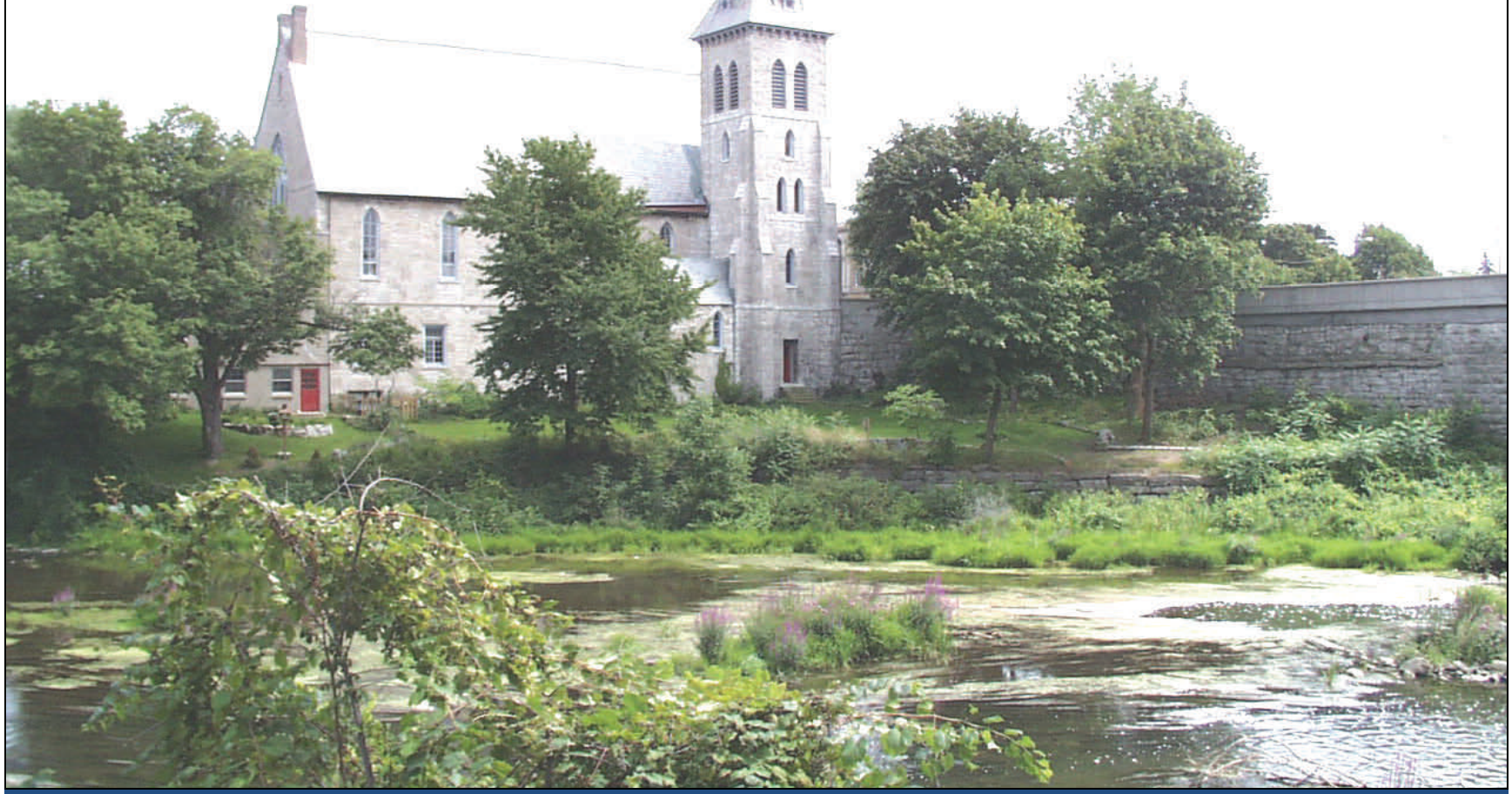
Town & Village of LeRoy, New York

Oatka Creek Trail Feasibility Study



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DESIGN PROFESSIONALS

T&W

Steinmetz Planning Group

Prepared for: *Town and Village of LeRoy, New York*
Prepared by: *Clark Patterson Associates*
Trowbridge and Wolf, LLC
Steinmetz Planning Group

Final Plan
March 2006

Town & Village of LeRoy
Oatka Creek Trail Feasibility Study
~Final Plan~

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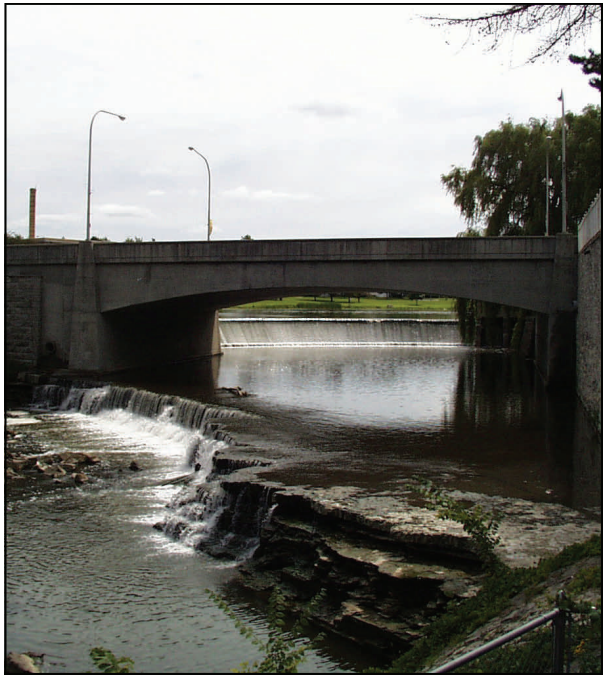


Main Street dam and waterfalls

I. Executive Summary

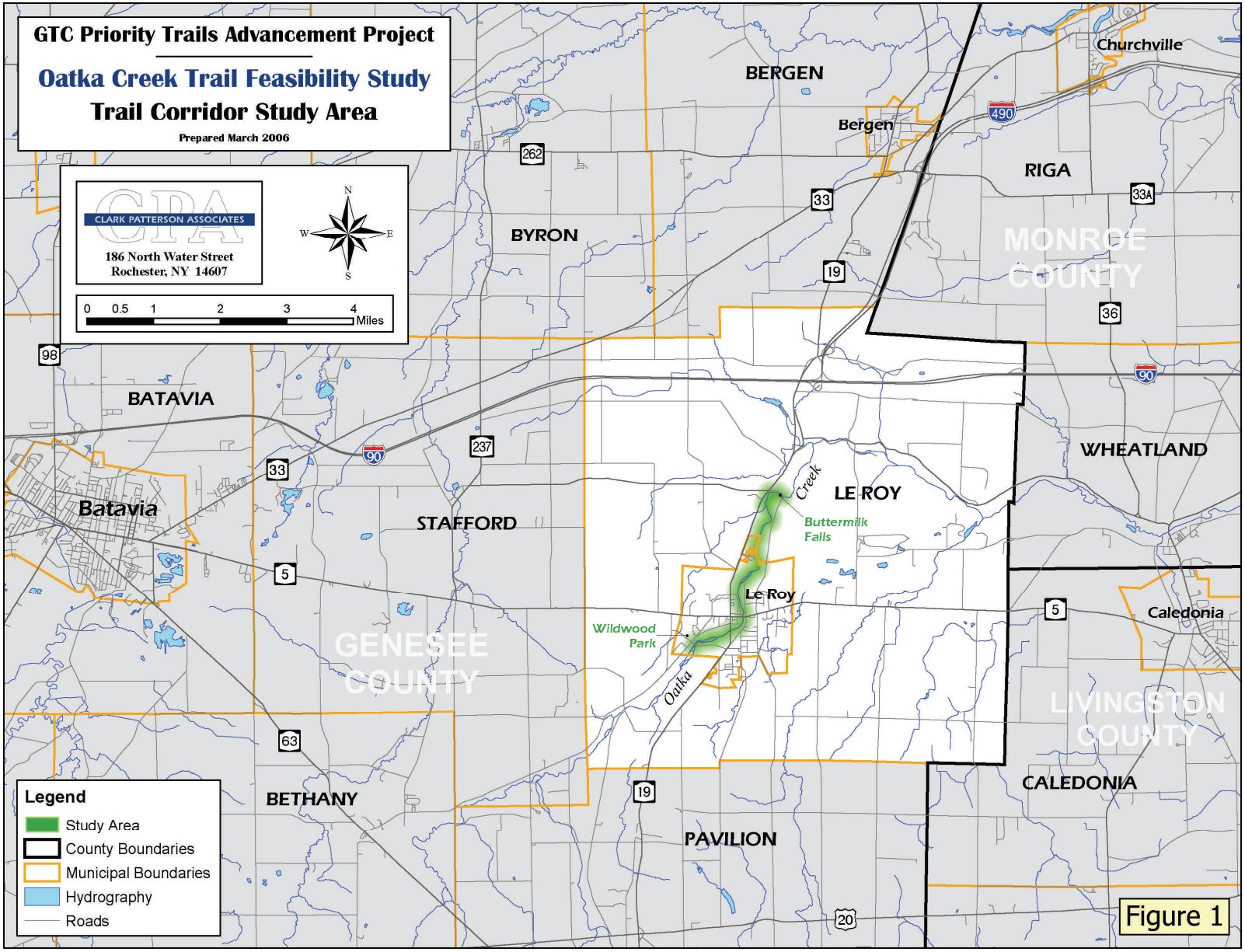
As part of the Genesee Transportation Council's Priority Trails Advancement program, the Town and Village of LeRoy applied for and were successful in obtaining a grant to study the feasibility of a non-motorized, multi-use trail along Oatka Creek. This study is being performed consistent with the Town and Village Comprehensive Plans and the GTC Regional Trails Initiative (RTI). Those documents each mention the potential for a trail in the Oatka Creek corridor, beginning at Wildwood Park in the Village and ending at Buttermilk Falls in the Town (see Figure 1).

The study consisted of the following tasks:

- Collecting and analyzing GIS and other existing conditions data within the trail corridor;
- Facilitating periodic meetings with the Project Steering Committee and the public to gather input and address specific concerns;
- Conducting limited traffic assessment(s) for all relevant streets and crossings and providing design recommendations such as crosswalk markings, sidewalk improvements, ADA compatibility, signage, traffic calming, and other needed or suggested treatments;
- Providing trail alignment alternatives, including short-term and long-term options;
- Providing itemized cost estimates for recommended improvements and amenities;
- Identifying specific and achievable follow-on activities that are needed to advance the findings and recommendations of the study, including potential sources of funding and preferred strategies to conduct these follow-on activities; and
- Creating a comprehensive guide for future development of the trail.

After collecting input from the Steering Committee and the general public, it was determined that the segment of trail in the Town is not advisable at this time. Although Buttermilk Falls is a unique and attractive natural feature, it is currently on private property and lacks sufficient access and safety measures. It is recommended that if Buttermilk Falls is developed into a public park in the future, the trail segment in the Town should be reconsidered.

