture.org/lcc_public.aspx) to retrieve contact information for cultural councils in the study region. Although these grants typically offer relatively small grant amounts, they should not be overlooked. Jacob's Ladder Trail Scenic Byway, Inc. has had success by applying to several local councils at the same time to gain a larger total grant amount. Also, these smaller grants can be used to leverage larger grants from state or federal programs.

Local Banks – In the Byways region, local banks typically offer small community grant programs. Like cultural council grants, these grants are relatively small amounts that can then be used to leverage larger grants.

---

Community Foundation of Western Massachusetts – This community foundation provides more than \$8.1 million in funding through its competitive grant and scholarship programs and through donor advised and designated funds. All grants have a single goal: making life better for all in the region. Grants include the following types of funding:

- Donor Advised, Designated and Special Purpose Fund, which provided more than \$4.6 dollars in 2015. These types of funds are provided directly to non-profits by the donor or through a designation to a specific agency.
- Competitive grant and scholarship programs, which provided \$3.5 million in 2015. Through these programs the Community Foundation also support nonprofits with funding and technical support. Some of the competitive grants are awarded through an open, competitive grant-application process, others are by invitation only.

Community Foundation funding might be sought for start up of the Highlands Footpath Collaborative as well as specific related activities. For more information, see: <http://communityfoundation.org/nonprofits/missiongrants.html>

---

Housatonic River Natural Resources Damages – A grant program funded by General Electric, the Housatonic River Natural Resources Damages is part of a Superfund settlement to clean PCBs from the Housatonic River. The fund supports projects that develop and implement restoration plans within the river's watershed area, and include



protecting or improving habitat, recreational opportunities or environmental education/outreach. Only projects within the town of Lee are eligible for this grant program. More information can be found at [www.ma-housatonicrestoration.org/](http://www.ma-housatonicrestoration.org/).

## **Federal Programs**

Scenic Byway Funding – Jacob’s Ladder Trail and Route 112 are state-designated Scenic Byways. The National Scenic Byways Program funded projects to help recognize, preserve and enhance scenic byways throughout the United States. Projects submitted for consideration should benefit the byway traveler’s experience, whether to help manage the intrinsic qualities that support the byway’s designation, shape the byway’s story, interpret the story for visitors, or improve visitor facilities along the byway. As an example, the project that created this planning project was funded by the scenic byways program. NOTE: The byways program still exists, but is currently unfunded.

---

Upper Housatonic River Valley National Heritage Area – The Heritage Partnership Grant Program offers funding for planning, implementation and/or promotion of walking trails in the Heritage Area which, for the project area, is Lee and Becket. NOTE: this program is largely inactive, but program managers are open to being approached by local residents for possible project funding. Contact Executive Director Dan Bolognani at 860-435-6662 or [info@HousatonicHeritage.org](mailto:info@HousatonicHeritage.org).

---

Westfield River Wild & Scenic Advisory Committee – To preserve and enhance the special qualities of the National Wild & Scenic Westfield River, the advisory committee provides funding for land conservation and projects that protect water and natural resources in the watershed. The committee specializes in providing small grants to local communities and conservation groups. The communities through which the Westfield River flows is Becket, Chester, Chesterfield, Cummington, Huntington, Middlefield, Savoy, Washington, Windsor, and Worthington. Contact: Carrie Banks, Westfield River Wild & Scenic Coordinator, [coordinator@westfieldriverwildscenic.org](mailto:coordinator@westfieldriverwildscenic.org) or (413) 268-3129, extension 1. Visit <http://www.westfieldriverwildscenic.org/grants.html>

---

Massachusetts Transportation Alternatives Program (TAP) Regional Competitive Allocations – These are Federal Highway Administration (FHWA) funds that are administered by MassDOT through the Metropolitan Planning Organizations. Work with Berkshire and Pioneer Valley Planning Commissions to access this funding, which is part of each region’s Transportation Improvement Program. TAP funding is generally included on the TIP as a component of another project funded through other means. Stand-alone TAP projects are rare and must have strong local support and popularity and be well-defined and planned.

---

Congestion Mitigation and Air Quality (CMAQ) Program – This program is also out of the FHWA. Trails projects must have strong transportation component (i.e. must reduce vehicle miles traveled) to be competitive. Requires 20% state and local match (generally 10% state and 10% local in MA).

## **Other Resources**

Jessie B. Cox Charitable Trust – The Trust has a program called "The Regional Conservation Partnership Innovation Fund." The fund supports regional conservation partnerships (RCPs) and the collaborative land conservation work that these partnerships are achieving across the New England landscape. The Highlands Footpath Collaborative ought to explore the possibility of joining such a partnership with local land trusts to ensure good capacity and coordination in land conservation transactions throughout the region. The program has two funding mechanisms: 1. RCP Innovation grants that provide up to \$20,000 to increase the capacity of eligible RCPs to achieve effective and enduring conservation of ecologically significant lands; 2. RCP Donated Land and Easement grants that provide up to \$10,000 to help eligible RCPs implement a competitive grants program to cover transaction costs associated with the donation of conservation easements and fee simple lands in RCP conservation plan focal areas. For more information, see: [http://www.jbcoxtrust.org/?page\\_id=199](http://www.jbcoxtrust.org/?page_id=199)

---

Fields Pond Foundation – The primary mission of Fields Pond Foundation is to provide financial assistance to community-based nature and land conservation organizations. The Foundation's priorities are:

1. Trailmaking and other enhancement of public access to natural resources;
2. Land acquisition for conservation;
3. Assistance in establishing endowments as a means of funding stewardship of newly protected conservation areas; and
4. Directly related education programs and publications as components of a land protection project.

The expected range of grants is \$500 to \$25,000, with most falling within the range of \$2,000 to \$10,000. On the web at <http://fieldspond.org/index.htm>.

---

The Conservation Alliance – A group of outdoor industry companies disburses its collective annual membership dues to grassroots environmental organizations. Funding is directed to community-based campaigns to protect threatened wild habitat, preferably where outdoor enthusiasts recreate. The Alliance was founded in 1989 by industry leaders REI, Patagonia, The North Face, and Kelty. The Alliance makes grants to registered 501(c)(3) organizations whose work meets the following criteria:

1. Seek to secure permanent and quantifiable protection of a specific wild land or waterway, prioritizing landscape-scale projects that have a clear benefit for habitat.

2. Engage grassroots citizen action in support of the conservation effort.
3. All projects must have a clear recreational benefit.
4. The project should have a good chance of final success within four years.

Recent grants are typically in the \$30,000-40,000 range. For more information, see: <http://www.conservationalliance.com/grants/>

---

Norcross Wildlife Foundation – This foundation is predicated on Mr. Norcross’ belief that grants should result in tangible, lasting results and a year after receipt, trustees should be able to walk up and knock on it. As a result, the foundation makes only restricted grants, primarily for tools and equipment to small conservation organizations. The organization is pleased to be known as the "True Value Hardware Store" of the conservation community. The average Norcross grant has averaged less than \$5,000. For more information, see: <http://www.norcrosswildlife.org/grants-loans/grants/>

---

Community Preservation Act (CPA)—Signed into law in 2000, the Massachusetts Community Preservation Act (M.G.L., Chapter 44B), gives communities a funding source for projects related to historic preservation, open space protection (including outdoor recreational facilities), and affordable housing. Towns adopt the CPA on a local basis, through town meeting and a ballot referendum. The funds collected through this surcharge are set aside in a local Community Preservation Fund along with available state matching funds. Becket and Goshen are the only towns in the Highlands Footpath region to have adopted the CPA to date.



*View from Observation Hill in Chester-Blandford State Forest*

## Appendixes

- A. Conversations with Landowners: Process for Continuing to Explore Possible Linkages with Mass DCR, Mass Fish & Wildlife, and U.S. Army Corps of Engineers
- B. Mass DCR Forms
  - Trail proposal
  - Volunteer - stewardship agreement
- C. Highlands Footpath Collaborative Proposal
- D. Great Resources and Partners
- E. Materials from Ashfield Trails Group
- F. Roads Status Lists from Chester, Chesterfield, Cummington, Huntington, and Worthington
- G. Landowner Liability Information
  - Massachusetts General Laws, Chapter 21, Section 17c
  - Recreational Use Shields Owner from Liability, Irene del Bono memo, January 2010
  - National Trails Training Partnership, Public Trails and Private Lands
- H. Examples of Landowner Agreements
  - Ashfield Trails Group Consent for Trail
  - Sunnapee Ragged Kearsage Greenway Landowner Permission

Page left blank intentionally.

# Appendix A

Conversations with Landowners:

Continuing to Explore Possible Linkages with

MassDCR

Mass Fish & Wildlife, and

U.S. Army Corps of Engineers

Page left blank intentionally.



## **Conversations with Landowners: Process for Exploring Possible Linkages**

**Mass Dept. of Conservation and Recreation (DCR)** - Based on meeting with Paul Jahnige, DCR Director of Greenways and Trails Program, and Paul Adams, Regional Director on 1-7-15; updated 9-8-15; updated based on phone conversation with P. Jahnige 2-9-16.

Begin first by talking informally with the DCR Regional Manager, which for the Lakes District is Dom Sacco. Provide a draft working map at this first meeting. The Regional Manager will then work with the Greenways and Trails Program and the forest or park supervisor of a particular site to determine the most suitable trail route.

The next step after that first informal meeting will be to fill out the DCR Trail Proposal and Evaluation Form and formally submit it to the DCR Regional Manager. DCR uses the form to review and evaluate new trail proposals, major trail re-routes, or significant proposed changes in use of existing trails proposed either by DCR staff or by third party stakeholders. At this time, trail proponents should draft a Volunteer/Stewardship Agreement as part of the proposal.

It is important to recognize that all trails have impacts to natural and cultural resources. Trails and trail uses impact vegetation, compact soils, disturb wildlife, and can negatively impact wetland resources and rare species. DCR also has a current inventory of over 3,000 miles of trails, many of which do not contribute effectively to the recreational experience and are difficult to maintain. Due to limited staff and funding, DCR prefers at this time to keep new footpath uses on designated trails only, avoiding informal or undesignated trails. DCR often seeks to close less sustainable trails in conjunction with considering any new trail proposals.

The basic process:

- Proponents begin with an informal discussion with the District Manager, who may bring in other DCR staff familiar with the site of the proposed trail. DCR staff may include the Field Operation Team Leader, Forest/Park Supervisor and Management Forester.
- Pending these discussion, a proponent should fill out draft Trail Proposal Form, section 1
- Submit to the form to the District Manager
- DCR will evaluate the proposal and come back with
  - Approval
  - Rejection
  - Recommended modifications
- DCR should be able to evaluate most trail proposals forms within about one month.

DCR staff will review the form and conduct field work to ground truth the condition of the potential trail site. The majority of the DCR properties within the Highlands Footpath study area are designated as Woodlands, which are open to multiple uses including wood harvesting, so trail stewards must be mindful that a logging operation could occur near the proposed footpath route and possibly impact use. Because of the possibility of wood harvesting, the DCR Forester for that region will visit the site and provide input to fellow DCR staff as they evaluate the trail proposal. Below is a list of DCR staff that would be involved in footpath designation on DCR properties:

- Michael Case, Director, Western Region (including October Mountain, Chester-Blandford, Gardner State Park, Worthington State Forest, and Gilbert Bliss State Forest)
- Adam Morris, Connecticut River Valley District Manager (including DAR State Forest)
- Paul Jahnige, Director, Greenways and Trails Program (for entire state)
- Dom Sacco, Lakes District Director (including October Mountain, Chester-Blandford, Gardner State Park, Worthington State Forest, and Gilbert Bliss State Forest)
- Individual State Forest and Park contacts October Mountain State Forest\* - Chris Dinelein, Forest Supervisor
- Chester Blandford State Forest\* - Robert Mason, Forest Supervisor (
- Gardner State Park - Robert Mason, Park Supervisor
- Worthington State Forest – Chris Hajjar, Field Operations Team Leader
- Gilbert Bliss State Forest - Robert Kabat, Forest Supervisor
- DAR - Robert Kabat, Forest Supervisor

*\*Note that DCR is not in favor of using the current white blaze trail, as it has never been authorized for public use by DCR and the condition of the route is not sustainable.*

See related documents for MassDCR:

- Trail Proposal and Evaluation Form (see following pages)
- Volunteer/Stewardship Agreement Form (see following pages)
- Trails Guidelines and Best Practices Manual (see DCR website)
- Volunteer in Parks Program Guide (see DCR website)

**Mass Fish and Wildlife** - Based on meeting with Andrew Madden on 9-25-14

Possible WMAs for exploration include:

Hiram Fox (Huntington-Chester)	Walnut Hill (Becket)
Tekoa Mountain (Russell)	Lily Pond (Goshen)
John Kelly (Chester)	Fox Den

1. Contact Andrew Madden with ideas before heading out. He may have some good input, including thoughts about start and end points for a route.
2. If all good with him, GPS trail/road as agreed.

Reconnect with him to debrief about what you saw, what concerns, issues, and define next steps if appropriate.

**Army Corps of Engineers** – Based on 9-2-15 meeting with Matthew Coleman and Colin Monkiewicz

- Existing trails and cart roads are public so fine to use for Highlands Footpath linkages.
- For trail signage, get permission and work with ACOE staff on location and installation.
- For possibility of any new trails (i.e., connector from east side of Littleville Lake to Goss Hill or a trail around the top of the Knightville Basin) need to talk with ACOE and get permission. ACOE staff would need specifics and would want to see that needed permissions from other landowners are secured first. If all agreed about a new trail, would need to sign written agreement with ACOE. Matthew Coleman can provide a template example, similar to what they have with New England Mountain Biking Association for an ACOE property in Central Massachusetts.
- Camping is not allowed, especially at Littleville Lake, which serves as a backup water supply for Springfield. In general, any expansion on the ACOE's physical plant is discouraged so camping at Knightville would also present a problem.
- ATV and dirt bike use prohibited, but no objections to hiking, mountain biking, horseback riding, or snowmobiling on existing trails.

Contact information:

Matthew Coleman, Project Manager, Knightville Dam and Littleville Lake  
phone 978-318-8846 / e-mail Matthew.S.Coleman@usace.army.mil

Colin Monkiewicz, Park Ranger, Knightville Dam and Littleville Lake  
phone 978-318-8278 / e-mail Colin.J.Monkiewicz@usace.army.mil

2 Athol-Richmond Road  
Royalston, MA 01368-8900

*PVPC, September 2015*  
*BRPC updates, March 2016*

Page left blank intentionally.

# Appendix B

MassDCR Forms:

Trail Proposal

Volunteer/Stewardship Agreement

Page left blank intentionally.

**Massachusetts Department of Conservation and Recreation  
Trail Proposal and Evaluation Form**

department of  
Conservation and Recreation



**1. Requester's Information and Contact**

**2. DCR Contact and/or Park Supervisor**

**3. Location of Proposed Trail** (Specify the location or the proposed trail as exactly as possible. Also attach a topographic map showing location)

**4. Objective of trail**

If the trail exists, who does the trail serve?

Who will the new or improved trail serve?

Please explain the significance, need or value of this trail and the reason(s) for the proposed change:

**5. Description of Proposed Trail**

Upgrade of existing ( )      Relocation of existing ( )      New trail ( )      Change in Use ( )

Length: \_\_\_\_\_

What is the Class of the Proposed Trail? And the Designed Use Parameter? (See DCR Trail Guidelines Manual, Section III, Trail Classification, page 35, and Appendix F)

**6. Support and Success of Trail Project**

Who supports this initiative?

What is the evidence for the demand for this project?

Who will build, or improve this trail?

