

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 23-30 Accepting the *Arcade Multi-Use Trail Feasibility Study* as evidence of completion of UPWP Task 6550

WHEREAS,

1. The *FY 2023-2024 Unified Planning Work Program* includes Task 6550, *Arcade Multi-Use Trail Feasibility Study*, for the purpose of developing a multi-use trail system for the Village of Arcade;
2. Said Task developed an inventory of Arcade's existing trail network and previous trail planning studies; conducted a needs assessment that identified potential destinations, safety and environmental considerations, and right-of-way opportunities; identified recommendations including trail facility types, alternative routes, priority routes and connections, and trail elements and amenities; developed an implementation strategy, including construction phasing, potential funding sources, and maintenance needs; and undertook an extensive public engagement process including meetings, interviews, and surveys to solicit and integrate community input on the recommendations;
3. Said Task has been completed and has resulted in the *Arcade Multi-Use Trail Feasibility Study*, which provides a strategy for improving the trail system in the Village of Arcade; and
4. Said Plan has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Arcade Multi-Use Trail Feasibility Study* as evidence of completion of UPWP Task 6550; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on December 14, 2023.

Date _____

CHRISTOPHER REEVE, Secretary
Genesee Transportation Council

Executive Summary

Introduction

The Arcade Multi-Use Trail Feasibility Study will develop a cohesive set of concept-level plans and strategies, with defined priorities, to guide the Village in improving and expanding pedestrian and bicycle access within the Village of Arcade and region. The results of this study will identify opportunities to enhance safety and accessibility for pedestrians and bicyclists in Arcade and will recommend projects and strategies based on the determination of needs of area pedestrians and cyclists. The goal is to define trail alignments that accommodate all ages and abilities and connect the various destinations within and outside the village. A loop trail around the village would be ideal.



Pedestrian bridge over Cattaraugus Creek at Sanford Ave

Study Area

The focus of the study area is the Village of Arcade; however, potential connections to local amenities and regional trails outside of the Village will be considered.

Existing and Previously Proposed Bicycle and Pedestrian Facilities

There are an estimated 11.2 miles of existing sidewalk along roads within the Village boundary. There are currently 2.1 miles of sidewalk extensions desired within the Village.

There is currently one 0.18 mile-long multi-use trail within the Village that includes ADA-compliant ramps and a pedestrian bridge that was constructed over Cattaraugus Creek in 2012 from Sanford Avenue (behind the First Baptist Church of Arcade) to Water Street. Additionally, there is a 0.27 mile-long paved driveway through the Pioneer Central School property from West Street to the Pioneer Elementary School (overlapping with the proposed Strategic Plan Downtown Trail alignment) informally used as a multi-use trail, formal trail use may be possible following collaboration with the Pioneer Central School system.

Regional Destinations and Trails

Arcade's central location between multiple existing and planned regional trail systems puts the Village in a prime position for local and regional trail development. As the crow flies, the Village is located approximately 20 miles from the existing Genesee Valley Greenway, 27 miles from the existing Groveland Secondary Trail, and 12 miles from the Southern Tier Trail.



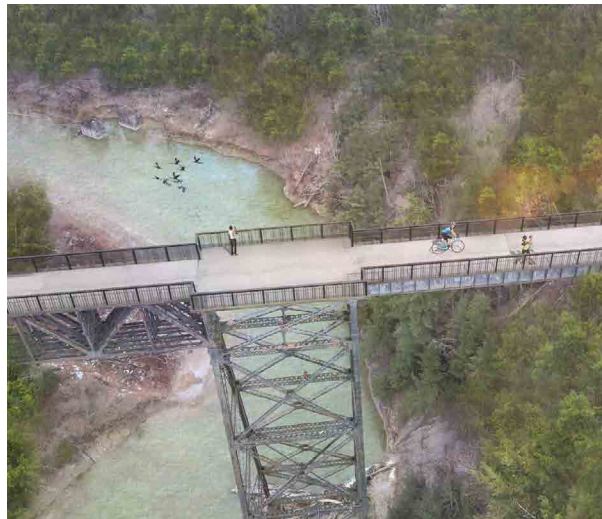
Genesee Valley Greenway State Park in Belfast, NY
Source: NYSOPRHP

Safety Considerations and Roadway Characteristics

There are 13.9 miles of roadway centerline within the Village boundary. To evaluate opportunities for improvements along the roadway and challenges for bicycle and pedestrians, traffic volumes, vehicular speed limits, and crash history were considered.

