

## Task 9: Public Meeting #1 - Meeting Summary

**Location:** Fair Haven Fire Hall, 14447 Fair Haven Rd, Fair Haven, NY 13064

**Date:** Thursday, April 11, 2024; 7:00 P.M.

**Headcount:** 40 present (31 community members, 5 PAC members, 2 Cayuga County staff & 2 Consultant staff)

**Handouts:** Two-sided project summary flyer and private property recreational use protection law brochure

**Presentation:** Led by: Kari Terwilliger, Director of Cayuga County Planning Dept.; and Hanna Quigley, Landscape Designer and Thomas M. Robinson, RLA, Design Lead-Landscape Architecture both from Colliers Engineering & Design

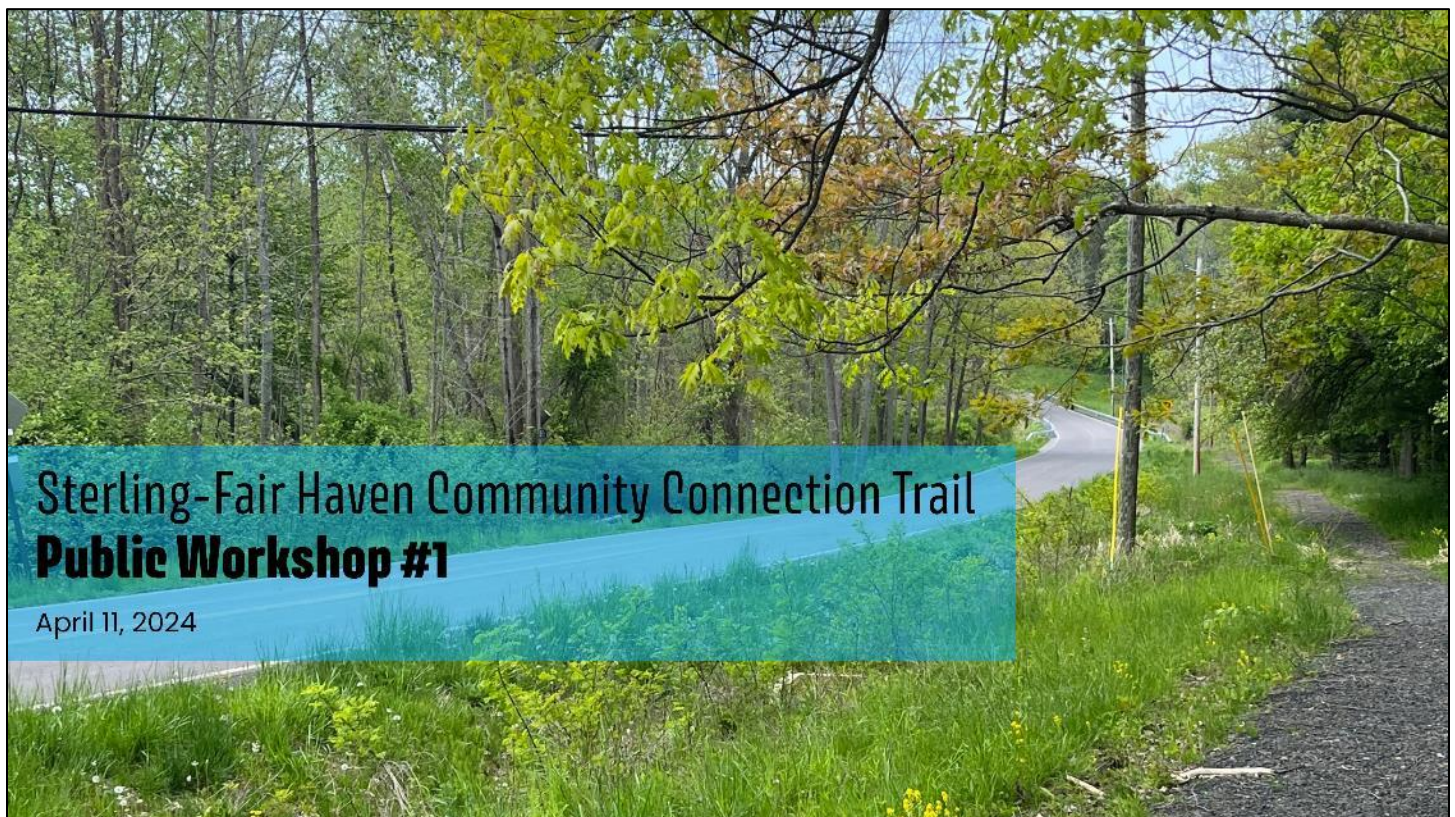
**Topics:** Public Meeting to present and receive comments on the draft trail alternatives, project branding and project website with initial overview of the project goals