What costs are associated with this project and how will this project be funded

Who will maintain this trail project for future use

**DCR Review of Proposed Trail Project**

(To be filled out by DCR staff)

1. *Is this project supported by existing DCR plans? Is it embodied in an RMP or Trail Plan? If not, is it supported by operations and planning staff? Should it be pursued?*

2. *What are the potential short and long term management issues associated with this project?*

Design, construction and maintenance issues

Management issues (abutter concerns, user conflicts, safety, resource impacts):

3. *Would this trail need to meet FSTAG accessibility standards? Yes/No? Why? List Conditions for Departure*

4. *Site Evaluation*

Description of topography :

0-15% slope ( )                      15-30% slope ( )                      > 30% slope ( )

Soil description: \_\_\_\_\_

Historic, Cultural or Archeological resources/ impacts:

Forestry management resources/ impacts:

Rare, Endangered and Threatened species or natural community resources / impacts: Is it in NHESP Priority Habitat?

Other critical wetland, natural resource or wildlife habitat resources/impacts:

Other potential impacts or conflicts:



**Permitting: Massachusetts Regulatory Review Checklist**

- Yes  No Will any of the work require digging, pulling or scaring of ground surfaces?  
*If yes, DCR shall have project reviewed by DCR Archeologist. Proponent shall file permits with MHC as such as required after initial archeological review. All permits shall be reviewed by DCR prior to submittal.*
  
- Yes  No Will any work occur within 200 feet of a stream or river or within 100 feet of a wetland resource area?  
*If yes, contact your local conservation commission for help preparing an RDA or NOI. All permits shall be reviewed by DCR prior to submittal.*
  
- Yes  No Does the project area intersect with any Priority Habitat Area?  
*If yes, DCR shall send a project review request to NHESP. Proponent shall file permits if such are required by NHESP. All permits shall be reviewed by DCR prior to submittal.*

\*For additional information on permitting, please see DCR Trail Guidelines Manual.

**Approval:**

**Facility Supervisor** Approve ( ) Disapprove ( )  
Comments / Recommendations:

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Management Forester** Approve ( ) Disapprove ( )  
Comments / Recommendations:

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Trail Coordinator** Approve ( ) Disapprove ( )  
Comments / Recommendations:

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Regional Director / District Manager** Approve ( ) Disapprove ( )  
Comments / Recommendations:

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Please submit a copy of completed forms the DCR Bureau of Planning and Resource Protection, Greenways and Trails Program, Paul Jahnige, [paul.jahnige@state.ma.us](mailto:paul.jahnige@state.ma.us) for tracking purposes.



## Department of Conservation and Recreation Volunteer/Stewardship Agreement Form

### INSTRUCTIONS

DCR's VSA Form is expected to serve as the primary vehicle for proposing volunteer activities on DCR property pursuant to [DCR's Volunteers in Parks Program Guide: Guidelines, Requirements, & Standards](#). Before completing this form, we encourage you to visit our website and review this guide.

If approved, the VSA Form will serve as an agreement between DCR and the project/event proponent and will act as documentation of DCR's approval of a volunteer activity. The VSA Form may be used to propose a single volunteer activity or several volunteer activities. Nonprofit Organizations may also use this form to propose and request DCR co-sponsorship of volunteer stewardship or fundraising/special event activities.

Please complete all applicable fields on this form to the best of your ability so we can assist you in having a successful volunteer experience. Attach any additional relevant information (such as maps, diagrams, schedules, etc.) that will be helpful in DCR's review.

This form may be filled out on your computer. We strongly encourage you to do so and to send a copy of your completed VSA Form via email to the Facility Supervisor or manager of a property where you would like to conduct a volunteer activity. For information on contacting DCR's Regional and District Offices to obtain appropriate email contact information, please refer to our [DCR's Volunteers in Parks Program Guide](#).

If your VSA Form proposes volunteer stewardship activities that do not include any fundraising/special events, please submit your completed form to the DCR Facility Supervisor or manager at least **14 days** prior to the proposed date of your volunteer stewardship activity. DCR may waive the 14-day requirement in the case of "Common Volunteer Activities" listed in Section II of the [DCR's Volunteers in Parks Program Guide](#).

If your form includes any fundraising/special event activities, please submit your completed form to the DCR Facility Supervisor or manager at least **45 days** prior to the proposed event date(s).

There is no fee for submitting this form to DCR for review and consideration. If any of the information on this form changes, please notify DCR as soon as possible.

### PART A - APPLICANT / ORGANIZATIONAL CONTACT INFORMATION

Name: \_\_\_\_\_ Phone : \_\_\_\_\_  
Address: \_\_\_\_\_ Cell: \_\_\_\_\_  
\_\_\_\_\_ Email: \_\_\_\_\_

#### Organization Information (if applicable)

Name of Organization: \_\_\_\_\_  
Director/President's Name: \_\_\_\_\_  
Organization Website: \_\_\_\_\_  
Organization Address: \_\_\_\_\_  
\_\_\_\_\_ Phone: \_\_\_\_\_

Yes  No Please indicate by checking "Yes" or "No" if your organization is a Nonprofit Organization that is either: a registered 501(c)(3); or a non-for-profit organization that services a public benefit and is operated primarily for charitable, civic, educational, religious, welfare, or health purposes.  
(Double-click on box, choose "checked," then click OK)

Please note that if you checked "No" above, DCR strongly encourages that you refer to Section VIII of [DCR's Volunteers in Parks Program Guide: Guidelines, Requirements, & Standards](#) for additional information.

## PART B - VOLUNTEER ACTIVITY INFORMATION

**Activity Detailed Description** *(Include any information describing anticipated goals, outcomes, or benefits. Note any known regulatory requirements and/or permits needed to perform the proposed activity. Note whether the proposed activities are related/pursuant to an existing MOA with DCR. Attach any site set-up maps, route maps, road or lane closures, etc. to assist in DCR's review. If proposing a fundraising/special event, please answer Part C below):*

*Note: Certain activities may require additional environmental permits from state agencies (such as the Natural Heritage and Endangered Species Program) or local conservation commissions or may require review by appropriate DCR divisions or bureaus.*

**Location(s)** *(Name all DCR properties where activities are proposed to take place. You may attach any relevant maps to assist DCR in its review):*

### Timeframe

*If the proposed volunteer activity is intended to occur on specific dates and times please complete the chart below:*

Date(s)	Set-up Time	Activity Start Time	Activity End Time	Clean-up End Time

*If the proposed activity is seasonal or on-going in nature, please use the space below to describe the approximate time of year, number of weeks, months, and/or days anticipated to perform the activity during the course of the year:*

**Tools & Equipment** *(Please list any tools or equipment that will be used or set-up during the activity. This might include items such as power tools, portable toilets, tents, stages, vehicles, food service equipment, etc.):*

*Note: Individuals operating certain power tools, such as chainsaws, may need evidence of training certification depending upon project scope.*

*Note: Set-up and use of certain equipment such as tents, stages, and food service equipment may require permits from state or local public health or public safety agencies.*

**Regulatory/Permitting or Training Certifications** *(Please list any known regulatory or permitting certifications or training certifications you or your volunteers might need in order to perform the proposed activities):*

**Utilities, Equipment, & Facility Requests** *(Please list anything you are requesting that DCR provide. This might include equipment like trash receptacles/bags, gloves, use of restrooms, use of electricity, etc.):*

**Participant Estimates:**

Approximate Number of Volunteers:

Approximate Number of Spectators or Event-goers *(if applicable)*:

**Refreshment / Food Service** *(If applicable, please use the space below to describe any refreshments or food you plan to serve and any food vendors or caterers you plan to utilize for food service):*

*Note: Service of food prepared on-site may require evidence of a permit from a local public health or safety agency.*

**PART C - NONPROFIT ORGANIZATION FUNDRAISING / SPECIAL EVENT ACTIVITIES**

**For Nonprofit Organization Applicants Only:**

*MGL c. 21, §17G allows DCR to co-sponsor fundraising/special event activities on DCR property with Nonprofit Organizations so long as the event/activity (a) furthers a public purpose of the Department and (b) any funds raised are used and expended only for supporting or improving a DCR facility or program. If DCR chooses to cosponsor it may extend the Commonwealth's liability protections to your volunteers according to the provisions in [DCR's Volunteers in Parks Program: Guidelines, Requirements, & Standards](#).*

Please check this box if you are a Nonprofit Organization and your organization is proposing any fundraising / special event activities as part of this agreement.

If you checked the box above, please use the space below to describe how your event (a) furthers a public purpose of the Department and (b) how any funds raised will be used and expended for supporting or improving a DCR property or program.

**PART D - APPLICANT CERTIFICATION**

- By checking this box, I, the below-named applicant, hereby certify that I have reviewed, understand, and agree to abide by the provisions in [DCR's Volunteers in Parks Program: Guidelines, Requirements, & Standards](#) and that the foregoing information accurately reflects the nature, scope, and extent of the volunteer activities and/or fundraising / special event activities proposed. I also understand that DCR may require additional conditions as outlined in the following section and that this agreement does not take effect until the appropriate DCR staff member signs in the appropriate place below.

Type Your Name: \_\_\_\_\_

Title *(if applicable)*: \_\_\_\_\_

Organization *(if applicable)*: \_\_\_\_\_

**PART E - DCR SIGNATURE**

The proposed volunteer activities contained in this agreement have been reviewed and are:

- Approved with no additional comments or conditions
- Approved with the following additional conditions

This agreement shall be valid beginning on the date indicated below and shall be valid through: \_\_\_\_\_  
*(Month / Day / Year)*

\_\_\_\_\_  
*(Signature)*

\_\_\_\_\_  
*(Date)*

\_\_\_\_\_  
*(Print Name)*

\_\_\_\_\_  
*(Title)*

Page left blank intentionally.

# Appendix C

## Highlands Footpath Collaborative Proposal

Page left blank intentionally.



ARCHITECT  
J E F F R E Y S C O T T P E N N  
77 Worthington Road, Huntington, MA 01050  
tel. 413-667-5230 fax. 413-667-3082  
[jpsed@verizon.net](mailto:jpsed@verizon.net)

27 April 2015

## **Proposal:**

### **Highlands Footpaths**

In 2013, Pioneer Valley Planning Commission, Berkshire Planning Commission and The Trustees of Reservations sought a portion of a grant to examine Trails Linkages in the ten town region along the Jacob's Ladder Scenic Byway and the southern Route 112 Scenic Byway. This effort gathered members from all communities who have shared knowledge and research into the existing and possible trails of the region. With the goal of establishing a walking circuit throughout and connecting these towns, the group has exhibited a cheerful energy and accomplished the draft outline of this route. Other recreation access has been acknowledged in portions of the routes and will be integrated discreetly for other user groups and to interesting destinations. The original facilitating grant will end in September, 2015, and the group has expressed interest in continuing. We have respected the model of Ashfield Trails; a non-governmental loose organization which has a fiscal agent, a loose structure and creates its own agreements and fieldwork. We wish to establish Highland Footpaths to continue our work.

### **Logistics**

The new Organization, **Highlands Footpaths**, will have a structure determined (number of officers, number of members, frequency of meetings, decision methods etc.). Highlands Footpaths will be an establishment able to seek grants and donations as well as volunteers and to create agreements (such as trail adoption) and hold easements. The group will have continuity and ability to grow. The group will seek oversight by our current Organizers to continue for a period, perhaps two years, to facilitate our group while we determine the structure and flow.

### **Project goals**

Highlands Footpaths will continue the effort of seeking permission to utilize existing trails segments from conservation agencies and the Commonwealth. We will continue research of routes to connect the officially sanctioned trails using other public lands, rural roads and right-of-ways and some private landowners. The group will produce signage on site to facilitate and educate, publications to educate and advertise and possibly further activities such as a Web presence, guest articles and lead activities.

## **Timeline and partners**

This effort needs to begin immediately in order to ensure continuity of the project. I recommend current members comment to the Organizers (Patty at PVPC, Lauren at BRPC, Jim at TTOR or myself) and we air a discussion at an upcoming Trails Linkages meeting. The organization should be stand-alone, but seek short-term (another two years?) facilitation by our Organizers. This is needed to complete the current efforts of initial identification of the already sanctioned trails, liaison with Land Management organizations (DCR, Fisheries and Wildlife, Hull Forest Products and other organizations), initial public announcements and activities and establishment of credibility. The project is ongoing and long-term. Publications and outreach are essential.

## **Implementation**

The initial period of oversight has lead to increased knowledge of recreational opportunities in the region as well as public and private sentiments about specific towns and features. We have gathered a wonderful group of caring spirited individuals who have worked hard to share the assets of the region with the citizens and grapple with the issues of behavior and respect. We will introduce the project to the public this season thru announcements and guided hikes, and conclude this summer by producing an action plan. The new group, Highlands Footpaths, will continue the effort. As we assess the quality and suitability of existing routes, we will recommend stable, sustainable paths become part of the route. We will find suitable reroutes where sensitive landscapes or features may be better protected by abandonment. We will publish a regional map or brochure showing legal segments as soon as possible. We will seek to complete the connection of the ten towns. We will also seek spurs to some of the spectacular natural, scenic and historic features of our beautiful region.

# Appendix D

## Great Resources and Partners

Page left blank intentionally.

## **Appendix D Great Resources and Partners**

Massachusetts Department of Conservation and Recreation (DCR) – Mass DCR may be one of the most important partners in the creation and permanent protection of a Highlands Footpath corridor. DCR’s mission is to “protect, promote and enhance our common wealth of natural, cultural and recreational resources for the well-being of all,” with a focus on creating recreational facilities such as trail systems for a variety of users. Formalizing the use of DCR trail systems within October Mountain and DAR State Forests will require close coordination between local footpath advocates, local supervisors of each state forest, and DCR regional staff.

DCR Citizens Group – DCR Friends groups are organizations dedicated to supporting specific DCR properties. Although there are more than 70 groups across the state, there is only one established in Western Massachusetts, The Western Massachusetts Public Lands Alliance. Declining government funding causes DCR to defer maintenance, new construction and major renovation projects. The WMPLA was established by local residents to serve as a regional-scale “friends group” for state parks, forests, and wildlife management areas in the western portion of the Commonwealth (Berkshire, Franklin, Hampshire and Hampden counties). This non-profit organization is a fairly new development, but the organization has a great interest in October Mountain SF, so it may be a good resource moving forward. <http://www.wmpla.org/>, or Ryan Aylesworth, 413-698-2070.

Massachusetts Division of Fish & Wildlife – Mass Fish & Wildlife could be the second most important public partner in the development of a Highlands Footpath. The agency is responsible for the conservation - including restoration, protection and management - of fish and wildlife resources for the benefit and enjoyment of the public, with a first responsibility to the state’s fauna and flora. Hunters and anglers remain the main target audience for Mass Fish & Wildlife. While public access is a basic tenant of the agency, developing trails systems or camping areas is not a focus for Mass Fish & Wildlife. This policy is reflected by the fact that many of Mass Fish & Wildlife properties lack any formal trail system. While Mass Fish & Wildlife staff have indicated a willingness to consider hosting a footpath on an existing trail system, the agency will only consider developing new trails within its sites if trail advocates can demonstrate that new trails will not be detrimental to wildlife and could, in fact, benefit wildlife in the area. Andrew Madden is the District Manager, 413-684-1646, [andrew.madden@state.ma.us](mailto:andrew.madden@state.ma.us).

Hilltown Land Trust – Hilltown Land Trust (HLT) is a non-profit, accredited land trust serving many of the Highlands Footpath towns. The group's mission is to maintain the area’s working farms and forest as a vital part of hilltown life, and to protect the area’s rich ecological resources, species diversity, native habitats, water quality, and unique

scenic landscapes. To date, HLT has protected 40 properties totaling nearly 4,000 acres. It owns six properties where they maintain several public hiking trails and host regular events. Going forward it will be critically important for the Highlands Footpath Collaborative to coordinate with the Hilltown Land Trust. Director Sally Loomis has indicated there is lots of information available on land protection that she can share with the group in understanding how to proceed in conversation with landowners.