AADT

Recorded volumes on major Village roads range from 310 to 12,505 vehicles per day. As expected, Main Street (Route 39) experiences the highest traffic volumes, followed by Liberty Street (Route 98).



Example photo-simulation of what the Cascade Bridge may look like as part of the Southern Tier Trail

Source: GObike

Posted Speed

According to Chapter 61: Traffic Control of the Village Laws, all roadways within the Village have a maximum posted speed of 25 MPH with the exception of:

- **West Main Street - 40 MPH** (NYS Route 39) between the westerly fence line of St. Peter and Paul's Roman Catholic Cemetery and the west corporation line.
- The remainder of **Main Street - 30 MPH** (NYS Route 39).
- All of NYS Route 98 (**Liberty Street and east portion of North Street**) - 30 MPH.

Crashes

There were a total of 365 crashes reported within the 10-year period. Of those, 5 were bicyclist-involved crashes and 3 were pedestrian-involved crashes.

Trail Usage

In order to estimate potential trail usage or demand for any proposed trail, trail user counts from across the region, in six comparable locations, were considered. Using population density, it is assumed that the average daily trail use in Arcade would be 74 trips or 27,000 per year. If the proposed trail is approximately four miles in length, trail use would be 97 trips per day or over 35,000 trips per year.

Public Engagement

The project team completed a series of outreach activities to reach and engage the communities that would be most impacted by the proposed Arcade trail network projects. This chapter includes a summary of engagement methods, correspondence, meetings, and community engagement opportunities to ensure that community needs and concerns are identified and included in the project.

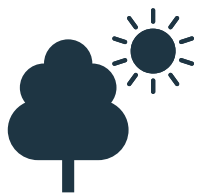
Primary public engagement activities include:

- March Public Meeting
- Virtual Public Engagement
 - » Survey
- Stakeholder Interviews
- Slow Roll & Bike Rodeo
- Interactive Map
- June Public Meeting

TOP 3 REASONS FOR TRAIL USE



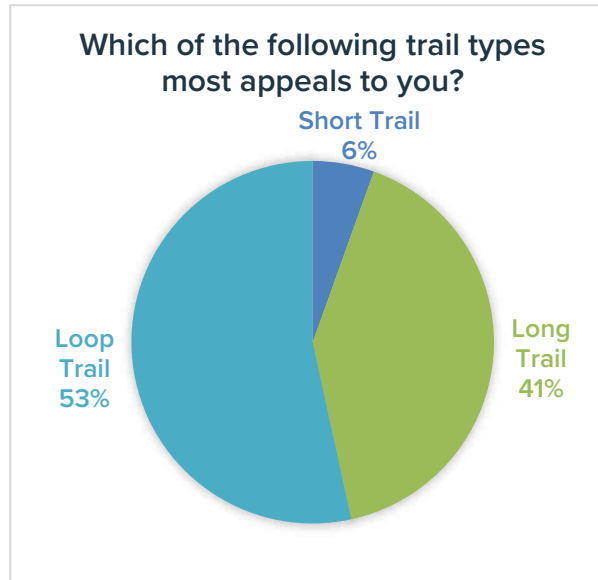
Exercise



Well-being
and fresh air



Spending
time with
family and
friends



Facility Types

There are multiple types of facilities that are recommended within the Arcade Multi-Use Trail Feasibility Study. Different facilities may be considered based on the constraints within the project site, such as road width and right-of-way (ROW), or based on the current use of the roadway and daily traffic patterns.

