

PUBLIC INPUT SESSIONS

FEBRUARY 7TH, 2020 PUBLIC MEETING

The meeting took place in the Village of Cuba at the Circulating Library. The event was intended to offer an opportunity for the public to provide input on a set of maps in a conversational and open discussion format. Participants were encouraged to identify locations along the GVG where they felt improvements should be made.

FEBRUARY 8TH, 2020 PUBLIC MEETING

The event took place at the Mt. Morris High School. The meeting was set up as a presentation-style event with an opportunity for the public to provide input on where and how they felt the GVG could best be improved.



This image shows an excerpt of the public comment map for the area near Mt. Morris and Groveland.

PUBLIC INPUT

GENERAL PUBLIC INPUT SESSION COMMENTS

TRAIL SURFACE

Many trail users were concerned with the current condition of the trail surface and would like to see something more accessible, such as stone dust (potentially using asphalt in higher use areas).

PARKING

Attendees noted that there was a lack of parking and appropriate signage to find existing lots.

BATHROOMS/FACILITIES

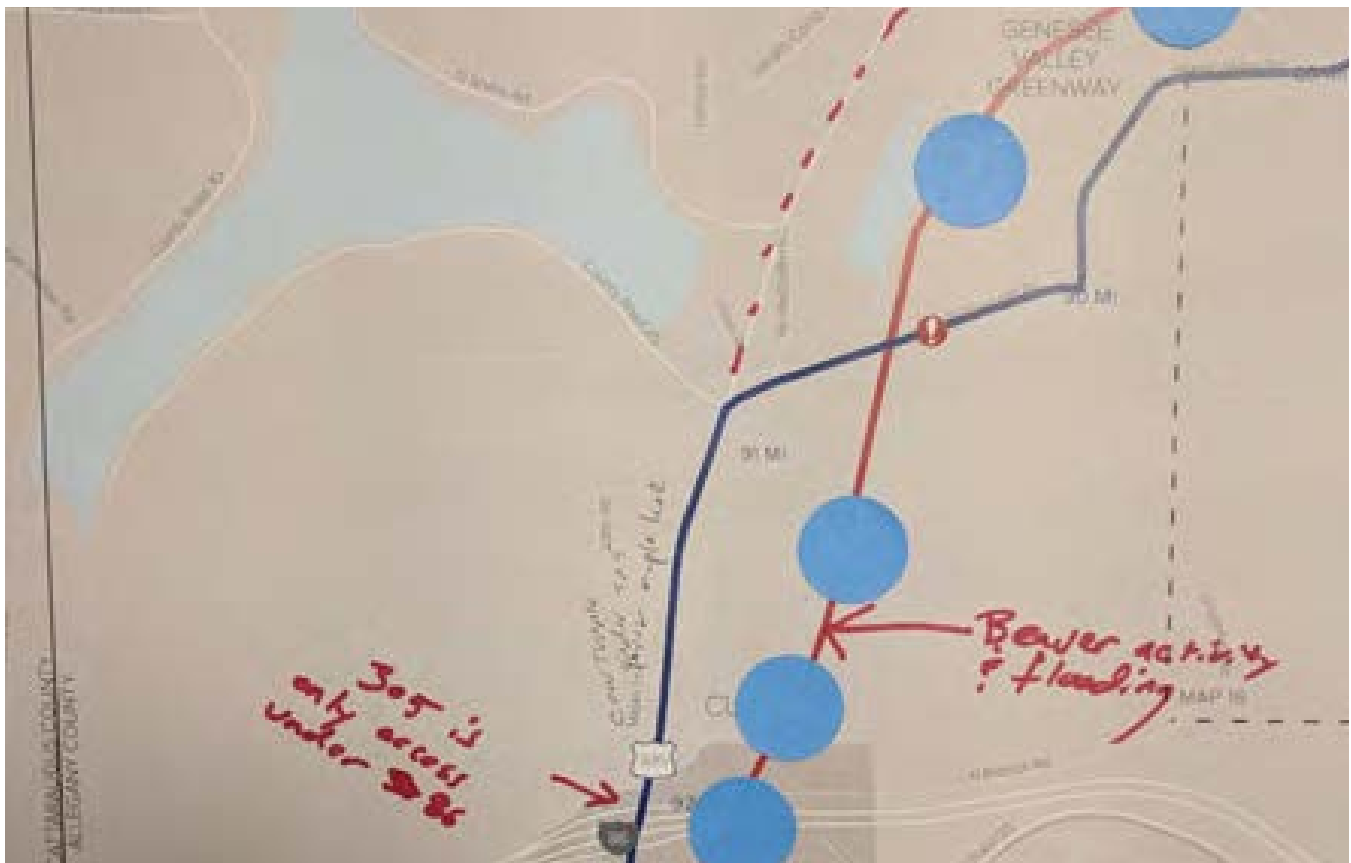
Bathrooms were noted to be non-existent on the trail except at Genesee Valley Park or in local towns and villages.

CONNECTIVITY

Local residents want to see more trail connections to their towns, thus creating “Trail Towns” that are hiker and bike-friendly. In Cuba and Hinsdale, the emphasis is simply on developing Genesee Valley Greenway State Park.

CLEAN UP

People noted that they often pick up trash voluntarily while they’re using the trail and recommend that there be more trash cans placed intermittently.



Public comments focusing on access north of Cuba

MAINTENANCE AND ROOTS

Cyclists were particularly concerned with the substantial roots, holes, and woodchuck damage along the trail and would like them to be mitigated to ensure a smoother ride.

WAYFINDING/SIGNAGE (TRAIL TO TOWNS)

A large majority of the attendees noted that there needs to be a more robust signage plan along the trail directing users to adjacent villages and towns.

WAYFINDING/SIGNAGE (TOWNS TO TRAILS)

There is a lack of and need for improved signage directing people to the trail and access points from nearby communities and population centers. Community members also noted the importance of identifying the trails at road crossings.

OTHER

- Some users noted that lighting would be beneficial along the trail to limit loitering in the evening hours and improve safety (particularly in Mt. Morris).
- Route Construction / Bridges: Attendees recommended the construction of new bridges to close gaps and connect disjointed sections of the trail. The Portageville Bridge was highlighted as the most important.
- I-86 poses a challenge for connecting Cuba to points north.
- I-86 right-of-way could provide an opportunity for a route to connect Cuba to Hinsdale.