**Meeting Start:** 7:01 P.M.

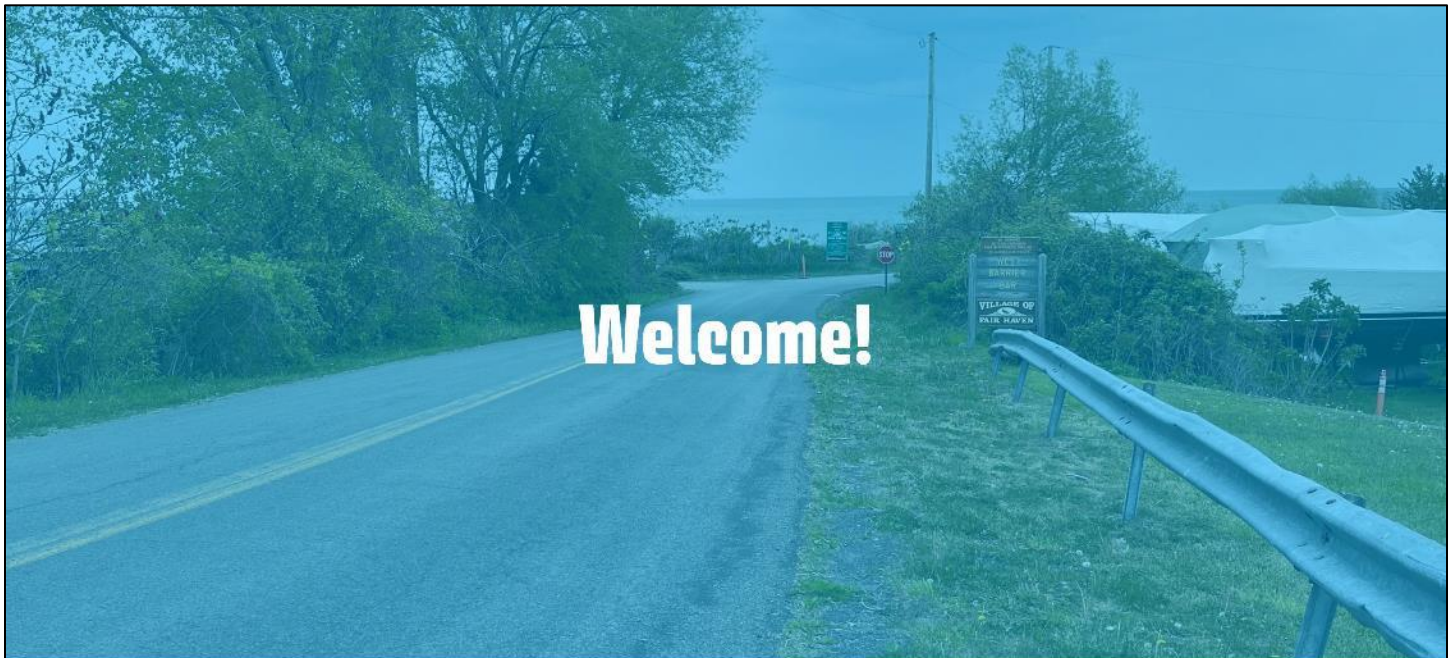
**Meeting End:** 8:42 P.M.

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### PowerPoint Presentation Slides







Department  
of State



Engineering  
& Design

## Agenda



**Project Overview**



**Existing Conditions**



**Trail Segment Exploration**



**Open House**





# Goals & Objectives

- Designing a trail that responds to the transportation, social, recreational, cultural, and economic context of the Sterling-Fair Haven community.
- Developing sustainable construction and maintenance strategies to create a cost-effective, safe and durable trail system.
- Prioritizing sustainable trail design that minimizes environmental impact, complements the unique setting, and enhances habitats.
- Engaging key stakeholders, businesses, communities, and partners early and continuously to understand and balance all users' needs.
- Creating an inclusive design to support use by people of all abilities and ages year-round.
- Increasing awareness and appreciation of the trail and surrounding ecosystem through wayfinding and interpretive signage.