Greenagers – engages teens and young adults in meaningful work in environmental conservation, sustainable farming and natural resource management. To date, Greenager trail crews have been working to maintain existing trails and build new trails for the Appalachian Trail Conservancy, Trustees of Reservations, Columbia Land Conservancy and other conservation organizations. Matt Boudreau, Americorps Fellow for Greenagers, indicated that the Highlands Footpath Collaborative could apply to have a Greenagers crew do a summer projects related to the Highlands Footpath. It will be important to get project criteria so that in devising a summer project it can be formatted to be optimal for the Greenagers crew. See: <http://greenagers.org/>

The Nature Conservancy (TNC) – the organization is focused on identifying wildlife corridors in Western Mass and protecting lands around these corridors. To the extent that the trail linkages project has areas of interest that overlap with these corridors for wildlife, there may be some important opportunities for collaboration as well as combined messaging that involves both habitat for wildlife and recreation areas for humans. Currently TNC has lands around Gobble Mountain in Becket that overlap with trail linkage of interest owned by the Town of Chester.

Westfield Wild & Scenic River Advisory Committee – As noted in the funding resources, the Westfield Wild & Scenic Advisory Committee is a potential source of enthusiastic volunteers who can aid in trail routing and promotion, environmental education and grant funds for resource protection. Several members of the Advisory Committee have actively served in the first phase of the Highlands Footpath development.

The Trustees of Reservations (TTOR) – Owns more than 100 properties, totaling almost 25,000 acres, across the Commonwealth. TTOR owns several large and/or historic properties in the Routes 20/112 scenic byway corridors, including The William Cullen Bryant Homestead in Cummington. As the owner and steward of trail systems located in various terrains, TTOR staff can be invaluable in the routing and sustainable design of a trail system. TTOR staff have been a primary partner engaged in the first phase of the Highlands Footpath development.

Snowmobile Association of Massachusetts (SAM) – SAM has an extensive snowmobiling trail system throughout the state. Many of their trails cross private lands, where SAM or local snowmobile clubs have made arrangements with the landowners for access. Members are familiar with working to secure access and easements where necessary. Local SAM representative Randy Toth has been involved with the first phase of planning on the Highlands Footpath project and could be a source of knowledge regarding easements.

Appalachian Trail Conservancy (ATC) – the organization’s mission is “to preserve and manage the Appalachian Trail – ensuring that its vast natural beauty and priceless cultural heritage can be shared and enjoyed today, tomorrow, and for centuries to come.” Volunteers from local AT maintaining clubs work with the ATC to monitor and maintain the AT. According to the ATC, “To monitor, volunteers walk the tracts and boundary lines of lands acquired for the Trail and assess them to ensure their continued conservation. To maintain, volunteers repaint blazes and brush out the line, keeping it well marked and easy for our neighbors to identify.” The ATC has a well-established trail maintenance system that can serve as a model for future footpath maintenance.

The Appalachian Trail stretches across part of October Mountain State Forest, and a short section of the preferred Highlands Footpath route in this area is proposed to coincide with the AT between County Road and the utility corridor. The ATC will need to be approached for permission to use the AT for the footpath. Local ATC members to be approached would be Jim Pelletier and Cosmo Catalano.

Pioneer Valley Planning Commission (PVPV) and Berkshire Regional Planning Commission (BRPC) – Professional planning staff can aid trail advocates through technical assistance, map creation, promotional materials and grant writing. PVPV has indicated the hope that it can continue to serve the Highlands Footpath advocates in the next phases of the project. BRPC hopes to be able to provide support as resources allow.

Becket Land Trust – The land trust was founded by a group of citizens concerned about protecting the Town of Becket's rural character, natural resources and ecologically sensitive areas. It owns and operates the 300+ acre Historic Quarry and Forest, protected as a result of an extraordinary community fund-raising campaign to save a parcel of primarily wooded land from industrial development. To prevent detrimental impact on the site and the community, local citizens donated money to enable the Becket Land Trust to purchase the property and open the site to the public for recreational enjoyment. Becket Land Trust members have attended Highland Footpath planning meetings and wish to remain updated on activities, particularly with respect to efforts in Becket.

Hilltown Community Development Corporation – Improving the quality of life for Hilltown residents by addressing economics, housing, educational, social and community

needs while preserving the rural character of the area is central the Hilltown CDC's mission. With connections throughout the communities in the region Hilltown CDC could be an important partner going forward. Unfortunately, a representative of Hilltown CDC was unable to attend the roundtable meeting with businesses in the region during the early planning phase of the project.

Berkshire Natural Resources Council (BNRC) – This land trust owns and maintains more than 5,000 acres of conservation land in Berkshire County, and holds an additional 10,060 acres of land in conservation easements. Berkshire Natural Resources Council is a non-profit land conservation organization working throughout the Berkshires in Massachusetts to preserve threatened lands. The vast majority of lands are open to public access, with BNRC placing increasing importance on promoting their trail systems with guided hikes throughout the year. The Council's experience in procuring easements and designing and maintaining trail systems could help inform Highlands Footpath work.



# Appendix E

Materials from Ashfield Trails Group

Page left blank intentionally.

---

**Join us for Ashfield Trails' Inaugural Hike on Sunday, May 2, 2004, at 1 p.m. at Sanderson Academy. Bring water, a picnic or snack, good hiking boots, and an adventurous spirit.**

**If you would like to be involved in the Ashfield Trails project (perhaps you'd like to organize your own neighborhood trail), please contact anyone on the Steering Committee.**

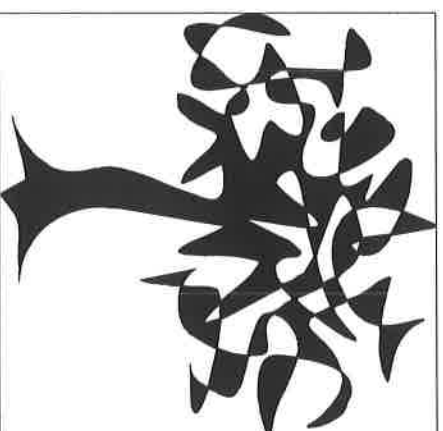
**Ashfield Trails  
Steering Committee**

**Doug Cranson  
Lester Garvin  
Ned James  
Bob and Kit Nysten  
Susan Todd  
Mark Zenick,  
Franklin Land Trust  
Steve MacMahon  
Trustees of Reservation**

**For more information, call  
Doug Cranson at 628-4408**

---

**Introducing  
Ashfield  
Trails**



**"One town, many paths."**

---

# A Vision for Ashfield Trails



Ashfield Trails was begun by a small group of citizens committed to helping their friends and neighbors fully enjoy the natural beauty of this town by creating a network of off-road footpaths, linking remote sections of town to one another.

Respecting property owners' legal rights, Ashfield Trails realizes that all landowners who take part in this project — by offering access to this trail system — do so voluntarily. This is a citizens' initiative.

Our dream is that some day Ashfielders will be able to walk from one end of the Town to every distant corner along natural paths in order to explore the land as it is. In establishing this system, we

wish to use old wood roads and current snow-mobile paths, whenever possible. We hope to use these trails to lead us to little known town historic sites and places of beauty that touch our hearts.

The first 3 1/2 mile stretch to be established will connect Sanderson Academy via Peter Hill to the lookout at Bear Swamp Reservation. Several generous landowners along the trail have given tentative permission for this use and have

walked the path with Ashfield Trails organizers. Trail conditions

**Our dream is that some day Ashfielders will be able to walk from one end of Town to every distant corner**

will permit easy hiking, although some sections may be steep and rough.

Atop the boulders on Peter Hill itself, 1,830 feet in elevation, one may still see metal pediments for the old tower that stood there many years ago. Initials and messages carved in the ledge over the centuries are visible. With imagination, one can envision the 360 degree view that could be enjoyed from this point back when livestock grazed on the hilltops.

The Trail ends at Bear Swamp Reservation, the preserve of forest and wetlands maintained by the Trustees of Reservation, who are collaborating on the development of this project.

Under the plan for Ashfield Trails, based on ample state legal precedents, landowners will be protected from litigation. State law forbids suits being brought by a person suffering injury against a property owner, unless that property owner intentionally created a physical hazard. The legal term for the rights being granted for use of this trail system is an **easement** to construct and use a certain parcel of land as a trail for public passage by non-motorized means. These signed easements will be held by Franklin Land Trust.

Ashfield Trails shall post the trail with notices stating rules and regulations governing its use by the public, reminding the public that the property over which the trail passes is private and to respect it accordingly.

From this initial trail, we hope others will branch throughout Ashfield and that all townspeople, because of this resource, will gain renewed appreciation for the riches of their rural landscape.

# How To Secure Permission for a Trail to Cross Private Property

Article by Howard S. Beye, trails chairman, Finger Lakes Trails Conference, originally appearing in the *North Country Trail Association Newsletter*, Summer 1989, reprinted with permission.

*The following article by Howard Beye, trails chairman of the Finger Lakes Trail Conference, articulates a plan for securing trail corridors through private property. About 12 percent of the Tuscarora Trail is through private land, and another 12 percent is on road shoulders that we hope to abandon in favor of a trail through forested land. So our challenge is to find new routes, or secure existing ones, through 24 percent of the Tuscarora, which amounts to about 60 trail miles. This is a big order, and approaching landowners for easements will be a major endeavor for the coming years. Although Howard's plan involves handshakes, PATC favors deeded easements instead, because deeds are more permanent and are generally irrevocable. —Submitted by Tom Johnson*

For the past 27 years the Finger Lakes Trail Conference, through its 33 trail sponsor organizations and individuals, has been securing handshake agreements from landowners to allow the trails of the Finger Lakes Trail System to cross their lands.

The Finger Lakes Trail System is presently proposed to consist of the main trail of 532 miles – from Allegany State Park in the southwestern part of New York state to the Catskill Park in the eastern part – and six branch trails that when completed will total 254 miles. The main trail passes through mostly dairy farm and forest land in its course across the southern tier of New York.

The North Country National Scenic Trail follows the Finger Lakes Trail for 350 miles.

There are now 648 miles of the proposed 786-mile system completed

and ready for hiking and backpacking. Approximately 60 percent (390 miles) of the existing trail is on private land.

Before Finger Lakes Trail representatives actually contact landowners to secure permission for the trail to cross their land, we make some preliminary decisions on the route. The best general route can be established by using highway, topographic, and (if available) aerial maps. We then determine the specific trail route by driving and walking through the area and contacting local landowners and local and state officials.

We give priority to using local, state, and federal land as much as possible for the trail route. We also consider using existing trails; abandoned railroads; and power, pipeline, and other rights-of-way.

## Identifying the Landowners

When we have established the specific route, we secure tax maps. By plotting the proposed route on these maps, we can determine who the landowners are and where they live. Often the landowner does not live on the land where we wish to put the trail.

When the route has been plotted on the tax maps it is easier to determine which landowners hold the key to success of establishing the trail. We contact these landowners first so we can make adjustments early in the process if we cannot secure their permission.

Another advantage of the tax maps is that they enable us to plot a route involving the fewest possible number of landowners. Limiting the number of landowners make securing permissions much less time-consuming.

The speed with which we feel the trail can be built affects the length of the route we initially try to gain permission to cross. We normally work in sections of about 10 miles.

Generally, the processes of obtaining permission and building the trail are ongoing and concurrent. Our experience is it usually takes two to five years to complete a 10-mile section across private land with many owners.

## Face-to-face Contact

The initial contact with the landowner is very important. If the landowner is a farmer, we feel the best time to find him around his home is at the end of the day.

Often we attempt to make contact in the late afternoon at the conclusion of a trail route scouting or work session. We try to have two persons work as a team to make the contact, usually including one of our women trail workers. In general, we find women are more successful than men at securing permission.

## What To Bring

The contact team needs certain items with them to be successful:

- 1) A brochure or flyer telling them about the organization building the trail. It should mention the fact that the work is being done by volunteers and tell about the trail size and type of use that will be allowed.
- 2) Maps of the immediate area that show the completed and proposed trail route.
- 3) A copy of the General Obligations or similar law that provides protection for landowners from claims of those whom he/she has given permission to use the land. The landowner should be given a copy.
- 4) The signs that would be used to identify and mark the trail. It helps to have a sign that tells of the landowner's generosity in allowing the trail on their land and the courtesies expected of users.

*See Permission, page 9*

## What To Discuss

We also discuss the following with the landowner:

- 1) The material listed above.
- 2) That the trail is only for foot travel. (If other uses are planned they must be discussed and detail provided.)
- 3) That this is a handshake agreement that can be revoked at any time for any reason by the landowner.
- 4) Any suggestions that landowner has for a route across the property. This makes the interested landowner a part of the process.
- 5) That the Finger Lakes Trail Association closes the trail the first Monday in February each year to protect the landowners from having a public right-of-way open continuously across their land.

If the landowner gives permission we do the following:

- 1) Thank the landowner and ask if he/she would like to receive copies of the newsletter of the organization building the trail.

2) Tell the landowner that the route will be established and marked with flagging tape. When that task is completed he/she will be contacted to get his/her approval for the route or to make suggestions for changes.

3) Tell the landowner a letter acknowledging his/her allowing the trail on the land will be mailed. A return receipt will be included with a stamped return envelope.

When securing permissions from second-home, non-agricultural, and absentee landowners, the time and method of making contact are different, but the same items need to be covered. Using these methods, over the past 27 years the Finger Lakes Trail Conference sponsors have secured hundreds of handshake agreements from landowners. Very few of these have been revoked.

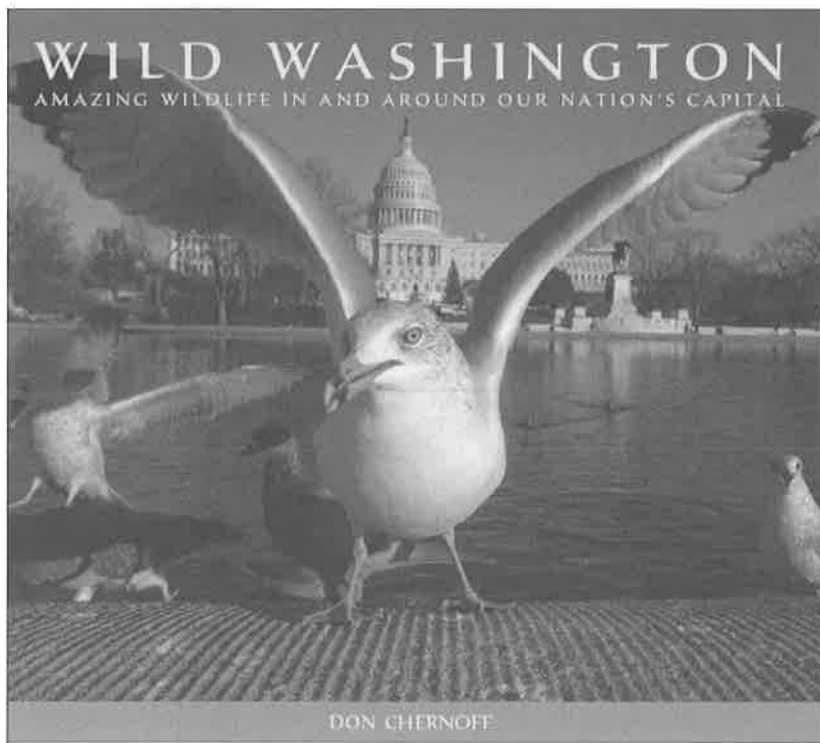
For a volunteer organization with limited resources we feel this is the only initial way to secure a trail route across private land. Protection of the route in years to come may require actual purchase of land or securing of conservation easements along selected sections of the trail. □

## 'Wild Washington'

**N**ew to the PATC store is "Wild Washington," a unique look at the abundance of wildlife that lives in Washington, D.C., and the surrounding area. All the photos in the book were taken within a 10-mile radius of the city, except for the chapter on the eastern shore, about 50 miles away. The book was such a hit with all the staff and volunteers here at PATC Headquarters that we just had to share it with the rest of the club!

