



July 22, 2015

## Village of Cazenovia Creekside Trail Strategic Plan – DRAFT

The following strategic plan seeks to formalize and improve a continuous multi-use trail through the Village of Cazenovia from Lakeland Park to the Gorge Trail north of Clark Street. Most of the corridor is either owned by the Village of Cazenovia, or a right of way is established and owned by the Cazenovia Preservation Foundation and is passable by foot or bicycle, but lacks a cohesive level of improvement for a variety of uses throughout the corridor. This plan seeks to define that cohesiveness and expand the public use of the corridor.

This plan will facilitate action, recruit resources, and set the overall vision and policies for the development of the trail corridor by building consensus among the parties involved. The process has been a collaborative one managed and initiated by the Village of Cazenovia Mayor and Board of Trustees in cooperation with the Cazenovia Library, the Cazenovia Preservation Foundation, Cazenovia Area Community Development Association (CACDA) and other stakeholders.

The corridor has been divided into segments as shown on the overview map. Each division has been created based upon either trail condition and character continuity, or by road crossings. The corridor includes a variety of paths, roads and abandoned railroads resulting in a variety of trail types and character. There are many minor paths within the corridor that are not considered in this plan. The priority of this plan is to create a cohesive path from Lakeland Park to Clark Street creating a linear park and alternative means of transportation within the village.

### 1.0 Trail Overview

The following is a summary of each section of the corridor.

#### Lakeland Park

Lakeland Park is a destination/origination point for the trail and thereby serves an important and unique role. The park currently serves primarily passive recreation interests for local residents, and there is limited parking. There is a large lawn area with some trees and there is swimming, a concert venue, summer recreation program, and Carpenters Barn. The village is actively planning for improvements to the park overall including reorienting the parking area. In this strategic plan, the park serves as the beginning/terminus of the trail corridor and proposes a stonedust pathway along Chittenango Creek.

#### The Creekwalk

There is a long established Creekwalk along Chittenango Creek between Route 20/Forman Street and Mill Street (roughly). This area includes Carpenter's Pond along Carpenter Street and the "Willow Patch." Much of this area is owned by the

Cazenovia Preservation Foundation (CPF). This plan proposes creating a new alignment roughly parallel to the creekwalk along Carpenter Street, and then to the north of the “Willow Patch.”

Another option explored and held in reserve is widening and improving the path along the creek, located on the top of a dike, to allow for a more even surface, and multiple modes using the trail. The preferred option at this point is to create a new alignment to the north.

### Creekside Area

Currently Riverside Drive largely serves as a continuation of the trail, although with no signage or other indication that it does so. A separate plan for the establishment of a creekside park and other initiatives will determine the final alignment and construction through this area.

### Albany St. – William St. – Clark St.

These segments need improvement and signage in order to serve a larger portion of the public. The trail through this area is informal and for the most part known only to local residents. It is used heavily between the DPW yard and Clark Street. Two sections require more formal agreements with landowners for a specific alignment and right of way as well as coordination with their operations.

## 2.0 Lakeland Park

Ideally these items would be established in the park:

2.1 Create a dedicated, formal parking area for the trail and park users which is being addressed in the park master plan.

2.2 A stonedust path along the creek to the lakeshore in accordance with the master plan being created for the park.

2.3 Signage, including a map, of the trail, directions to business center features, etc.

2.4 A crosswalk with traffic calming measures crossing Route 20/Forman Street just to the north of Carpenter Street as shown on the map.



2.5 Interpretive signs; cultural and natural. CACDA is actively implementing signage and maps for existing trails in this area.

### 3. The Creekwalk

Improvements in this area would include:

3.1 Design a path from the Trail Crossing (1.4) on Route 13, leading along Carpenter Street and following the existing sidewalk alignment.



3.2. Create a street cross section for Carpenter Street that shows driving lanes, parking, the trail, vegetative buffers and the pond.

3.3 New Trail Alignment: Create a crushed stone path with a suitable sub-base and a width of 8 feet along the north side of the “Willow Patch.”

3.3.1 At the end of the Carpenter Street segment (3.1) design and install a trail crossing at the turn on Carpenter Street to align with the opening in the fence that leads into the Willow Patch area. A crosswalk will be needed across Carpenter Street at the Turn. There is adequate space here for the trail, but the opening in the fence may need modification.