## Quick Tour

Our team did a mix of walking, bicycling, and driving to explore the project area between the Village of Fair Haven and West Barrier Bar Park on Lake Ontario. Key takeaways:

The trail has the potential to connect several of the dots highlighted in the LWRP.

The trail needs to be a "good neighbor" as it passes through public and private properties.

The proposed trail alignment along the west side of the bay will likely have two crossing points over water.

There are opportunities to integrate green infrastructure to capture stormwater off West Bay Road in tandem with trail development.

The CCT can be more than pathways that allows travel from point A to point B.



## Sterling-Fair Haven CCT

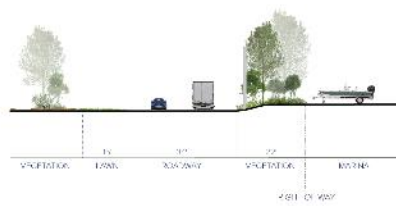
## Existing Conditions

# Summary

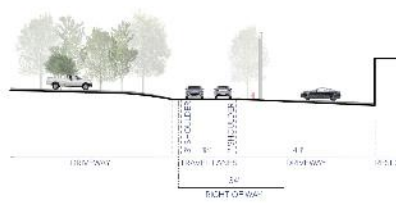
Multiple maps were generated to understand the project site using GIS data from Cayuga County and Wayne County, as well as supplementary field survey information for utility locations.

- Parcels
- Land Use
- Land Cover
- Wetlands
- Floodzones
- Topography
- Sensitive Ecological Areas
- Recreational Assets
- Soils
- Traffic Volumes & Speeds
- Crashes
- Community Destinations

West Barrier Park Cross Section



Upper West Bay Road Cross Section



## Sterling-Fair Haven CCT

## Trail Segment Exploration

# Design Standards

The team referenced New York State OPRHP Trails Technical Standards and Guidelines & Empire State Trail Standards for best design practices for trails.

Trail Development Standards

Trail Type	Vertical Clearance	Corridor Clearance	Treadway Width	Surfacing Materials
Biking Class 1 (Greenway Trail)	8-10 feet	10-12 ft (1 lane) 12-16 ft (2 lane) 16-20 ft (2 lane - high volume)	6 ft (1 lane) 8-10 ft (2 lane) 12-14 ft (2 lane - high volume)	Smooth pavement, asphalt, concrete, crushed stone, clay or stabilized earth.

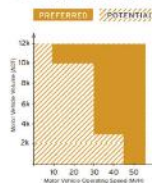
Trail Length	Sight Distance	Grade	Turning Radius	Users/ Mile
Min. - 5 mi. loop (1.5-2 hour) 15-25 mi. of linear or loop trails (day trip)	Min. of 50 ft. up to 100 ft. on downhill curves or road crossings	0-5% Max. 5-10% sustained; 15% shorter than 50 yd. Outslope of 2-4%	8-14 feet depending upon speed.	40

## SIDEPATHS

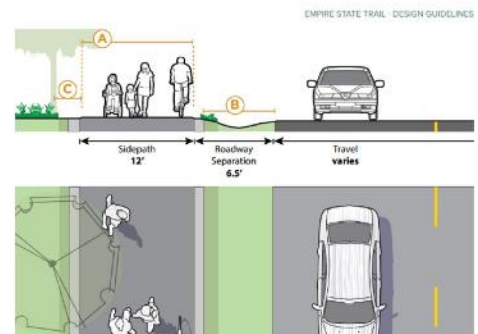
A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway, typically within the roadway ROW. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances and maintain community character.

Due to operational concerns, the ideal location for sidepaths are roadways with few intersections or driveways.

## TYPICAL APPLICATION



To fill gaps in the network of low stress local routes such as shared use paths and bicycle boulevards.