The creator, Don Chernoff, is an engineer, inventor, entrepreneur, and nature photographer in the Washington, D.C., area. His photographic specialty is shooting from a kayak on the Potomac River. Don lives in northern Virginia.

With 172 unique photographs, including wildlife in front of famous buildings and monuments, "Wild Washington" takes a new view at our nation's capital and highlights the natural beauty of the region. It's a must-have gift for nature lovers or anyone wanting a unique view of Washington, D.C. And now it's available to members for \$15.96, non-members \$19.95 at the Vienna Headquarters or at [www.patc.us/store](http://www.patc.us/store). □



FROM THE PATC STORE

# Appendix F: Road Status Lists

Chester

Chesterfield

Cummington

Huntington

Worthington

Page left blank intentionally.



# **CHESTER ROAD INVENTORY AND ANALYSIS**

**A Report for the Chester Planning Board**

**Prepared by**

**Joel A. Zimmerman  
Center for Rural Massachusetts  
Department of Landscape Architecture and Regional Planning  
University of Massachusetts, Amherst**

**May 1992**

01/07/2018 09:43 14133542396

CHESTER HWY DEPT

PAGE 02/02

## Partially Discontinued Roads

- rown Road- Disc. from the Omni Station driveway to Lyman Road
- Malcomb Road -Disc. from Bob Richards new house lots northernmost pin to the end
- Mica Mill Road-Disc. from Paul Wait's driveway south to the northernmost pin of Willard and Stacy Stewart on Allman Drive
- Lyman Road- Disc. from Linwood Fisk's driveway to the end
- Lynes Road-Disc. from the last house to the Middlefield T/L
- Smith Road-Disc. from the driveway of the old von Gronika house (Sta.32+50g-), north, to the Worthington T/L
- North Chester Road-Disc. from the driveway of the old Fire Station , North, to Crane Road
- Crane Road-Disc. from Bob Guilbault's driveway, North, to Elder Road
- Elder Road-Disc. from Mike & Helen O'Melia's driveway, East, to wards Crane Road

## PART V: TOWN WAYS, ROADS AND STREETS

Ways Defined or Described

Huntington Street, defined and described. Records of 1895, pp. 373-374.

Main Street, defined and described, Records of 1895, pp. 371-372.

Middlefield Street, defined and described, Records of 1895, pp. 374-376.

River Street, defined and described. Records of 1895, p. 372.

William Street, defined, Records of 1894, pp. 303-304.

Town Ways Abandoned

Discontinue a portion of the road leading from Round Hill Road to the Melvin place (1941).

Abandon a portion of Old Huntington Road opposite the Cortland Grinding Wheel Corporation for a distance of approximately 650 feet. . . . (1951).

Abandon that section of Abbott Hill Road that lies between the Cooper House to the Hamilton Road, approximately 2,500 feet (1967).

Abandon the Hitchcock Bridge and Road from Route 20 to the end of the road (1967).

Abandon Mills Road from Johnson Hill Road to the house -- approximately twenty-six hundredths (.026) of a mile (1967).

Abandon 2.4 miles of South Worthington Road, representing the section from Howard Road north to the intersection of Fiske Road, then north-easterly to the Worthington town line (1969).

Discontinue a section of Mica Mill Road, approximately 5,290 feet, more or less, from Lee Allman house to the Williams House (1970).

Authorize the Board of Selectmen to petition the Hampden County Commission to abandon a portion of Captain Bemis Road, from the cemetery easterly for 4,320 feet (1979).

Abandon a section of Charles Senter Road, from Station 3+28.91 to Station 13+34.94, for a distance of approximately 600 feet (1976).

Abandon a section of Ingell Road, from station 25+45.21 to station 33+99.07, for a distance of approximately 650 feet (1976).

#### Town Ways Accepted

Voted to accept as a town highway that portion established after the 1938 hurricane and flood leading from the Round Hill Road to the original highway leading to the Melvin place (1941).

Accept lower portion of School Street as a town road (1951).

Accept Andrews Avenue as a village street (1957).

That portion of Baker Avenue which is a deeded highway be accepted as a town highway (1957).

Voted to accept Tufts Hill Road, approximately 707 feet long, to become a town highway (1969).

Accept the present road from Hampden Street to the end of town property (where Municipal Electric Department Substation is located) to be laid out and approved by the Selectmen as a town road. Said road to be known as Town Road.

Accept Lyon Hill Road as a town way (1977).

Accept as a town way a right of way connecting Lyon Hill Road to Crane Road, a distance of approximately 1,850 feet (1978).

Accept Birch Circle as a town way, a distance of approximately 2,100 feet (1978).

Voted to accept a Right of Way under the jurisdiction of the Cemetery Committee for egress and ingress by pedestrian use of 20 feet in width, a distance of approximately 460 feet from H. Newman Jr., and Marion C. Marsh, to Ingell Road Cemetery for a Right of Way for egress and ingress to the same Cemetery for vehicular use over the existing way of 10 feet in width which runs generally westerly and southerly from said Ingell Road (1976).

TOWN OF CHESTER  
MASSACHUSETTS

RESULTS OF SPECIAL TOWN MEETING  
HELD MONDAY, MARCH 13, 2006

The Special Town Meeting was opened at 7:04 p.m. in the Chester Town Hall by Town Moderator Richard Holzman.

A quorum was present (24)

Article 1: On a motion by John Baldasaro, seconded by Andy Myers, voted unanimously to take from the Stabilization Fund the sum of \$8,873.91 to pay for forestry consulting services in connection with the sale of timber from the Town's watershed.

Article 2: On a motion by Dominic Piergiiovanni, seconded by Andy Myers, voted unanimously to transfer from the Gateway Regional School account the sum of \$48,185.30 to the Stabilization Fund.

Article 3: Gary Dickson and Cedar Miller asked questions on this article which were answered by John Baldasaro. On a motion by John Baldasaro, seconded by Andy Myers, voted unanimously to adopt the following bylaw:

Section 1.

The Annual Election of Town Officers shall be held on the first Saturday in May of each year with those officials being elected taking office as of the immediately following July 1<sup>st</sup> of the same year.

Section 2.

The Annual Town Meeting shall be held on the second Saturday in June of each year, commencing at 1:00 p.m.



Article 4: Larry Sears, owner of property abutting Mica Mill Road, asked several questions about this article relative to its impacts on access and ability to build a house, which were answered by John Baldasaro and Joseph Kellogg. Stephen Thompson, who lives on Bailey Road, asked questions about State law and the procedure for discontinuance and formally objected to the discontinuance of Bailey Road. John Baldasaro explained that the article was placed on the warrant due to the future potential financial liability of the Town having to upgrade these roads which are in a deteriorated state and currently not passable. It was noted the Planning Board had held a public hearing on the proposal and, following that hearing, voted to support the article. On a motion by William Morrissey, seconded by Dominic Piergiiovanni, voted to call the question. By a show of hands, 14 in favor, 7 opposed, voted to discontinue as public ways the following roads in accordance with the provisions of Chapter 82, Section 21 of the General Laws: Bailey Road-Entire Length; Mica Mill Road (also known as Allman Drive) -Partial Length, from the southeast corner of Paul Waite's property, #90 Mica Mill Road, southerly to the northeast corner of Willard Stewart's property, #18 Allman Drive, and North Chester Road - Partial Length, from the intersection with Crane Road, northerly to the North Chester Chapel.

On a motion by John Baldasaro, seconded by Dominic Piergiiovanni, voted to dissolve the meeting at 7:33 p.m.

Total Transfers: \$48,185.30

Total from Stabilization Account: \$8,873.91

Attest: [Signature] 03/17/06  
Town Clerk

**OFFICIAL LIST OF TOWN ROADS FOR CHESTERFIELD, MA**

\* Portions of these roads have not been maintained by town and/or portions have been discontinued

Bagg Road  
Bates Road  
Bisbee Road  
Bissell Road  
Bofat Hill Road\*  
Bryant Street\*  
Buck Road\*  
Cowper Road  
Cummington Road  
Old Curtis Lane\*  
Curtis Road  
Damon Pond Road  
East Street  
Fuller Road  
Goose Lane Road (has not been actively maintained by town)  
Hendrick Road\*  
Howe Hill Road (see Swift River Road)\*  
Indian Hollow Road\*  
Ireland Street  
Ireland Street Extension\*  
Main Road (Route 143)  
Main Road Extension  
Mount Road  
Munson Road  
North Road  
Old Chesterfield Road  
Partridge Road  
Pynchon Road\*  
Reed Road  
Ring Road\*  
River Road\*  
Smith Road  
Soaker Road  
South Street  
Stage Road  
Sugar Hill Road  
Swift River Road (has not been actively maintained by town)  
Sweeney Road\*  
Willicutt Road  
Windy Lane\*

*Margaret Adams  
Hamp Riding Club*

*June 30, 2007  
A true copy.  
Attest:  
Sandra L. Wickland*

**TOWN OF CHESTERFIELD, MA**

**PRIVATE ROADS OR OTHER**

Antin Road

Bend Road (what is the status)

Bray Road

Don Emerson Road

Farmhouse Road

Old Cemetery Road

Old Stage Road

Wickland Way

**OFFICIAL LIST OF TOWN ROADS  
DISCONTINUED ROADS**

2/22/2005

NAME	LOCATION	YEAR
BRYANT SPRING RD.	SUGAR HILL RD. TO DAMON POND RD.	1888/1904
BRYANT ST.	GOVERNMENT PROP LINE TO HUNTINGTON TOWN LINE	1943
DAMON POND RD.		
INDIAN HOLLOW RD.	GOVERNMENT PROP LINE TO HUNTINGTON TOWN LINE	1943
KIDD LANE	EAST ST. TO WESTHAMPTON TOWN LINE	1889
LITTLE COMFORT RD.	EAST ST. TO WESTHAMPTON TOWN LINE	1889
OLD PITTSINGER RD.	EAST ST. TO WILLIAMSBURG TOWN LINE	1939
OLD TURNPIKE RD.	EAST ST. TO EAST ST. (BY COUNTY)	1986
REED RD.	MOUNT RD. TO HENDRICK	2001
RING RD.	477' OFF IRELAND ST. TO WORTHINGTON TOWN LINE	1999
SUGAR HILL RD.		
SWEENEY RD. (COUNTY)	PORTION	1828
THAYER LANE		1948
WINDY LANE (COUNTY)	PORTION	1927

discontinued roads

5/23/2005



## *Official List – Town Roads*

---

**Maintained, except as noted – Cummington, Mass.  
Voted on at Annual Town Meeting, May 7, 1999, Article 25**

<b>NAME</b>	<b>LOCATION</b>
1. Bates Road	Thayer Corner Road to dead end for 420 ft.
2. Beechwood Road	Route 9 to dead end for 865 ft.
3. Brown Avenue	Route 9 to dead end for 570 ft.
4. Bryant Road	From intersection of county portion of Bryant Road south to intersection of Potash Hill Extension and county portion of Bryant Road again.
5. Bug Hill Road	West Cummington Road to Route 9 (upper end maintained for 180 ft. – lower end 480 ft. (middle section non-maintained)).
6. Church Road	West Main Street to Bush.
7. Clark Road	Porter Hill Road to Worthington Town Line.
8. Dodwells Road	Porter Hill Road to intersection of Potash Hill Road and Brickhouse Road.
9. Flat Iron Road	Fairgrounds Road to Thayer Corner Road.
10. French Road	Mount Road to dead end for 2,085 ft.
11. Honey Hill Road	Trouble Street to dead end for 700 ft.
12. Howes Road	Route 9 to Chesterfield Town Line (lower end maintained for 515 ft. – upper end non-maintained).
13. Jordan Lane	Powell Road to Trow Road. Jordan Road is being called Jordan Lane (see meeting minutes from Annual Town Meeting, May 7, 1999, Article 25).
14. Lane Road	Stage Road to Plainfield Town Line (posted non-maintained).
15. Lilac Avenue	Route 9 to Nash Road.
16. Lyman Flat Road	Dodwells Road to Porter Hill Road.
17. Lightning Bug Road (formerly Mason Road)	Stage Road to dead end for 1,200 ft.
18. Mellor Road	Plainfield Road to dead end for 1,750 ft.
19. Mouglin Road	Thayer Corner Road to dead end for 240 ft.
20. Mount Road	Fairgrounds Road to Chesterfield Town Line.
21. Nash Road	Harlow Road to Stage Road.
22. Old Route 9 Road	Route 9 to Route 9.
23. Plainfield Road	Main Street to beginning of County portion.

24. Pleasant Street	Trouble Street to dead end for 2,480 ft.
25. Porter Hill Road	Fairgrounds Road to West Cummington Road (Route 112).
26. Potash Hill Extension	Potash Hill Road to south intersection of town and county portions of Bryant Road.
27. Potash Hill Road	From intersection of Dodwells Road and Brickhouse Road to Bryant Road (Route 112).
28. Powell Road	West Cummington Road (Route 112) dead for 11,650 ft. (non-maintained to the Windsor Town Line).*
29. Rivulet Road	To be accepted if it is currently a town road, the length of which to be determined at a future Town Meeting. Town voted to make this road non-maintained (see meeting minutes from Annual Town Meeting, May 7, 1999, Article 25).
30. Snow Road	Plainfield Road to dead end for 550 ft.
31. Stevens Road	Mount Road 2,160 ft.**
32. Swift River Road	Route 9 to Marie S. Howes property, currently the Howes Trust property.
33. Trouble Street	West Cummington Road (Route 112) to Worthington Town Line.
34. Trow Road	West Cummington Road (Route 112) to Jordan Road.
35. Upper Bryant Road	From end of Bryant Road to dead end for 2,580 ft.
36. Walker Road	Route 9 to dead end for 270 ft.
37. West Cummington Road	Five Corners to County #33 – Brickhouse Road to Worthington Town Line.
38. West Hill Road	Stage Road to Plainfield Town Line.
39. Willcutt Road	Goshen Town Line to Ashfield Town Line.

\* The Board of Selectman voted at their meeting on June 28, 2007 to add 495 ft. to the currently maintained stretch of Powell Road.

\*\* The Board of Selectman voted at their meeting on March 29, 1999 to maintain Stevens Road to the gate. The Board of Appeals granted a variance, Doc: 990021434 or /5747/0250 07/28/1999 08:38.

NOTES:

1. Any road not listed, or any portion of above listed Official Town Roads not included under “location” will be, or already is, discontinued.
2. All Roads listed under their current names. Some adjustment of names and their locations may be required to facilitate the house numbering and E-911 emergency systems project.
3. Also see County Road List for Maintained County Roads.
4. All distance approximate.

## *Official List – County Roads*

---

**Maintained, except as noted – Cummington, Mass.  
Voted on at Annual Town Meeting, May 7, 1999, Article 25**

<b>NAME</b>	<b>LOCATION</b>
1. Brickhouse Road	From intersection of Dodwells Road and Potash Hill Road to West Cummington Road (Route 112).
2. Bridge Road	West Main Street to the bridge.
3. Bryant Road	Route 9 to intersection with Grout Road and north end of town portion of Bryant Road. Also, from south end of town portion through Five Corners to intersection of Upper Bryant Road and south portion of Luther Shaw Road.
4. Bush Road	West Main Street to Plainfield Town Line.
5. Cole Street	Worthington Town Line to Windsor Town Line.
6. East Windsor Road	From East Windsor Town Line for distance of 220 ft.
7. Fairgrounds Road	Route 9 to Worthington Town Line.
8. Grout Road	From intersection of County and Town portions of Bryant Road to Five Corners.
9. Harlow Road	Nash Road to Stage Road.
10. Luther Shaw Road	North end – West Cummington Road to dead end for 3,400 ft. – South end – from intersection of Bryant Road and Upper Bryant Road to dead end for 960 ft. Non-maintained in the middle section. (see meeting minutes from Annual Town Meeting, May 7, 1999, Article 25).
11. Main Street	Route 9 to Route 9 – Cummington Center.
12. Nash Road	Plainfield Road to Harlow Road. Then after County Portion – Stage Road to Plainfield Town Line.
13. Packard Road	Route 9 to Plainfield Town Line.
14. Plainfield Road	From End of Town portion to Plainfield Town Line.
15. River Road	North end – Route 9 to dead end for 680 ft.
16. Savoy Road	West Main Street to Windsor Town Line.
17. Shaw Brook Road	Westfield River to Plainfield Town Line (posted non-maintained).
18. Shaw Road	Stage Road to dead end for 672 ft.
19. Stage Road	Route 9 to Goshen Town Line.

