

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 13-63 Accepting the *Black Creek Trail Feasibility Study* as evidence of completion of UPWP Task 6525

WHEREAS,

1. The *FY 2013-2014 Unified Planning Work Program* includes Task 6525, Black Creek Stream Corridor Trail Feasibility Study, for the purpose of determining the feasibility of an approximately 15-mile-long multi-use trail system parallel to Black Creek and linking Black Creek Park, the Genesee Valley Greenway, and Churchville Park in the Towns of Chili and Riga and the Village of Churchville;
2. Said Task included the inventory of existing and planned conditions, an assessment of needs and opportunities, the development of alternatives based on public input and advisory committee guidance, and the identification of the preferred alternative following public review of the draft study;
3. Said Task has been completed and has resulted in the report, *Black Creek Trail Feasibility Study*, which includes concept-level planning and design and cost estimates for the preferred project alternative; and
4. Said summary 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 *Black Creek Trail Feasibility Study* as evidence of completion of UPWP Task 6525; 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 June 20, 2013.

Date _____

ROBERT A. TRAVER, Secretary
Genesee Transportation Council

Executive Summary

The purpose of this study is to evaluate the feasibility of a trail located within the Black Creek corridor connecting the Village of Churchville, Black Creek Park, the Chili Nature Center and the Genesee Valley Greenway Trail.

Overview

The Black Creek Trail is a Mid-Term Project Recommendation in the Regional Trails Initiative (RTI) as developed by the Genesee Transportation Council (GTC) in 2002. The Town of Chili received funding from the GTC to explore the feasibility of an approximately 15-mile trail connecting the Village of Churchville, through the Towns of Chili and Riga, to the Genesee Valley Greenway within the Black Creek Trail Study Area. The goal of the trail is to provide a non-motorized transportation facility which connects neighborhoods, parks, schools, retail and service establishments and employment centers and to provide a connection to other existing and planned trails in the larger regional trail network.

The study involved an analysis of:

- the existing characteristics of the project area;
- the presentation of potential alignments and features to the Steering Committee and the public;
- the integration of feedback into the preliminary alternatives;
- the selection of a preferred alternative; and
- the development of an implementation plan for future development of a trail.

The physical and environmental attributes of the project area and a preferred alternative are outlined in this report. The preferred alternative was supported by the Steering Committee and the general public. Overall, the construction of a trail connecting these communities could provide the area with new opportunities for alternative transportation and recreation.

Community Support and Participation

The Towns of Chili, Riga, and Village of Churchville established a Steering Committee to oversee the development of a Feasibility Study for the Black Creek Trail. The Steering Committee included Town and Village officials as well as other local stakeholders with multi-use trail experience. Bergmann Associates was hired as the consultant to assist with trail feasibility, master planning coordination with potential affected agencies, and public outreach. This included two public meetings, four Steering Committee meetings and meetings with landowners potentially affected by the proposed trail. Information gathered from the public, Steering Committee and inventory and analysis of the project site resulted in the selection of a preferred alternative.

Enhancement of the Environment

Trail alignment alternatives were identified and evaluated according to several criteria, including economic benefit, cost of improvements, land ownership, connectivity and environmental impacts. The preferred trail alignment balances these criteria along with consideration of cost-effectiveness, impacts to adjacent landowners and timely completion. The connections made by the Black Creek Trail would serve as an important enhancement to the quality of life enjoyed by residents, visitors and those employed in the area. The proposed trail would also enhance the quality of the regional trail network by acting as a link between existing trails in the area, including the West Shore Trail, located in the Village of Churchville, and Genesee Valley Greenway Trail, located in the Town of Chili.

Enhancement of the Transportation System

For the ease of organizing and evaluating the feasibility of this project, the potential trail corridor was divided into three segments:

- Segment A—Village of Churchville to Black Creek Park at Stuart Road;
- Segment B— Black Creek Park at Stuart Road to Chili Scottsville Road ; and
- Segment C— Chili Scottsville Road to the Genesee Valley Greenway Trail.