The study presents a recommended trail alignment in the Village that will provide increased access to Oatka Creek, especially near the Main Street dam, as well as showcasing some of the historic residential and commercial architecture in the Village. The proposed trail will begin at Wildwood Park and follow Munson, Gilbert, Myrtle, and Clay Streets to connect to Main Street. An additional loop trail is recommended to connect Clay Street and Main Street along the southeast


GTC Priority Trails Advancement Project
Oatka Creek Trail Feasibility Study
Trail Corridor Study Area
Prepared March 2006
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Municipal Boundaries
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Batavia
STAFFORD
LE ROY
WHEATLAND
Buttermilk Falls
Creek
Le Roy
Wildwood Park
Oatka
GENESEE COUNTY
Caledonia
LIVINGSTON COUNTY
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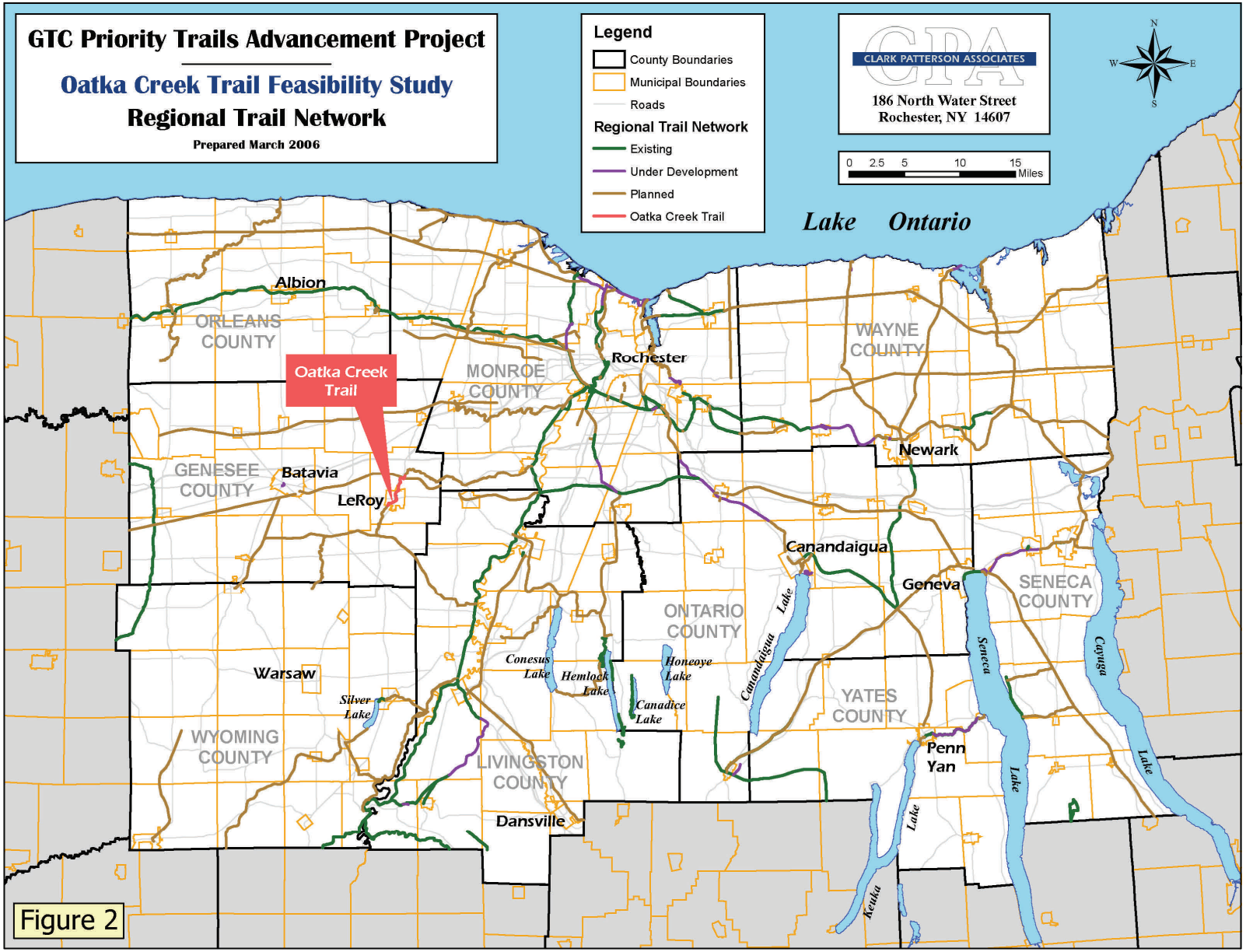
Figure 1


GTC Priority Trails Advancement Project
Oatka Creek Trail Feasibility Study
Regional Trail Network
Prepared March 2006
Legend
County Boundaries
Municipal Boundaries
Roads
Regional Trail Network
Existing
Under Development
Planned
Oatka Creek Trail
CLARK PATTERSON ASSOCIATES
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Oatka Creek Trail
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LeRoy
Canandaigua
Geneva
SENECA COUNTY
ONTARIO COUNTY
Canandaigua Lake
Seneca Lake
Cayuga Lake
Conesus Lake
Hemlock Lake
Honeoye Lake
Canadice Lake
Warsaw
Silver Lake
YATES COUNTY
WYOMING COUNTY
LIVINGSTON COUNTY
Penn Yan
Dansville
Keuka Lake
Figure 2

bank of Oatka Creek. From Main Street, the proposed trail will travel north through Mill Street Park, cross Oatka Creek via the rehabilitated Mill Street Pedestrian Bridge, then follow Church Street north to the Machpelah Cemetery, which is the northern terminus of the trail. Additional alternatives exist that would provide further access to the creek and should be considered for long-term options.

The proposed trail alignment contains a highly-diverse collection of environments, both natural and man-made. Some parts of the trail will be immediately adjacent to the creek, while topographic and/or structural barriers will force portions of the trail to shift into the built environment away from the creek. The trail will travel through residential, commercial, and industrial settings, as well as some remote undeveloped areas.

The Oatka Creek Trail will provide a number of benefits to the Town and Village of LeRoy and the surrounding region. It will offer tremendous recreational opportunities and will serve as an important transportation link between residential neighborhoods, the Village center, schools, and the scenic Oatka Creek corridor. The rich history, architecture, and natural settings that are alongside the trail will make it a vibrant place that entices people to stop and enjoy rather than simply pass through.

Oatka Creek near the islands

II. Introduction

The Oatka Creek Trail Feasibility Study has been funded with federal planning funds awarded through a competitive process administered by the Genesee Transportation Council (GTC). This study is being conducted consistent with the Town and Village Comprehensive Plans and the GTC Regional Trails Initiative (RTI). Comments received through the development of the RTI indicated that there was interest in a non-motorized recreational trail along Oatka Creek in Genesee County.

According to GTC, the purpose of the RTI is:

> *To develop a comprehensive and achievable action plan for community leaders to create and maintain a safe, accessible, and highly functional regional trail system that is fully integrated with the existing transportation system and constitutes a nationally recognized distinguishing feature of this region.*

Currently, more than 300 miles of trails exist within the nine-county Genesee-Finger Lakes Region, with over 900 miles of additional trails planned (see Figure 2). Each of these trails are intended to provide safe, healthy, and economical transportation options for all ages, abilities, and incomes. Trails are an important component in improving the quality of life and attractiveness of the region and its ability to attract and retain a skilled work force. Additionally, the transportation alternatives made possible by a well-developed regional trail network contribute to efforts to improve air quality.

In 2004, the Town and Village of LeRoy appointed a Project Steering Committee to study the feasibility of a public, non-motorized trail from Wildwood Park in the Village to Buttermilk Falls in the Town. The Town and Village, along with GTC, also hired a team of consultants to assist with the development of the study.

In order to complete this study, the following tasks were required by GTC:

- Project initiation/kick-off meeting
- Corridor data collection and analysis
- Committee meeting to discuss project alternatives
- Refinement of preliminary alternatives
- Public Open House to review alternatives

- Committee meeting to review public comments and select preferred alternative
- Preferred alternative conceptual design
- Final public meeting to review the final plan
- Committee meeting for final plan approval
- Deliver final plan

Working with the Town, Village, GTC, and Genesee County, the design team performed a comprehensive information review of past planning efforts, current County initiatives regarding tourism and economic development, and other related projects such as the pedestrian bridge restoration in the Village.

The design team completed several field visits throughout the winter and early spring of 2005. Examples of information collected include:

- Corridor length and general routing;
- Natural features and environmental constraints;
- Land ownership;
- Physical constraints such as railroad overpasses, lack of right-of-way, conflict points;
- Potential trailheads;
- Important destinations;
- ADA compliance;
- Conditions at relevant road crossings; and
- Presence/condition of sidewalks for on-road segments.

Based upon the information collected, the design team and the Steering Committee identified potential trail route options. When evaluating these options, the following goals were identified:

- Linking Wildwood Park to Buttermilk Falls;
- Enhancing outdoor recreation options for residents;
- Limiting potential user groups to bicycles and pedestrians;
- Improving public access to Oatka Creek for all ages and physical abilities;
- Identifying low-impact alternatives to land owners; and
- Facilitating economic development for the Village, Town, and region.

III. Community Benefits

The Oatka Creek Trail will provide a number of benefits to LeRoy and the surrounding region. It is quite common for communities to voice strong opposition to trail proposals, citing concerns over privacy, liability, and the use of public funds. However, most places have found that as the various benefits of having a trail begin to unfold, people's fears are relieved. Furthermore, communities typically discover that the quality of life is measurably higher after a trail is developed. The careful design of a trail corridor can transform urban and rural settings into vibrant places that invite people to enjoy their community. Some of the many benefits include:

> *"...The Piedmont portion of the asphalt-paved trail touched off a health revival since it officially opened last September. Suddenly townspeople can walk, bike or skate without looking over their shoulder for motorized traffic."*
>
> -Eric Larson speaking of the Chief Ladiga Trail in Alabama

Improving Public Health

Recent decades have shown dramatic increases in the U.S. of cases of heart disease, adult and child obesity, and diabetes. Numerous studies have identified a direct correlation between poor physical health and people's lack of access to recreational opportunities. This correlation is also affected by our dependence on the automobile for nearly all of our daily trips. Having access to trails promotes healthier lifestyles and increases interaction within the community. Trails provide a safe and enjoyable recreation opportunity, which will help improve the overall physical fitness of local residents.

Transportation Alternatives

Trails provide important transportation options to communities. Well-designed trails connect people to key destinations including schools, parks, scenic rural areas, waterbodies, cultural attractions, commercial districts, and other population centers. For many people, these destinations are only accessible by automobile; trails provide a healthy, environmentally-friendly alternative for reaching them.

Bicyclists on the Genesee Valley Trail

Environmental Protection

Trail development typically includes the establishment of permanent conservation easements and/or the creation of new public open spaces in the community. This is an effective tool in slowing the advances of unplanned development that can have harmful long-term environmental impacts. Additionally, trails provide educational opportunities related to ecology, biology, and environmental stewardship. A community that has multiple opportunities to interact with the environment is more likely to value their natural assets and protect them for generations to come.