- Access Challenges and Improvements: Trail users noted that there are access points along the trail that aren't signed properly to encourage use. The access points that were discussed would benefit from a more robust plan designating them as trailheads with appropriate amenities.
- The web-based Genesee Valley Greenway State Park maps and wayfinding tools should include lat./long. coordinates so that people can use their GPS to lead them to trailheads/ access points.
- Route 305 is dangerous for trail users.
- The yellow gates aren't appealing nor do they conform to current multi-use trail design standards.
- Re-visit the option of re-opening the closed area near Dudley.
- The railroad right-of-way between Hinsdale and Cuba is wet and would be a difficult connection.
- An off-road connection from Route 305 to the high school exists adjacent to Oil Creek but it is overgrown, wet, and flooded by adjacent beaver activity.
- Because of prevailing westerly wind and intermittent breaks in the vegetation, snow drifts form and cause a "washboard effect" for snowmobiling.

ONLINE INTERACTIVE MAP

The project team produced an online interactive map to encourage public input from February through the end of March 2020. In total, the map received approximately 200 comments, in addition to “likes” and additional comments which totaled approximately 400 responses from the public.

The comments were organized into the following categories:

- ADA Accessibility
- Barrier to Biking
- Better Wayfinding
- Bike/Ped Connection Along Cross-Street
- Construction
- Destinations
- Improved Parking
- Needs Bridge
- Non-Compliant Landowner
- Overgrown Trail
- Trail Surface Improvement Needed
- Unsafe Road Condition

Each comment was then categorized further into four groups and uploaded into a Google MyMap for viewing by the NYS Parks Regional Steering Committee. The groups are as follows:

BARRIERS

- Needs Bridge
- Non-Compliant Landowners

DESTINATIONS / CONNECTIONS

- Destinations
- Bike / Ped Connection Along Cross Street

IMPROVEMENTS NEEDED

- ADA Accessibility
- Barrier to Biking
- Construction
- Improved Parking
- Overgrown Trail
- Trail Surface Improvement Needed
- Unsafe Road Condition

WAYFINDING

- Better Wayfinding

Generally, many of the “Better Wayfinding” comments were noted at the northern terminus of Genesee Valley Greenway State Park near the Genesee Valley Park and the on-road detour on Scottsville Road and Rt. 252 (also the location that staff at the Genesee Valley Land trust and Friends of the Greenway have noted). Commenters also noted that they would like to see mile-markers and directions to Village/Town business centers when applicable along the trail.

Over 50 of the comments were for “Improvements Needed” along the route and more explicitly many were in favor of resurfacing the trail for ease of cycling through thick, grassy sections. Second to trail conditions were concerns about “Unsafe Road Conditions” related to on-road detours. Nearly a quarter of “Improvements Needed” comments

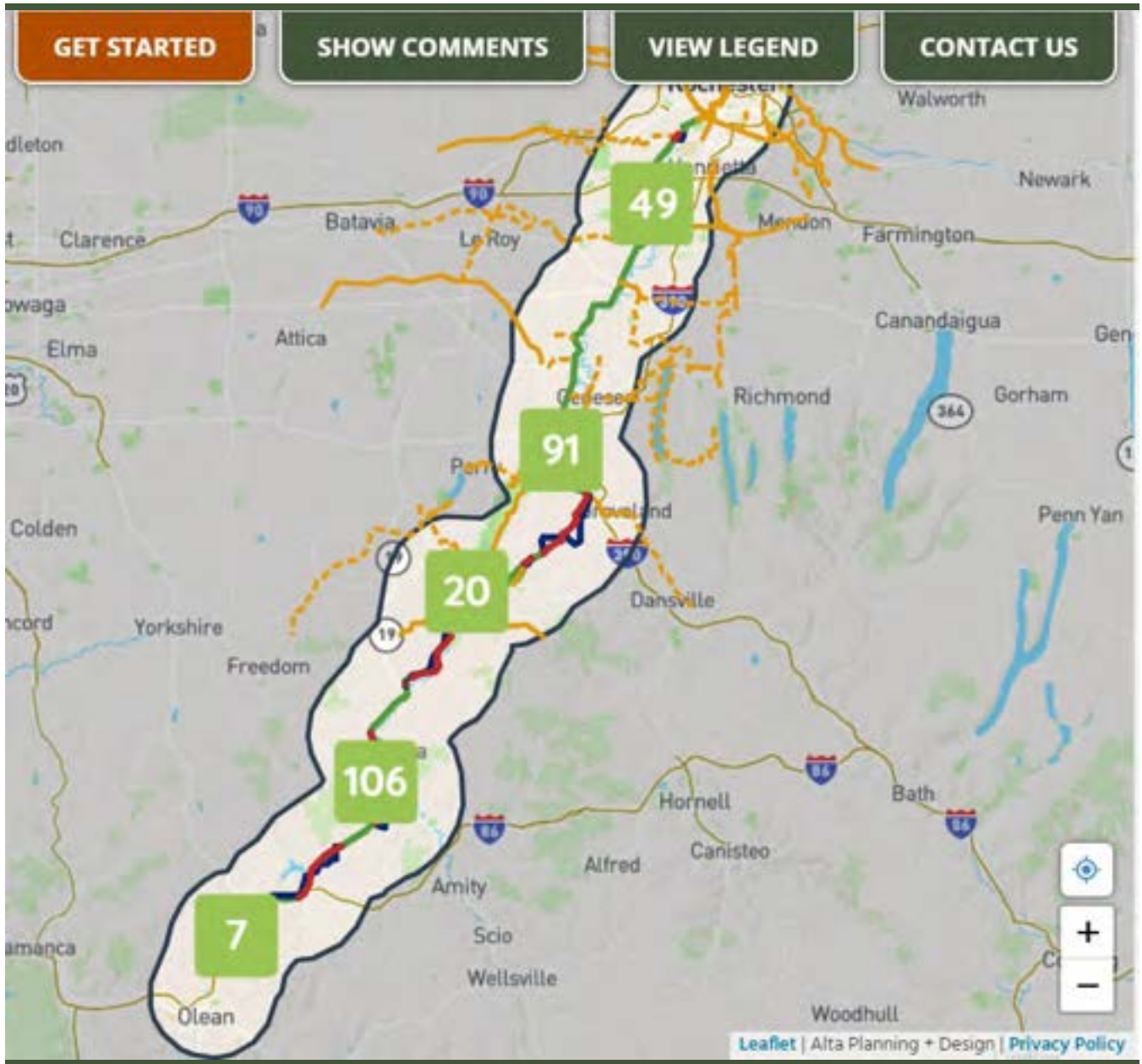
recommended opening sections of closed trail to avoid dangerous, long stretches of on-road segments, or at the very least signing them adequately to ensure ease of finding the next “open trail” section.

Comments related to “Destinations” were the most common, with about 106 comments dispersed along the entire trail relatively evenly. Typically, the comments involved adding interpretive signage to destinations such as historical sites and village/town centers, and connecting GVG to sites and adjacent trails that have scenic views.

Lastly, “Barriers” were noted along the mid-section of the trail along long segments of on-road detours. These were typically seen near the southern end of Letchworth State Park, northern Fillmore (location of a 5.5-mile on-road detour), and minor places where there are non-compliant landowners. Barriers are shown on Genesee Valley Greenway State Park Existing Conditions maps.