3.3.2 The Willow Patch.

The preferred alignment of the trail through the “Willow Patch” is along the northern portion of the area. This will require significant trail construction, but will also provide opportunities for access to the trail from the village center, and will provide a better alignment for a multi-use trail.

The existing path along the dike would require extensive improvements in order to provide for a variety of users and uses as

envisioned in this plan. The space at the top of the dike is limited, but it is possible.

3.3.2 Cyclists and other trail users may be temporarily directed to Albany Street around this area, similar to the map on GoCaz.com, until establishment of a multi use path along the dike is completed.

3.4 Develop programs such as a story walk and other features throughout the corridor, but especially within proximity of the library.

3.5 Interpretive signs highlighting cultural, historic and natural features. CACDA is actively implementing signage and maps for existing trails in this area.

3.6 Identify and establish sitting areas along the trail.

3.7 Identify possible “activity nodes” along the trail.

#### 4.1 Mill Street.

The crosswalk construction should be included as part of the trail construction around the Willow Patch and include bulb outs on Mill Street in order to shorten the crossing distance, and provide some traffic calming on Mill Street.



4.2 Establish a shared trail/street segment along Riverside Drive between Mill Street and the Creekside Trail through Creekside Park. Install street signage along Riverside Drive directing trail users to the next segment of trail and other features including the nearest crosswalk on Albany Street.

4.3 Coordinate trail development with the **Creekside Park Plan** and the segment of trail being built just east of Kwik Fill.

## 5.0 Albany St. – William St. Segment

- 5.1 Secure a more formal Right of Way agreement with the landowners.
- 5.2 Develop a specific plan for improvements in this segment including features 4.3-4.6.
- 5.3 Develop a conceptual design for a proper trail crossing at Albany St. in order to secure funding. Coordinate with NYS DOT, landowners and elected officials. Hold public meetings to discuss road crossing, impacts to traffic patterns, aesthetics, safety etc.
- 5.4 Design and improve parking for a handful of cars from Buyea's. Coordinate with Buyea's use and maintenance of existing parking area.
- 5.5 Provide signage and a map to businesses and attractions.
- 5.6 Establish a 6-8 feet wide crushed stone trail between Albany Street and William Street,

## 6.0 William St. - Clark St. Segment.

- 6.1 Design and install a crosswalk at William Street.
- 6.2 Secure a more formal Right of Way agreement with the landowners.
- 6.3 Plan, design and construct a 6-8 feet wide crushed stone trail between William and Clark Street,
- 6.4 Affirm condition of the bridge over Chittenango Creek for safety and any repairs needed,
- 6.5 Coordinate with school for any possible connections and possible Safe Routes to School funding that might be secured.

## 7.0 Funding

This plan will guide and facilitate the application for a variety of funding sources both public and private. Highway improvements to Route 20 must be considered as part of NYS DOT's program, which is created at the local and regional level. If a community takes the initiative to plan improvements, they must be considered for federal funding.

Another source of possible funding is the NYS DOS Local Waterfront Revitalization Program. However, before this funding may be applied for, Chittenango Creek and Cazenovia Lake need to become Designated Waterways, an action in this plan. Participation is voluntary, carries no mandates and allows access to the Local





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Waterfront Revitalization Program funding. In order to become designated, Senate and Assembly representatives must introduce a bill to amend Section 1. Subdivision 4 of Section 911 of the Executive Law to include the proposed waterbodies within the definition of inland waterways.

Private local funding is another option. The advantage of this type of funding is that it comes with many fewer strings attached. Private funding is also an excellent way to provide match for a larger project. However, sometimes private local funding is an even better way to accomplish smaller projects that lend a strong sense of local character to a park or trail that other funding sources may not be interested in.

### Construction

As discussed in other sections, portions of these projects may be constructed through a bidding process, or with municipal resources. This would depend on the equipment and expertise needed and should be decided on a case by case basis. For example, many smaller communities install or replace sidewalks using their own labor and equipment resources. In this case, much of the trail could likely be constructed with in-house resources, and possible partnering with other municipalities such as the town or county.