Each segment contained several trail alternatives. The preferred alternative for the Black Creek Trail (See Attached Maps 10A-B) consists of Alternatives A-1, B-1 from Black Creek Park to Stottle Road, B-2 and C-1 as described in the Trail Alignment Alternatives section. The preferred alternative achieves the overall goal of providing a non-motorized transportation facility connecting the Village of Churchville, through the Towns of Chili and Riga, to the Genesee Valley Greenway within the Black Creek Trail Study Area.

Opinion of Probable Cost

The analysis of the Study Area and discussions with the Steering Committee resulted in the recommendation for a two phased project. Phase I could be feasible in a five year timeframe, and Phase II could be feasible in a ten year timeframe. The cost estimate shown below represents the total cost for each implementation phase. Construction of intermediate segments within each phase would still benefit the community, at a lesser cost, by connecting logical terminus points within the study area. Development of intermediate segments will allow for the municipalities to incrementally achieve the study objectives. It should be noted that the feasibility of implementing this study will be dependent on available funding opportunities.

Phase I (Five Year Plan) includes the construction of the on-road and off-road trail segments within the Village of Churchville, local bicycle route designation, installation of signage in the Town of Chili, Riga, and Village of Churchville, and the construction of off-road trail segments within Chili. The improvements include trail crossings, signage, trailheads, and landscape enhancements. The planning-level opinion of probable cost for these elements in 2013 dollars is approximately \$4.2 million dollars, which includes costs for contingency (20 percent), engineering (15 percent), and construction management (15 percent).

Phase II (Ten Year Plan) includes the construction of the remaining on-road bicycle routes and off-road trail segments, crossing improvements, directional signage, relocation of existing utility poles, mailboxes and hydrants. The planning-level opinion of probable cost for these elements in 2013

dollars is approximately \$9.2 million dollars, which includes costs for contingency (20 percent), engineering (15 percent), and construction management (15 percent).

Together, Phase I and Phase II represent the construction of approximately four miles of off-road trail and ten miles of on-road local bicycle route and necessary amenities to provide pedestrian and bicyclist connectivity between the Genesee Valley Greenway Trail in Chili with Churchville Park (via the West Shore Trail) in the Village of Churchville. The construction of the complete feasible alternative is estimated to be approximately \$13.4 million inclusive of contingencies, engineering and construction management fees.

Conclusion

The Black Creek Trail represents a significant opportunity for the residents of Chili, Riga, and Churchville to improve their non-motorized transportation alternatives and provide an enhanced level of choice in their recreational activities. The preferred alternative provides the greatest level of connectivity, improved safety and quality of life enhancements while balancing all other factors and local community values. Moving forward, project success will hinge upon the continued cooperation of the Towns of Chili, Riga, and Village of Churchville with State and County officials and the involvement of project stewards that are determined and committed to seeing this project to its fruition.

