

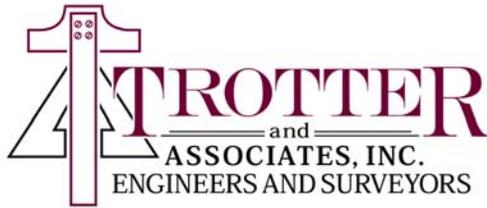
# CITY OF BATAVIA

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**DATE:** April 6, 2017  
**TO:** Committee of the Whole - CS  
**FROM:** Gary Holm  
**SUBJECT:** Bike Path Route – Wastewater Treatment Facility

In mid-February, as part of the plan review process, the Bike Commission met to discuss the wastewater treatment plant project. The Commission's comments were forwarded to me informally and I in turn asked our design consultant, Trotter and Associates, to summarize the considerations that were given to the bike path during the design process (see attached memo). The Bike Commission subsequently issued a formal memo outlining their comments (also attached).

At the request of the Bike Commission, this matter is being presented to COW for further discussion.



## Memorandum

**Date:** February 14<sup>th</sup>, 2017

**To:** Gary Holm, *Public Works Director, City of Batavia*

**From:** Scott Trotter, P.E.

**Subject:** Phase I Wastewater Treatment Plant Improvements – Bike Path

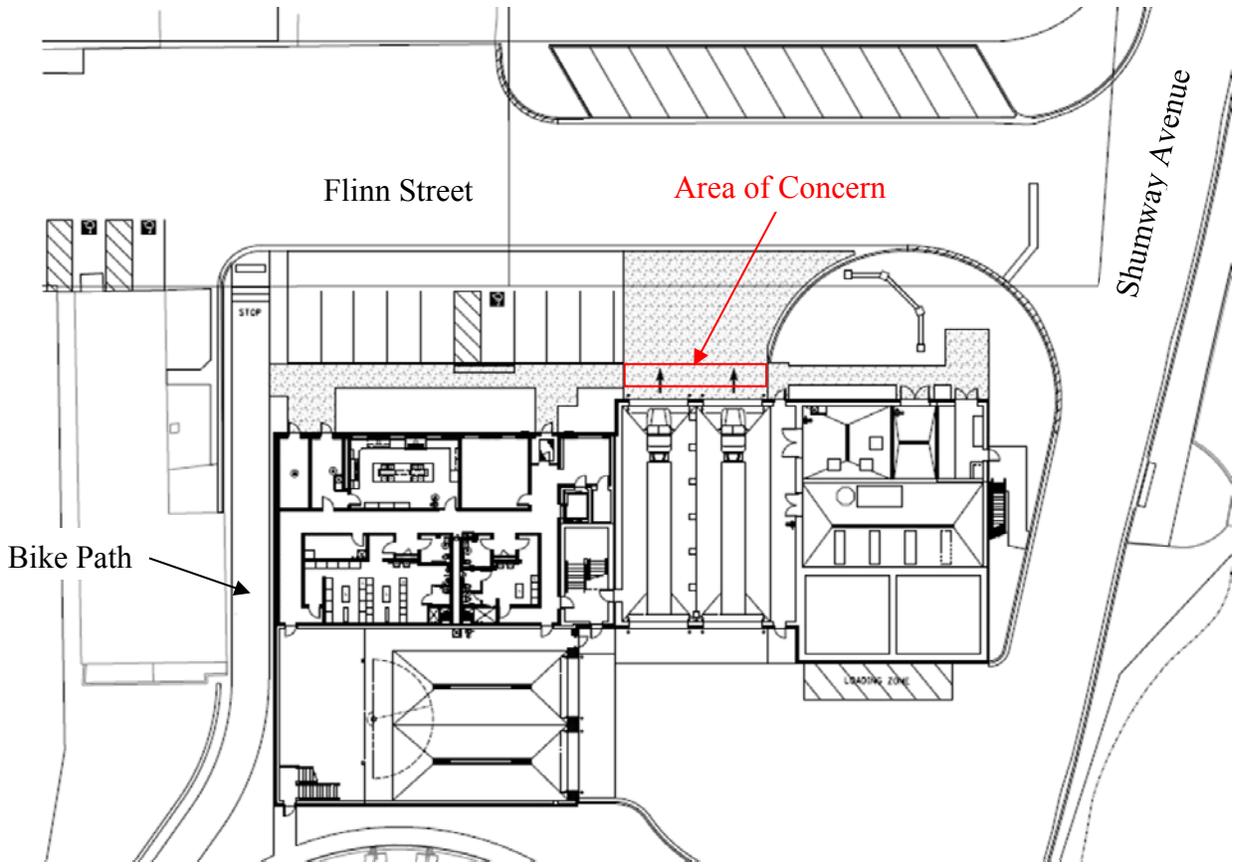
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During the City's review of the proposed project, the Bike Commission requested that we consider allowing the sidewalk on the north side of the new Main Building to be connected to the proposed bike path. Alternatively, the discussion included rerouting the bike path between the river and the Treatment Plant.