## DESIGN FEATURES

- A Standard sidepath width at locations with the potential for mixed pedestrian and bicyclist activity is 12 ft (3.6 m) (NYSDOT HDM p. 17-15).
- B The preferred minimum roadway separation width is 6.5 ft (2.0 m) (Schepers, 2011), with an absolute minimum separation width of 5 ft (1.5 m) (AASHTO Bike Guide 2012, p. 5-11).
- D A horizontal clearance of 3 ft (1.8 m) should be provided on each side of the pathway from signs, poles, trees or other fixed objects.



# Design Criteria



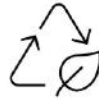
## CONNECTIVITY

Connection to natural views or scenic resources, regional trail segments, or businesses along the corridor



## ACCESSIBILITY

Maximizing inclusive design, especially in areas without slope barriers, and providing adequate clearing width and signage to accommodate accessible routes



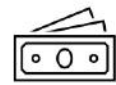
## SUSTAINABILITY

Identifying resilient materials for trail and boardwalk surfacing, considering drainage, minimizing impact to existing environmentally sensitive areas, accommodating micromobility



## MAINTAINABILITY

Considering short-term and long-term upkeep, and the capabilities of responsible parties to provide upkeep of the trail; building local stewardship



## COST EFFICIENCY

Balancing cost of implementation, coordination with landowners, and long-term life cycle demands



# Potential Trail Segments

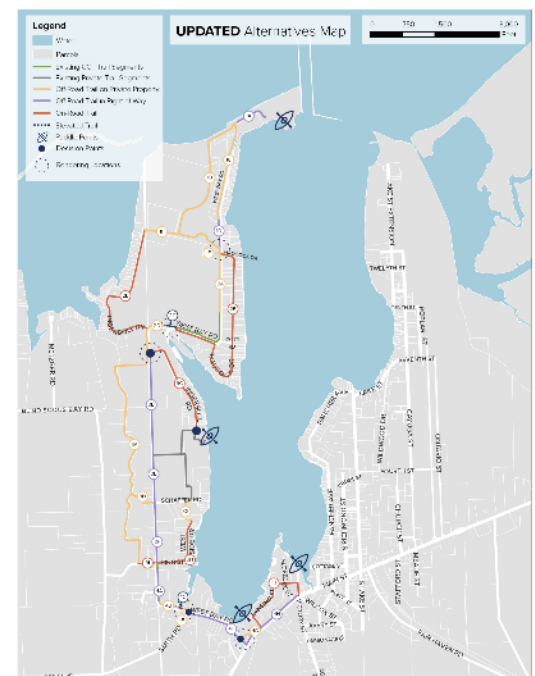
Combining existing conditions data with opportunities and constraints, various alternative trail alignments were identified along the corridor. These are broken down into the following four segments:

**Segment 1.** West Barrier Bar Park to Hadcock Drive

**Segment 2.** Hadcock Drive to Ingersoll Road

**Segment 3.** Ingersoll Road to King Street

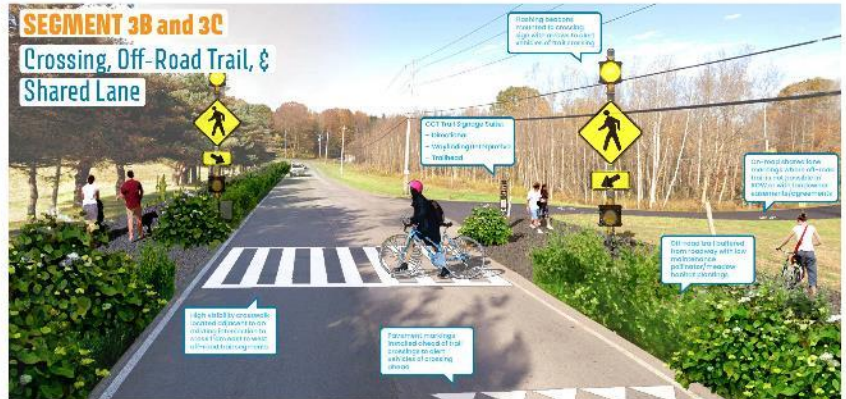
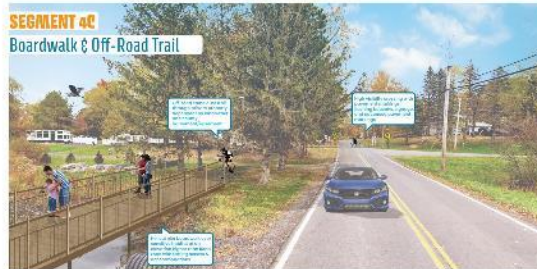
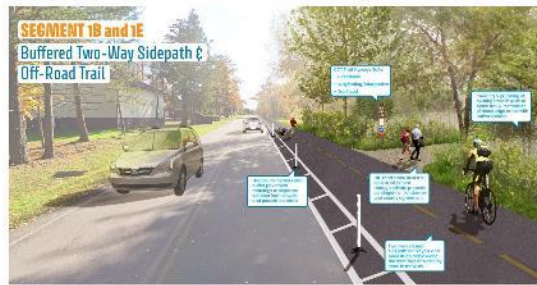
**Segment 4.** King Street to Main Street



