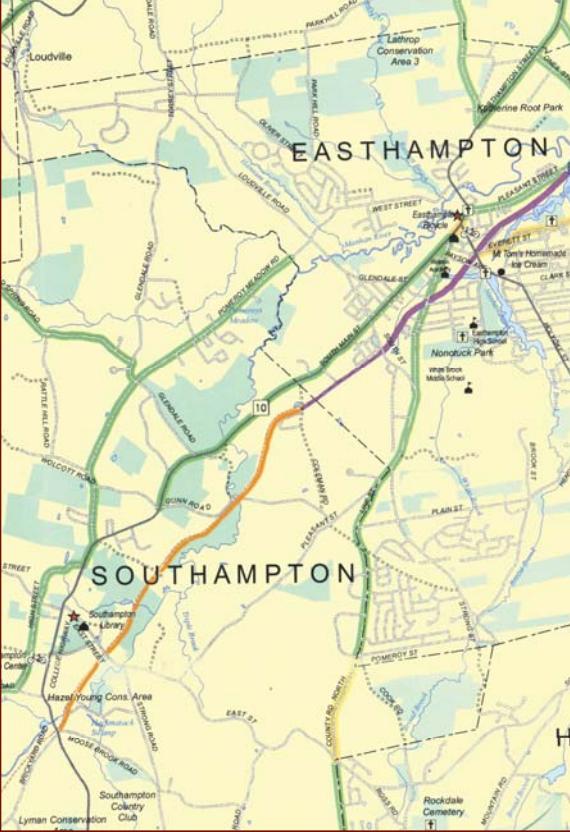


 Proposed Southampton Greenway

 Manhan Rail Trail



* Drawing based on Pioneer Valley Planning Commission Map, 2005

Join the Friends of Southampton Greenway! (FSG)

Please visit our website at:
www.southamptongreenway.org.

Email us at :
info@southamptongreenway.org

Write to us at: Friends of the
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P.O. Box 453
Southampton, MA 01073

Friends of Southampton Greenway Sponsors.

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**Friends of Southampton
Greenway (FSG)**
P. O. Box 453
Southampton, MA 01073

Our community group

The Friends of the Southampton Greenway (FSG) are a volunteer group of local residents working on the various issues involved in the planning, design, construction, and maintenance of a proposed greenway in town. The Friends of the Southampton Greenway (FSG) are committed to ensuring that all the questions and concerns about the project are addressed by working in concert with other local groups, the town government, and the citizens of Southampton.

The greenway offers families a local place to go where they can share and experience the beauty of nature close up.



The mission of the Friends of the Southampton Greenway is to:

- Empower town residents to shape the project in a way that fits the community's needs
- Coordinate public education and outreach efforts
- Establish trail clearing and maintenance projects
- Sponsor fund raising campaigns and grant applications
- Support the planning, design, and construction phases of the Greenway
- Promote legislative efforts that promote the design, construction and maintenance of the greenway

Trail History

A canal between New Haven and Northampton was completed in 1828, but was a commercial failure. Later a railroad was constructed on the canal bed,

but was abandoned in sections starting in the 1970s. Today only several hundred yards of railroad in Connecticut and a few miles in Westfield are still operational. Starting in the late 1980s, the right of way along the route began to be transformed into a type of linear park commonly referred to as a 'greenway' and much of that trail is already open in Easthampton and in Connecticut. Work to design and engineer the trail is nearly done in Northampton. In Westfield and Southwick, construction will begin in the near future.

What is the difference between a greenway and a bike path?

The Friends of the Southampton Greenway envision many types of users in addition to bicyclists. This will depend on future choices that will be based on input from town residents. Pedestrians, cross-country skiers, snowmobilers, horseback riders, and those in wheelchairs all might be able to use the trail.

Where would the money to buy the land come from?

There is \$400,000 in state funds that is set aside in the current budget to buy the land. The money can only be used to buy the land on behalf of the town.

The greenway is a special place to observe birds, butterflies, wildflowers, and enjoy other wildlife and plant life.



Will the Southampton Greenway connect to Easthampton and Westfield?

Easthampton: Yes! Our trail will connect with the Manhan Rail Trail at Coleman Road and continue southeast for several miles until ending at Sheldon's Ice Cream, at Route 10.

Westfield: No. At this time the Pioneer Valley Railroad does not intend to sell the section of their corridor from the Westfield line to the crossing at Route 10. Without this link, the Southampton Greenway will not cross Rte. 10 and there will not be a greenway behind the houses on Brickyard Road

Who will decide on the type of surface and usage on the greenway?

The Friends of the Southampton Greenway are committed to an inclusive planning process that will allow the residents of Southampton to voice their wishes about what trail surface ultimately will be built. The two options are either a paved trail or a soft surface..

The greenway provides an area to exercise and maintain a healthy life style. It's a great place to refresh and unwind from a long, stressful day.



How much will it cost to build and what would be the town's share?

There are two options for trail surfaces and several ways to obtain funding. The State Enhancement Program funds paved trail projects like the Manhan Rail Trail. The cost for a paved trail in Massachusetts is typically \$350,000 a mile. Private donations and/or municipal funds will only amount to 10% of the total costs. The MA Dept of Conservation and Recreation (DCR) provides funding for stone dust or gravel surface trails and costs about \$50,000 a mile. Either way, the Friends of the FSG do not envision any of the funding for the development or future maintenance of the trail to come through new taxes or fees to town residents or from town departmental operating budgets.

Who will maintain the Southampton Greenway?

Like many trails around the country, the Friends of the Southampton Greenway expects the maintenance of the trail to be done totally by volunteers or by using privately-raised funds.

Will abutting farmers be able to access each side of the trail?

Absolutely! Just like on hundreds of other trails around the country.

What about crime on the trail?

The vacant rail corridor, which is currently unmonitored, might experience trespassers and maybe some mischievous individuals. It is a well-documented fact, proven by hundreds of other trail projects in this country, that when trails become open for the public and are self-monitored by caring users, crime

A greenway gives Southampton families a park to meet friends. It brings together neighbors and would add to the community spirit of Southampton (both past and present) by using a historical rail bed.



is virtually unaffected and in fact, often actually goes down! In any case, the crime on a trail corresponds to the crime in a given community. Southampton does not have a high incidence of crime and there is no reason to believe the Southampton Greenway will, either. One of the best indicators is the experience of our neighbors in Easthampton, where in December 2006, Police Chief McMahon stated, "Since its opening I find that the Manhan Rail Trail has had virtually no impact on crime for the City of Easthampton."