Interpretive signage on the Genesee Valley Trail

Economic Development

In many cases, trail projects have helped stimulate economic activity. Trails promote foot traffic, which is essential to the vitality of commercial districts. Extensive pedestrian activity is a sign of a vibrant place. The presence of a trail fosters community interaction and a sense of civic pride, both of which are catalysts in the success of local economies. Trails are rapidly growing in popularity, and numerous studies have demonstrated an increase in property values adjacent to or nearby trail corridors. Additionally, a diverse collection of recreational opportunities within a community is important in attracting and retaining employers.

Cultural Preservation

Many trails are located along waterways or transportation facilities, as these corridors typically have scenic qualities and connect important places. The establishment of a trail can help preserve a community's heritage, such as valuable waterfront areas and old railroad lines. Additionally, these corridors are often dotted with historic structures, cultural institutions, and early industries that played a role in the town's formation. Trails provide access to these locations and help secure their status as cherished community assets.

Cyclists on the Erie Canalway Trail

Although there are numerous benefits to developing a trail, there are also many concerns related to safety and liability. Appendix C discusses these issues in depth.

IV. Study Area Overview

For the purposes of this study, the trail corridor has been divided into four distinct segments (see Figure 3). This division is intended to simplify analysis and break the study area into manageable pieces. It has no relevance to the final trail design nor does it correlate with the phases of implementation as outlined in Section VIII.

- **Wildwood Park to Clay Street** (Village only)
- **Clay Street to Mill Street Pedestrian Bridge** (Village only)
- **Mill Street Pedestrian Bridge to Village Line** (Village only)
- **Village Line to Buttermilk Falls** (Town only)

Each of these segments has a unique blend of land uses and natural settings (see Figure 4). Therefore, the design of the trail should be well-integrated into the community while being respectful of its surroundings.

Dam south of Munson Street bridge

A. Wildwood Park to Clay Street

This segment presents possibilities for trail development along the creek and along nearby parallel streets (Myrtle and Munson). A trail along the creek would traverse at least two islands, creating the need for construction of pedestrian bridges. At certain times of the year, portions of the islands are underwater.

The segment begins at Wildwood Park on Munson Street and is primarily residential on both sides of the creek. There are steep slopes on either side of the creek, with some having more than a 20% slope. There is also a senior living facility on Munson Street along the southern edge of the creek.

B. Clay Street to Mill Street Pedestrian Bridge

This portion of the trail corridor begins at the mix of commercial and residential properties south of Main Street and heads north along Oatka Creek. A small Village park is located on the east side of the creek south of Main Street. This segment includes the Village's Central Business District as well as the Wolcott Street Elementary School.

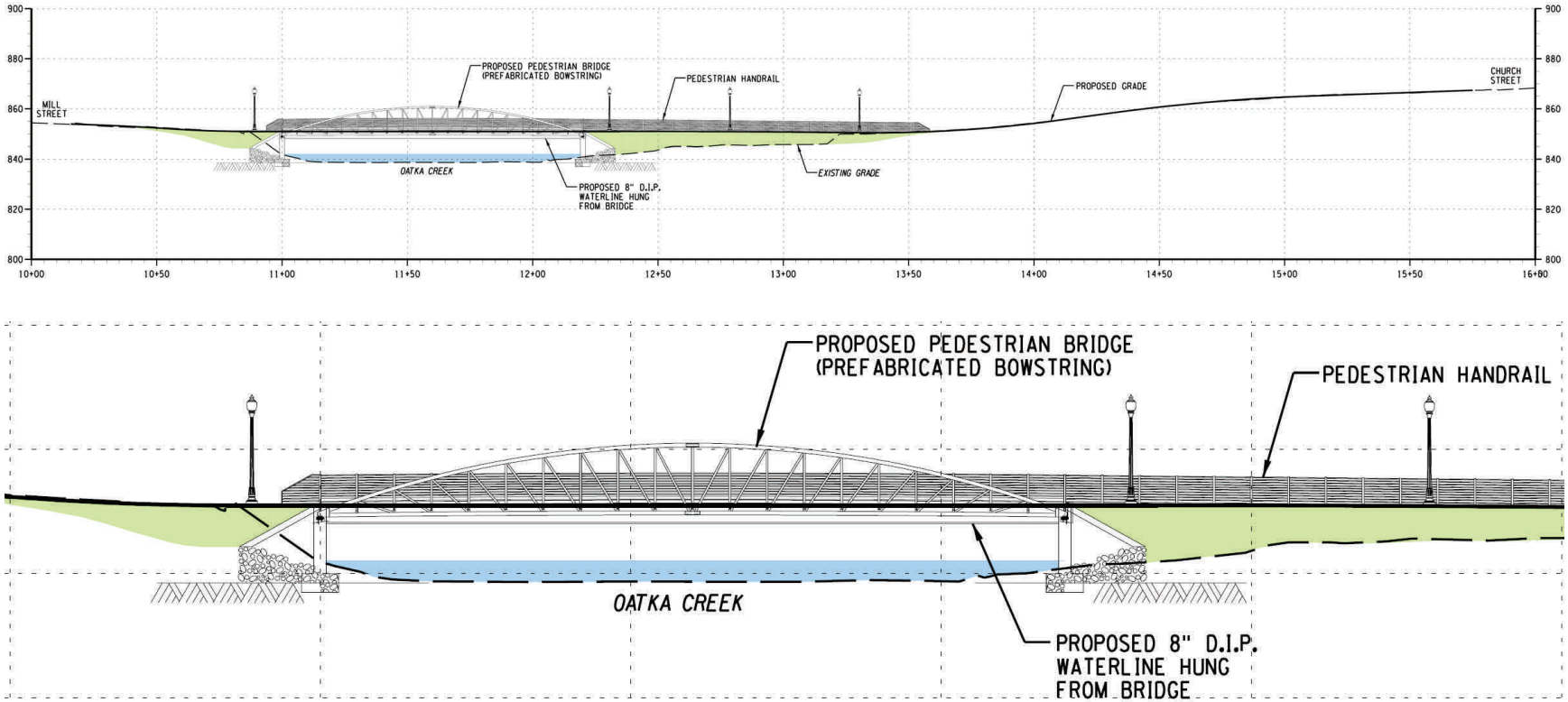
Input from the Steering Committee indicated that the portion of the trail immediately north of Main Street would be most appropriate on the west side of the creek, given the availability of land at the Mill Street Park and the proximity to the Main Street dam. This segment ends at the existing pedestrian bridge across the creek, which is slated for rehabilitation in 2006 as part of a federally-funded project (see Figure 5).

Main Street dam and waterfalls

C. Mill Street Pedestrian Bridge to Village Line

There is potential for trail development on both sides of the creek as well as along Church Street in this segment. It begins at the pedestrian bridge and crosses the Rochester & Southern Railroad corridor. North of these properties is Machpelah Cemetery, which is located on the east bank of the creek. The opposite side of the waterway consists of primarily vacant and undeveloped lands.

Figure 5: Proposed rehabilitation of the Mill Street Pedestrian Bridge



D. Village Line to Buttermilk Falls

The northernmost segment of the trail corridor is in the Town of LeRoy, which was ultimately eliminated from further consideration. This area is primarily residential along the creek corridor, surrounded by agricultural lands. The northern terminus of the study area is Buttermilk Falls. This part of the study area also includes North Street Road and Clay Street which parallel the creek on opposite sides. Opportunities for on and off road trail development exist along these roadways, although the design would be different than other on-street portions of the trail in the Village due to the rural nature and property setbacks of the corridor.

Due to the lack of public support as well as concerns related to access and safety at Buttermilk Falls, this segment was eliminated from further consideration in this study. However, the segment should remain a long-term consideration, as the preservation and/or acquisition of land at Buttermilk Falls is now part of the 2006 New York State Draft Open Space Conservation Plan, produced by the Department of Environmental Conservation.

Buttermilk Falls

V. Public Involvement

Public involvement in this study was consistent with GTC public participation policy. The Transportation Equity Act for the 21st Century (TEA-21) requires that "the metropolitan transportation planning process... include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in development plans" (Title 23 CFR 450.316).

GTC has a long history of involving the public in its planning and programming activities, and the Long Range Transportation Plan sets it as a priority by stating:

> *The transportation planning process shall be conducted in as open and visible a manner as possible, encouraging community participation and interaction between and among citizens, professional staff, and elected officials.*

The public involvement program provides an important link between the agencies, interest groups, the public, and the planning team, ensuring that the study is a collaborative effort and one where all have the opportunity to comment and provide input to technical decisions. The community participation program for this study was conducted in accordance with the goals and policies of both GTC and the Town and Village of LeRoy.

A. Steering Committee

In order to best represent the public interest, a group of stakeholders were assembled from a variety of organizations and interest groups. The committee consisted of Town and Village residents as well as representatives from:

- Town of LeRoy
- Village of LeRoy
- Genesee County
- Genesee Transportation Council
- New York State Department of Transportation
- Machpelah Cemetery Association

Main Street dam control station

The Steering Committee met several times throughout the conceptual design phase to provide input into the study, including the recommendations for specific planning activities.

B. General Public

In the early stages of this Study, landowners with property adjacent to the potential trail corridor were notified of the planning process and the upcoming opportunities for public input. Two public meetings were held, with the first taking place at the Knights of Columbus Hall on May 23, 2005. Conceptual trail designs were presented for the public to review and submit comments. The second, held at the LeRoy Village Hall on February 22, 2006, reviewed the Draft Feasibility Study recommendations and provided additional opportunities for public comment. This input was important to the process of refining the options and ultimately selecting a preferred option. More specifically, this input had a major influence on determining that the portion of the trail in the Town was not advisable at this time.

VI. Trail Design Considerations

A. Steering Committee and Public Input Recommendations

The following list is a broad summary of comments received by the Steering Committee and the general public. They represent the concerns, questions, and suggestions that were raised regarding the alignment, design, and construction of the proposed trail. A summary of comments about specific portions of the trail are outlined in Section VII.

- The trail should be as close to the creek as possible
- The trail should include periodic and strategically placed destinations, including points of interest, interpretive signage, public art, scenic views, and rest areas
- The trail should take advantage of the three Village parks in the study area - Wildwood Park, Mill Street Park, and the park southeast of the Main Street bridge
- The trail between Main Street and the pedestrian bridge should be on the west side of the creek because of the presence of a public park
- The trail should not extend into the Town until a safe destination is identified

B. General Design Recommendations

The Oatka Creek Trail needs to meet certain guidelines that address the needs of the intended users. Design and use of the trail should be contextual and reflect the nature of the surrounding man-made and natural environments.

1. On-Street Trail Segments

In an effort to celebrate LeRoy's unique heritage, there are areas of the trail that will be located along existing Village streets. In such cases, pedestrians will utilize the sidewalk network, following strategically placed signage. Existing sidewalk conditions, crossing conditions, and overall aesthetics will determine which side of the street will have its sidewalk designated as part of the trail.

Bicyclists should travel on the roadways. Dedicated bike lanes are recommended for the on-street sections although they would require adequate pavement width and NYSDOT approval. Bicycles should always travel in the direction of traffic and should avoid the use of sidewalks.