## Sterling-Fair Haven CCT

## Trail Segment Exploration

# Trail Visioning



## Sterling-Fair Haven CCT

## Open House

## We need your input!

Check out around the room the prompts on engagement boards, activity posters placed on tables, pamphlets, flyers, and feel free to visit the project website to share your feedback! In addition to this public meeting, we will have one more meeting to share the draft feasibility report on June 5th!



Visit the project website! Through this online platform, you can learn about trail connectivity opportunities and stay up-to-date on the Sterling-Fair Haven CCT's community input opportunities, upcoming events, project documents, and next steps.

Scan me with  
your camera app!

[www.sterlingfairhavencct.com](http://www.sterlingfairhavencct.com)

### PROJECT TIMELINE



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**Audience Questions/Comments Following Presentation** (paraphrased)

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**Question 1:** How was this meeting advertised? I didn't know about it until I saw it in the Lakeshore News. Why wasn't it posted at the post office or something?

**Response:** We placed an ad in the Lakeshore News; mailed postcards to all property owners in the project area, mainly the west side of Little Sodus Bay; and we mailed flyers to the Sterling, Fair Haven and Wolcott clerks and asked them to post them up. I do not know where the clerks posted the flyers.

**Question 2:** Does anyone in Wolcott know about this project?

**Response:** Yes, we have a significant portion of the property owners in the town near the trail included on our mailing list for the postcards; and we have two people from Wolcott on our committee: the Town Supervisor and a property owner on West Bay Rd.

**Question 3:** What is the timeline for the project past the study? When will construction start?

**Response:** Since the study will not be completed in time for this year's grant cycle, we are looking at a CFA grant application for a portion of the trail in 2025 so actual construction would start late 2026 into 2027.

**Question 4:** What part of the trail will be built first?

**Response:** The feasibility study will give us cost estimates for the four different segments and will suggest phasing as well. We will be going after the low-hanging fruit- what is the easiest and least expensive segment that we can get done all at once and start there.

**Question 5:** Who is going to pay for the trail to be built and where is the money coming from?

**Response:** We will be applying for grants to pay for the construction of the trail, all will have a match requirement but often that match can be a combination of in-kind services and actual cash. So, for instance, the local DPWs could possibly do some of the clearing or excavation work for us. When the feasibility study is complete and we know what the cost is going to be for the segment(s) that we want to construct first, then we will start figuring out costs and how it will be paid for. It is important to point out that this study provides a base level of engineering and design not up to the level of actual construction documents. So, the grants to follow will include final engineering and construction.

**Question 6:** This trail is in Cayuga and Wayne counties, right? So, who is going to maintain it?

**Response:** Yes, the trail on West Bay Rd actually involves five municipalities when it comes to ownership of the road and right-of-way: Cayuga County, Village of Fair Haven, Town of Sterling, Wayne County and Town of Wolcott. The last piece of the study will identify potential "owners" of the trail. We have had very preliminary conversations with Cayuga County Parks Dept. about this becoming a county trail, but that is still to be determined after the study is complete.

**Question 7:** What happens if a property owner doesn't want the trail through their yard?

**Response:** We are trying to stay within the right-of-way as much as possible, but we do have some areas where we'd like to go off road, if possible, but that would only be where property owners would allow us to.

**Question 8:** What about up by West Barrier Bar Park? There are steep banks on the west side of the road. Are you just going to cut into those banks?