A detailed account of the comments is included in the following pages.

PUBLIC INPUT



Project web map

ADA ACCESSIBILITY

6 respondents

In general, respondents who noted ADA concerns stated that many of the rail crossings were not compliant considering the steep slopes that lead to the at-grade intersections. Community members recommended design improvements where necessary.

BARRIER TO BIKING

3 respondents

Three respondents were concerned with the closed route through the southern end of Letchworth State Park and mentioned that if this section were to be reconstructed and opened it would create “one of the most scenic stretches of the greenway.”

BETTER WAYFINDING

26 respondents

Typically, respondents were concerned with proper signage at trail intersections, stating that appropriate signage is necessary to ensure that vehicles are aware of pedestrian/cyclist crossings. Additionally, adding wayfinding signage that lists nearby amenities and village/ town centers was recommended by many respondents. Basic trailblazing along the existing route as well as wayfinding signage along detour routes were deemed important. Additional remarks on wayfinding are noted under the “Destinations” heading.

BIKE/PED CONNECTION ALONG CROSS-STREETS TO NEARBY DESTINATIONS

15 respondents

Many respondents called out the lack of safety at street crossings along the trail. The crossing at Ballantyne Road as well as the at-grade rail crossing at the CSX crossing were noted as “unsafe”. Sight distance and high speeds were rated as the major issues associated with the safety of many intersections. One respondent noted that a future link to the RIT campus would be in the interest of trail users as well. Other connections are listed under other headings including “Construction” and “Destinations.”

CONSTRUCTION

7 respondents

Three community members stated that they would like to see some type of screening or landscape buffer along the trail segment at the site of a new solar farm west of Avon. Aside from the solar farm concerns, other users said they would like to see direct linkages to Scottsville Plaza and a connection from Hinsdale to Cuba and even further to Olean.

DESTINATIONS

98 respondents

The “Destinations” designation was by far the most used topic for discussion. A few respondents posed the question of using the I-86 corridor to build a trail connecting Hinsdale to Cuba in the future, similar to the Susquehanna Bikeway in Pennsylvania. Other respondents noted that better wayfinding signage would help trail users get to nearby towns and historic locations while also allowing them to connect to other existing trails for longer hikes and rides.

IMPROVED PARKING

10 respondents

Respondents marked multiple locations along the trail for parking improvements and the addition of parking lots where they currently do not exist. Respondents noted that signage and designation was an issue with many parking areas, considering they are not accurately labeled. Some notable spots in need of parking or parking improvements are Route 36 near Groveland Correctional Facility, Yard of ale, York Landing Road, Fowlerville Road, and Canawaugus Park. Community members recommended potentially using the Scottsville Park and Ride lot for trail parking on the weekends.

NEEDS BRIDGE

9 respondents

Bridges are perhaps one of the more costly aspects of a trail; however, respondents noted that bridges are paramount for eventually connecting the entire off-road trail. One respondent noted that a bridge, or boardwalk, would be a great addition to connect the trail to Canal Street in Scottsville. Others stated that they would like to see bridges at many of the locations where the trail is forced onto an on-road detour, considering the trail would be safer for all user types if it were completely off-road.

NON-COMPLIANT LANDOWNER

5 respondents

A few people noted sections of the trail that are closed or hindered due to private property issues or non-compliant land owners. These points of interest will be considered on a case-by-case basis.

OVERGROWN TRAIL

2 respondents

Respondents noted that some sections of the trail feel “isolated” and while not necessarily overgrown, they would like to see better lighting and signage that could potentially improve the trail experience.

FINAL PUBLIC MEETING

TRAIL SURFACE IMPROVEMENT NEED

28 respondents

Some respondents commented that they would like to see the trail improved near Ballantyne Road where there is currently an on-road detour, or they would like to see improvements to the sidewalk along the on-road route in the event that a trail cannot be constructed at that section. Many others noted that they would like to see the surface of the trail improved where the thickness of the grass deters cyclists.

UNSAFE ON-ROAD CONDITION

12 respondents

As noted in some of the other comment concerns, many respondents stated that they believe Ballantyne Road is an unsafe section of the trail due to the high traffic volumes and inadequate on-road biking and pedestrian facilities. Many of the other comments related to unsafe on-road conditions were at the southern end of the trail where many of the on-road detours are located. Most respondents stated that they would like to see the trail designed completely off-road rather than installing on-road facilities.

The proposed High Impact Projects were presented to the community during a final public meeting held in August 2020. Following the meeting, Friends of Genesee Valley Greenway State Park submitted a letter with detailed comments on the proposed projects, including requests for additional detail on strategies for implementation. The comments were incorporated into the final draft of the Action Plan.

A photograph of three people walking away from the camera on a dirt path through a dense forest. The person on the left is wearing a light-colored short-sleeved shirt and light-colored pants. The person in the middle is wearing a dark long-sleeved shirt and dark pants. The person on the right is wearing a dark long-sleeved shirt, dark pants, a blue cap, and is using a walking stick. The background is filled with lush green trees and foliage. The overall image has a dark green tint.

APPENDIX B

CROSSWALK EVALUATIONS

CROSSWALK INVENTORY

The project team identified each intersection where Genesee Valley Greenway State Park crosses a road and evaluated the potential improvements and treatments necessary. Throughout the evaluation, the project team referred to any public comments that were also applicable to the study. For example, many respondents stated that the crosswalk at the Ballantyne intersection was inherently dangerous due to high traffic volumes and vehicle speed and needed to be properly marked.

Three different treatment options are recommended:

RECTANGULAR RAPID FLASH BEACON (RRFB)

These are the most robust treatment options discussed. An RRFB can enhance safety at intersections by reducing crashes between pedestrians and vehicles at unsignalized intersections and mid-block pedestrian crossings. RRFBs are particularly effective at multi-lane crossings with speed limits less than 40 MPH and an AADT count below 15,000. They are operated by a user-actuated LED light that supplements warning signs at the location. RRFBs can be activated by pedestrians manually pushing a button or passively by a detection system. They use an irregular flash pattern that only illuminates when pedestrians are crossing and can be installed on either two-lane or multi-lane roadways.

RAISED CROSSWALK

These crosswalks are ramped speed tables that span the entire width of the roadway and allow users to cross at-grade with the sidewalk. Typically, they increase the visibility of pedestrians crossing a street for vehicle users. They are generally installed on two- to three-lane roads where the speed is 30 MPH or less and the AADT count is below 9,000.

CROSSWALK

A crosswalk is simply a marked location that is designed for pedestrians to cross a roadway. They are often accompanied by high-visibility pedestrian signage at the crosswalk location, as well as advanced signage typically 50 feet ahead of the crosswalk on either side.