Although many might perceive the idea of bicycles on the street to be unsafe, it has proven to be safer than sidewalks. It is also one of many ways to reinforce the fact that the public right-of-way, i.e. streets, are intended to be used by the public, regardless of the transportation mode of choice. As such, streets should be designed with multiple modes of transportation in mind. The presence of the Oatka Creek Trail along several streets in the Village should reinforce these principles.

2. Off-street Trail Segments

Off-street portions of the trail should be a minimum of 10 feet in width, with at least a 2-foot shoulder on each side whenever possible. This width will accommodate pedestrian and bicycle traffic, providing enough space for the passing of slower traffic. The trail should be asphalt paved in all areas of the Village. In the portion of the trail that runs adjacent to the creek between Main Street and Clay Street, the trail will be on a concrete promenade that functions as a bulkhead to reduce erosion.

3. ADA Compliance

All portions of the trail should comply with the standards of the Americans with Disabilities Act. Compliance is necessary for securing state and federal funding for the project. This includes designing to minimize grades greater than 5% and providing ramp access wherever stairs are present along the trail. All sidewalks should have curb ramps for the sake of handicap accessibility. It is recommended that handicap accessible parking be provided at each trailhead parking lot.

VII. Trail Alignment Options

Upon completion of the site analysis and the public input process, numerous trail alignment options were identified (see Figure 6), including options for each of the four trail segments outlined in Section III. Concepts proposed take into account the trail design considerations outlined in Section IV.

A. Wildwood Park to Clay Street (4 options)

Option 1 travels along Gilbert Street, then turns east onto Myrtle Street.

Option 2 travels along the north shore of the Oatka Creek.

Option 3 travels along the islands in the creek, then along the south shore.

Option 4 travels along Munson Street, then turns northeast onto Wolcott Street, then turns north onto Clay Street.

Oatka Creek near Clay Street bridge

Additional design considerations in this segment include:

- Private property easements would be needed for Options 2 and 3.
- Constructing trail bridges between islands in the creek would be fairly expensive (Option 3).
- Myrtle Street is slated for a reconstruction project that will leave the roadway dimensions largely intact. These dimensions do not allow for bike lanes to be installed, so bicyclists and motorized vehicles would need to share the roadway (Option 1).
- There is a steep slope from Clay Street down to the southeast bank of Oatka Creek (Option 3).
- Option 2 would include a section of trail that would be very close to a private residence on Clay Street.
- There are currently no sidewalks on Gilbert Street.

B. Clay Street to Mill Street Pedestrian Bridge (2 options)

Option 1 travels along Clay Street, then turns east onto Main Street, then turns north onto Mill Street.

Option 2 travels along the southeast shore of the creek, then turns west onto Main Street, then travels north through Mill Street Park to the pedestrian bridge.

Additional design considerations in this segment include:

- Option 2 would require private property easements.
- The Elementary and Middle Schools are located across from the park on Wolcott Street, thus safe crossing measures must be employed.
- The Village is planning improvements to the park, including retaining walls and a pier projecting over the water.

Wolcott Street School & adjacent park

C. Mill Street Pedestrian Bridge to Village Line (2 options)

Option 1 crosses the pedestrian bridge to the east side of the creek, then travels north along Church Street until it ends at the creek, then along the east side of the creek past the cemetery.

Option 2 travels along the west side of the creek to the Village line.

Additional design considerations in this segment include:

- Private property easements would be needed for Option 1 in order to reach the cemetery.
- The slope between the railroad and the northern end of Church Street is less steep on the east side of the street (Option 1).

Mill Street Pedestrian Bridge

D. Village Line to Buttermilk Falls (2 options)

Option 1 travels from the cemetery along the east side of the creek, then travels east out to North Street Road, then travels north along North Street Road to Buttermilk Falls.

Option 2 travels along the west side of the creek to Buttermilk Falls.

Additional design considerations in this segment include:

- A private property easement would be required to connect the creek bed east to North Street Road in Option 1.
- Machpelah Cemetery is very scenic and contains important historic qualities. Opportunities exist to connect the trail with the existing roadway system in the cemetery, which also serves as a pedestrian system (Option 1).
- Buttermilk Falls is currently not a public park, though it is part of the 2006 New York State Draft Open Space Conservation Plan, produced by the Department of Environmental Conservation.

Buttermilk Falls

VIII. Preferred Trail Alignment

After analyzing information gathered from site visits and Steering Committee and public input, a preferred option was identified. Additionally, this recommended trail alignment was broken into three phases of implementation, as outlined in Figure 7. The approximate lengths of the three phases are as follows:

- Phase I (Wildwood Park to Mill Street Pedestrian Bridge) - *approximately 10,630 feet or 2.0 miles*
- Phase II (Mill Street Pedestrian Bridge to Machpelah Cemetery) - *approximately 3,400 feet or 0.6 miles*
- Phase III (Oatka Creek Islands Trail) - *approximately 1,800 feet or 0.3 miles*

The recommended trail alignment would begin at a trail head in Wildwood Park and utilize the existing sidewalk on the north side of Munson Street. At the intersection of Munson Street and Gilbert Street, the trail would head north on Gilbert Street on the west side of the street. Next the trail would cross Gilbert Street over to the north side of Myrtle Street, beginning a segment that highlights some of the Village's historic homes. A clearly delineated crosswalk is recommended for this intersection. There is not adequate space on Myrtle Street to accommodate bike lanes, so bicyclists and motorized vehicles would need to share the roadway.

Where Myrtle Street intersects with Clay Street, the trail would head both north into the CBD and south to the Oatka Creek bridge, forming a loop trail. The loop trail will serve to circulate non-motorized recreational and commercial traffic around the CBD as well as collect/distribute that traffic to surrounding neighborhoods. One option would be to travel north on the west side of Clay Street to Main Street. The existing crosswalk would be used to bring the trail to the north side of Main Street, where it would head east across Clay Street and then to Mill Street. At each of these intersection crossings, a gap analysis may be required to ensure adequate time is available for pedestrian crossing.

From the intersection of Clay Street and Myrtle Street, the southbound trail will cross Clay Street, head south over the Oatka Creek bridge, then follow along the edge of the creek. This begins an off-street segment on the southeast side of the creek which would travel through the back side of five privately-owned properties, requiring the establishment of conservation easements. It would also be a concrete promenade on top of a bulkhead needed for erosion control. The trail would then pass through the park that is adjacent to Wolcott Street, which would include another trail head. It would then

cross to the north side of Main Street, where the existing crosswalk would need to be enhanced, and head west to Mill Street.

At the corner of Main Street and Mill Street, the trail would again split — west to complete the loop and north to follow along the creek. The north option would briefly travel along Mill Street, then head east into Mill Street Park to the existing falls overlook. The trail would continue on the east side of the parking lot, meandering through Mill Street Park up to the pedestrian bridge.

Using the rehabilitated pedestrian bridge, the trail would cross Oatka Creek and connect to Church Street, where an additional trail head would be constructed. The sidewalk on the west side of the street will host the trail until the railroad tracks. The trail will then utilize the existing crosswalk and rail crossing, bringing the trail to the east side of Church Street until it ends at the creek. The trail would then follow the east bank of the creek, running through the back side of the cemetery property, until it terminates at the final trail head at the Village line.

After collecting input from the Steering Committee and the general public, it was determined that the portion of the trail in the Town is not advisable at this time. Although Buttermilk Falls is a unique and attractive natural feature within the region, it is currently on private property and lacks sufficient access and safety measures. It is recommended that if Buttermilk Falls is developed into a public park in the future, the trail segment in the Town should be reconsidered.

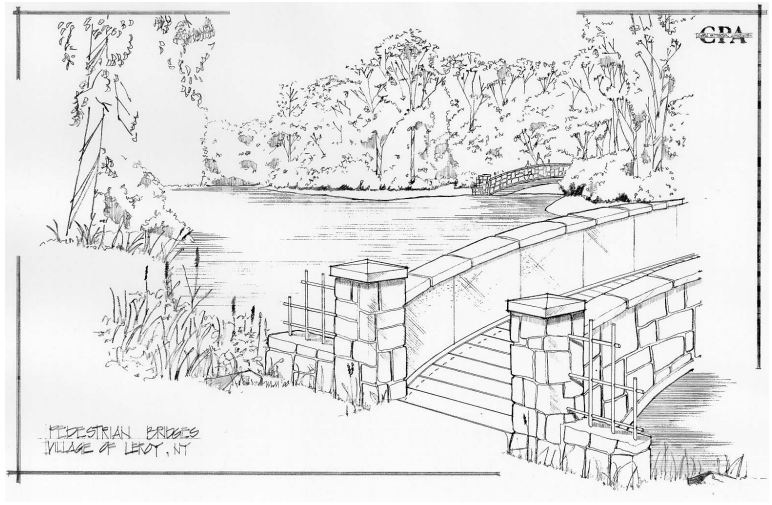


Figure 8: Conceptual image of Oatka Creek Island Trail Spur bridges

<u>Oatka Creek Island Trail Spur</u>

An additional trail segment is recommended as a long-term option. The public was supportive of the development of a trail that would allow access to the islands located in Oatka Creek (see Figure 8). It would begin at a trail head at the intersection of Gilbert Street and Munson Street. This area may require extensive cleanup in order to accommodate the trail head. The trail would then travel east across three islands in Oatka Creek requiring two new pedestrian bridges. This portion of the trail system would terminate on the easternmost island in the creek.

Trail Heads

To provide frequent access points to the trail, the following trail heads are recommended (see Figure 7):

- at Wildwood Park
- at the intersection of Gilbert Street and Munson Street, near the beginning of Phase III
- at Mill Street Park near the Main Street dam
- where the trail meets Church Street, adjacent to the Mill Street Pedestrian Bridge
- at the northern terminus of the trail in the cemetery property

Trail Phases

Phase I consists of the section of trail from Wildwood Park north to the Mill Street Pedestrian Bridge, including the loop trail in the center of the Village. It begins at the trail head in Wildwood Park, then travels along the sidewalks of Munson, Gilbert, and Myrtle Streets. Figures 9 and 10 show a cross section and plan for the Wildwood Park Trail-head. Figure 11 illustrates a recom-mended streetscape that would include all trail elements. While these dimen-