**Response:** No. As you'll see on the segment board for that area, we can do a combination of in the right-of-way and on road, but with the fast traffic and steep slopes we are hoping to utilize the existing roads in the campground and at the logging company property to avoid that; and provide a safer route. We would not cut the bank to put in the trail.

**Question 9:** How far into properties are you going? Your slide said the trail would be 10 to 12 feet wide.

**Response:** 10 to 12 feet is the standard for two-way traffic on a combination pedestrian and bicycle trail to safely accommodate all users, but we can go down to 8 feet where necessary and still have two-way traffic. Where we can fit 10 feet within the right-of-way or in a granted easement we will, but we will do 8 feet where we cannot. We are trying to put the trail in the public right-of-way as much as possible and avoid private property where we



can. Important reminder from our LWRP meetings: we will not use eminent domain to put the trail on private property. It will only be on private property where the owners will let us put it there, like on Barb Longley's property where the trail exists now.

**Question 10:** What type of material will be used?

**Response:** We have options, and the final report will identify those and their costs, but we want a durable low maintenance surface that is suitable for users of all abilities where possible. The stone dust is hard to maintain, especially with weeds. Some areas will be a paved extension of the shoulder of the road. We are taking into account the location of the trail near the bay and factoring in materials and design, so we don't create more runoff to the bay. We are looking at some permeable options and drainage as well.

**Question 11:** Can you explain again how the trail is going to cross Turtle Cove?

**Response:** There will be a raised boardwalk over the water, set back from the road, with a viewing and fishing platform out over the water to make it safer for trail users and people that fish there now.

**Question 12:** How are you getting around the corner from West Bay Rd onto Route 104A?

**Response:** We are showing two options on the map right now, one using the right-of-way and the other using private property to go behind the corner property back over to the West End gas station. We have a few options as you can see on the segment map for this area depending on the timing of getting NYS DOT to finally put the sidewalk in on Route 104A that was never built but supposed to be. We have spoken with private landowners in the area that are willing to let us use their property to go behind the corner lot and eventually connect over to Lansing Street and Bay Street then N Victory Street back to Main Street (Route 104A).

**Question 13:** How many crossings will the trail have?

**Response:** We are trying to minimize the total number as much as possible. Right now we have two: one on West Bay Rd at Ingersoll Rd and one on West Bay Rd at Smith Rd. Depending on what segments, spurs and loops are ultimately chosen we could have a couple more. That's why though, we are showing and planning for high visibility crossings with flashing signs and painted crossings on the pavement to let motorists know to expect pedestrians and bicyclists on the road.

**Question 14:** Will the trail connect to the State Park? Are you planning to go up the east side of the bay too?

**Response:** The CCT does technically connect to the snowmobile trails at the State Park now. There is a 6x6 post with "CCT" carved into it up at the edge of the trees off Main Street that is very hard to see, but the park has allowed the CCT to use their trails when the snowmobilers aren't. We'll work with State Parks to put better signage there, part of our logo and branding work, so its more visible. We have no plans to go up the east side of the bay, just to connect to the existing sidewalks in Fair Haven. There is even less room on the east side of the bay for the trail than there is on the west side.