20. Tirrill Road	West Main Street to Windsor Town Line.
21. Thayer Corner Road	Route 9 to Route 9.
22. Town Road	West Cummington Road to dead end for 170 ft.
23. West Cummington Road	Route 9 to County #33. Also, Five Corners to Brickhouse Road.
24. West Main Street	Route 9 to Route 9 – West Cummington Center.
25. Wilder Road	Route 9 to Route 9 – Swift River.
26. Yale Road	Worthington Town Line to Peru Town Line.
Route 9	Goshen to Windsor – State Road, to be called Berkshire Trail.

NOTES:

1. This list will be sent to the Hampshire County Council of Governments requesting that any Road not listed, or any portion of above Listed Official County Roads maintained by the town of Cummington (or posted non-maintained) not included under “location” be discontinued.
2. All Roads listed under their current names. Some adjustment of names and their locations may be required to facilitate the house numbering an E-911 emergency system projects.
3. Also see Town Road List of Official Town Roads.
4. All distances approximate.

Street Name	Text75	Ad Sy	NHS	FA	CR	PO	PLD	PLN	TR	LOT
ALDRICH AVENUE	RUSSELL ROAD - DEAD END	2	0	5	0					2U
ALLEN COIT ROAD	SEARLES SOUTH ROAD - POND BROOK ROAD	2	0	5	0					2U
		2	0	5	0					2U
BARR HILL ROAD	POND BROOK ROAD - BEAN HILL ROAD	2	0	5	0					2U
BASKET STREET	BROMLEY ROAD - WORTHINGTON ROAD	2	0	5	0					2U
		2	0	5	6					2U
BEAN HILL ROAD	BARR HILL ROAD - POND BROOK ROAD	2	0	5	0					2U
BLANDFORD HILL ROAD	RUSSELL ROAD - BLANDFORD TOWN LINE	2	0	5	0		PVR004			2U
		2	0	5	0		PVR004			2U
BOAT RAMP ROAD	PISGAH ROAD - DEAD END	2	0	5	0					0
BROMLEY ROAD	WORTHINGTON ROAD - CHESTER TOWN LINE	2	0	5	6					2U
COOK HILL ROAD	OLD CHESTER ROAD - CHESTER TOWN LINE	2	0	5	6					2U
COUNTY ROAD	POND BROOK ROAD - WORTHINGTON ROAD	2	0	5	5		PVR057			2U
		2	0	5	5		PVR057			2U
CRESCENT STREET	PLEASANT STREET - WORTHINGTON ROAD	2	0	5	0					2U
CULLEN ROAD	SEARLES SOUTH ROAD - DEAD END	2	0	5	0					2U
EMERSON GORHAM ROAD	COUNTY ROAD - TUCKER ROAD	2	0	5	0					2U
		2	0	5	0					2U
FEDERAL STREET	MAIN STREET - WORTHINGTON ROAD	2	0	5	0					0
FISKE AVENUE	BASKET STREET - OLD CHESTER ROAD	2	0	5	6					2U
FREIGHT YARD ROAD	WORTHINGTON ROAD - DEAD END	2	0	5	0					2U
GOSS HILL ROAD	LITTLEVILLE ROAD - CHESTER TOWN LINE	2	0	5	0					2U
		2	0	5	0					2U
HARLOW CLARK ROAD	COUNTY ROAD - MONTGOMERY TOWN LINE	2	0	5	0					2U
KENNEDY DRIVE	COUNTY ROAD - DEAD END	2	0	5	0					2U
KIMBALL HILL ROAD	GOSS HILL ROAD - WORTHINGTON ROAD	2	0	5	0					2U
LITTLEVILLE ROAD	WORTHINGTON ROAD - DEAD END	2	0	5	0					2U
		2	0	5	0					2U
LOWELL LANE	KENNEDY DRIVE - DEAD END	2	0	5	0					2U
LYMAN ROAD	POND BROOK ROAD - DEAD END	2	0	5	0					2U
MAIN STREET	RUSSELL ROAD - FEDERAL STREET	2	0	5	0					0
MAPLE STREET	WORTHINGTON ROAD - DEAD END	2	0	5	0					0
MILL STREET		2	0	5	0					2U
MONTGOMERY ROAD	WORTHINGTON ROAD - MONTGOMERY TOWN LINE	2	0	5	5		PVR018			2U
MOUNTAIN VIEW DRIVE	WORTHINGTON ROAD - WORTHINGTON ROAD	2	0	5	0					2U
NAGLER CROSS ROAD	GOSS HILL ROAD - KIMBALL HILL ROAD	2	0	5	0					2U
NAGLER CROSS ROAD	GOSS HILL ROAD - KIMBALL HILL ROAD	2	0	5	0					2U
OLD CHESTER ROAD	FISKE AVENUE - CHESTER TOWN LINE	2	0	5	6					2U
OLD CHURCH ROAD	SEARLES SOUTH ROAD - BEAN HILL ROAD	2	0	5	0					2U
OLD WORTHINGTON ROAD	WORTHINGTON ROAD - WORTHINGTON ROAD	2	0	5	0					0
PINE STREET	PLEASANT STREET - WORTHINGTON ROAD	2	0	5	0					2U
		2	0	5	0					2U
PISGAH ROAD	ALLEN COIT ROAD - DEAD END	2	0	5	0					0
		2	0	5	0					2U
PLEASANT STREET	WORTHINGTON ROAD - DEAD END	2	0	5	0					2U
POND BROOK ROAD	WORTHINGTON ROAD - WESTHAMPTON TOWN LINE	2	0	5	5		66			2U
PROSPECT STREET	RUSSELL ROAD - DEAD END	2	0	5	0					2U
ROCKY BROOK DRIVE	WORTHINGTON ROAD - DEAD END	2	0	5	0					2U
RUSSELL STREET	RUSSELL ROAD - DEAD END	2	0	5	0					2U
SAMPSON ROAD	EMERSON GORHAM ROAD - DEAD END	2	0	5	0					2U
SEARLES SOUTH ROAD	COUNTY ROAD - PRIVATE PROPERTY	2	0	5	0					2U
		2	0	5	0					2U
STANTON AVENUE	PLEASANT STREET - CUL_DE_SAC	2	0	5	0					2U
TUCKER ROAD	EMERSON GORHAM ROAD - COUNTY ROAD	2	0	5	0					2U

TOWN OF WORTHINGTON  
INVENTORY OF  
PUBLIC AND PRIVATE WAYS

May 1, 1985

PREPARED BY

ALMER HUNTLEY, JR. & ASSOCIATES, INC.  
with the cooperation of the  
HAMPSHIRE COUNTY COMISSIONERS

ALMER HUNTLEY, JR., & ASSOCIATES, INC.  
SURVEYORS - ENGINEERS - LANDSCAPE ARCHITECTS

This inventory of public and private ways in the Town of Worthington, Massachusetts, compiled from information found in the Town of Worthington Town Reports, dating from 1768 through 1984; records of the Hampshire County Commissioners; various documents and plans recorded in the Hampshire County Registry of Deeds; a History of Worthington; and the Worthington Proprietor's Map found in the Worthington Public Library.

These lists should only be used as a guide in identifying a given road. The record, as referred to in these lists, should be examined for additional and more detailed information and location.

It is strongly urged that the enclosed map be used in conjunction with this inventory.

This inventory is not to be used for the establishment of street lines or the physical placement of a public or private way on the ground.

State Highway locations and descriptions can be found at the Hampshire County Commissioners Office; the Hampshire County Registry of Deeds; Mass. Department of Public Works, District II Office, Northampton, MA. County Layouts can be found at the Hampshire County Commissioners Office, Court House, Northampton, MA. Town Layouts can be found in the Town of Worthington records, Town Clerk's Office, Worthington, MA.

Road Changes since Huntley Survey as of 9/98

- ① Accepted 2 wings of Fritz Rd
- ② Abandoned Osgood Rd



STATE LAYOUTS

1-12-1932

1) Huntington Road

Huntington Line Northerly to Four Corners.

Width: Variable

Plan #1, & Plan Book 16, Page 2

COUNTY LAYOUTS

'A' Sessions Book 6, Page 279 - 1761

From Cummington Town Line on Bashan Hill Road, South - easterly on Bashan Hill Road, North Road, Cold Street, thence cross country to corners, thence on Old Post Road and cross country to Chesterfield Town Line.

Width: 6 Rods

1. Sessions Book 10, Page 166 - May 1770

From Huntington Town Line northerly on Huntington Road, Witt Hill Road, Huntington Road and Ridge Road to intersection of Buffington Hill Road.

Width: Not Stated

Plan: Volume 1, Page 20

2. Sessions Book 10, Page 167 - May 1771

From Ridge Road southerly cross country to intersection of Starkweather Hill Road and West Street, southerly on West Street, Scott Road, Kinne Brook Road, and Fisk Road to Chester Town Line.

Width: Not Stated

Plan: Volume 1, Page 20

3. Sessions Book 10, Page 167 - May 1771

From Peru Town Line, running easterly cross country to Parish Road, running cross country to Lindsey Hill Road, along Lindsey Hill Road, Buffington Hill Road, Old Post Road and Harvey Road to Chesterfield Town Line.

Width: 4 Rods

Plan: Volume 1, page 81

4. Sessions Book 10, Page 179 - May 1771

Commencing at the corners, running westerly on Buffington Hill Road, northerly on Ridge Road, Cold Street, North Road, Windsor Road, westerly cross country to Bashan Hill Road, and along Bashan Hill Road to Cummington Town Line.

Width: Not Stated

Plan: Volume 1, Page 81

5. Sessions Book 19, Page 225 - 1798

Petition to make alteration on Kinne Brook Road and Fisk Road on Chester Line.

6. Sessions Book 19, Page 252 - 1799

Kinne Brook Road from Fisk Road intersection, southerly to Chester Line.  
Also discontinuance of Fisk Road.

Width: 4 Rods

7. Sessions Book 25, Page 133 - 1807

Bashan Hill Road and North Road to intersection of East Windsor Road. Also  
discontinuance of Old Highway

Width: 4 Rods

8. Sessions Book 25, Page 166 - 1811

River Road from Middlefield Line, northerly to Old North Road and cross  
country to the Old Turnpike Road.

Width: Variable, Mostly 4 Rods

- 8A Sessions Book 26, Page 58 - 1827

Brook Road, A.K.A. Fairgrounds Road - Cummington Line to Chesterfield Line.

Width: 3 Rods

9. County Commissioners Book 2, Page 94 - September 6, 1829

Williamsburg Road from Chesterfield Line westerly to Worthington corners.

Width: Variable, 3 Rods and 3 1/2 Rods

10. County Commissioners Book 2, Page 109 - February 28, 1829

County take over of the Old Turnpike Road from Chesterfield Line north-  
westerly on Old Post Road, Buffington Hill Road, Lindsay Hill Road, Cross  
Country to Parish Road and cross country to Peru Line.

Width: 4 Rods

11. County Commissioners Book 2, Page 144 - April 7, 1830

A. Alteration on Lindsay Hill Road and discontinuance of Old.

Width: 4 Rods

B. New Road around Snake Hill, portion of Peru and Old North Roads.

Width: Variable, 3 Rods & 4 Rods

12. County Commissioners Book 2, Page 174 - October 31, 1831
  - A. Alteration on River Road from Route 143 southerly 1,732 feet.  
Width: Variable
  - B. Alteration on River Road between the two bridges adjacent Starkweather Hill Road.  
Width: Variable
13. County Commissioners Book 3, Page 73 - October 3, 1838  
Discontinuance of a portion of Lindsay Hill Road.
14. County Commissioners Book 3, Page 172 - May 27, 1840  
A short alteration 709 feet long. Location unknown.  
Width: 3 Rods
15. County Commissioners Book 3, Page 261 - October 31, 1841
  - A. Alteration on River Road  
Width: 3 Rods
  - B. A short alteration on River Road. Location unknown  
Width: Variable
16. County Commissioners Book 3, Page 307 - August 23, 1842  
Alteration on Huntington Road, South Worthington to Huntington Line  
Width: 3 Rods
17. County Commissioners Book 3, Page 371 - August 25, 1842  
A short relocation and discontinuance. Location unknown  
Width: 3 Rods
18. County Commissioners Book 3, Page 371 - August 25, 1842  
A short location (231 feet) of East Windsor Road at the Cummington Line.  
Width: 3 Rods

19. County Commissioners Book 4, Page 55 - May 15, 1845
  - A. Alteration on Parish Road, Old North Road northerly to the Old Turnpike Road.  
Width: .3 Rods
  - B. Alteration on Parish Road from Peru Line southerly to the Old Turnpike Road.  
Width: 3 Rods
  - C. Discontinuance of Old Turnpike Road from Parish Road Westerly to near Peru line.
20. County Commissioners Book 4, Page 197 - November 3, 1846
  - A. Bridge and Road across middle branch of Westfield River near Chester Line.  
Width: 3 Rods
  - B. Discontinuance - Portion of Old Turnpike Road from Parish Road easterly to Old North Road.
21. County Commissioners Book 4, Page 271 - October 27, 1847  
Dingle Road from Clark Hill Road southeasterly to Williamsburg Road  
Width: 3 Rods
- 22 & 23. County Commissioners Book 4, Page 285 - October 26, 1847  
Parish Road from Peru Line southerly to Old Turnpike Road  
Width: 3 Rods
24. County Commissiners Book 5, page 287 - October 6, 1854  
Portion of Clark Hill Road from Cudworth Road southerly to a brook.  
Width: 3 Rods
25. County Commissioners Book 5, Page 413 - 1856  
Discontinuance - Location unknown.
26. County Commissioners Book 5, Page 424 - June 4, 1856  
Brown Hill Road, Lindsay Hill Road, northerly to Old North Road.  
Width: 3 Rods

27. County Commissioners Book 17, Page 225 - July 16, 1914  
River Road Petition Withdrawn.
28. County Commissioners Book 17, Page 227 - July 7, 1914  
Road and Bridge across the middle branch of Westfield River on Sam Hill Road  
Width: Not Stated
29. County Commissioners Book 18, Page 209 - August 14, 1919  
Huntington Road from Corners southerly to Huntington Line  
Width: Variable  
Plan: #9
30. County Commissioners Book 19, Page 144 - November 4, 1925  
A. Old North Road from Corners northerly and westerly to River Road.  
Width: Variable  
Plan: #154  
B. Old North Road River Road westerly to near the Peru Line.  
Width: 100 feet  
Plan: #154
31. County Commissioners Book 19, Page 235 - November 3, 1926  
Old North Road at Peru Line  
Width: 100 Feet  
Plan: #425
32. County Commissioners Book 20, Page 189 - January 29, 1932  
Huntington Road. Petition withdrawn upon proposed State action.
33. County Commissioners Book 20, Page 220 - September 6, 1932  
Huntington Road. A short discontinuance lying outside of State Layout near Kinne Brook Road intersection.