RECOMMENDATIONS

Each treatment option should be appropriately signed with the designated regulatory signage where they apply. Advanced warning signage (i.e., "Pedestrian Crossing Ahead") should be installed at high-speed locations as well as those with limited sight distance to a crosswalk.

The following tables identify a preliminary list of potential locations for these types of improvements. As part of the overall wayfinding package, the project team also suggests the installation of an 18-inch square GVG sign with a two-sided / bi-directional arrow at each crosswalk. These signs alert drivers that they are crossing Genesee Valley Greenway State Park.

Annual Average Daily Traffic (AADT) data was only recorded at high volume locations and sight distances were only recorded at limited sight distance locations.

It is also recommended that any existing crosswalk not meeting standards should be redesigned to cross the road as close to 90 degrees as possible, thus limiting the amount of time pedestrians and cyclists are on roadways.

INTERSECTION TYPE	NUMBER	DESCRIPTION
Existing Crosswalk	12	At some existing locations, a different treatment is recommended.
Sufficient Existing Crosswalk	6	No adjustment required.
Proposed RRFB	21	Locations where Alta recommends RRFBs. If RRFBs cannot be installed, Alta recommends a crosswalk OR raised crosswalk (these crosswalks are NOT included in the 1 raised crosswalk or 32 crosswalks recommended below)
Proposed Raised Crosswalk	1	Locations where Alta recommends raised crosswalks. If raised crosswalks cannot be installed, Alta recommends a crosswalk (these crosswalks are NOT included in the 32 crosswalks recommended below)
Proposed crosswalk	33	Locations where Alta recommends the installation of a crosswalk (currently no crosswalk at these locations)
DOT Maintained Road Crossings	28	Potential opportunity for DOT to add/update crosswalks on DOT maintained roads
TOTAL INTERSECTIONS	61	

#	ROAD	DOT-MAINTAINED	AADT ACTUAL	SIGHT DISTANCE	# OF LANES	TREATMENT RECOMMENDATIONS (PREFERRED ALTERNATE)	OTHER NOTES
1	Scottsville Rd/ Paul St	Y			5	Raised crosswalk at intersection Re-striping of existing crosswalk	Recommend keeping the crosswalk at this intersection rather than installing another one 230 ft. south at trail crossing
2	commercial driveway				2	Crosswalk Signage	Crosswalk is preferable, signage at the least (similar to EST in NP along Rt. 299.)
3	Ballantyne Rd	Y	12383		2	RRFB Existing X-Walk	Recommend adding an RRFB
4	Brook Rd				2	Existing crosswalk	Existing crosswalk is sufficient
5	Morgan Rd				2	Crosswalk	
6	Scottsville Rd	y	5521		2	RRFB Crosswalk	Road is recently paved, might already have crosswalk
7	Scottsville - W. Henrietta Rd	Y	5901	bad/ good	2	RRFB Crosswalk	Crossing is located at a slight bend in the road, might cause limited sight distance
8	Quaker Rd	Y			2	Crosswalk	
9	Caledonia Acon Rd	y	3322		2	RRFB Existing X-Walk	Add advisory signage 50-100 ft. ahead, Skewed - redesign closer to 90 degrees
10	Telephone Rd	Y			2	Crosswalk Signage exists	No marked crosswalk at this location - only signage
11	Fowlerville rd	y			2	Crosswalk	
12	Genesee St	Y			2	Crosswalk	
13	Chandler Rd				2	Crosswalk Signage	This is not a highly traveled, high speed road. Signage is sufficient
14	Cuylerville Rd	Y	4903	Bad	2	RRFB Crosswalk	Main street with high volume, low speed and blind turn
14.1	Jones BRidge Rd				2	Crosswalk	
15	Perry Rd				2	Crosswalk Signage	Low volume, low speed road. Signage is sufficient
16	Mt. Morris Rd	Y	8048		2	RRFB Existing Crosswalk	Needs additional advisory signage
17	Sickles St			Bad	2	Existing crosswalk	Existing crosswalk is sufficient
18	Main St	Y	5543		2	RRFB Existing Crosswalk	Add advisory signage

#	ROAD	DOT-MAINTAINED	AADT ACTUAL	SIGHT DISTANCE	# OF LANES	TREATMENT RECOMMENDATIONS (PREFERRED ALTERNATE)	OTHER NOTES
19	E State St	Y	5247		4	RRFB Raised crosswalk Existing crosswalk	Mid-block crossing needs advisory signage at the least.
20	Erie St				2	Existing Crosswalk	Existing crosswalk is sufficient
21	Connor Ave				2	Existing Crosswalk	Existing crosswalk is sufficient
22	Sonyea Rd	Y	5247		2	RRFB Crosswalk	The trail becomes an on-road detour at this location
23	Sonyea Rd	Y	5247		2	RRFB Crosswalk	Crosswalk to the closed trail section
24	Presbyterian Rd				2	Crosswalk	crosswalk is at closed section of trail
25	Scipio Rd				2	Crosswalk Signage	Crosswalk is at closed section of trail
26	Dudley Rd				2	Crosswalk Signage	
27	Creek Rd				2	RRFB Crosswalk	
28	Pentagass Rd				2	Crosswalk Signage	
29	Mt. Morris Nunda Rd / NY 408	Y			2	RRFB Crosswalk	
30	Hay Rd				2	Crosswalk Signage	
31	Picket Line Rd				2	Existing Crosswalk	Add signage, existing crosswalk is sufficient
32	Oakland Rd				2	Crosswalk Signage	
33	Short Tract Rd				2	Crosswalk	
34	Williams Rd			Bad	2	Crosswalk Signage	Crossing is at bend in the road that causes limited sight distance
35	River Rd				2	Crosswalk	
35.1	Portage Rd	Y			2	Crosswalk	
36	Minard Rd				2	Crosswalk	
37	Bailey Rd				2	Crosswalk	
38	Minard Rd				2	Crosswalk	
39	W River Rd				2	Crosswalk	
40	Wayne Rd				2	Crosswalk	

#	ROAD	DOT-MAINTAINED	AADT ACTUAL	SIGHT DISTANCE	# OF LANES	TREATMENT RECOMMENDATIONS (PREFERRED ALTERNATE)	OTHER NOTES
41	Rt. 19A	Y	1392		2	RRFB Crosswalk	The closed trail ends here and follows an on-road detour
42	Rt. 19A	Y	1392		2	RRFB Crosswalk	Detour continues
43	Emerald St				2	Crosswalk	
44	W Main St	Y			2	Crosswalk	Parking near location
45	Rt. 19	Y	2423		2	RRFB Crosswalk	
46	Rt. 19	Y	2423		2	RRFB Crosswalk	
47	Rt. 243	Y	2147		2	RRFB Crosswalk	
48	Rt. 19	Y	4279		2	RRFB Crosswalk	
49	Rt. 19	Y	4279		2	RRFB Crosswalk	
50	Crawford Creek Rd				2	Crosswalk	
51	Murray Hill Rd / Hughes St				2	Crosswalk	
52	Gleason Hill Rd				2	Crosswalk	
53	Rt. 305	Y	1308		2	RRFB Crosswalk	
54	Tibbetts Hill Rd				2	Crosswalk	
55	South Rd				2	Crosswalk	
56	Jackson Hill Rd				2	Crosswalk	
57	N Branch Rd				2	Crosswalk	
58	Genesee St	Y			2	Existing crosswalk at intersection	Existing crosswalk is sufficient
59	Bull St				2	Crosswalk	

A photograph of three people hiking on a dirt trail through a dense forest. The scene is captured from behind the hikers, showing them walking away from the camera. The forest is lush with green trees and foliage. The lighting is soft, suggesting an overcast day or a shaded area of the forest. The overall mood is peaceful and natural.