The facility types recommended in this study include sidewalks, multi-use trail, sidepath, rail-with-trail, shoulders and bike lanes, and bike boulevards.

Alternatives Explored

A number of both local and regional multi-use trail alternatives were identified and explored for the Village of Arcade Multi-Use Trail Feasibility Study.

Some of the off-road alternatives explored are included in the priority projects and described in more detail later in this document. The other off-road trails were not explored further for various reasons: the route did not meet the immediate objectives for connectivity to Arcade, lack of right of way or right of way width, involvement of a significant number of private landowners outside of the Village, or significant topography challenges. These routes can and should be explored further for future regional connections, but did not rise to the same level of priority or feasibility as the others.

The on-road routes did not immediately meet the objectives of the off-road protected network that is a goal of this study. Still, these roadway corridors are the most efficient way to connect Arcade's future trail system to the regional network. While a sidepath would be preferred, especially on higher speed and higher volume roadways, an increase in shoulder width to at least 5 feet, would accommodate most experienced long distance cyclists. The County and State should be encouraged to consider the widening of the shoulders and creation of these bicycling routes as each maintenance project is completed.

Trail and On-Road Alternatives Explored

Trail Alternatives Explored

- Trail Alternatives Explored
- On-Road Alternatives Explored

Regional Trails

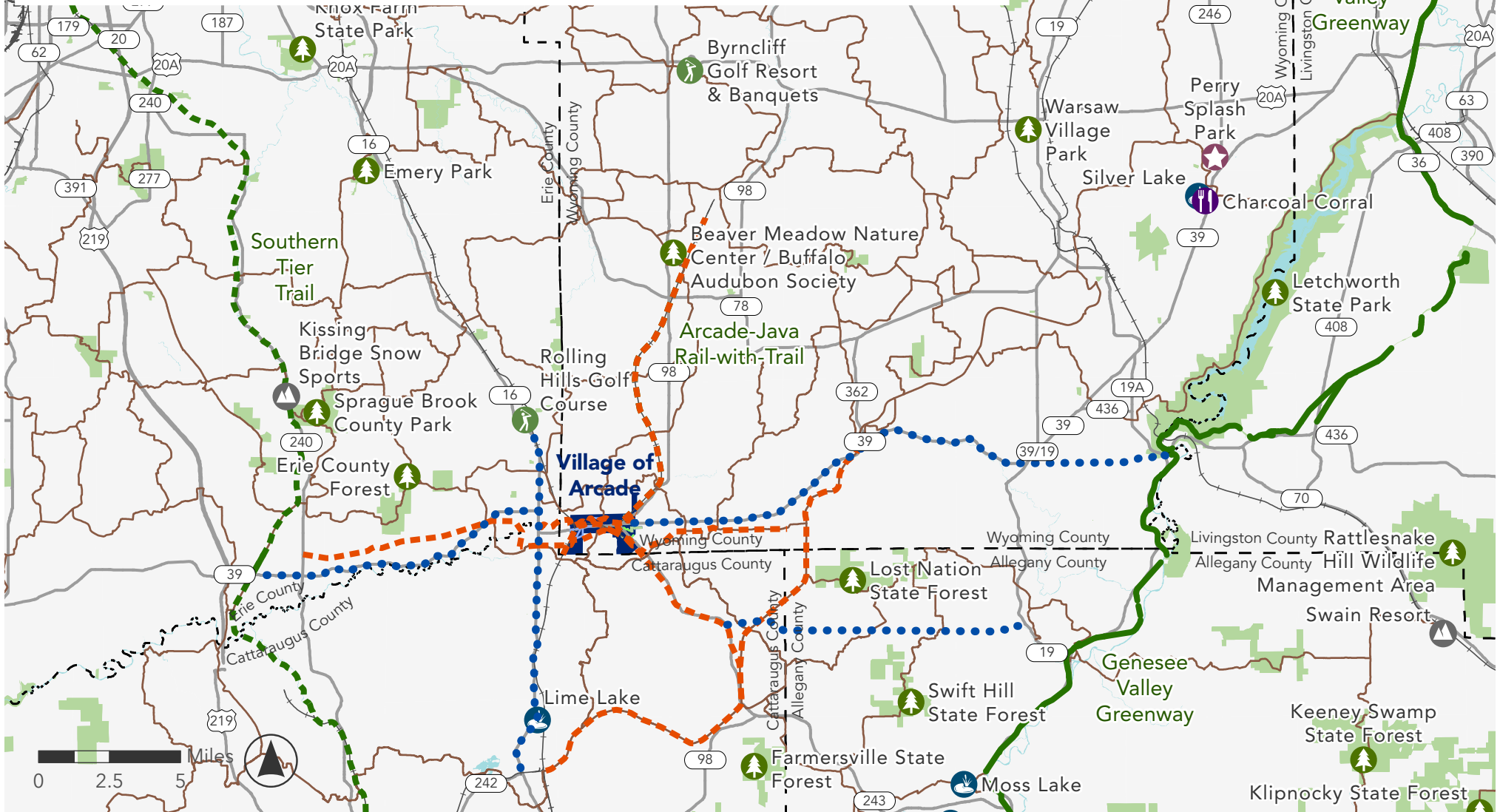
- Existing Regional Trails
- Proposed Regional Trails
- Existing Snowmobile Trails