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### Photos of Participants









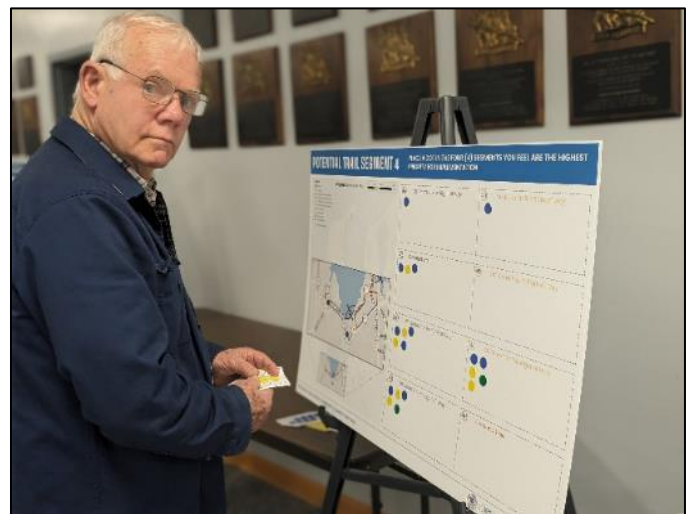








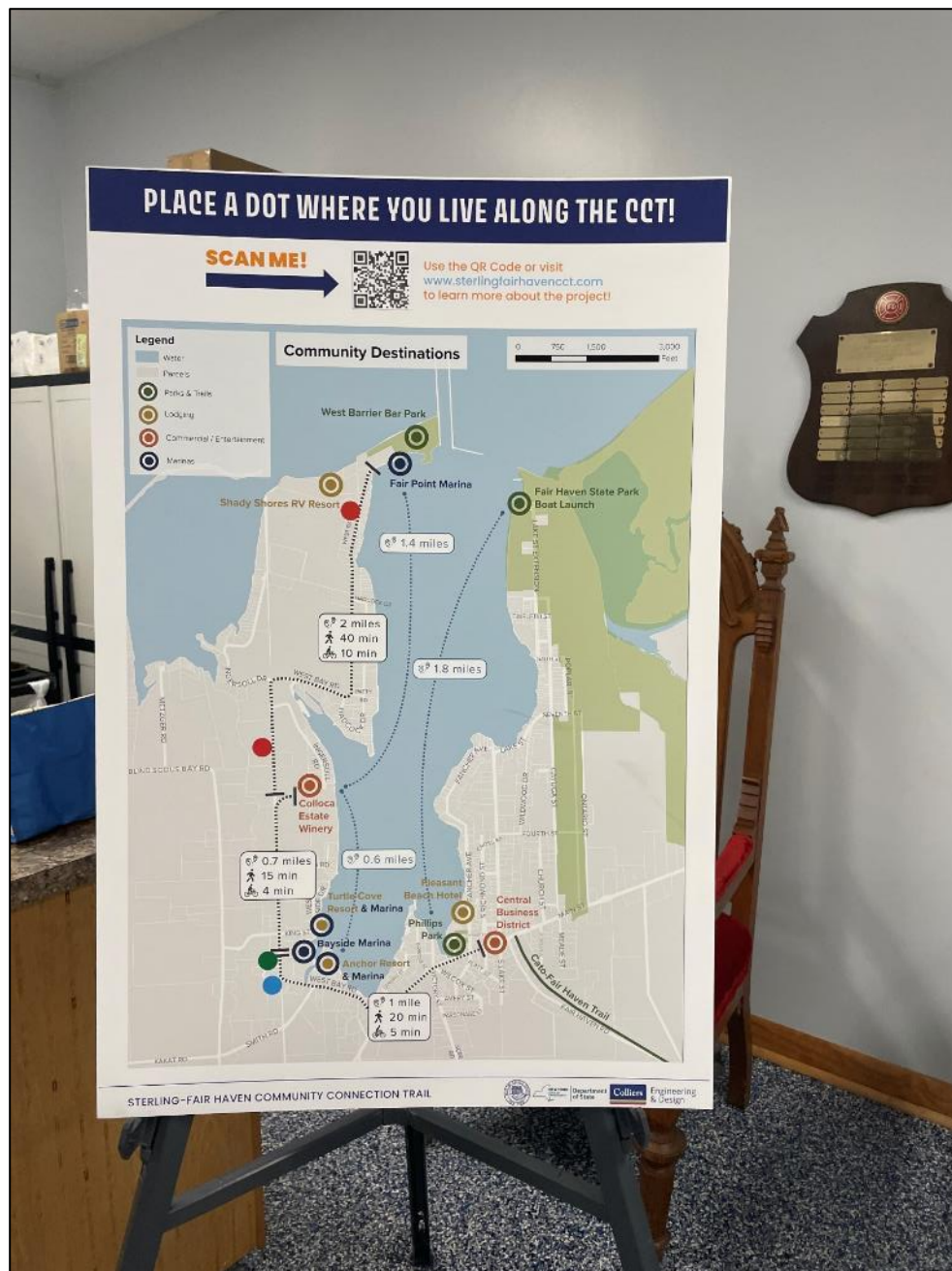




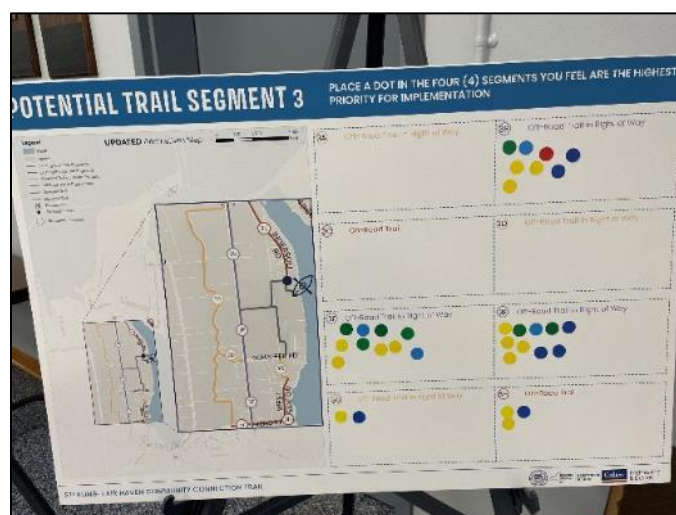
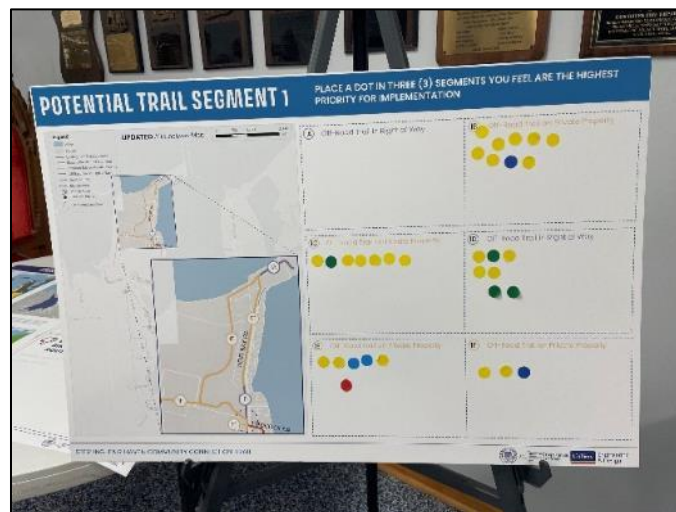
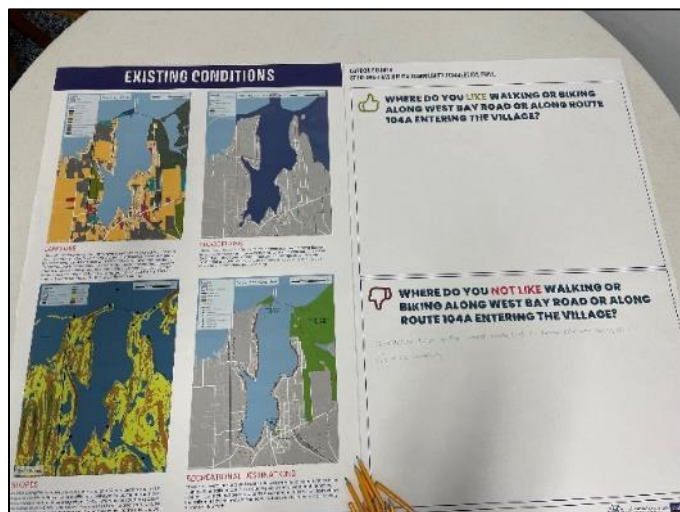
















Sterling-Fair Haven CCT Feasibility Study  
Public Meeting #1

April 11, 2024

Please Print Your Name

- 1 Karen & Terry Engels
- 2 Karen Alessandro
- 3 Michael Leszczynski
- 4 KEN RUSH
- 5 David & Julie Newsham
- 6 David Dworak
- 7 Dan Kurocher
- 8 Anne Smith
- 9 M. Donald Smith
- 10 Keri Decker
- 11 Lin Howell
- 12 Brad Broadwin
- 13 William McVea
- 14 Josi Santolucito
- 15 Kitty Smeeth
- 16 Michael Ryan
- 17 Lauren Crockett
- 18 Mark Owen
- 19 Anna Owen
- 20 James & Mark Milroy
- 21 Mac & Mary Keefe
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