There were several discussions regarding bike path routing during the design process. Early in the design process, consideration was given to rerouting the bike path between the river and the Treatment Plant. Based on available grade, floodplain conditions and existing structures, it was determined that a new bike path along this alignment would need to include elevated or cantilevered platforms such as a boardwalk. While feasible, this alignment was not considered to be practical and presented regulatory and safety issues which would need to be addressed. Other alternatives that were considered included rerouting the bike path along Water Street or creating a new connection with a bike bridge from Quarry Park to the baseball fields on Clark Island. TAI completed similar bike bridges for the Batavia Park District in 2006. At that time, these alternatives were dismissed by the City.

As a result, it was determined that the bike path would maintain its existing alignment along the west edge of the Treatment Plant and the proposed improvements would include regrading of the hill down to Flinn Street. The design team and City considered locating the bike path along the south side of Flinn Street, however safety concerns regarding truck movements and vehicles backing out of parking spots excluded this alternative. An alternative consideration was to install the bike path parallel to Flinn Street on the north side. However, the City requested additional parking for the Food Pantry along the north side. The width of the right of way did not allow installation for both the bike path and parking along the north side of Flinn Street. Therefore, it was determined by City staff that the bike path would share Flinn Street.

It is our understanding that the Bike Commission would like the City to utilize the sidewalk adjacent to the north face of the Main Building for the bike path. The City's trucks will access and egress directly from the building. In our opinion, allowing bicyclists to utilize this sidewalk adjacent to the building is a significant safety concern as the semis and straight trucks leaving the building would not have adequate sight distance to avert/avoid a collision with a bicyclist. TAI will not support routing bike traffic to this sidewalk, and its use should be limited to pedestrians accessing the Main Building.



If the City would like to reconsider the solution of bicyclists and vehicular traffic sharing Flinn Street, an alternate route must be identified that addresses sight distances and safety concerns. This would require defining a scope of work and developing a separate work order for this project.

Date: February 17, 2017

To: Batavia City Council

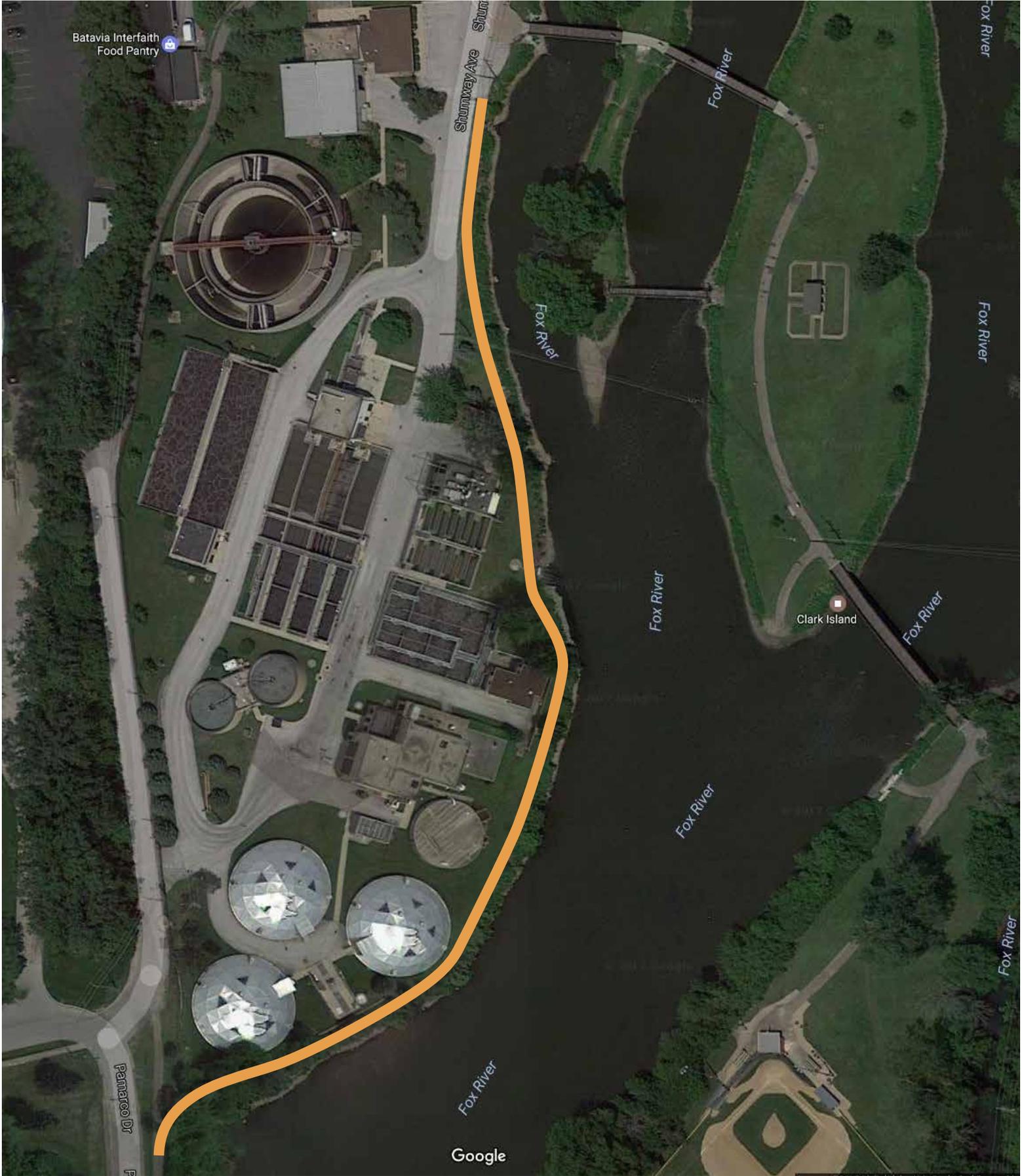
From: John Gamble, Chair of the Batavia Bicycle Commission