34. County Commissioners Book 20, Page 412 - June 1, 1935  
South Worthington Road. A 650 foot discontinuance in South Worthington and made a private way.
35. County Commissioners Book 21, Page 253 - June 11, 1938  
East Windsor Road - Old North Road to Cummington Line  
Width: 80 Feet  
Plan: #1273
36. County Commissioners Book 22, Page 116 - May 15, 1941  
Discontinuance on Ridge Road at the Common.
37. County Commissioners Book 26, Page 105 - March 20, 1959  
A short alteration on Williamsburg Road at the Chesterfield Line.  
Width: 66 Feet  
Plan: #2772
38. County Commissioners Book 27, Page 270 - October 18, 1963  
Cudworth Road - Cummington Line, southwesterly to ~~Dingle~~ Road.  
Width: 66 Feet  
Plan: #4443
39. County Commissioners Book 29, Page 106 - February 20, 1970  
Cummington Road - From Dingle Road, southerly for 1,800 feet.  
Width: Variable  
Plan: #5061
40. County Commissioners Document #6577 - November 22, 1980  
Brown Hill Road  
A. Discontinuance to a Town Road, Lindsay Hill Road northerly for about 1,325 feet.  
B. Discontinuance - From the above northerly to Old North Road.  
See Hampshire County Registry of Deeds Book 2208, Page 335.

41. County Commissioners Document #6578 - November 22, 1980

Clark Hill Road

A. Discontinuance to a Town Road from a point about 575 feet northerly of Dingle Road intersection northerly to Cudworth Road.

B. Discontinuance - From Cudworth Road easterly about 375 feet.

See Hampshire County Registry of Deeds Book 2208, page 338.

42. County Commissioners Document #6579 - November 22, 1980

Harvey Road

A. Discontinuance - From Chesterfield Line westerly 1,230 feet.

B. Discontinuance to a Town Road from above westerly to Old Post Road.

See Hampshire County Registry of Deeds Book 2208, Page 341.

43. County Commissioners Document #6580 - November 22, 1980

Discontinuance of unused portion of West Street from Star~~weather~~ Hill Road northerly to Ridge Road.

See Hampshire County Registry of Deeds Book 2208, Page ~~29~~.



TOWN ROADS

1. 1768 & 1769 Volume 1, Pages 2, 3 & 4

From Huntington Town Line northerly on Fisk Road, Kinne Brook Road, Scott Road, West Street, Ridge Road, Old North Road, East Windsor Road, cross country to Bashan Hill Road and to Cummington Town Line.

Width: 4 Rods

2. 1768 & 1769 Volume 1, Pages 2, 3 & 4

From Grist Mill on Williamsburg Road near Chesterfield line, westerly on Williamsburg Road, northerly on Corbett Road and westerly cross country and on Cold Street to Ridge Road.

Width: 4 Rods

3. 1768 & 1769 Volume 1, Pages 2, 3 & 4

Thayer Hill Road from Grist Mill in #2 above, southwesterly to Old Post Road.

Width: 4 Rods

4. 1768 & 1769 Volume 1, Pages 2, 3 and 5

Cummington Road from Cummington Road southerly to #2 above. Description vague.

Width: 4 Rods

5. 1768 & 1769 Volume 1, Pages 2, 3, and 5

Harvey Road from Old Post Road westerly to Huntington Road and Sam Hill Road to West Street.

Width: 4 Rods

6. 1768 & 1769 Volume 1, Page 2, 3 and 5

Kinne Brook Road from Scott Road northerly to Guard Road, thence on Guard Road, Indian Oven Road, to Old Post Road.

Width: 4 Rods

7. 1770 Volume 1, Page 8

West Street from Chester Line northerly to Scott Road

Width: 4 Rods

8. 1771 Volume 1, Page 10

Location uncertain. From Meeting House spot northwesterly to Old North Road.

Width: 4 Rods

9. 1771 Volume 1, Page 10

Location uncertain. From Kinne Brook Road easterly to Huntington Road.

Width: 4 Rods

10. 1771 Volume 1, Page 11

Prentice Road and Ring Road

Width: 4 Rods

11. 1771 Volume 1, Page 11

Poor description. Location unknown.

Width: 2 Rods

12. 1771 Volume 1, Page 11

Portion of Kinne Brook Road

Width: 2 Rods

Pages missing in Record Book.

13. 1773 Volume 1, Page 17

Article 9. No description. Location unknown.

14. 1773 Volume 1, Page 18

Radiker Road

Width: Not Stated

15. 1773 Volume 1, Page 18

Poor description. Location unknown.

Width: 2 Rods

16. 1774 Volume 1, Page 19

Poor description. Location unknown.

Width: Not Stated

ALMER HUNTLEY, JR., & ASSOCIATES, INC.  
SURVEYORS - ENGINEERS - LANDSCAPE ARCHITECTS

17. 1774 Volume 1, Page 19

Kinne Brook Road to Curtis Road

Width: 4 Rods

18. 1774 Volume 1, Page 19

Scott Road southerly to Curtis Road

Width: 4 Rods

19. 1775 Volume 1, Page 25

Location unknown.

20. 1775 Volume 1, Page 25

Near Southwest corner of Worthington from West Street, westerly to Middlefield Line.

Width: 4 Rods

21. 1777 Volume 1, Page 31

~~Location unknown.~~

22. 1778 Volume 1, Page 36

Location unknown.

23. 1778 Volume 1, Page 36

From Meeting House Spot northerly to Buffington Hill Road.

24. 1779 Volume 1, Page 42

Location unknown.

25. 1779 Volume 1, Page 42

Pease Road in Middlefield

Width: Not Stated

26. 1779 Volume 1, Page 42

Location unknown.

27. 1779 Volume 1, Page 42

Location unknown.

28. 1779 Volume 1, Page 43

Fairman Rod, Prentice Road to Fisk Road

Width: Not Stated

29. 1779 Volume 1, page 43

Portion of Curtis Road, West Street to Almond Johnson Road.

Width: Not Stated

30. 1780 Volume 1, Page 49

Voted to accept all the allowances for highways sequestered to this Town.

This action could include Patterson Road and the northerly portion of Almond Johnson Road.

31. 1780 Volume 1, Page 52

Location unknown.

32. 1780 Volume 1, Page 52

Location unknown.

33. 1781 Volume 1, Page 52 & 54

Location uncertain. Patterson Road to Kinne Brook Road.

Width: 3 Rods

34. 1781 Volume 1, Page 54

Location uncertain. May be northerly end of Indian Oven Road.

Width: 3 Rods

35. 1781 Volume 1, Page 55

Poor Description. Location unknown

Width: 2 1/2 Rods

36. 1781 Volume 1, Page 55

Poor description. Exact location unknown.

Width: 4 Rods

37. 1782 Volume 1, Page 58  
From Cummington Line. Location unknown.  
Width: Not Stated
38. 1782 Volume 1, Page 58  
No description. Location unknown.
39. 1782 Volume 1, Page 58  
In Middlefield. Exact location unknown.
40. 1782 Volume 1, Page 58  
Discontinuance of Highway laid out in 1781. Location unknown.
41. 1782 Volume 1, Page 58  
Discontinuance of a highway laid out in 1771. Location unknown.
42. 1783 Volume 1, Page 65  
Location unknown.
43. 1783 Volume 1, Page 65  
Location uncertain. May be portion of Sam Hill Road.  
Width: Not Stated
44. 1783 Volume 1, Page 65  
Poor description. Location uncertain. May be portion of Prentice Road.  
Width: Not Stated
45. 1783 Volume 1, Page 65  
Location unknown.
46. 1784 Volume 1, Page 71  
No description. Location unknown.
47. 1784 Volume 1, Page 71  
No description. Location unknown.

48. 1785 Volume 1, Page 78  
From Peru Line, easterly to middle branch. Exact location unknown.  
Width: 4 Rods.
49. 1785 Volume 1, Page 78  
Location unknown.  
Width: 2 Rods and 4 Rods
50. 1786 Volume 1, Page 83  
No description. Location unknown.
51. 1786 Volume 1, Page 83  
No description. Location unknown.
52. 1786 Volume 1, Page 83  
Voted to discontinue highway to a Bridle Road. No description. Location unknown.
53. 1786 Volume 1, Page 85  
Highway on Chesterfield Line. Poor description. Believed to be a portion of Ireland Street south.  
Width: 3 Rods
54. 1788 Volume 1, Page 106  
No description. Location unknown.
55. 1788 Volume 1, Page 115  
Poor description. Location unknown.  
Width: 2 1/2 Rods
56. 1788 Volume 1, Page 115  
Poor description. Location uncertain. May be portion of Prentice Road.  
Width: 2 1/2 Rods
57. 1788 Volume 1, Page 119  
Poor description. Location unknown.  
Width: 2 Rods

48. 1785 Volume 1, Page 78  
From Peru Line, easterly to middle branch. Exact location unknown.  
Width: 4 Rods.
49. 1785 Volume 1, Page 78  
Location unknown.  
Width: 2 Rods and 4 Rods
50. 1786 Volume 1, Page 83  
No description. Location unknown.
51. 1786 Volume 1, Page 83  
No description. Location unknown.
52. 1786 Volume 1, Page 83  
Voted to discontinue highway to a Bridle Road. No description. Location unknown.
53. 1786 Volume 1, Page 85  
Highway on Chesterfield Line. Poor description. Believed to be a portion of Ireland Street south.  
Width: 3 Rods
54. 1788 Volume 1, Page 106  
No description. Location unknown.
55. 1788 Volume 1, Page 115  
Poor description. Location unknown.  
Width: 2 1/2 Rods
56. 1788 Volume 1, Page 115  
Poor description. Location uncertain. May be portion of Prentice Road.  
Width: 2 1/2 Rods
57. 1788 Volume 1, Page 119  
Poor description. Location unknown.  
Width: 2 Rods

58. 1789 Volume 1, Page 126  
On Cummington Line. Poor description. Location unknown.  
Width: 2 Rods
59. 1789 Volume 1, Page 129  
On Cummington Line. Location unknown.  
Width: 2 1/2 Rods
60. 1790 Volume 1, Page 137  
Location unknown.  
Width: 2 Rods & 2 1/2 R Rods
61. 1791 Volume 1, Page 140  
Poor description. Location unknown.  
Width: 4 Rods
62. 1791 Volume 1, Page 140  
Poor description. Location unknown.  
Width: 2 1/2 Rods
63. 1791 Volume 1, page 144  
From Cummington Town Line. Exact location unknown.  
Width: 2 1/2 Rods
64. 1791 Volume 1, Page 144  
Location unknown.  
Width: 3 Rods
65. 1791 Volume 1, Page 145  
Location unknown.  
Width: 2 1/2 Rods
66. 1791 Volume 1, Page 145  
From Trouble Street on Cummington Line, southwesterly to East Windsor Road.  
Width: 2 1/2 Rods



67. 1791 Volume 1, Page 145

From Chesterfield Line southwesterly 380 feet. Believed to be on Ireland Street South.

Width: 2 1/2 Rods

68. 1791 Volume 1, Page 145

Believed to be portion of Thrasher Hill Road to old Chester Line.

Width: 2 1/2 Rods

69. 1791 Volume 1, Page 153

Location unknown.

Width: 4 Rods

70. 1792 Volume 1, Page 157

Discontinuance. May be a portion of Layout #49. Location unknown.

71. 1792 Volume 1, Page 157

Alteration. Northerly portion of Kinne Brook Road.

Width: 3 Rods

72. 1792 Volume 1, Page 161

Alteration. Location unknown.

Width: 3 Rods

73. 1792 Volume 1, Page 61

Southwesterly portion of Worthington, westerly of West Street.

Width: 3 Rods

74. 1792 Volume 1, Page 164

Discontinuance of a highway to a Bridle Road for one year. Location unknown.

75. 1792 Volume 1, page 164

Portion of Curtis Road from Almond Johnson Road, northeasterly to Kinne Brook Road.

Width: 3 Rods

Also discontinuance of two other roads in this vicinity.

ALMER HUNTLEY, JR., & ASSOCIATES, INC.  
SURVEYORS - ENGINEERS - LANDSCAPE ARCHITECTS

76. 1792 Volume 1, Page 167

Location unknown.

77. 1793 Volume 1, Page 171

Discontinuance. Believed to be a portion of Layout #53. Exact location unknown.

78. 1793 Volume 1, page 171

Location unknown.

Width: 3 Rods

79. 1793 Volume 1, Page 174

Layout of A Bridle Road.

Location unknown.

80. 1793 Volume 1, Page 173

Relinquished rights to a discontinued road. Location unknown.

81. 1793 Volume 1, page 173

Relinquished Rights to a discontinued road. Location unknown.

82. 1793 Volume 1, Page 174 & 176

Location unknown.

Width: 3 Rods

83. 1793 Volume 1, Page 176

Discontinuance. Location unknown.

84. 1793 Volume 1, Page 180

Location unknown.

Width: 3 Rods

85. 1794 Volume 1, Page 184

A highway running westerly from Old Rice Road.

Width: 2 Rods

86. 1794 Volume 1, Page 185  
A private way. Location unknown.  
Width: 2 Rods
87. 1794 Volume 1, Page 185  
Location unknown.  
Width: 4 Rods
88. 1794 Volume 1, Page 188  
Cross country from Patterson Road to Almond Johnson Road.  
Width: Not Stated
89. 1795 Volume 1, Page 194  
A highway discontinuance for a term of three years. Location unknown.
90. 1795 Volume 1, Page 194  
On Kinne Brook Road from Fisk Road, southerly to Chester Line.  
Width: 3 Rods
91. 1795 Volume 1, page 197  
Discontinuance to a Bridle Road and a discontinuance for a term of seven years. Location unknown.
92. 1795 Volume 1, page 198  
Portion of Road on Cummington Line to be a Bridle Road.  
Location unknown.
93. 1796 Volume 2, Page 3  
Alteration in highway from the Meeting House. Description not found.  
Location unknown.
94. 1796 Volume 2, Page 9  
Rights to discontinued highway relinquished. Portion of Sam Hill Road.
95. 1797 Volume 2, Page 13  
Description not found. Location unknown.

96. 1797 Volume 2, Page 14  
Poor description. Location unknown.  
Width: 3 Rods
97. 1798 Volume 2, Page 20  
Location unknown.  
Width: 3 Rods
98. 1799 Volume 2, Page 23  
To discontinuance and relinquish an old road. Location unknown.
99. 1799 Volume 2, Page 25  
Pratt Road, Middlefield Line to Peru Line.  
Width: 3 Rods
100. 1799 Volume 2, Page 27  
Layout and discontinuance. Location unknown.  
Width: 2 Rods
- 101. 1799 Volume 2, Page 27  
Rice Road from Lindsay Hill Road southerly to ~~and~~ crossing Starkweather Hill Road southeasterly to Sam Hill Road.  
Width: 3 Rods
102. 1799 Volume 2, Page 28  
Location unknown.  
Width: 3 Rods
103. 1800 Volume 2, Page 31  
Voted to allow EZRA Starkweather to erect gates across road.
104. 1800 Volume 2, Page 32  
Discontinuance for 5 years.  
Location unknown.

105. 1801 Volume 2, Page 37

Location unknown.

Width: 2 Rods

106. 1801 Volume 2, Page 38

Location unknown.

Width: 2 Rods

107. 1801 Volume 2, Page 39

Discontinuance westerly of West Street.

108. 1801 Volume 2, Page 40

Portion of Patterson Road and Almond Johnson Road. **Alteration of Layout #88**

Width: 3 Rods

109. 1801 Volume 2, Page 40

Location unknown.

Width: 3 Rods

110. 1801 Volume 2, Page 41

Location unknown.

Width: 3 Rods

111. 1801 Volume 2, Page 41

Alteration. Location unknown.

Width: Not Stated

112. 1801 Volume 2, Page 42

Alteration on Osgood Hill Road

Width: 3 Rods

113. 1801 Volume 2, Page 42

Highway by Reuben Gardners. Description not found.

114. 1801 Volume 2, Page 42

Location unknown.

Width: 3 Rods

**ALMER HUNTLEY, JR., & ASSOCIATES, INC.**  
SURVEYORS - ENGINEERS - LANDSCAPE ARCHITECTS

115. 1802 Volume 2, Page 44

Poor description on or near Sam Hill Road

Width: 2 Rods

116. 1802 Volume 2, Page 44

A portion of Almond Johnson Road and discontinue old road.