Regional Destinations

- Parks and Open Space
- Golf Course
- Lake
- Restaurant
- Ski Resort
- Other Destination

Basemap

- Railroad
- Roadway
- Village of Arcade
- Open Space
- County Boundaries



Priority Routes and Additional Connections

Following development and exploration of all alternative routes, and socializing these options with stakeholders and the general public, four priority routes were identified for progression for the Village of Arcade Multi-Use Trail Feasibility Study.

In addition to the four priority trail routes, the Study also identified three additional connections that would help create a loop trail within the Village while providing additional connections to key Village destinations. This chapter will provide detail on the following priority routes and additional connections:

Priority Routes:

- Arcade-Java Rail-with-Trail
- Utility Line Trail
- Cattaraugus Creek Trail - South
- Main Street On-Road Connection

Additional Connections:

- County Line Road Connection (coupled with the Utility Line Trail)
- Clear Creek Connection (coupled with the Cattaraugus Creek Trail - South)
- North Street Park Connection (coupled with the Cattaraugus Creek Trail - South)

Table i: Summary of Recommended Multi-Use Trails

Trail	Facility Types	Length (mi(=))	Acquisition/Easement Needed	# of Crossings	Cost Estimate
Arcade-Java Rail-with-Trail	Rail-with-Trail	12.17	Likely	10	\$15.3M
Utility Line Trail	Multi-Use Trail and Bike Boulevard	3.66	Yes	6	\$6.9M
Cattaraugus Creek Trail - South	Rail-with-Trail, Multi-Use Trail, and Bike Boulevard	2.14	Yes	5	\$2.1M
Main Street On-Road Connection	Bike Space in Shoulder and Sidepath	3.00	No	N/A	\$6.6M*
County Line Road Connection	Sidepath	0.47	No	0	\$0.6M
Clear Creek Connection	Multi-Use Trail and Bike Boulevard	0.75	Yes	0	\$1.3M
North Street Park Connection	Bike Boulevard	0.58	No	N/A	\$0.4M

**Cost estimate is only for the sidepath and does not include other roadway improvements or possible ROW acquisition*

All of these trails are being recommended for development - including seeking funding to proceed with design and construction. As a whole network, the trails connect the different neighborhoods and community destinations within and outside the Village of Arcade. Each trail, segments of each trail, or combinations of portions of the trails can have their own utility

and do not need to be implemented as a whole, though logical termini should be considered. The trails can also be implemented with different extents than described below - such as completing a portion of the Utility Line Trail and Clear Creek Trail to provide a park-to-park connection

Priority Trail Routes and Connections

Priority Trail Routes

- Arcade-Java Rail-with-Trail
- Cattaraugus Creek South
- Utility Line Trail
- Main Street On-Road