Re: Waste Water Treatment Plant Renovation

After much discussion, the Bicycle Commission has unanimously decided to recommend that in conjunction with the Wastewater Treatment Plant Improvements the bike path which is currently located along the west and north side of the sewage treatment plant be relocated to the south and east side along the river. The path as it currently exists has not been a very bike friendly route and the proposed plan makes it even worse. It makes sense to correct a problem now rather than make it worse, especially since this is a large overall project and this is a very small part that will have a huge impact on pedestrians, bicyclists and as an entrance to the community for visitors.

There are numerous concerns about the bike path in its current location and the proposed plan not only creates a more hazardous situation. It makes it confusing to navigate routes and provides an unattractive entrance to the town. The current route is already confusing because the route utilizes roads, paths and sidewalks. Good path design should be consistently one material type if possible to encourage and direct riders to remain on a path. The proposed plan would force cyclists onto a city street which is a different surface type and puts them directly behind vehicles backing up and parking. The proposed route also makes an already confusing intersection at Shumway, Flinn and the bridge to Clarke Island even worse. That intersection is already one of the worst for bikes entering town because they do not know which way to go and are usually forced onto Shumway without knowing where it will take them. By moving the path to the north side of Flinn the bridge to Clark Island is out of their range of vision and most cyclists will continue down Shumway and not consider Clarke Island as an option for safe travel. The situation will become worse when the vacant parcel to the North is developed and creates a higher density for the area even if a possible easement could be obtained. Look at how density of the current proposed development at Washington and Wilson, this may be the type of development we will see there in the future. Imagine how hard it may be to get a bike safely through that type of development and density. Again, the Bicycle Commission unanimously thinks the current proposal is unacceptable.

Attached is a proposal that the Bike Commission would like to see adopted. It re-routes the path along the South and East Side of the plant along the river. This proposal solves a number of problems. It keeps bicyclists and pedestrians on a uniform surface rather than routing them onto a private road, path, sidewalk, and city street. It keeps them protected from vehicles trying to park. This proposal keeps bikes off of streets where they have a more pleasant route along the river. No future easement would be required as the vacant land to the north is developed. Also, the connection between Shumway and Clarke Island would be very logical. Considering the scope of the entire Wastewater Treatment Plant Project, we feel now would be the best time to make changes that will affect bicycle travel and safety for decades in the future. The bike path is one of the treasures of Batavia that makes this community unique. I would be happy to discuss further or any questions.



Batavia Interfaith Food Pantry

Shumway Ave

Fox River

Fox River

Fox River

Fox River

Fox River

Clark Island

Fox River

Fox River

Fox River

Fox River

Panaroo Dr

Google