APPENDIX C

COMPREHENSIVE ACCESS PLAN FEATURES AND TRAIL AMENITIES

ACCESS PLAN FEATURES

PROPOSED COMPREHENSIVE ACCESS PLAN DESIGN CONSIDERATIONS AND AMENITIES REVIEW

The Action Plan proposes multiple locations along Genesee Valley Greenway State Park that can potentially serve as gateways, trailheads, and access points for trail users. Each of these pieces of the Comprehensive Access Plan are distinguished by a set of characteristics such as the number of parking spaces, overall size, community visibility, and the amount and types of amenities (e.g., seating). Within this Appendix, each access type is defined, identifying the key features for each location type. Additional guidance for the selection and design of the features and furnishings within the park is

provided. Future access will be given ADA accessibility considerations, promoting universal access to the GVG.

GATEWAYS

The GVG is proposing construction of gateways along the length of the trail. Each proposed location provides adequate parking, is community supported, and is a location that is already connected to the social fabric of the community. Gateways are the largest type of access point, requiring the largest investment. These locations can be considered small parks with adjoining parking lots that can accommodate more than ten cars with



Proposed concept for a gateway in Canawaugus Park in Scottsville, NY

designated handicap parking. Consideration should also be given to parking for trailered vehicles, providing access for snowmobiles and equestrian trail users. The plaza-like space is designed with trees or pergolas for shade, benches and picnic tables, and amenities such as bike repair stations and bike racks. Gateways serve as wayfinding and interpretive locations with appropriate signage and kiosks displaying regional maps, local history, and environmental stories of the area and trail. Anticipated cost for each gateway is \$150,000 to \$300,000.

RECOMMENDATION

The Action Plan recommends that gateways are spread out along the trail at intermittent intervals of 25 to 30 miles. Generally, one gateway will be at either end of the trail – in this case in or near Rochester and Cuba. Additional gateways may be located along the trail at town or village centers or other locations, such as at existing parks if the demand and support are available.

AMENITIES

- Parking area (minimum of 10 vehicle spaces)
- Large plaza (greater than 700 SF)
- Shade trees
- Benches (minimum of four)
- Picnic tables (at least one)
- Bike repair station
- Bike racks (eight bikes min.)
- Kiosks /wayfinding/interpretation
- Comfort station
- Equestrian access and snowmobile parking
- Potable Water

TRAILHEADS

Trailheads provide direct and easy access to Genesee Valley Greenway State Park and offer similar amenities and access as gateways, but occupy much less space and require significantly less investment. Typically, trailhead parking areas have space for four to 12 cars with designated handicap parking and ADA access to the GVG, as well as a selection of benches and picnic tables. Bike amenities generally include bike racks and a bike repair station. Wayfinding maps and information panels may also be included in trailhead designs.

When selecting trailhead sites, variables taken into consideration include the amount of physical space, the number of users in the location, the conditions of the adjacent roads, land ownership and the proximity to other access points, gateways, and trailheads. As with gateways, trailheads benefit from being located within existing parks or public use areas. Trailheads are recommended to be spread out along the trail at regular intervals of three to ten miles. Ideally any town, village, or hamlet that has access to the trail should be provided a trailhead. Additionally, depending on regional demand, it is recommended to install trailheads (or other access features) where there are long stretches of trail with no nearby towns to serve as pit stops and refuge for through-riders. Anticipated cost for each trailhead is \$60,000 to \$120,000.

RECOMMENDATION

The project team recommends trailhead installations about every three to ten miles along the GVG where space can be allocated,

COMPREHENSIVE ACCESS PLAN



Proposed conceptual design for a Trailhead at Route 305.

or more frequently in villages and hamlets that are located close together. A number of existing parking lots adjacent to the trail may serve as locations for proposed trailheads.

AMENITIES

- Parking area (four to 12 spaces)
- Small (500-600 SF)
- Shade trees
- Benches (to accommodate two groups)
- Picnic table (Optional)
- Bike fix-it station
- Bike racks (six bikes)
- Kiosks / wayfinding

Options for potable water, if it is available (comfort station or water bottle filling stations)

ACCESS POINTS

Access points are locations along the trail where trail users can easily enter and exit. These are often at road intersections. Access points may or may not have parking on-site and, if provided, generally can accommodate fewer than four cars. At a minimum, they are equipped with crosswalks, wayfinding signage, and trail crossing signs to alert vehicular traffic. There is no set frequency for these access points but these are best emphasized at roadway crossings where there are nearby residential neighborhoods or destinations.

RECOMMENDATION

It is recommended that all intersections are updated for improved safety with high visibility crosswalks, and trail crossing advisory signage.

Other safety treatments may include raised crosswalks and signals depending on traffic, speed limits, and number of lanes. Additionally, where demand and safety concerns permit, small "pull-off" parking areas may be added for enhanced access.