Additional Trail Connections

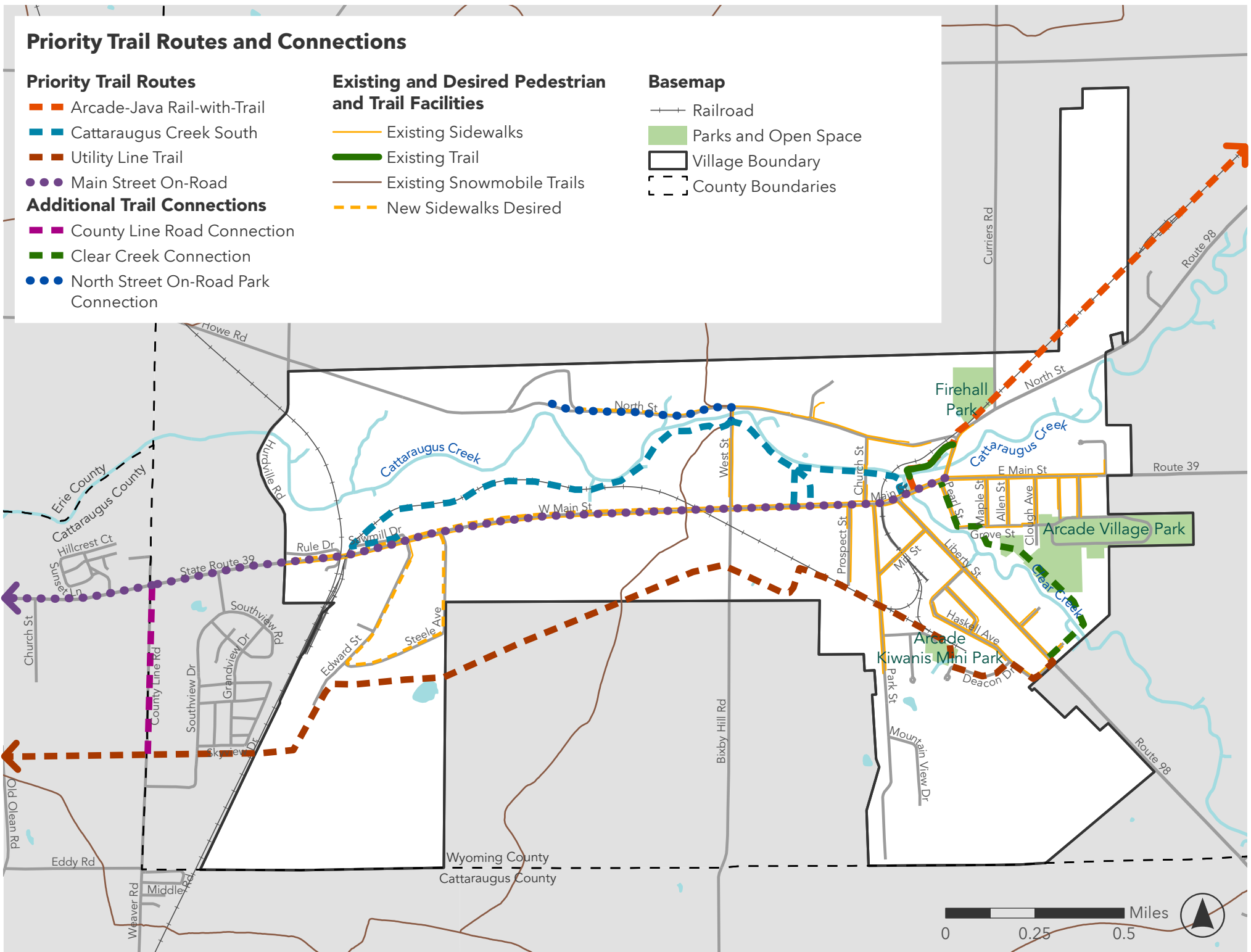
- County Line Road Connection
- Clear Creek Connection
- North Street On-Road Park Connection

