



**SUMMARY OF MEETING  
STEERING COMMITTEE**

**Owasco River Greenway Trail**

**DATE:** February 15, 2012

**CHA FILE:** 23452

**PLACE:** City of Auburn

**TIME:** 12:30 pm

**ATTENDEES:**

Tim Faulkner (TF)	CHA
Mary Burgoon (MB)	CHA
Doug Gerber (DG)	EDR
Geoff Milz (GM)	Cayuga County Planning
Mike Talbot (MT)	City of Auburn DPW
Stephen Selvek (SS)	City of Auburn OPED
Bill Lupien (BL)	City of Auburn Engineering
Mark Odrzywolski (MO)	City of Auburn Engineering
Michael Quill (MQ)	Mayor, City of Auburn
Gary Duckett (GD)	Cayuga County Parks
April Amodei (AA)	City of Auburn Fire Dept.
Jenny Haines (JH)	City of Auburn OPED
Steve Lynch (SL)	Cayuga County Planning

**PURPOSE:**

The purpose of the meeting was to review criteria that were used in selecting trail route alternatives, the methodology for trail route selection and a presentation of the trail route alternatives.

**MINUTES:**

1. SS kicked off the meeting and went over the purpose of the meeting.
2. MB introduced the consultant team and briefly went over the environmental constraint data that has been collected. MB stated that based on the environmental data that has been collected to date, there does not appear to be any major environmental constraints in the area of the proposed trail except for some wetlands.
3. MB went over the handouts for meeting which included a sketch of the various roadway cross sections, aerial maps showing the location of the trail alternatives and a worksheet showing the data collected for the roadway infrastructure.
4. DG presented the sketch of the various roadway cross sections and explained what each cross section meant.
5. MB went over the criteria for developing the trail alternatives which included the following: fits within existing roadway ROW, located as close to Owasco River as possible, located on publically owned land, maintain current on-street parking regulations where possible.

6. TF went over the first section of the trail alternatives from Emerson Park to Fleming Street. The trail closest to the Owasco River follows the existing trail on Cayuga County property and extends through the high school property to Pulsifer Drive. The alternative route follows White Bridge Road to Lake Avenue.
7. BL stated whether both alternatives should be considered since users may decide to which trail alternative to use based on the time of day.
8. MO stated that we should show the trail extending north over the White Bridge Road Bridge to access the other side of Emerson Park.
9. SL questioned which side of the road a sidewalk would go on in those locations where sidewalk is only proposed for one side of the street. TF stated that the sidewalk would go on the side of the road closest to the Owasco River.
10. TF reiterated that all the cross sections shown on the aerial mapping fit within the current ROW of the roadways.
11. There was a general discussion of how to proceed along Lake Avenue. GD stated that we should explore locating a sidewalk/path along the high school property and the Cayuga County property along Lake Avenue.
12. TF described the second section of the trail that extends from the high school to the state dam. The alternative closest to the Owasco River runs along Pulsifer Drive and the other alternatives extend along Lake Avenue and Throop Avenue with connections along Swift Street and Wilbur Avenue. TF stated that the alternative along Lake Avenue would require the reduction of one travel lane in each direction between Fleming Street and Swift Street. TF stated that the route that uses the existing roadways would consist of a shared use lane except in the case of Lake Avenue, which would have a bike lane.
13. If Lake Avenue is considered, SL stated that turn lanes onto Metcalf and Dennis Streets would be needed. The residents of this area like having the median and may be hesitant to cutting into it. Also, there are some cultural/historic features in the median that CHA should be aware of.
14. A discussion ensued about the merits of having Lake Avenue as an alternative. MO stated that the Lake Avenue median would likely need to be modified to accommodate a left turn lane at specific streets. SL stated that there may be concern from residents in that area if the median is modified and that we should concentrate on Pulsifer Drive. MQ stated that Lake Avenue may be a safety concern and that the Lake Avenue alternative should be deleted, with some general agreement from the committee. MO stated that the Lake Avenue alternative should remain from Fleming Street to White Bridge Road and use Fleming Street to connect to Pulsifer Drive and Throop Avenue. SS stated we should consider using the northern edge of the high school property to connect with Throop Avenue and Pulsifer Drive.
15. TF stated that if we created additional sidewalks/paths on the school property that this could work well with the Stardust funding the school is seeking. JH stated that the school district was not awarded any funding in this go around, but that additional sidewalks/paths on school district property could help future funding opportunities.
16. TF described the third section of trail which extends from the State Dam to west of Lake Avenue. The trail closest to the Owasco River extends along Pulsifer Drive and Osborne Street and moves to the north side of the river along Lake Avenue, Owasco Street and Miller Street. The alternative route extends