AMENITIES

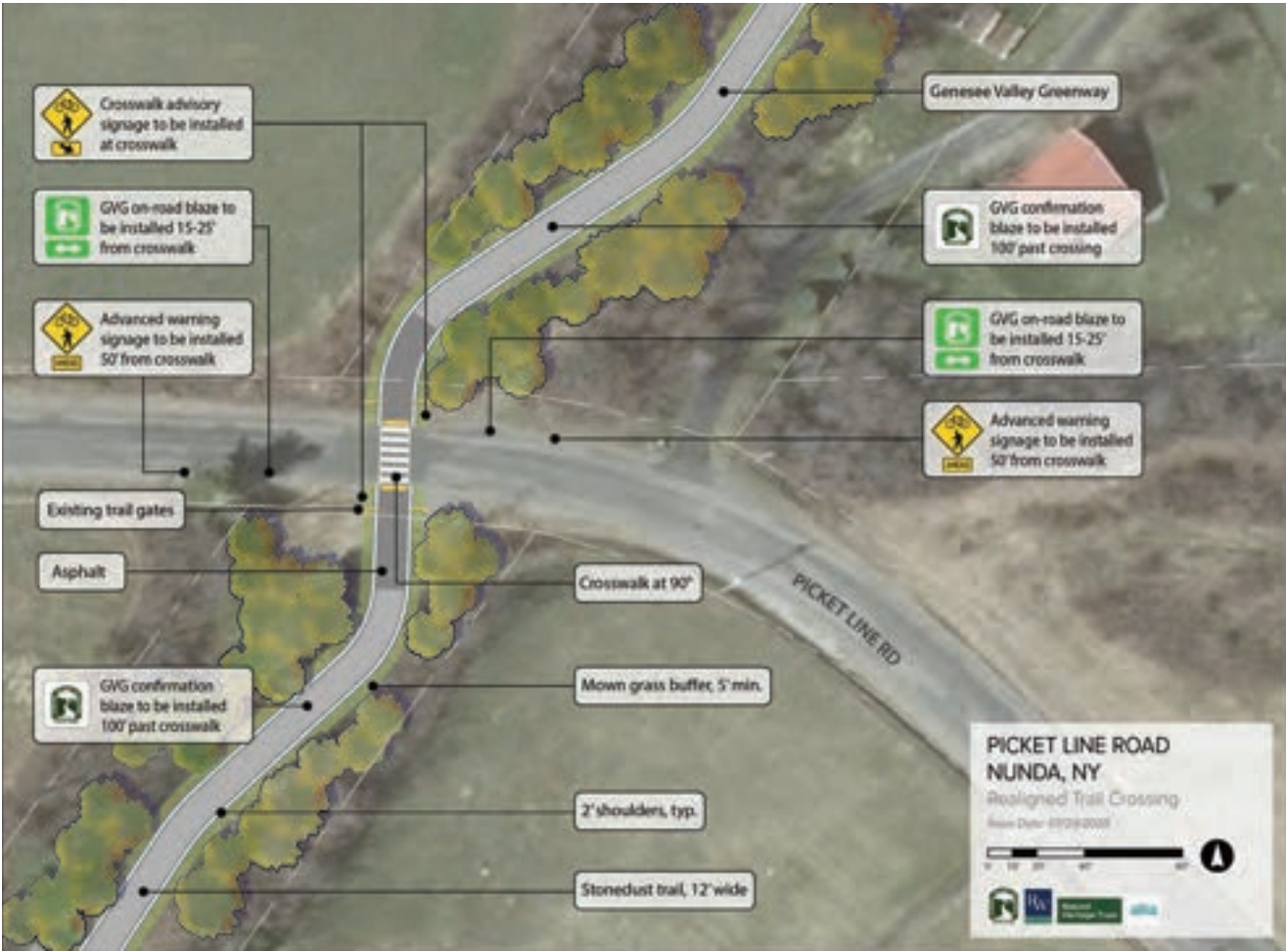
- Parking area optional based on space and roadway safety (up to four)
- Wayfinding
- Improved trail crossings at road intersections for trail user safety
- Optional bench or bike racks as the location and demand indicates need

PARKING AREAS

Parking areas are existing designated lots where trail users can park their cars. Generally, there are no amenities at these sites.

RECOMMENDATION

It is recommended that signage and wayfinding installation at existing GVG parking areas, as well as signage directing people to parking locations from more major roads if they are remote.



Picket Line Rd Access Point

COMPREHENSIVE ACCESS PLAN

REST STOPS

Rest stops are locations along the trail that are ideal locations to take a break, such as a long stretch between access points or a scenic overlook. These features have been introduced with the 2020 resurfacing project and are expected to be part of all future trail improvement plans.

RECOMMENDATION

It is recommended that these locations are equipped with at least one picnic table or bench and historic interpretation where appropriate.

TRAIL INTERSECTIONS

Any location where a regional trail intersects Genesee Valley Greenway State Park. Examples of these trails include the Finger Lakes Trail, the Lehigh Valley Trail, and the Letchworth State Park Trails.

RECOMMENDATION

It is recommended that these locations be equipped with benches, shade and wayfinding.

SAFETY MANAGEMENT

Gates, bollards and fencing are physical barriers designed to restrict motor vehicle access to the trail and guide pedestrian access along the trail. Sometimes physical barriers are still ineffective at preventing access, and can create obstacles to legitimate trail users. Design alternatives should be considered that use signage, landscaping, and more natural access control to reduce the likelihood of motor vehicle access where appropriate.