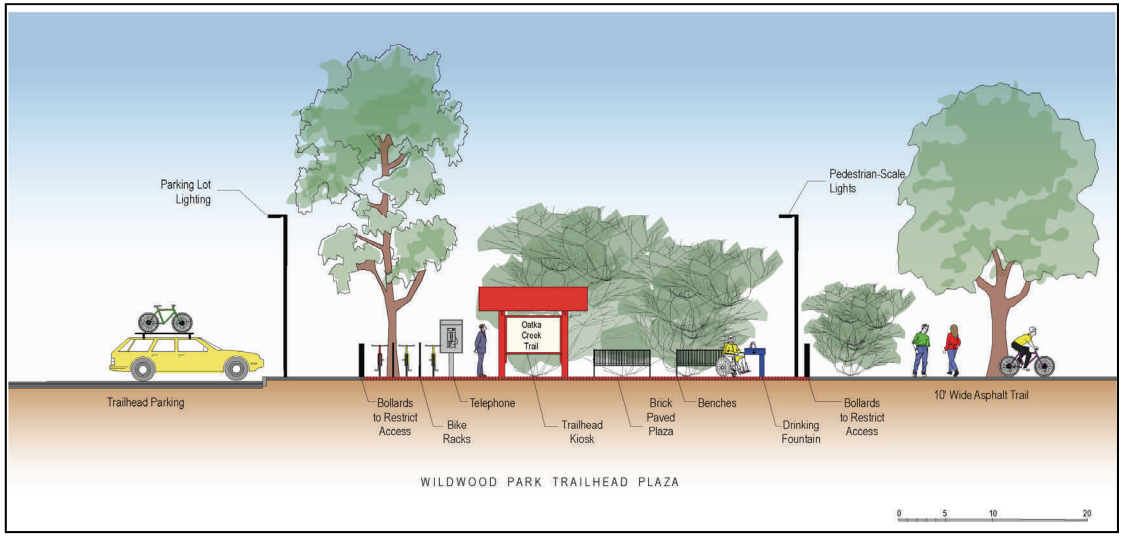


Figure 9: Typical trail head

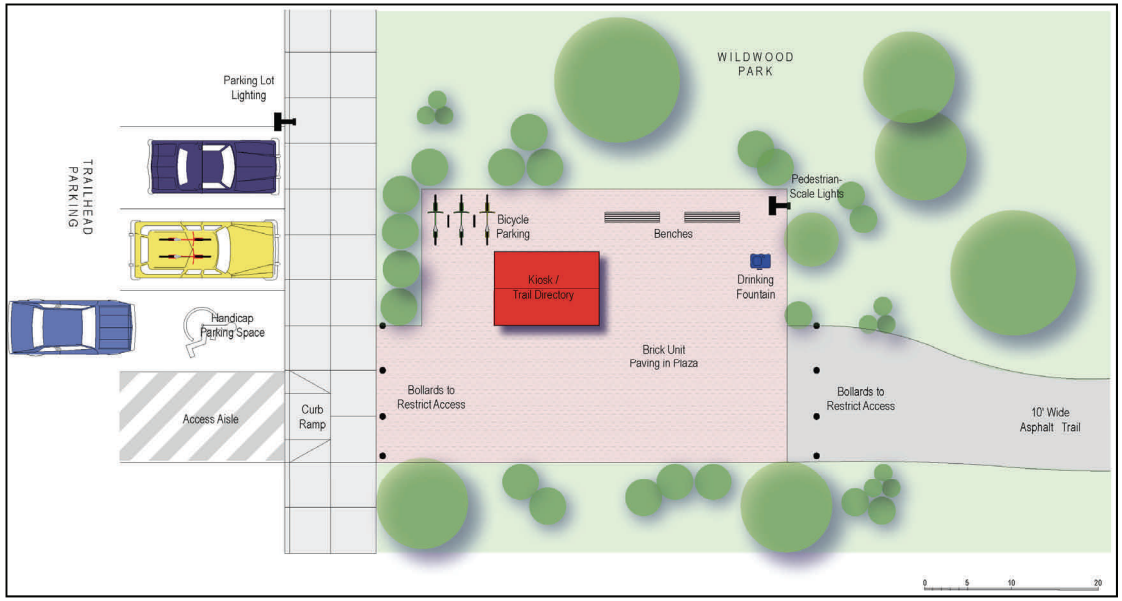


Figure 10: Wildwood Park trailhead plan

sions may not be relevant or appropriate to each on-street trail section, it is recommended that these elements and principles be implemented whenever possible.

After Myrtle Street, the Phase I trail would head south on Clay Street across the Oatka Creek bridge, then cross the street to the southeast bank of the creek. Figure 12 depicts how the trail would look along this off-street portion of the trail.

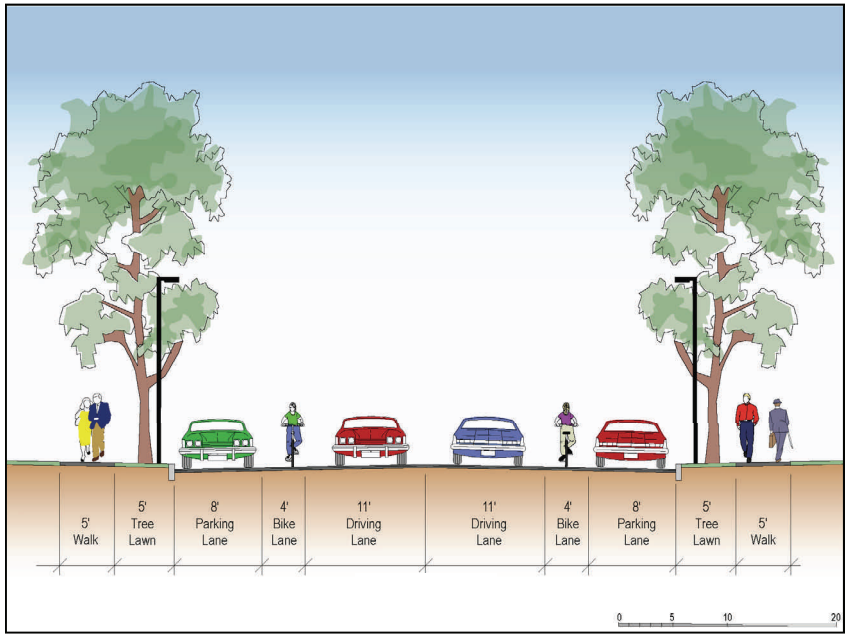


Figure 11: Typical on-street trail section

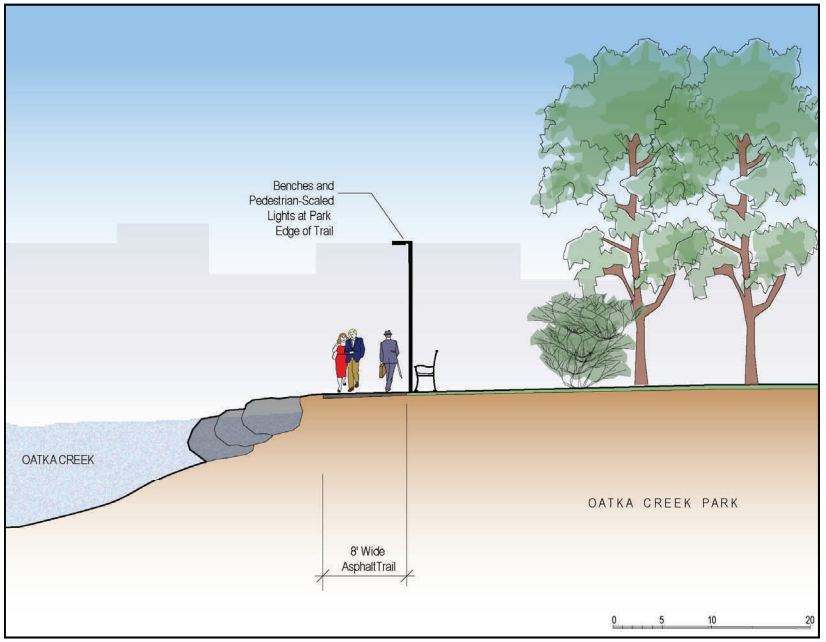


Figure 12: Oatka Creek Promenade section

The Phase I trail would then travel west along Main Street, north on Mill Street, then connect to Mill Street Park near the dam overlook. Figures 13 and 14 show what the trail should look like crossing a street such as Main Street, with appropriate pavement markings. A typical trail segment through the park is illustrated by Figure 15. Phase I ends at the trailhead on Church Street that serves the Mill Street Pedestrian Bridge.