Width: Not Stated

117. 1802 Volume 2, page 45

Old North Road, Lindsay Hill Road to East Windsor Road

Width: 3 Rods

118. 1802 Volume 2, Page 45

Southerly portion of Bashan Hill Road

Width: 3 Rods

119. 1802 Volume 2, Page 46

Discontinuance. Location unknown.

120. 1802 Volume 2, Page 46

Alteration and discontinuance. Poor description. Location unknown.

Width: 2 1/2 Rods

121. 1803 Volume 2, Page 52

Allows Cyprain Parish the right to erect gates across the road. Location unknown.

122. 1803 Volume 2, Page 52

Allows Joseph Marsh the right to erect gates across the road. Location unknown.

123. 1803 Volume 2, Page 53

Alteration to a road near Cummington Line. Poor description. Location unknown.

Width: 3 Rods

124. 1803 Volume 2, Page 54  
Alteration on Sam Hill Road  
Width: 3 Rods
125. 1804 Volume 2, Page 56  
Discontinuance of a portion of Sam Hill Road.
126. 1805 Volume 2, Page 64  
Highway near Chesterfield Line north of Harvey Road.  
Width: 40 Feet
127. 1805 Volume 2, Page 64  
Highway on Chester Line. Location uncertain. May be Fisk Road.  
Width: 3 Rods
128. 1806 Volume 2, Page 70  
To allow Samuel Follet the right to erect a fence across highway. Location unknown.
129. 1806 Volume 2, Page 70  
Poor description. Location unknown.  
Width: 2 Rods
130. 1806 Volume 2, Page 73  
Discontinuance on Bashan Hill Road. Exact location unknown.
131. 1806 Volume 2, Page 73  
Near Middlefield Line. Exact location unknown.  
Width: 3 Rods
132. 1807 Volume 2, Page 77  
Discontinuance near layout #131. Exact location unknown.
133. 1807 Volume 2, Page 78  
Near Chesterfield Line. Location unknown.  
Width: 2 Rods

134. 1807 Volume 2, Page 78

Location unknown.

Width: 2 Rods

135. 1808 Volume 2, Page 78

Poor description. Location unknown.

Width: 2 Rods

136. 1808 Volume 2, Page 78

Northerly portion of Thayer Hill Road

Width: 3 Rods

137. 1814 Volume 2, Page 122

Alteration of southerly portion of Goss Hill Road.

Width: 3 Rods

~~138.~~ 1819 Volume 2, Page 150

Location unknown.

Width: 3 Rods

139. 1821 Volume 2, Page 162

Location unknown.

Width: 4 Rods

140. 1822 Volume 2, Page 166

Location unknown.

Width: 3 Rods

141. 1823 Volume 2, Page 173

Discontinuance to a Bridle Road near Cumington Line. Exact location unknown.

NOTE: Pages not numbered in Volume 3.

142. 1825 Volume 3

Description not found. Location unknown.



143. 1825 Volume 3  
Description not found. Location unknown.
144. 1825 Volume 3  
Description not found. Location unknown.
145. 1825 Volume 3  
Discontinuance. Location unknown.
146. 1827 Volume 3  
Description not found. Location unknown.
147. 1828 Volume 3  
Road widening at New Meeting House spot.
148. 1828 Volume 3  
Poor description. Exact location unknown.  
Width: 3 Rods
149. 1830 Volume 3  
Discontinuance. Location unknown.
150. 1830 Volume 3  
Description not found. Location unknown.
151. 1830 Volume 3  
Discontinuance. Location unknown.
152. 1831 Volume 3  
Discontinuance. Subject to right of way. Location unknown.
153. 1831 Volume 3  
Discontinuance of westerly portion of Sam Hill Road.
154. 1832 Volume 3  
Westerly portion of Dingle Road.  
Width: 2 1/2 Rods

155. 1832 Volume 3

Description not found. Location unknown.

156. 1833 Volume 3

Road leading westerly from Goss Hill Road.

Width: 2 Rods

157. 1833 Volume 3

Alteration and discontinuance. Location unknown.

158. 1834 Volume 3

Discontinuance. Location unknown.

159. 1834 Volume 3

Description not found. Location unknown.

160. 1834 Volume 3

Location unknown

Width: 3 Rods

161. 1835 Volume 3

Discontinuance. Location unknown.

162. 1835 Volume 3

Discontinuance. Location unknown.

163. 1835 Volume 3

Location unknown.

Width: 2 1/2 Rods

164. 1835 Volume 3

Discontinuance. Location unknown.

165. 1836 Volume 3

Location unknown.

Width: 2 1/2 Rods

166. 1836 Volume 3

Portion of Dingle Road.

Width: 2 1/2 Rods

167. 1838 Volume 3

Location unknown.

Width: 3 Rods

168. 1839 Volume 3

Location unknown.

Width: 3 Rods

169. 1840 Volume 3

Location unknown.

Width: 3 Rods

170. 1840 Volume 3

Discontinuance. Location unknown.

171. 1840 Volume 3

Description not found. Location unknown.

172. 1841 Volume 3

Discontinuance. Location unknown.

173. 1841 Volume 3

A private way. Description not found. Location unknown.

174. 1842 Volume 3

Alteration in West Worthington. Exact location unknown.

Width: 3 Rods

175. 1842 Volume 3

Alteration in West Worthington. Exact location unknown.

Width: 3 Rods

176. 1842 Volume 3

Discontinuance near Middlefield Line. Location unknown.

177. 1843 Volume 3

Alteration near Chester Line. Exact location unknown.

178. 1843 Volume 3

Near Middlefield Line. Location unknown.

Width: 3 Rods

179. 1844 Volume 3

Discontinuance. Location unknown.

180. 1844 Volume 3

Discontinuance. Location unknown.

181. 1844 Volume 3

Alteration. Location unknown.

Width: 3 Rods

182. 1844 Volume 3

Discontinuance. Location unknown.

183. 1845 Volume 3

Discontinuance. Location unknown.

184. 1845 Volume 3

Description not found. Location unknown.

185. 1849 Volume 4, Page 89

Description not found. Location unknown.

186. 1850 Volume 4, Page 115

Southerly portion of Cummington Road.

Width: 2 1/2 Rods

187. 1850 Volume 4, Page 115

Discontinuance of Old Road from Cummington Road to Corbett Road.

188. 1851 Volume 4, Page 128 & 137  
Alteration. Location unknown.  
Width: 3 Rods
189. 1851 Volume 4, Page 137  
Voted to give Old Road to Calvin Tower. See #187.
190. 1854 Volume 4, Page 203  
Portion of Clark Hill Road.  
Width: 3 Rods
191. 1856 Volume 4, Page 266  
Discontinuance. Location unknown.
192. 1857 Volume 4, page 292  
Discontinuance in West Worthington.
193. 1857 Volume 4, Page 292  
Discontinuance. Location unknown.
194. 1860 Volume 4, Page 388  
Alterations. Location unknown.
195. 1866 Volume 4, Page 573  
Discontinuance. Portion of Rice Road.
196. 1870 Volume 5, Page 25  
Discontinuance. Location unknown.
197. 1872 Volume 5, Page 62  
Discontinuance of Partridge Road.
198. 1873 Volume 5, Page 69  
Discontinuance of Southerly portion of Fairman Road.
199. 1873 Volume 5, Page 73  
Pleasant Street at Cummington Line.  
Width: 3 Rods

200. 1873 Volume 5, Page 76  
Portion of Sam Hill Road made a private way.  
Width: 3 Rods
201. 1874 Volume 5, Page 87  
A short road near the cemetery on Cold Street.  
Width: 2 Rods
202. 1877 Volume 5, Page 126  
Layout and discontinuance near Dingle Road. Exact location unknown.  
Width: 2 Rods
203. 1879 Volume 5, Page 148  
A short road at Middlefield line.  
Width: 1 1/2 Rods
204. 1883 Volume 5, Page 200  
Discontinuance near Chesterfield Line.
205. 1883 Volume 5, page 212  
Alteration. Location unknown.  
Width: 4 Rods
206. 1891 Volume 5, Page 308  
Voted not to accept a portion of Sam Hill Road. See #200
207. 1892 Volume 5, Page 322  
Voted to accept as a private way a portion of Sam Hill Road. See #206 & #200.  
Width: 3 Rods
208. 1898 Volume 5, Page 401 & 410 & 413  
A short layout at 4 corners.  
Width: Variable
209. 1899 Volume 5, Page 421  
Voted to re-open the southerly portion of Fairman Road.

210. 1899 Volume 5, Page 421

Discontinuance of northerly portion of Rice Road.

211. 1903 Volume 5, Page 480, 488 & 489

Northerly end of Prentice Road.

Width: Not Stated.

212. 1904 Volume 5, Page 506

Discontinuance. Portion of Prentice Road.

213. 1904 Volume 5, Page 509

Westerly portin of Sam Hill Road.

Width: 3 Rods

214. Volume 5, Page 530

Selectman's layout of Cudworth Road.

Width: 3 Rods

215. 1905 Volume 6, Page 2

Acceptance of Cudworth Road. See Volume 5, Page 530. (~~214~~)

216. 1905, Volume 6, Page 2

Discontinuance. Old Cudworth Hill Road.

217. 1906 Volume 6, Page 11

Alteration near intersection of Almond Johnson Road and Patterson Road.  
Poor Description.

218. 1911 Volume 6, Page 97

Discontinuance on Witt Hill Road.

219. 1919 Volume 6, Page 255

Discontinuance of portion of Miller Road to Middlefield.

220. 1919 Volume 6, Page 255

Discontinuance. Believed to be off Ridge Road.

221. 1932 Volume 6, Page 519

Discontinuance in West Worthington. Location unknown.

ALMER HUNTLEY, JR., & ASSOCIATES, INC.  
SURVEYORS - ENGINEERS - LANDSCAPE ARCHITECTS

222. 1946 Volume 7, Page 223

Discontinuance from Main Road to Harvey Road. Exact location unknown.

223. 1947 Volume 7, Page 233

Discontinuance of Old County Road from Old North Road. Westerly 500 feet.

224. 1957 Volume 8, Page 36

Discontinuances:

- 1) 1.0 Mile on Osgood Hill Road
- 2) 1.0 Mile with Smith Road (Hing Road)
- 3) 0.5 Mile Harvey Road
- 4) 0.5 Mile Starkweather Hill Road

For descriptions. Exact locations unknown.

225. 1957 Volume 8, Page 42

Voted to accept names for roads as per map.

Note: Map not found.

226. 1960 Volume 8, Page 106

Discontinuance on South Worthington Road. Location unknown.

227. 1964 Volume 8, Page 222

Various actions on Cudworth & Clark Hill Roads.

- 1) From Intersection of Route 112 and 143 to Dingle Road to be called Pomeroy Road.
- 2) From Dingle Road to wooden bridge to be called Capen Road.
- 3) Close Road from wooden bridge to Cudworth Road.
- 4) Name New Road from Cudworth Road to Huntington Line Cudworth Road.
- 5) Discontinue Old Cudworth Road from Cudworth Bridge to new Cudworth Road.

228. 1965 Volume 8, Page 252

To accept the name of Elderberry Lane for 400 feet.

229. 1980 Volume 10, page 123

Various discontinuances:

- 1) Carhart Road - at a point 0.37 miles from Clark Road.
- 2) Elderberry Lane - at a point 0.06 miles from Williamsburg Road.
- 3) Fairman Road - at a point 0.25 miles from Practice Road.
- 4) Osgood Hill Road - At a point 0.1 miles from River Road.
- 5) Ring Road - at a point 0.12 miles from Huntington Road.
- 6) Sun Hill Road - at a point 1.06 miles from Huntington Road.

ALMER HUNTLEY, JR., & ASSOCIATES, INC.  
SURVEYORS - ENGINEERS - LANDSCAPE ARCHITECTS



- 7) South Worthington Road - at a point 0.31 miles from Ireland Street.
- 8) Starkweather Hill Road - voted not to discontinue.
- 9) Sawyer Road - at a point 0.13 miles from Cummington Road.
- 10) Rice Road - from Buffington Hill Road to Starkweather Hill Road.

230. 1981 Volume 10, Page 146

Named Ireland Street South.

Page left blank intentionally.

# Appendix G

## Landowner Liability Information:

- Massachusetts General Laws, Chapter 21, Section 17c
- Recreational Use Shields Owner from Liability, Irene del Bono memo, January 2010
- National Trails Training Partnership, Public Trails and Private Lands (from web page)

Page left blank intentionally.

**PART I** ADMINISTRATION OF THE GOVERNMENT**TITLE II** EXECUTIVE AND ADMINISTRATIVE OFFICERS  
OF THE COMMONWEALTH**CHAPTER 21** DEPARTMENT OF ENVIRONMENTAL MANAGEMENT**Section 17C** Public use of land for recreational, conservation, scientific educational and other purposes; landowner's liability limited; exception

Section 17C. (a) Any person having an interest in land including the structures, buildings, and equipment attached to the land, including without limitation, railroad and utility corridors, easements and rights of way, wetlands, rivers, streams, ponds, lakes, and other bodies of water, who lawfully permits the public to use such land for recreational, conservation, scientific, educational, environmental, ecological, research, religious, or charitable purposes without imposing a charge or fee therefor, or who leases such land for said purposes to the commonwealth or any political subdivision thereof or to any nonprofit corporation, trust or association, shall not be liable for personal injuries or property damage sustained by such members of the public, including without limitation a minor, while on said land in the absence of wilful, wanton, or reckless conduct by such person. Such permission shall not confer upon any member of the public using said land, including without limitation a minor, the status of an invitee or licensee to whom any duty would be owed by said person.

(b) The liability of any person who imposes a charge or fee for the use of his land by the public for the purposes described in subsection (a) shall not be limited by any provision of this section. For the purposes of this section, "person" shall include the person having any interest in the land, his agent, manager or licensee and shall include, without limitation, any governmental body, agency or instrumentality, a nonprofit corporation, trust, association, corporation, company or other business organization and any director, officer, trustee, member, employee, authorized volunteer or agent thereof. For the purposes of this section, "structures, buildings and equipment" shall include any structure, building or equipment used by an electric company, transmission company, distribution company, gas company or railroad in the operation of its business. A contribution or other voluntary payment not required to be made to use such land shall not be considered a charge or fee within the meaning of this section.

# Recreational Use Shields Owners from Liability

Irene Del Bono

Updated January 7, 2010

## **Introduction**

The potential for liability for proposed open space and recreational areas are uppermost in the minds of private and public owners. Massachusetts General Law c. 21 sec. 17C, known as the "Recreational Use Statute", affords any owner who allows the public to use their land for recreation at no charge relief from liability so long as the owner has not been willful, wanton or reckless. The statute, revised as of April 14, 2009, now reads as follows (substantive changes in bold):

### **Chapter 21: Section 17C. Public use of land for recreational, conservation, scientific educational and other purposes; landowner's liability limited; exception**

[ Subsection (a) as amended by 2008, 513, Sec. 1 effective April 14, 2009.]

(a) Any person having an interest in land including the structures, buildings, and equipment attached to the land, including without limitation, **railroad and utility corridors, easements and rights of way**, wetlands, rivers, streams, ponds, lakes, and other bodies of water, who lawfully permits the public to use such land for recreational, conservation, scientific, educational, environmental, ecological, research, religious, or charitable purposes without imposing a charge or fee therefor, or who leases such land for said purposes to the commonwealth or any political subdivision thereof or to any nonprofit corporation, trust or association, shall not be liable for personal injuries or property damage sustained by such members of the public, including without limitation a minor, while on said land in the absence of willful, wanton, or reckless conduct by such person. Such permission shall not confer upon any member of the public using said land, including without limitation a minor, the status of an invitee or licensee to whom any duty would be owed by said person.

[ Subsection (b) as amended by 2008, 513, Sec. 2 effective April 14, 2009.]