Existing and Desired Pedestrian and Trail Facilities

- Existing Sidewalks
- Existing Trail
- Existing Snowmobile Trails
- - - New Sidewalks Desired

Basemap

- +— Railroad
- Parks and Open Space
- Village Boundary
- County Boundaries



Arcade-Java Rail-with-Trail

The proposed Arcade-Java Rail-with-Trail extends 12.17 miles from the Village of Arcade to the Beaver Meadow Nature Center / Buffalo Audubon Society in North Java. The alignment within the Village of Arcade will connect to and follow the existing 0.18 mile-long multi-use trail

between North Street and Main Street. The proposed Arcade-Java Rail-with-Trail would be a 10-foot-wide multi-use path located adjacent to the active Arcade and Attica rail corridor.



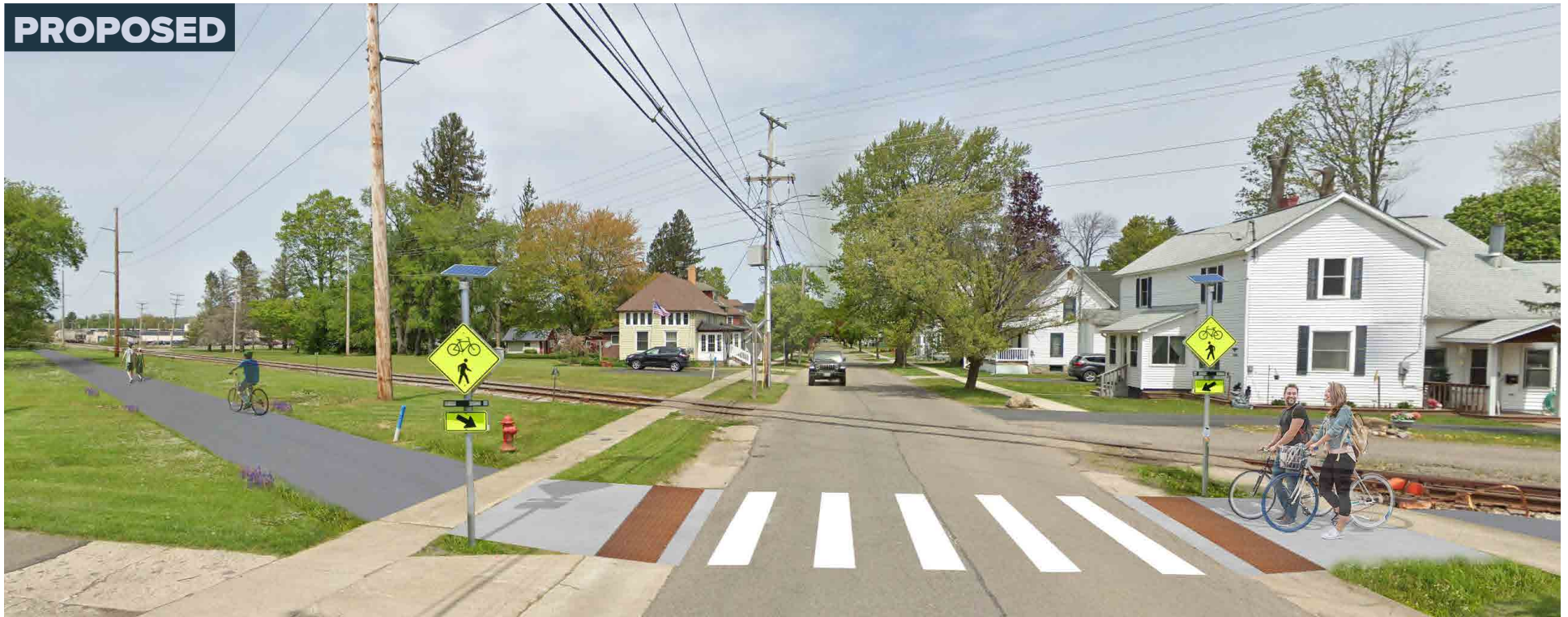
Arcade-Java Rail-with-Trail Photosim

This rendering illustrates a rail-with-trail. The trail surface is stone dust with grass shoulders. A split rail fence separates the trail from the railroad, although other means of separation can be used.