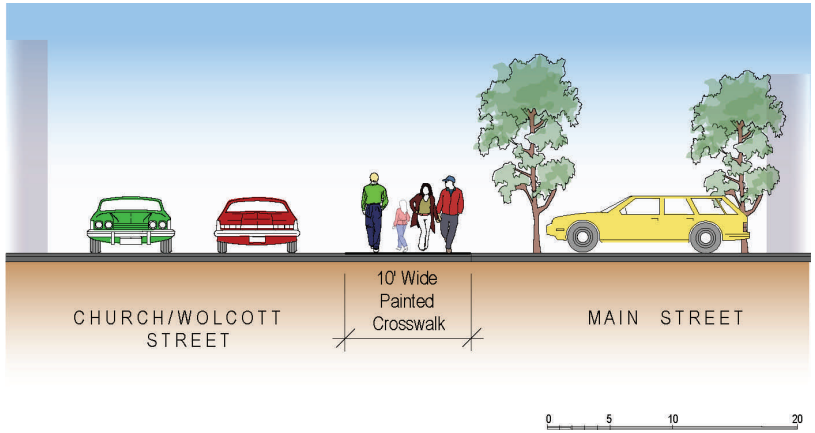


Figure 13: Main Street crossing section

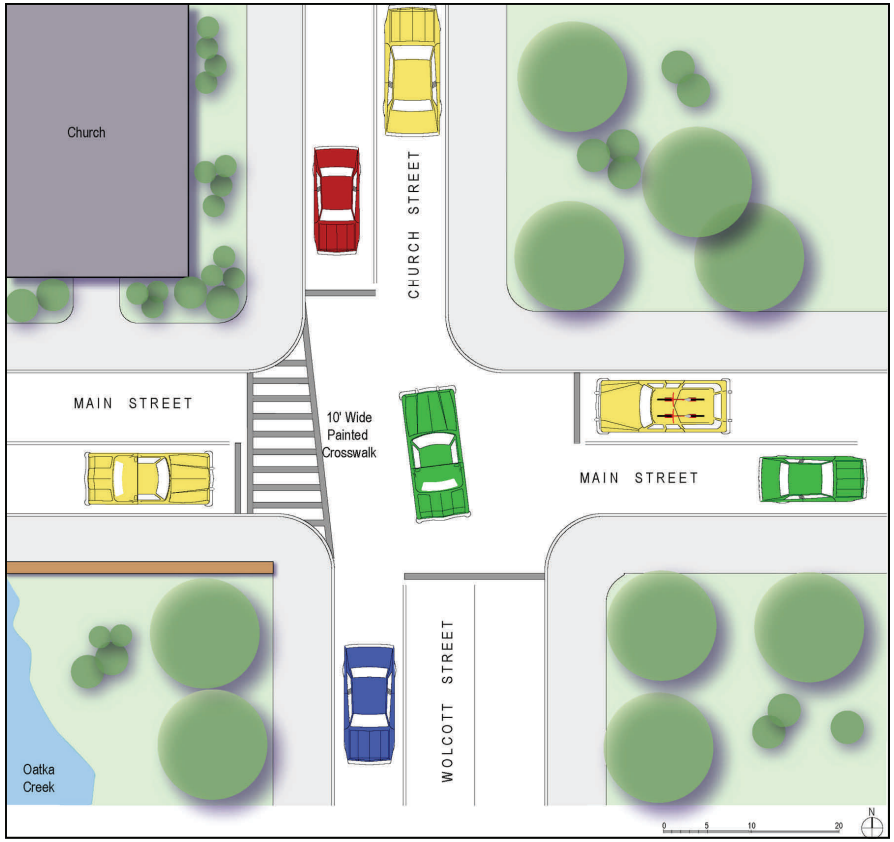


Figure 14: Main Street crossing plan

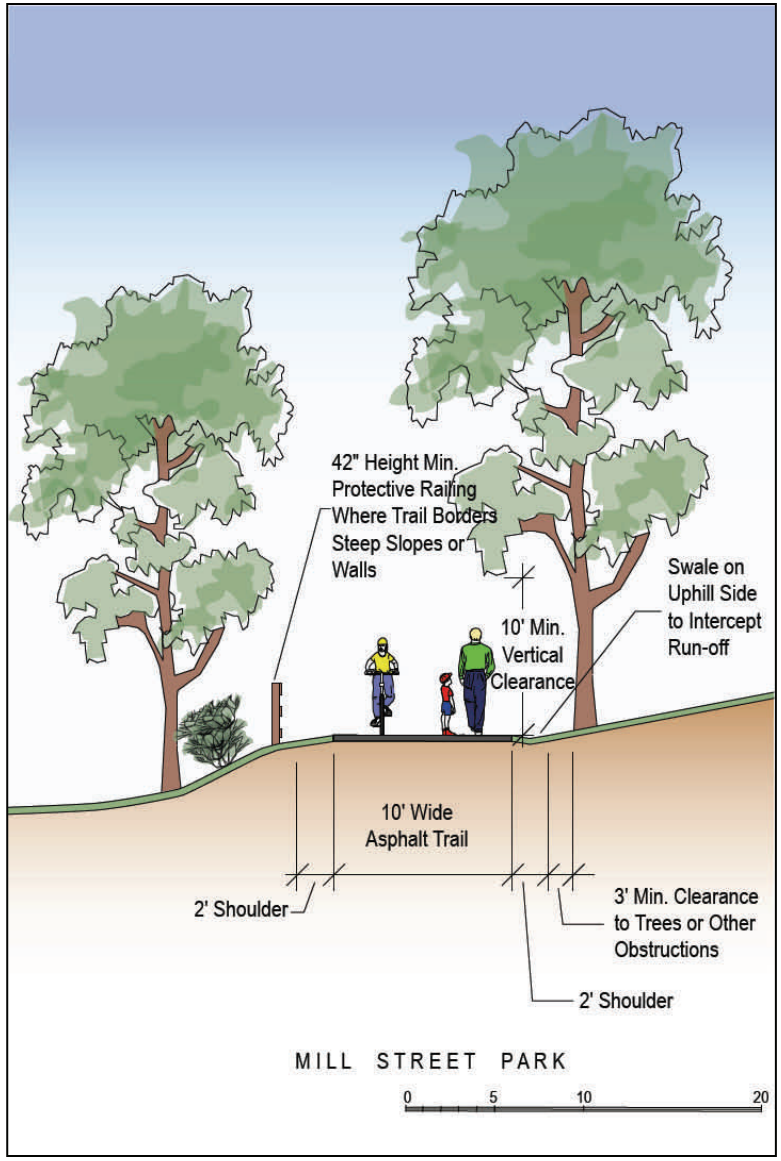


Figure 15: Mill Street Park section

Phase II includes the remainder of the trail north to the Village line. It begins at the trailhead on Church Street, then travels north past the railroad tracks to the end of Church Street. From there, the trail would run adjacent to Oatka Creek to Machpelah Cemetery.

Phase III consists of the Oatka Creek Islands Trail. It begins at the trailhead near the intersection of Gilbert and Munson Streets, then heads east along the creek bed, crossing over to two islands.

IX. Funding Resources

Figure 16 is an overview of federal, state, and local funding sources available for the design and construction of the Oatka Creek Trail. In August 2005, the President signed into law SAFETEA-LU, the latest federal surface-transportation reauthorization bill. SAFETEA-LU includes programs such as the Surface Transportation Program (STP), which provides money for multi-use trails. The Transportation Enhancements Program (TEP) is another source. TEP is designed specifically for developing trails as part of a region's transportation network. Coordinated by the NYSDOT, it promotes bicycle and pedestrian infrastructure and requires a 20% local match. New York State offers a variety of funding sources as well such as the Environmental Protection Fund, which provides money for recreational trails. The community will need to review the funding resources listed in this study and their eligibility to determine which program best facilitates the design and construction of the trail.

X. Conclusions

The Oatka Creek Trail will be a significant enhancement to the quality of life and transportation options in the Village of LeRoy and the surrounding region. It will provide opportunities for outdoor recreation and restore important connections to Oatka Creek. It will serve as an important alternative mode of transportation in the community and will function as a key recreational resource. Finally, the establishment of the Oatka Creek Trail will prove to be a vital link in the ever-expanding regional trail network.

Clay Street bridge over Oatka Creek

Figure 16: Overview of funding sources

Funding Source	Program Focus	Fundable Activities	Required Local Match	Deadlines
FEDERAL FUNDING				
Transportation Enhancements Program (TEP) *www.dot.state.ny.us/progs/tep.html*	Trails for transportation; on-street bicycle and pedestrian facilities	Preliminary engineering, design, right-of-way purchase, construction, inspection	20% *	Variable - confirm schedule with NYSDOT
Recreational Trails Program (RTP) *www.nysparks.state.ny.us/grants*	Trails for recreation	Planning, design, construction, maintenance equipment purchase	20% *	Annual program - confirm deadline with NYSOPRHP
Land and Water Conservation Fund Program (LWCF) *www.nysparks.state.ny.us/grants*	Trails for recreation	Acquisition, development, and/or rehabilitation of outdoor park and recreation facilities	50% or more *	Annual program - confirm deadline with NYSOPRHP
Surface Transportation Program (STP)	Trails for transportation; on-street bicycle and pedestrian facilities	Preliminary engineering, design, right-of-way purchase, construction, inspection	20% *	Biennial - part of region's Transportation Improvement Program (TIP)
Highway Bridge Repair and Replacement (HBRR)	Transportation -- projects must be located on a highway bridge	Preliminary engineering, design, right-of-way purchase, construction, inspection	20%	Biennial - part of region's Transportation Improvement Program (TIP)
Rivers, Trails, and Conservation Assistance Program (RTCA) *www.nps.gov/rtca*	Trails for transportation and/or recreation	Concept-level planning, public involvement, resource assessment	n/a	Annual program - July 1
STATE FUNDING				
Environmental Protection Fund *www.nysparks.state.ny.us/grants*	Trails for recreation	Acquisition and/or development of parks and recreation facilities, protection of open space	50% or more *	Annual program - confirm deadline with NYSOPRHP
Clean Air/Clean Water Bond Act *www.dec.state.ny.us*	Trails for transportation and/or recreation with focus on environmental and open space protection	Acquisition and/or development of parks and recreation facilities, protection of open space	50% or more *	Annual program - confirm deadline with NYSDEC
Governor's Traffic Safety Grant Program (GTSC) *www.nysgtsc.state.ny.us*	Transportation safety	Education, limited capital improvement projects	Not required	Annual program - confirm with county GTSC grant coordinator
LOCAL FUNDING/OTHER DEVELOPMENT OPTIONS				
GTC Bicycle/Pedestrian STP Set Aside Funding *www.gtcmpo.org*	Trails/other bicycle and pedestrian projects for transportation	Planning, preliminary engineering, design, right-of-way purchase, construction	20% *	Biennial - part of region's Transportation Improvement Program (TIP)
Local capital improvement programs	As determined by local municipality	As determined by local municipality	n/a	n/a
Incentive Zoning	As determined by local municipality	As determined by local municipality	n/a	n/a

*In-kind match allowed for all/part of the required local match.
Typical in-kind or "soft" match provisions include force account labor, volunteer labor, materials and/or equipment donation, etc.

XI. Acknowledgements

Many people have assisted in the successful completion of the Oatka Creek Trail Feasibility Study. We would like to thank all of the community members who participated in the public meetings and community forums. The input and ideas received at these venues helped drive the direction and specific detail contained in this plan. We would also like to thank the Project Steering Committee which worked diligently to guide this process and ensure broad community participation.

Project Steering Committee Members

Matt Balling
Kristie Bardeen
Steve Beauvais
James DeLooze
Erik Frisch
Tim Hens
Felipe Oltremari
Andy Onenick
Rochelle Stein

Appendix A:

Mill Street Pedestrian Bridge Report

Appendix B:

Oatka Creek Trail
Cost Estimate

Note: Trail design, construction, and maintenance costs can be reduced through a variety of sources including volunteer labor, fund raisers, and private donations.

PHASE I

Trailhead @ Munson/Myrtle

Item	*Unit Cost ($)*	*Quantity*		*Total*
Parking	900/space	10		9,000
Kiosk	10,000/kiosk	1		10,000
Wayfinding Signage	150/sign	2		300
Benches	1,000/bench	2		2,000
Trash Recepticle	350/recepticle	1		350
Crosswalk (50' ladder style)	150/crosswalk	1		150
Lighting (inlcuding conduit, etc.)	2,300/pole	6		13,800
			Subtotal	**$35,600**

Trail along Gilbert & Myrtle from Trailhead to Clay (3,360')

Item	*Unit Cost ($)*	*Quantity*		*Total*
Wayfinding Signage	150/sign	4		600
Sidewalks (5' wide, Gilbert only)	5/square foot	2,500		12,500
Crosswalk (50' ladder style)	150/crosswalk	2		300
			Subtotal	**$13,400**

Trail along Clay from Main to Oatka Creek (1,300')

Item	*Unit Cost ($)*	*Quantity*		*Total*
Wayfinding Signage	150/sign	2		300
Crosswalk (50' ladder style)	150/crosswalk	2		300
Bike Lane Striping	.50/linear foot [1]	1,300		800
			Subtotal	**$1,400**

Trail along southeast side of Oatka Creek (2,000')

Item	*Unit Cost ($)*	*Quantity*		*Total*
Wayfinding Signage	150/sign	3		450
Kiosk	10,000/kiosk	1		10,000
Revetment [2]	250/linear foot	1,600		400,000
Crosswalk (60' ladder style)	180/crosswalk	1		180
Sidewalks (10' wide promenade)	5/square foot	20,000		100,000
Benches	1,000/bench	6		6,000
Trash Recepticle	350/recepticle	3		1,050
Lighting (inlcuding conduit, etc.)	2,300/pole	15		34,500
			Subtotal	**$552,180**

Trail along Main from Clay to Oatka Creek (1,300')

Item	*Unit Cost ($)*	*Quantity*		*Total*
Wayfinding Signage	150/sign	2		300
Crosswalk (60' ladder style)	180/crosswalk	2		360
Bike Lane Striping	.50/linear foot [1]	1,300		800
			Subtotal	**$1,460**

Trail along Mill from Main to Pedestrian Bridge (1,400')

Item	*Unit Cost ($)*	*Quantity*		*Total*
Wayfinding Signage	150/sign	2		300
Lighting (inlcuding conduit, etc.)	2,300/pole	6		13,800
Crosswalk (60' ladder style)	180/crosswalk	1		180
Kiosk	10,000/kiosk	1		10,000
Benches	1,000/bench	2		2,000
Trash Recepticle	350/recepticle	2		700
Asphalt Path (10' wide)	2.75/square foot	14,000		38,500
			Subtotal	**$65,480**