For the purposes of this section, "person" shall include the person having **any** interest in the land, his agent, manager or licensee and shall include, without limitation, any governmental body, agency or instrumentality, a nonprofit corporation, trust, association, **corporation, company or other business organization** and any director, officer, trustee, member, employee, **authorized volunteer** or agent thereof. **For the purposes of this section, "structures, buildings and equipment" shall include any structure, building or equipment used by an electric company, transmission company, distribution company, gas company or railroad in the operation of its business.** A contribution or other voluntary payment not required to be made to use such land shall not be considered a charge or fee within the meaning of this section.

## **Related Court Rulings**

The Court in *Sandler v. Commonwealth*, 419 Mass. 334 (1990) defined willful, wanton or reckless conduct for the purposes of the Recreational Use Statute to be the same as that required for criminal liability. "Reckless failure to act involves an intentional or unreasonable disregard of a risk that presents a high degree of probability that substantial harm will result to another [such that the] risk of death or grave bodily injury must be known or reasonably apparent..."

In other words, so long as owners who let the public use their land don't create a situation that is so dangerous that it is likely to cause serious bodily injury or death, they are shielded from liability to a recreational user.

Planning officials will be interested in knowing that the recreational use statute has even been applied to a “mall walker” where a mall allowed the public to walk early in the morning before stores were open. The walker had no intention of shopping. The court in *Nitishin v. The Musicland Group, Inc.*, 2005 WL 3627262 (Mass. Super. 2005; MacDonald, J.) found that the statutory purpose of the statute was furthered by limiting liability to encourage mall owners to permit recreational walking.

Some cases illustrating the broad range of protection afforded by the Recreational Use Statute:

*Anderson v. Springfield*, 406 Mass. 632 (1990). The recreational use statute is applicable to injuries on municipally-owned and other governmentally-owned recreational areas to the same extent as to private landowners.

*Sandler v. Commonwealth*, 419 Mass. 334 (1995). The persistent failure to remedy defects in a tunnel on a traveled bikeway was not wanton or reckless conduct imposing liability under c. 21, sec. 17C for injuries to bike rider who hit an uncovered 8-inch drain hidden by a puddle of water in an unlit tunnel (the drain was constantly coming uncovered and the lights were usually broken). The court found that “a persistent failure to repair defects in the tunnel on a traveled bikeway simply does not present a level of dangerous that warrants liability” under section 17C.

*Seich v. Town of Canton*, 426 Mass. 84 (1997) – charge for registration fee to participate in basketball league is not an entrance fee for public use of property, so no liability.

*Hardy v. Loon Mountain Recreation Corp.*, U.S. Court of Appeals for the First Circuit, No. 01-1263, January 8, 2002. No liability to injured plaintiff who paid to ride a gondola to the top of the mountain, since anyone could hike up or get there by other means because “charge” means an actual admission fee paid for permission to enter the land for recreational purposes. (citing cases holding that private instructor fees, campground facility fees, parking fees per car, and not per occupant are not “charges” for purposes of recreational use statute so long as public may use the general area without charge).

*Shu-Ra Ali vs. City of Boston*, Docket No.: SJC-09124, March 15, 2004.

Plaintiff was riding his bicycle through Franklin Park in the early evening on the way home from a store, collided with an unlit park gate across the paved bicycle land, and suffered injuries. He argued that because he was not using the park for a recreational purpose he was entitled to damages. The gate spans the middle of the path, leaving unobstructed spaces of approximately three feet on either side for pedestrians and bicyclists to pass around it. The plaintiff argued his subjective intent should govern, but the court said his subjective intent did not matter.

A 2007 Berkshire Superior Court case, *Dami-Hearl v. City of North Adams*, involved a person injured by falling into a pothole while walking or exercising in a cemetery which was protected under the Recreational Use Statute. The cemetery was not designated for recreational use, but was nevertheless open to the public at no charge and the plaintiff was using it to recreate.

On a similar note, *Dunn v. City of Boston*, 07-P-1833, decided October 26, 2009, found the City of Boston not liable under the recreational use statute when the plaintiff fell and fractured her wrist while ascending the admittedly crumbling brick stairs at City Hall Plaza, even though the plaintiff was not using the stairs for recreation, but for “business purposes”. The court looked to *Ali* and *Sandler* to determine that her intent did not deprive

the city of its protection. If she had been a contractor hired to do work in the area, the result may have been different.

The standard is different for maintaining an artificial condition which attracts children:

Ch. 231 Sec. 85Q. Any person who maintains an artificial condition upon his own land shall be liable for physical harm to children trespassing thereon if (a) the place where the condition exists is one upon which the land owner knows or has reason to know that children are likely to trespass, (b) the condition is one of which the land owner knows or has reason to know and which he realizes or should realize will involve an unreasonable risk of death or serious bodily harm to such children, (c) the children because of their youth do not discover the condition or realize the risk involved in intermeddling with it or in coming within the area made dangerous by it, (d) the utility to the land owner of maintaining the condition and the burden of eliminating the danger are slight as compared with the risk to children involved, and (e) the land owner fails to exercise reasonable care to eliminate the danger or otherwise to protect the children.





# Land and Trail Corridors

Hosted by [AmericanTrails.org](http://AmericanTrails.org)

## Public Trails and Private Lands

*Q & A for Massachusetts Landowners and Trail Groups on Conservation and Trail Easements, Licenses, and Recreational Liability*



Adapted from **Creating Greenways: A Citizens Guide, May 2007**

Although most trails try to take advantage of the natural, cultural, and scenic resources on public lands, inevitably, trails of any length will encounter private land. Historically, many trails crossed private lands, often on farm and forest roads, usually through informal arrangements among

neighbors.

By necessity, as both our physical and legal landscape changes, arrangements for trails on private lands are becoming more formal, and many of the following questions and concerns commonly arise. Below are some general questions and answers that will hopefully assist both landowners and trail groups as you blaze the way toward the future of Massachusetts trails.

**"Conservation restrictions with trail easements are the best tool for private trail protection short of outright land acquisition."**

### ***In What Ways can a Landowner Grant Permission for Trail Use on his or her Land?***

Permission for trail use on private land can range from an informal agreement (sometimes called a "handshake agreement"), to formal written permission, to a license agreement, to a perpetual trail easement.

### ***What is a Trail License?***

A license is a revocable written agreement between an owner and trail group that permits trail access. It is not permanent or binding on future landowners. A license can be a useful tool, superior to verbal and written permission, in that it can stipulate conditions of use and management agreements.

### ***What is a Trail Easement?***

A trail easement is a perpetual legal agreement that allows others to use someone's land in the manner provided for within the easement. An easement can be very broad, granting access to the easement holder and the public, or it can restrict what kind of access, when and under what conditions access can be used. For instance, the easement can be for public access to an entire property, or it could be restricted to a certain users on a trail of a certain width. An easement can be for hiking only, or lake access, or bicycling, or hunting &ndash; whatever uses the parties agree to, limited or expanded to the extent they decide.

### ***What is a Conservation Restriction?***

A restriction (as opposed to an easement) allows someone who does not own the land to prevent the owner from using the land in a way they would otherwise have a right to. A Conservation Restriction (CR) is a particular kind of restriction that complies with Massachusetts General Law c. 184 sec. 31-33. A CR that is intended to be perpetual must be signed by the Secretary of the Executive Office of Energy and Environmental Affairs. A CR is concerned with preserving the land in its natural state, and protecting its wildlife habitat, scenic views, forests and meadows, water quality, greenway

### ▶ **Related topics:**

[Accessibility](#)  
[Benefits](#)  
[Federal funds](#)  
[Federal lands](#)  
[Funding](#)  
[Health & trails](#)  
[Planning](#)  
[Studies and users](#)  
[Volunteers](#)

### ▶ **More resources:**

[Bibliography](#)  
[Quotations](#)  
[Glossary](#)  
[Acronyms](#)  
[Tools](#)  
[Products & services](#)

▶ For more [opportunities for training](#) on trail design, construction, and management see the [National Trails Training Partnership](#) area.



connections, and other similar natural features. For an examples of CRs see "[Conservation Restriction Handbook](#)" from Massachusetts Office of Energy and Environmental Affairs (2008 edition).

There can be extraordinary tax benefits for the donation or bargain sale of a perpetual CR. Care must be taken to follow the rules for the deductions, which are subject to change, and one should seek professional advice if the intention is to obtain the tax advantages.

A trail easement may be included within a Conservation Restriction by including easement language such as:

"The Grantor grants to the Grantee and to the general public an easement to pass and repass upon said parcel on foot for the purposes of fishing, hiking, or nature study and the Grantor also grants to the Grantee an easement for the purposes of clearing, marking and maintaining the trails."

Conservation restrictions with trail easements are the best tool for private trail protection short of outright land acquisition. They are perpetual and appear on the title of the property. They can also provide a useful tool for landowners who want to preserve the natural qualities of their land.

#### ***If a Landowner Grants Trail Access through Permission or a License, Could this Lead to a Permanent Easement through Adverse Possession?***

No. Continuous use of private property under permission or license from the property owner does not ripen into an easement (see MGL Chapter 187, Section 2). If permission is given for trail use, then that use is not adverse to the rights of the owner and cannot lead to claims of adverse possession.

#### ***If a Landowner Allows Access across their Property, Will They Become Exposed to Liability for Injuries Suffered on their Property?***

MGL Chapter 21, Section 17C limits a landowner's vulnerability to law suits. While anyone, including a trail user, could sue a landowner, the owner's liability is limited by law to circumstances of unlawful, wanton, and reckless conduct. In part, the law reads:

Any person having an interest in land . . . who lawfully permits the public to use such land for recreation, conservation, scientific, educational, environmental, ecological, research, religious, or charitable purposes without imposing a fee . . . shall not be liable for personal injuries or property damage sustained by such members of the public, including without limitation a minor, while on said land in the absence of willful, wanton, or reckless conduct by such person.

Willful conduct is an intentional act or failure to act with knowledge (or knowledge of facts that would lead a reasonable person to know) that such conduct not only creates unreasonable risk of bodily harm to another, but also involves a high degree of probability that substantial harm will result. Any landowner with a hazard such as an open pit or unsafe structure should repair or remove it, whether or not a trail exists on their property and whether or not they allow public access.

#### ***Do Lands under MGL Chapter 61B have to Allow Public Access for Recreation?***

No. Owners of land in Chapter 61B may open their lands for public recreational use, but do not have to.

#### ***Who is Responsible for Maintaining a Trail on Private Land?***

Whoever accepted the easement or license is responsible for the care of the trail, in cooperation with the landowner. The trail organization should lay out, cut, blaze, and maintain the trail to specified standards. The landowner should always be consulted concerning major modifications, such as cutting large trees, opening stone walls, or building bridges. Routine maintenance is the responsibility of the trail group. It is a courtesy to notify the landowner prior to embarking on any trail work.

#### ***If a Landowner Opens their Land for a Foot Trail, How can He/She Prevent Unauthorized Motorized Use?***

If the landowner stipulates foot travel, this should be included on signs at the entrance to the property, and alternative access points should be blocked. There are penalties for operating motorized vehicles on private land, and landowners and trail groups can work together by informing local police of violations. MGL Chapter 266, Section 121A makes it an offense punishable by a fine of \$250 to enter onto private land with a motorized vehicle whether or not the land is posted against trespass.

Please remember the above information is intended to be general in nature, and specific cases may require further legal counsel.

- 
- ▶ Need trail skills and education? Do you provide training? Join the [National Trails Training Partnership!](#)
  - ▶ The [NTTP Online Calendar](#) connects you with courses, conferences, and trail-related training
  - ▶ Promote your trail through the [National Recreation Trails Program](#)



Some of our documents are in PDF format and require free *Adobe Acrobat Reader* software. [Download Acrobat Reader](#)



American Trails and NTTP support accessibility with Section 508: [read more.](#)

Updated January 12, 2010

[Contact us](#) | [Mission statement](#) | [Board of directors](#) | [Member organizations](#) | [Site map](#) | [Copyright](#) | [NRT](#) | [NTTP](#)

Page left blank intentionally.

# Appendix H

## Examples of Landowner Agreements:

- Ashfield Trails Group Consent for Trail
- Sunnapee Ragged Kearsage Greenway Landowner Permission

Page left blank intentionally.

## CONSENT FOR TRAIL

Landowner(s): \_\_\_\_\_

Mailing address: \_\_\_\_\_

Other contact: \_\_\_\_\_

Location of Property: \_\_\_\_\_ Tax Map \_\_\_\_\_ Parcel \_\_\_\_\_

I/We, owners of certain lands in Ashfield, Massachusetts, located as stated above and shown on a sketch attached hereto, do hereby CONSENT to the laying-out, clearing, maintenance and pedestrian use of a trail in the location shown on said sketch, and do hereby permit the public to use such trail for recreational, conservation and educational purposes, subject to and in accordance with the Rules & Specifications set forth below.

I/We claim all benefits accorded to me/us under the provisions of General Laws, Chapter 21, Section 17C.

I/We reserve the right to revoke this Consent at any time by 14-day written notice to the Ashfield Trails Committee, copy to the Franklin Land Trust. This Consent does not create any easement, does not convey any interest in land, shall not be construed to encumber any title, and is not to be recorded in the Registry of Deeds.

LANDOWNER(S)

Date: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

### RULES & SPECIFICATIONS

1. Where clearing is necessary, trails shall be no wider than six feet, except when clearing in excess of six feet is deemed necessary by the Committee, and Landowner(s) expressly consent(s).
2. No cribbing, boardwalks or bridges shall be constructed without the express consent of landowner.
3. The trail committee may blaze the trail and shall post rules at trail entrances.
4. Motorized vehicles are prohibited, except for maintenance vehicles.
5. Also prohibited are littering, picking or injuring plants or trees, injuring or harassing livestock or wildlife, building of fires, hunting, trapping and camping.

Landowner agreement for Sunapee-Ragged-Kearsarge Greenway. Courtesy of Brian Faughnan, bwfaughnan@comcast.net.

**LANDOWNER PERMISSION**

The undersigned landowner(s) grant(s) permission to the Sunapee-Ragged-Kearsarge Greenway Coalition (SRKGC) to locate and maintain a portion of a SRKGC trail across his (her) (their) property located in the Town of WILMOT, County of MERRIMACK State of New Hampshire, as described in Volume 1876, Page 0902 of the MERRIMACK County Registry of Deeds. The trail will be located in the mutually agreed location shown on the attached map.

The trail will be used for non-commercial public use only and, since there will be no fee charged, both the owner(s) and the SRKGC will enjoy the limitations provided by the laws of the State of New Hampshire on their liability for any injuries or damage suffered by others while using the trail.

SRKGC agrees to maintain the general passability of the trail for pedestrian, \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_ use by the public and by placing and maintaining trail blazes and signs sufficient to mark the trail. SRKGC also agrees to discourage littering and the use of motorized vehicles (~~except snowmobiles~~) on the trail.

The owner(s) agree(s) to allow the SRKGC to conduct normal trail maintenance activities including cutting and pruning of brush and trees, construction of water bars and other erosion control devices, etc. If necessary, the SRKGC may also construct bridges but the design of these will be approved by the owner(s). Owner(s) will be advised of the timing of these activities.

Owner(s) agrees(s) that it is important to maintain the trail corridor in its natural state and will avoid logging and other disturbances in this area to the extent possible. Owner(s) agree(s) to advise the SRKGC of any sale or change of use of the subject property.

Either party can withdraw from the agreement by giving the other party sixty (60) days notice in writing.

Ronald P. Wyman  
Chair, SRK Greenway Coalition  
P. O. Box 1684  
New London, NH 03257  
Date: 2 Nov. 2002

[Signature]  
Director, SRK Greenway Coalition  
Town of: WILMOT  
Date: 30 OCT. 2002

[Signature] Trustee  
Landowner: Josephine Bisallea Trust  
Address: 143 Fairmount Rd  
Ridgewood NJ 07450  
Date: 11/15/02

Landowner: \_\_\_\_\_  
Address: \_\_\_\_\_  
Date: \_\_\_\_\_