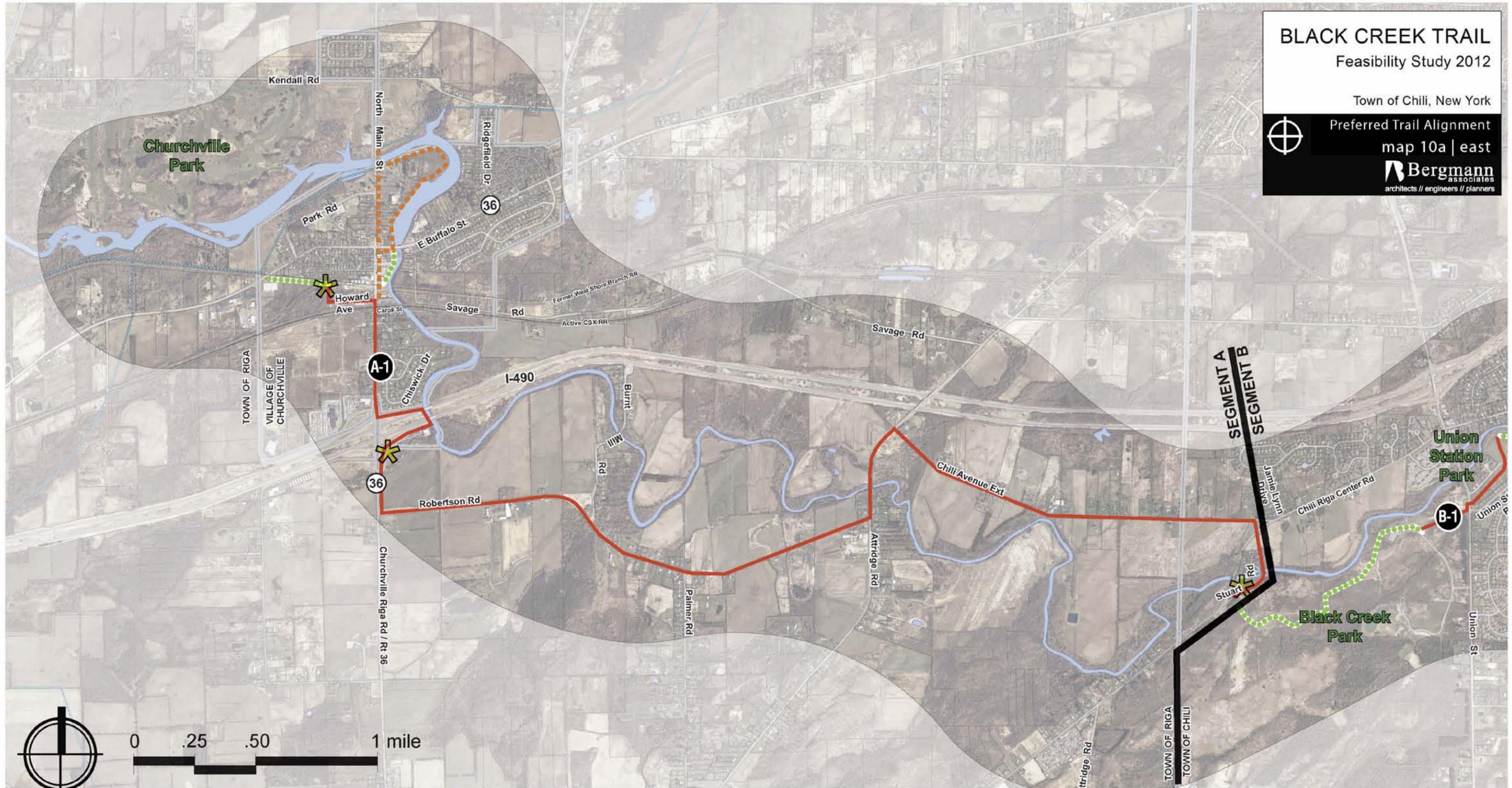
BLACK CREEK TRAIL

Feasibility Study 2012

Town of Chili, New York



Preferred Trail Alignment
map 10a | east



0 .25 .50 1 mile

Legend

- | | | | |
|---------------------------------|--|----------------------|-----------------------------------|
| Genesee Valley Greenway | — Feasible Trail Alignment (A-1, B-1, B-3, C-3) | — Municipal Boundary | ⌋ Potential New Pedestrian Bridge |
| Existing Snowmobile Trail | — Preferred (Future) Trail Alignment (A-1, B-1, B-2, C-1, C-3) | | ★ Proposed Trailhead |
| Existing Trails | — Complementary Connections | | ★ Existing Trailhead |