Mill Street Pedestrian Bridge	see Appendix A	**Subtotal**	**$470,100** [3]
		PHASE I Subtotal	**$669,520**
		Contingencies & Soft Costs (20%)	**$133,904**
		PHASE I TOTAL	**$803,424**

PHASE II

Trailhead @ East End of Pedestrian Bridge

Item	*Unit Cost ($)*	*Quantity*		*Total*
Parking	900/space	5		4,500
Kiosk	10,000/kiosk	1		10,000
Lighting (including conduit, etc.)	2,300/pole	2		4,600
			Subtotal	**$19,100**

Trail along Church from Pedestrian Bridge to Oatka Creek (1,650')

Item	*Unit Cost ($)*	*Quantity*		*Total*
Wayfinding Signage	150/sign	2		300
Crosswalk (40' ladder style)	120/crosswalk	1		120
Bike Lane Striping	.50/linear foot*	1,650		950
			Subtotal	**$1,370**

Trail along Oatka Creek from Church to Cemetery (2,000')

Item	*Unit Cost ($)*	*Quantity*		*Total*
Wayfinding Signage	150/sign	2		300
Asphalt Path (10' wide)	2.75/square foot	20,000		55,000
			Subtotal	**$55,300**

Trailhead @ Cemetery

Item	*Unit Cost ($)*	*Quantity*		*Total*
Parking	900/space	10		9,000
Kiosk	10,000/kiosk	1		10,000
Wayfinding Signage	150/sign	2		300
Benches	1,000/bench	2		2,000
Trash Recepticle	350/recepticle	1		350
Lighting (inlcuding conduit, etc.)	2,300/pole	6		13,800
			Subtotal	**$35,450**
			PHASE II Subtotal	**$111,220**
			Contingencies & Soft Costs (20%)	**$22,244**
			PHASE II TOTAL	**$133,464**

PHASE III

Trailhead @ Islands Trail

Item	*Unit Cost ($)*	*Quantity*		*Total*
Wayfinding Signage	150/sign	2		300
Trash Recepticle	350/recepticle	1		350
Lighting (inlcuding conduit, etc.)	2,300/pole	4		9,200
Parking	900/space	10		9,000
Kiosk	10,000/kiosk	1		10,000
			Subtotal	**$28,850**

Islands Trail (1,800')

Item	*Unit Cost ($)*	*Quantity*		*Total*
Pedestrian Bridges	175,000/bridge	2		350,000
Benches	1,000/bench	2		2,000
Stone Dust Path (10' wide)	1.50/square foot	18,000		27,000
			Subtotal	**$379,000**
			PHASE III Subtotal	**$407,850**
			Contingencies & Soft Costs (20%)	**$81,570**
			PHASE III TOTAL	**$489,420**

[1] round up for additional symbol markings.
[2] 400' of revetment completed in 2004 at a total cost of approximately $100,000 (did not include path).
[3] Funding for the bridge has already been secured and is shown for reference purposes only. It is not included in the cost estimate total.
[4] Land acquisition costs not included.

PHASE I TOTAL	**$803,424**
PHASE II TOTAL	**$133,464**
PHASE III TOTAL	**$489,420**
PROJECT TOTAL [4]	**$1,426,308**

Appendix C:

Common Landowner Concerns Related to Trails

COMMON LANDOWNER CONCERNS RELATED TO TRAILS
(Courtesy Genesee Transportation Council)

Potential problems related to the development of trails that are commonly cited by affected residents include increased crime, lower property values, and greater liability. These perceptions often lead to strong opposition to trails irregardless of the potential benefits. However, there exists no conclusive evidence that these perceptions actually occur on a regular basis. These common concerns of crime, property values, and liability are discussed below.

Some key points to keep in mind during the trail development process with respect to landowner concerns include:

- Any time something new is proposed there is always going to be a certain amount of anxiety which can spread and eventually delay or halt any project
- Support for a trail cannot be taken for granted and legitimate concerns about the impact of trails need to be addressed openly, early, and often
- Generally speaking, proposed trail development may be greeted by 25% acceptance, 25% disapproval and 50% indifference; it is the indifferent 50% who can be swayed in either direction
- Cooperation between municipalities, landowners, and trail users is essential in order to carefully and respectfully address all concerns and needs, creating a "win-win" situation for all affected parties

Crime

Perception

- Trails result in increased vandalism, trespassing, burglary, littering, and other criminal activity that negatively impacts safety.

Reality

- Actual increases in crime associated with existing trails rarely occur and are negligible at most (e.g., broken glass along the trail, damage to fences and other property, etc.).
- Trails often convert unmanaged quasi-public spaces into managed and maintained amenities through a "policing effect" of dedicated and observant trail users who report suspicious activities.
- There is usually controlled vehicular access to the trail, via bollards or fences that are opened by maintenance personnel only, reducing the opportunity for criminals to leave the scene quickly.
- Factual information and testimonials from police with experience patrolling trail areas can go a long way to easing landowner concerns over increased crime.
- The presence of voluntary or professional trail patrols equipped to alert emergency services and neighborhood watch groups can improve safety.

Property Values

Perception

- Development of a trail corridor will decrease property values and affect the ability of homeowners' to sell their houses.

Reality

- Numerous case studies have concluded that trails have no adverse effects on the value of property adjacent to trails – in some instances, trails result in increased value and desirability.
- Trails have the ability to positively stimulate local economies by providing linkages between businesses and visitors.
- A common concern related to property values is that once the trail is built no one will maintain it, resulting in increased trash, overgrown weeds, and lack of adequate sanitary facilities among others. Every trail plan should include a maintenance and operations component to address these fears. Volunteer groups should, when possible, include adjacent landowners to increase sense of ownership and stewardship.

Liability

Perception

- Trail users will wander onto adjacent landowners' property, injure themselves, and hold the landowner or municipality liable.

Reality

- State law provides a measure of protection for landowners via recreational use statutes (RUS) – RUS cannot prevent landowners from being sued, but they do grant landowners certain protections and offer limitations on a landowner's liability when they allow recreational use on their property.
- Local governments' standard liability insurance is sufficient for most trail projects.
- There are no documented cases where a municipality's insurance premium has increased after development of a trail.

Conclusion

The reality is that trails have produced significant positive benefits in many communities while only resulting in minimal negative impacts in limited instances. As with any project, community leaders and planners should be sure to involve affected property owners and residents in the planning process, informing them of the benefits of trails and presenting data that refute their fears of perceived problems.
Reducing the actual or perceived number of occurrences of the most commonly reported problems requires identifying solutions based on the specific circumstances. For example, noise and loss of privacy may be reduced by increasing buffers between the trail and home, while open wood rail fences may more clearly signify property lines and reduce trespassing.

Misconceptions about the effects of trails on nearby and adjacent residents need not prevent their development. This handout provides trail planners and residents alike with the knowledge essential for reducing fears, winning support, and decreasing the likelihood of any potential negative impacts.

This section was produced by the Genesee Transportation Council with information from
American Trails (http://www.americantrails.org) and the
Triangle Greenways Council of North Carolina (http://www.geo.duke.edu/tgc.htm)

Additional websites that examine the benefits of trails:
http://www.americantrails.org/resources/benefits/index.html
http://www.trailsandgreenways.org
http://railtrails.org/benefits/recreation/default.asp

Prepared by:

CLARK PATTERSON ASSOCIATES

T&W

SPG Steinmetz Planning Group

TRANSPORTATION PROJECT REPORT

FINAL
SCOPE SUMMARY MEMORANDUM

PIN 4753.37

REPLACEMENT OF THE

MILL STREET PEDESTRIAN BRIDGE OVER OATKA CREEK

IN THE VILLAGE OF LEROY

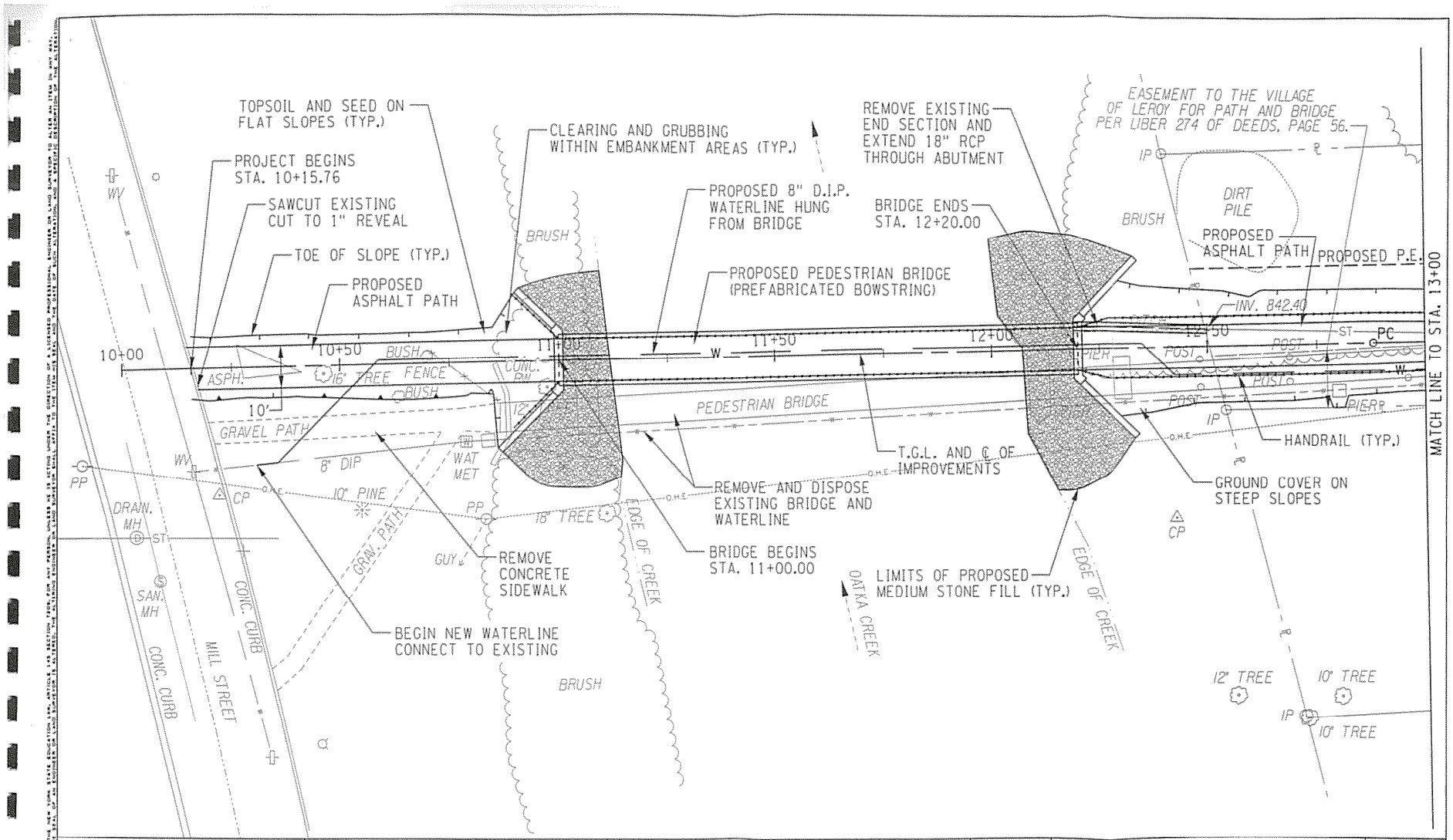
TOWN OF LEROY

GENESEE COUNTY

AUGUST 2005

U.S. Department of Transportation
Federal Highway Administration

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
GEORGE E. PATAKI, Governor THOMAS J. MADISON, Acting Commissioner