along Lake Avenue. TF stated that there was also an opportunity to get off the road and down closer to the Owasco River, but the majority of property is privately owned except for a small section near the state dam.

17. A discussion ensued regarding the potential of the off-road alternative. JH stated that the owner of the large piece of property along Osborne Street is interested in working with the project. BL stated that there is a sewer easement along the south side of the Owasco River but it is for maintenance only. BL stated that obtaining that easement was a very contentious issue. SL stated that in order to allay concerns of adjacent land owners, this section of trail could be gated between dusk and dawn. MB asked for plans for the sewer line easement and the wording of the easement to see what type of activity is allowed.
18. TF stated that as part of this section of trail, we would need to eliminate parking on one side of Osborne Street between Hamilton Avenue and Lake Avenue and this matches the parking regulations further west on Osborne Street. MB asked if that was going to be a maintenance concern relative to snow plowing. MO and MT stated there are other areas of the city where parking is only allowed on one side of the street so it should not be a major issue.
19. SS stated that the city has plans to redo the section of Osborne Street from Lake Avenue to Loop Road.
20. TF described section four of the trail which extends from west of Lake Avenue to State Street. He stated that Miller Street may be an issue because of limited ROW and will require further study. TF also asked if it was possible to abandon Miller Street from Owasco Street to Mill Street.
21. SL stated that there is some nice trails on the north side of the river (between Miller Street and Owasco River) on the property that the City owns but there is only one way in and one way out. He also stated that there is a stairwell from Miller Street to Mill Street that is in disrepair and needs to be addressed as part of this project.
22. MO stated that instead of abandoning Miller Street, consider making it a one-way street.
23. SL stated that this is a key area to get people down near the river.
24. MO stated that the NYSDOT has plans to redo North Street from the Bridge over the Owasco River north to the city line.
25. GD stated that we should consider as an alternative using Dill Street and State Street.
26. SS stated that we should keep multiple options open in the downtown area.
27. SL stated we should consider using Dill and State Streets and then go along hotel property, parallel to the Eastbound Arterial to get to trail behind the hotel under construction.
28. TF discussed section five which extends from State Street to North Division Street. The alternative the is closest to the Owasco River runs adjacent to the Finger Lakes rail line, then uses a combination of City of Auburn property and roadways.
29. BL stated that there is an easement on the north side of the Owasco River for the Owasco Interceptor between Derby Street and West Street. He also stated that the city owns some property off of Clark Street.

30. MO suggested that an alternative could also run along the south side of the Owasco River, between the railroad tracks and the river and connect up with Clark Street.
31. TF described section six. The alternative closest to the Owasco River utilizes what appears to be private property but offers wonderful views of the river.
32. MO stated that the city will be reconstructing the North Division Street bridge.
33. JH stated that we should consider using Clark Street as the city just reconstructed the street with new sidewalks and curbing. SS agreed that using Clark Street would be preferable to using Wall Street.
34. MB discussed the next steps in the process and meeting with the public in March. There also needs to be a discussion with Finger Lakes Railway. MO stated that he could provide a contact number for them.
35. There was a discussion as to what type of cyclist were we trying to accommodate on the greenway trail – long distance, high speed, or recreational as this should be used to consider where the trail should go. MB stated that the trail will be used to accommodate primarily, the recreational cyclist.
36. There was a discussion about the use of Lake Street. The seemed to be general agreement that we should keep the Lake Street alternative and present it to the public to get their opinion.
37. The meeting adjourned at approximately 2:30 pm

Please report any additions or corrections in writing within ten calendar days to the undersigned at Clough Harbour & Associates LLP.

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Mary Burgoon  
Project Manager