BLACK CREEK TRAIL

Feasibility Study 2012

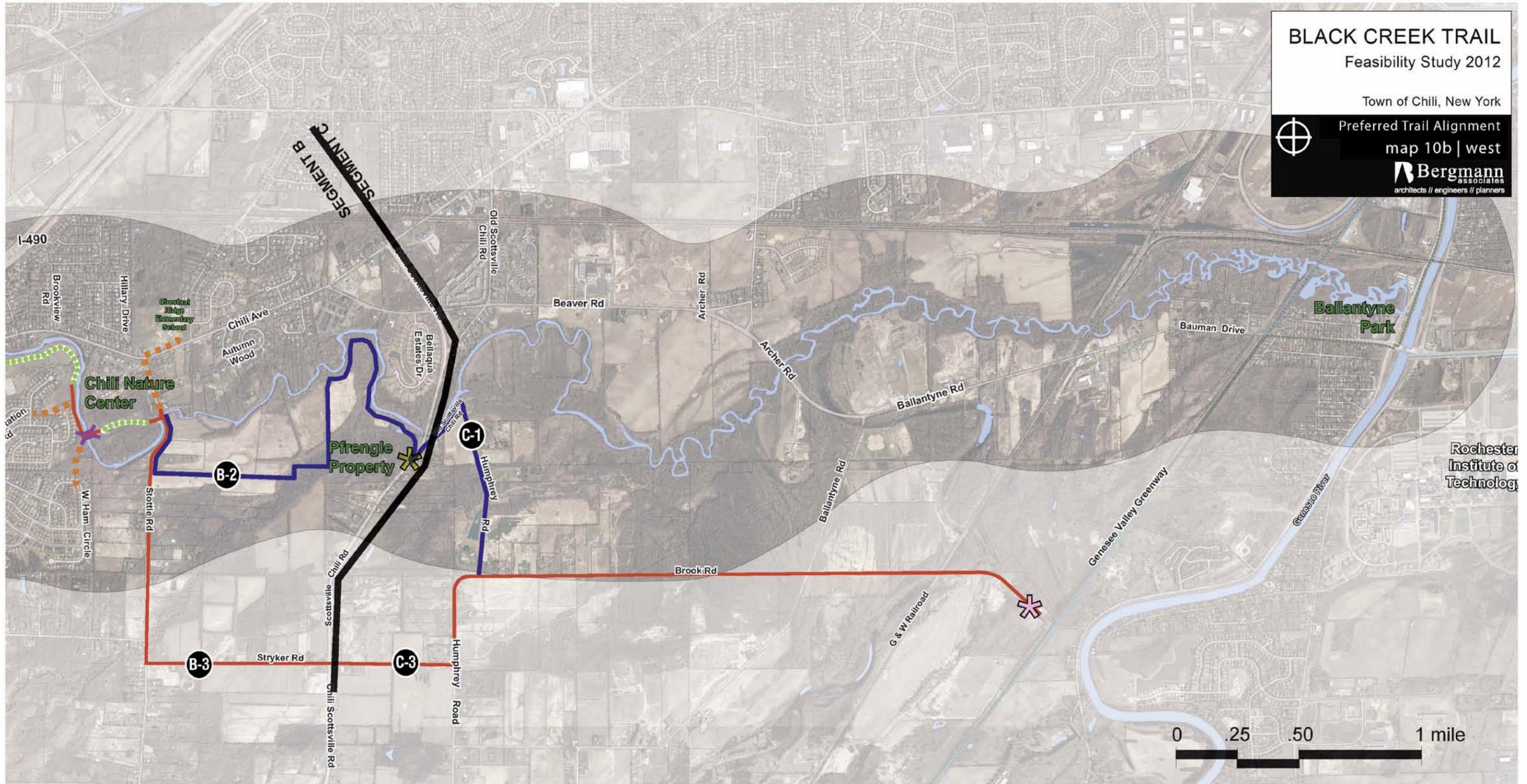
Town of Chili, New York



Preferred Trail Alignment
map 10b | west



architects // engineers // planners



Legend

- | | | | |
|---------------------------------|--|----------------------|-------------------------------------|
| Genesee Valley Greenway | — Feasible Trail Alignment (A-1, B-1, B-3, C-3) | — Municipal Boundary | () Potential New Pedestrian Bridge |
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