REVISIONS				
NO.	DATE	BY	CHKD	DESCRIPTION

CPA — CLARK PATTERSON ASSOCIATES

DESIGN PROFESSIONALS
186 NORTH WATER STREET
ROCHESTER, NEW YORK 14604
(585) 454-7600
www.clarkpatterson.com

GENESEE COUNTY DEPARTMENT OF HIGHWAYS

VILLAGE OF LEROY GENESEE COUNTY STATE OF NEW YORK

DATE: 08/2005
DRAWN: DCP
DESIGNED: SPR
CHECKED:
SCALE: 1"=20'

MILL STREET PEDESTRIAN BRIDGE
VILLAGE OF LEROY
PLAN

PROJECT NUMBER 9748.00

DRAWING NUMBER PL-01

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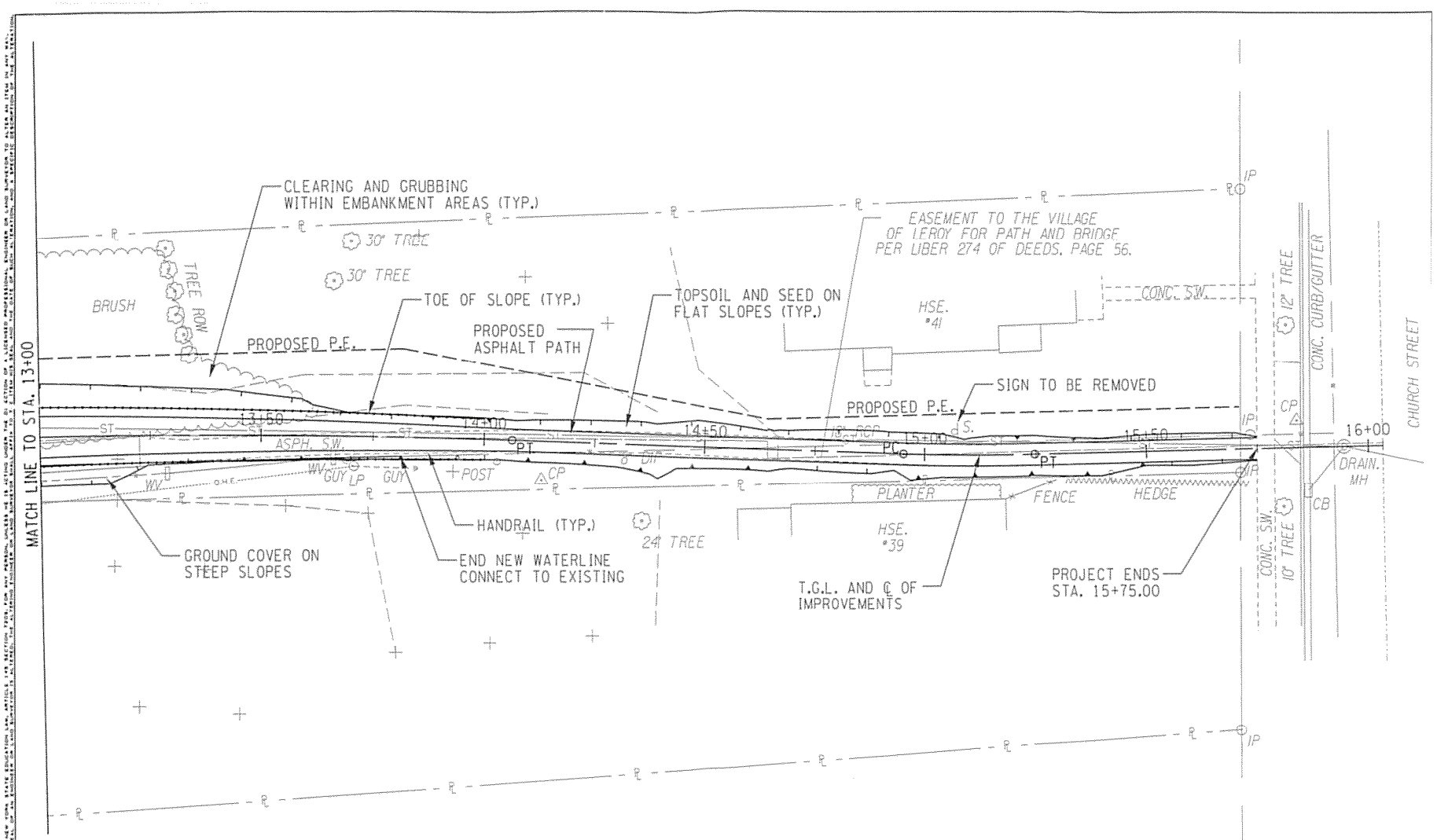

REVISIONS

NO.	DATE	BY	CHKD	DESCRIPTION

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www.clarkpatterson.com

GENESEE COUNTY DEPARTMENT OF HIGHWAYS

VILLAGE OF LEROY GENESEE COUNTY STATE OF NEW YORK

DATE: 05/2005
DRAWN: DCP
DESIGNED: SPR
CHECKED:
SCALE: 1"=20'

MILL STREET PEDESTRIAN BRIDGE
VILLAGE OF LEROY
PLAN

PROJECT NUMBER
9748.00

DRAWING NUMBER
PL-02

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The estimated cost to construct the bridge replacement alternative is as follows:

Bridge	$276,800
Approach Work	79,900
Waterline Relocation	55,900
Lighting	35,100
Contingency (5%)	22,400
Construction Sub-Total:	$470,100
ROW Acquisition:	$5,000
Engineering:	$86,700
ROW Incidentals:	5,000
Construction Inspection:	56,400
Project Total:	**$630,000 +/-**

Schedule

The key dates for completion of this project are as follows:

Design Approval:	August 2005
Construction Letting:	April 2006
Construction Completion:	October 2006

GTC Priority Trails Advancement Project

Oatka Creek Trail Feasibility Study

Trail Corridor Segments

Prepared March 2006

CLARK PATTERSON ASSOCIATES
186 North Water Street
Rochester, NY 14607

0 500 1,000 2,000 Feet

Buttermilk Falls

Oatka Creek

North Street Rd

Town of Le Roy

Village of Le Roy

Machpelah Cemetery

ROCHESTER & SOUTHERN RR

Mill Street Pedestrian Bridge

Erie St

Maple St

North St

Saint Marks St

Church St

Lake St

Lent St

Pleasant St

Mill St

Mill Street Park

Bacon St

E Main St

W Main St

Wolcott Street School

Craigie St

Gilbert St

Myrtle St

Creek

Wildwood Park

Munson St

Oatka

Clay St

Wolcott St

Summit St

Munson St

Gilbert St

Legend

- Village Boundary
- Parcels

Trail Corridor Segments

- Wildwood Park to NY 19
- NY 19 to Mill Street Pedestrian Bridge
- Mill Street Pedestrian Bridge to Village Line
- Village Line to Buttermilk Falls

Figure 3

GTC Priority Trails Advancement Project

Oatka Creek Trail Feasibility Study

Existing Land Use

Prepared March 2006

CLARK PATTERSON ASSOCIATES
186 North Water Street
Rochester, NY 14607

0 500 1,000 2,000 Feet

Oatka Creek
North Street Rd
ROCHESTER & SOUTHERN RR
Erie St
Maple St
North St
Lake St
Saint Marks St
Church St
Pleasant St
Mill St
Bacon St
E Main St
W Main St
Lent St
Craigie St
Gilbert St
Myrtle St
Creek
Munson St
Oatka
Clay St
Wolcott St
Summit St
Munson St
Gilbert St

Legend

- Village Boundary
- Parcels

Land Use

- Agricultural
- Residential
- Vacant
- Commercial
- Recreation & Entertainment
- Community Services
- Industrial
- Public Services
- Parks & Conservation Lands

Figure 4

GTC Priority Trails Advancement Project

Oatka Creek Trail Feasibility Study

Trail Alignment Options

Prepared March 2006

CLARK PATTERSON ASSOCIATES
186 North Water Street
Rochester, NY 14607

0 500 1,000 2,000 Feet

Town of Le Roy

Village of Le Roy

Buttermilk Falls

Oatka Creek

North Street Rd

Machpelah Cemetery

ROCHESTER & SOUTHERN RR

Mill Street Pedestrian Bridge

Erie St

Maple St

North St

Lake St

Saint Marks St

Church St

Mill St

Pleasant St

Mill Street Park

Bacon St

E Main St

W Main St

Lent St

Craigie St

Gilbert St

Wolcott Street School

Myrtle St

Wildwood Park

Munson St

Clay St

Wolcott St

Summit St

Legend

Village Boundary

Parcels

Trail Cooridor Segments

Wildwood Park to Clay St

On-street from Wildwood Park

-Options-

1 - Myrtle Street (on-street)

2 - North Shore Trail (off-street)

3 - Islands Trail (off-street)

4 - Munson Street (on-street)

Clay St to Mill Street Pedestrian Bridge

-Options-

1 - Architectural Walk (on-street)

2 - Promenade (off-street)

Mill Street Pedestrian Bridge to Village Line

-Options-

1 - Cemetery/East side (on/off-street)

2 - West side (off-street)

Village Line to Buttermilk Falls

-Options-

1 - East side (on/off-street)

2 - West side (on/off-street)

Figure 6

GTC Priority Trails Advancement Project

Oatka Creek Trail Feasibility Study

Preferred Trail Alignment

Prepared March 2006

CLARK PATTERSON ASSOCIATES
186 North Water Street
Rochester, NY 14607

0 500 1,000 2,000 Feet

Town of Le Roy

Village of Le Roy

Buttermilk Falls

Creek

Oatka Creek

North Street Rd

Phase II

Machpelah Cemetery

ROCHESTER & SOUTHERN RR

Mill Street Pedestrian Bridge

Erie St

Maple St

North St

Lake St

Saint Marks St

Church St

Mill St

Pleasant St

Mill Street Park

Bacon St

E Main St

W Main St

Lent St

Craigie St

Gilbert St

Phase I

Wolcott Street School

Myrtle St

Creek

Wildwood Park

Munson St

Oatka

Clay St

Wolcott St

Summit St

Phase III

Munson St

Gilbert St

Legend

- Village Boundary
- Parcels
- Street Crossings
- Trail Heads

Preferred Trail Alignment

- Phase I
- Phase II
- Phase III

Figure 7