Utility Line Trail

The proposed Utility Line Trail extends 3.7 miles between Route 16 in Yorkshire to Liberty Street on the eastern side of the Village of Arcade. This alignment follows the existing utility line through multiple publicly- and privately-owned properties. The utility line is currently owned and maintained by the Village, which holds easements with adjacent property owners, typically 75 feet in width. If implemented, the

Utility Line Trail would require amendments to existing easements to enable implementation of the proposed 10-foot-wide multi-use trail within this corridor. Most of the adjacent land is currently being used for farming. The trail can be constructed to minimize interference with current operations and crossings incorporated to access various fields.



Utility Line Trail Photosim at intersection with Park Street

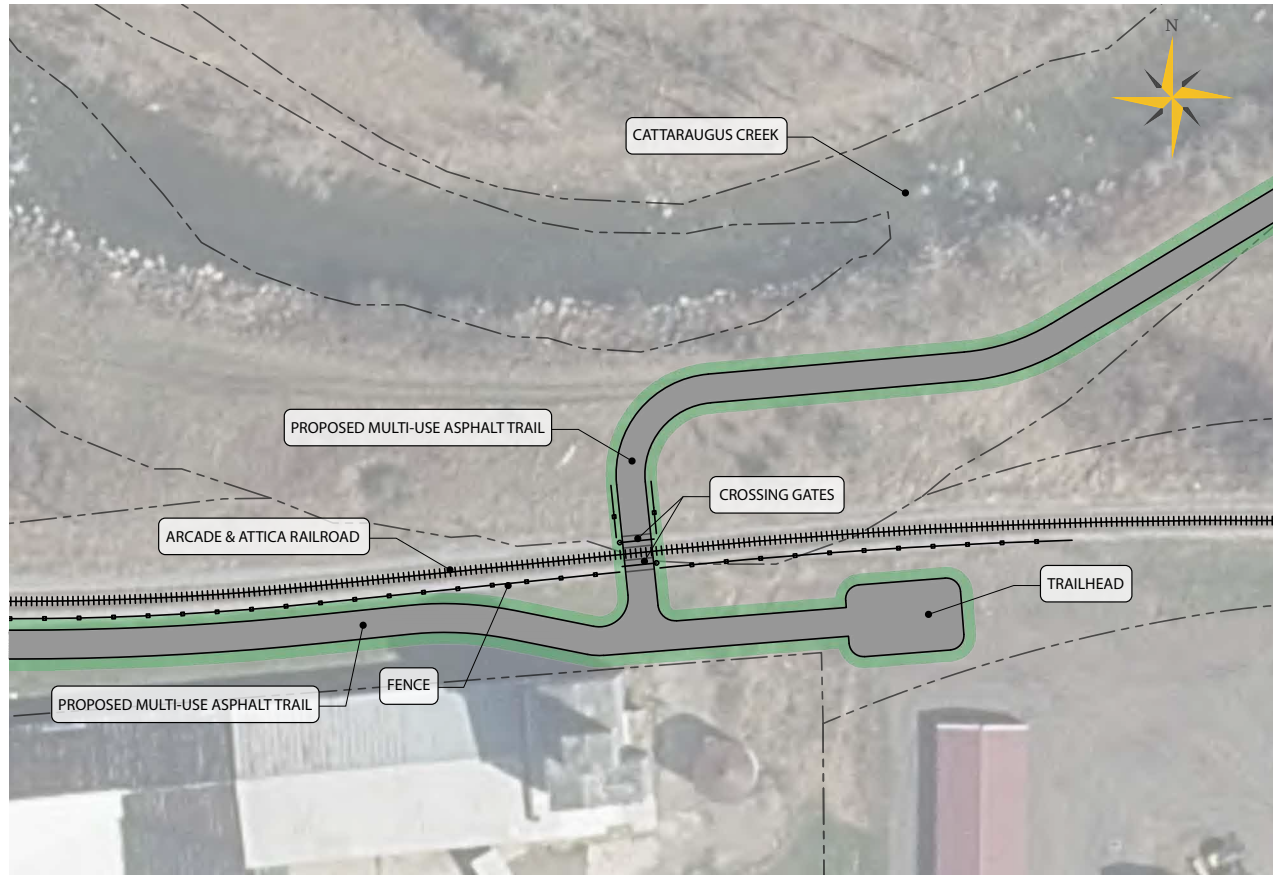
This is a rendering of the proposed trail crossing at Park Street. As shown, the trail crossing will include a marked crosswalk, detectable warning strips, and crossing signage. The rendering shows an RRFB. A speed study should be conducted to determine if this additional treatment is necessary.

Cattaraugus Creek Trail - South

The proposed Cattaraugus Creek Trail extends approximately 2 miles through the Village of Arcade. On the western end, the alignment is recommended as a shared roadway for approximately 950 feet of Sawmill Drive from Main Street to the rail corridor, where the trail then transitions to a 10-foot wide rail-with-trail facility for approximately 1 mile. Here, the 10-foot-wide multi-use trail is proposed to continue along the south side of Cattaraugus Creek until its terminus at Main Street / Clear Creek.



Cattaraugus Creek Trail



Proposed Cattaraugus Creek Trail - South Plan View

This rendering displays the Cattaraugus Creek Trail - South where it transitions from a rail-with-trail to a multi-use path along the south side of Cattaraugus Creek. A fence and gates at the rail crossing are proposed to separate users from the rail corridor as needed. A trailhead is also proposed in this area to further facilitate trail access.

These sections are representative of a “typical” condition along the corridor. Widths and conditions vary that may require changes to the proposed facility, widths, or overall design treatment.

Main Street On-Road

The proposed Main Street On-Road connection extends approximately 3 miles from Route 16 in Yorkshire to Water Street, creating an important east-west connection through the Village and connecting to many amenities and businesses.

Two alternatives have been developed to accommodate all users within the roadway. Both alternatives include a 4 lane to 3 lane “road diet”. This results in one travel lane in each direction and a center two-way left turn lane. The first alternative utilizes this additional space to increase the shoulder width for “bike space”. The second alternative narrows the curb width of the roadway and widens one of the existing sidewalks to create a sidepath that would be shared by pedestrians and cyclists along with a shoulder for cyclists that prefer to ride in the road.

PROPOSED



Main Street On-Road Photosim

Phasing and Next Steps

Any of these trail projects can be constructed individually or grouped together or even constructed in smaller segments. The important item to consider when developing segments of trails is to ensure that there are local termini.

There was no clear priority for trail construction based on public input. There was a slight preference for completing portions of the Utility Line Trail and the Clear Creek Connection to connect the two Village Parks. Based on input



throughout the process, there is also the desire for a long distance trail, therefore prioritizing the Arcade-Java Rail with Trail. The Village should continue to pursue each trail, acquiring easements where necessary, to develop each proposed trail as funding opportunities present themselves. The following next steps are recommended:

- Funding applications that include written support or are completed jointly with the Arcade-Attica Railroad, Wyoming County, and neighboring municipalities will be favored more strongly. It is recommended that members from each of these entities meet regularly (2-4 times per year) to continue to progress this trail.
- Pursue funding to begin conceptual design for the Arcade-Java Rail with Trail. This would include wetland delineation and boundary survey, as well as preliminary grading and drainage analysis.
- Obtain easements for the Clear Creek Trail.
- Obtain amendments to existing Utility easements to allow future trail construction and public use.
- Obtain easements for the Cattaraugus Creek Trail.
- Continue coordination with NYSDOT for the planning and design of the Main Street Reconstruction Project.