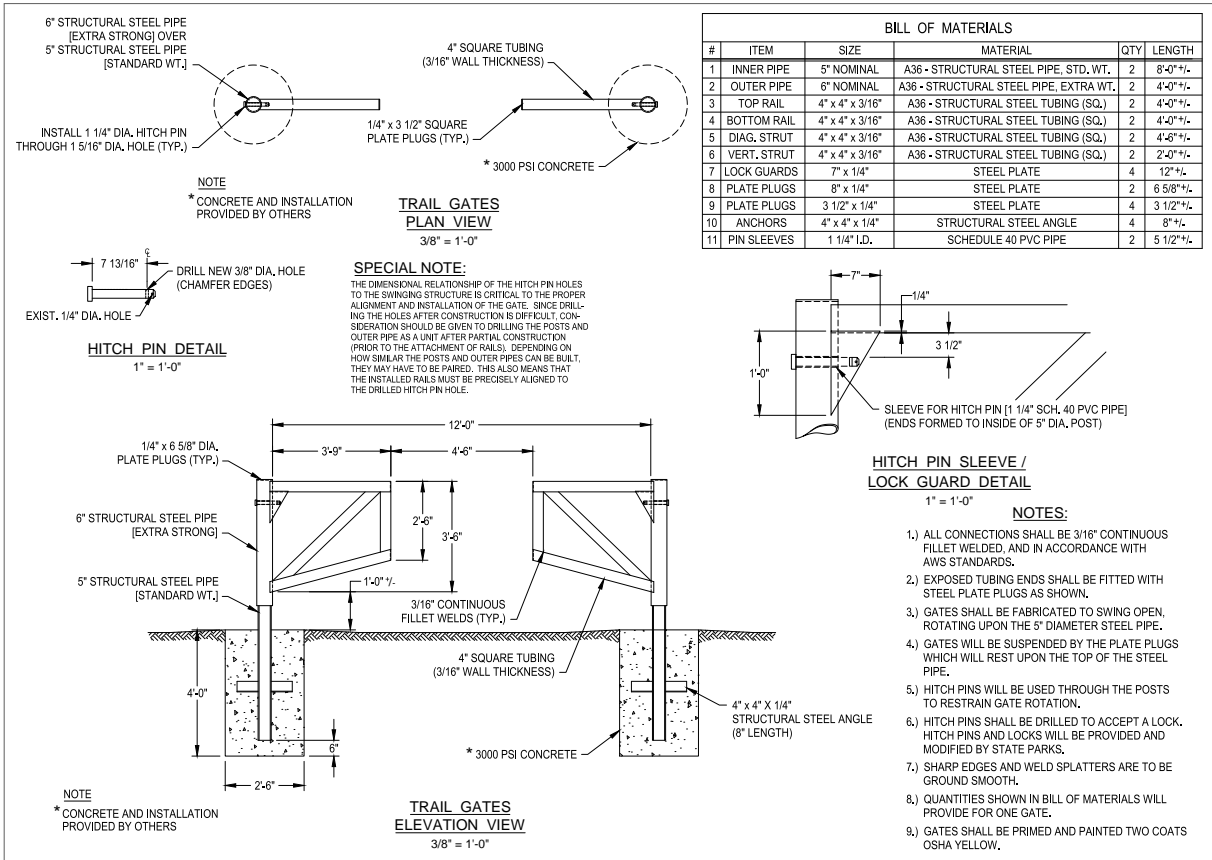
TRAIL GATES

CURRENT CONDITIONS

Iconic yellow trail gates are currently used at all entry points and road crossings of the Genesee Valley Greenway State Park. They discourage vehicles from entering the trail while still allowing pedestrian, bicycle, equestrian and snowmobile access to the trail.

GUIDANCE

- As per the Management Plan for the GVG, intersecting road names should be painted on the approaches of each gate to orient trail users to upcoming roadway crossings.



OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
NEW YORK STATE
GENESEE REGION

CARTER, NEW YORK 14427-1124

GENESEE VALLEY GREENWAY
SALOON STYLE TRAIL GATE
WITH HITCH-PIN LOCKING MECHANISM

STAFF	
DAS / JB	
DLH	
AS SHOWN	2 07/02
	1 02/01
FEB, '98	
1 OF 1	
GVG - 24 - 4B	

Construction detail for trail gates

COMPREHENSIVE ACCESS PLAN



Existing trail gates

- Use painted stencils or laminated signs mounted to both sides of the gate.
- Gates should be maintained at all current locations and installed in new locations as per the Management Plan for the GVG.
- Gates should include weep holes to allow drainage and eliminate/reduce rust and corrosion. Amend current detail to include weep holes.

GUIDERAILS

CURRENT CONDITIONS

Most parking areas are defined by large boulder bollards. Boulder bollards are cost effective, durable, and vandal resistant. However, as a standard for parking area definition, there are other more practical and attractive solutions.

GUIDANCE

- Timber guiderails use simple construction and are effective in reinforcing GVG territory.
- Timber guiderail fencing, vegetative buffers, and old canal stones are recommended to delineate parking areas and limit or control pedestrian access.



Boulder bollards being used in a parking area

- Timber materials should be limited to visible “front-country” applications to prevent vandalism and arson in remote areas.
- A timber guide rail uses a strong horizontal beam (minimum two inch wide x ten inch deep) and stout eight-inch by eight-inch pressure treated posts spaced every six to eight feet. This is a standard detail within state parks and may be easily adopted as a delineator that defines the extent of a parking area, parking area approaches, and other linear applications.



Timber guide rail fencing is a more practical application for delineating parking areas.

BOLLARDS

CURRENT CONDITIONS

With the exception of the boulder bollards, there are currently no standard bollards used in the GVG.

GUIDANCE

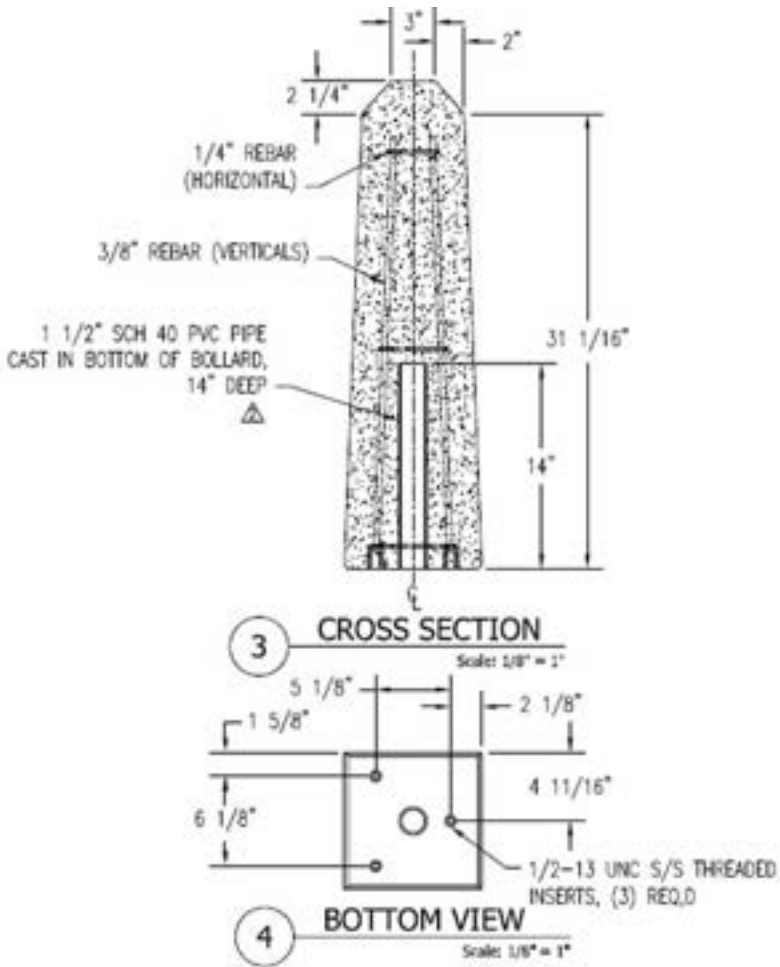
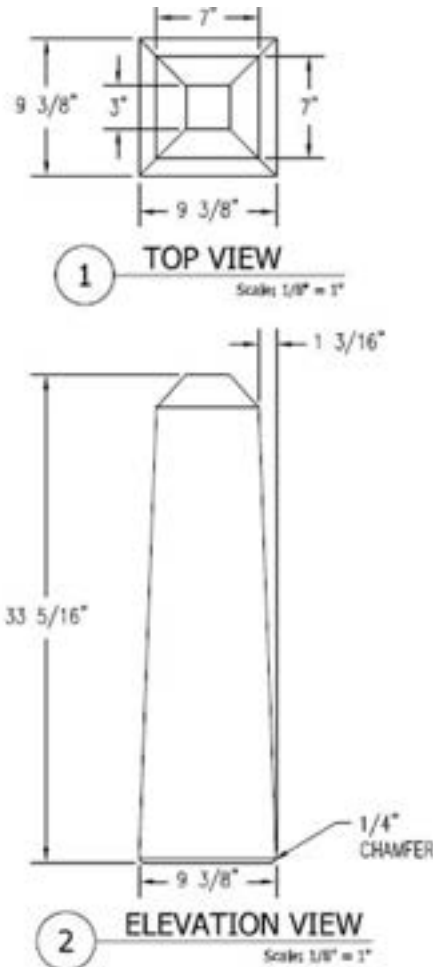
It is recommended that the GVG select a standard vandal-resistant bollard that can be used to control vehicle access at locations of pedestrian congregation, such as gateways or trailhead plazas. A durable simple concrete obelisk bollard is recommended, such as:

CAST CONCRETE OBELISK BOLLARD

- Product: Obelisk Design Concrete Bollard - ITEM TF6035, By L.K. Goodwin Co., or equivalent
- Finish: Acid Wash, Color: Buff
- Setting: Grout Set (A) or Steel Pin (B) depending on Application



www.lkgoodwin.com/more_info/obelisk_design_concrete_bollard_tf6035/obelisk_design_concrete_bollard_tf6035.shtml



COMPREHENSIVE ACCESS PLAN

FENCING

Fencing is important in locations where the trail is adjacent to steep grades, private property, and along railroad crossings to create a barrier for pedestrian access or provide fall protection.

CURRENT CONDITIONS

The Genesee Valley Greenway State Park would like to reduce the use and dependence on split rail fencing along the trail. Although there is a place for split rail in limited applications, it is susceptible to vandalism and is not durable, presenting maintenance concerns. There are two types of fencing types that could be considered along the trail as alternatives to split rail. One acceptable alternative is a fence type developed at Duggan Creek. This fence consists of timber posts with two horizontal timber rails fixed to the face of the posts.

The other fencing type is a custom steel rail fence with a wood posts that is being proposed for the I-90 underpass in the current resurfacing project being used at Paul Road. If fencing is provided for fall protection along the trail, fill and proper grading could increase the shoulder to five feet to eliminate the fencing. (All future trails should be designed to minimize the need for safety fencing.)

GUIDANCE

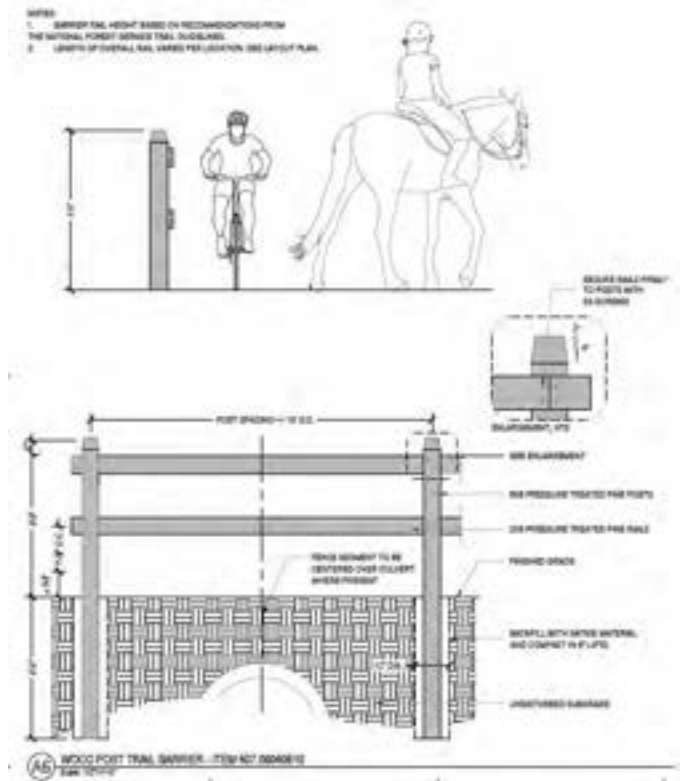
- Fencing should be at least 42 inches above the finished grade, and up to 48 inches where more hazardous conditions exist, such as a bridge over a highway.



Timber fence type at Duggan Creek



Steel rail fence



Timber fence detail

BRIDGE AND OVERLOOK RAILINGS

Railings are important features on bridges, some boardwalks, or in areas where there may be a hazardous drop-off or incompatible adjacent land uses.

CURRENT CONDITIONS

Most bridges and overlooks in the GVG include railings that use timber materials. A recent installation at the new Duggan Creek Rest Stop is an example of a railing that has created an unintended consequence. The railing exceeds height minimums while impeding views. Because visitors cannot see over the top rail, many step up onto the bottom rail to take in the views. This creates unnecessary wear on the railing and is a potential hazard. Bridge railing should not be used for climbing and the design should limit the possibility of stepping up or climbing.



The overlook at Duggan Creek Rest Stop.

GUIDANCE

- On bridges and overlooks, railings should be designed to meet all applicable codes and regulations.
- Railing heights on bridges and overlooks should be a minimum of 42 inches tall. Also a four-inch sphere must not pass through the lower 34 inches of the rail system and an eight-inch sphere must not pass through the upper part of the rail system, from 34 to 42 inches. Consider site context and surrounding viewsheds when setting heights for railings.
- The middle railing functions as a ‘rub rail’ for bicyclists and should be located 33 to 36 inches above the finished grade.
- Consider angling the top rails toward the decking so they slant at approximately 20 degrees, especially in areas at or near water features. This prevents a platform for water bottles and also helps shed water.

SITE FURNISHINGS

SEATING

Seating along the GVG provides a place for users to rest, congregate, contemplate, or enjoy nature and interpretive elements. Benches should be durable, low maintenance, and attractive. Picnic tables provide places for trail users to congregate for meals or to relax.

CURRENT CONDITIONS

Picnic Tables

There are currently two picnic table types in use along the Genesee Valley Greenway. The standard option is constructed of 2-inch-diameter tubular galvanized steel with timber benching and table bolted to the steel frame. This picnic table is purchased through a state contract and varies in size based on the site. In the future, all picnic tables should utilize black powder coated frames. The other option is made from custom cut rock and rough hewn.



Picnic table at White Creek Rest Stop.

Standard Picnic Table

Specifications

- Product: Jamestown Advanced Products Heavy Duty Picnic Table; various lengths
- Finish: 2-inch-diameter black coat powder frame with treated pine lumber
- Setting: Portable

Stone Picnic Table

Salvaged canal stone from a former Genesee Valley Canal structure, re-used as table and bench seating wood (as installed at Lock 2).

Benches

There are a number of existing benches along the trail, many of which are in need of replacement. While there can be more than one option for benches, a consistent typology should be used for new bench locations or where replacement is needed.

GUIDANCE

- Locate benches and other site furniture a minimum of three feet from the edge of the trail.
- Locate benches along the trail where appropriate, or where there is a demand by users. Seating at least every mile is the goal. Seating within a half mile of trailheads is recommended.
- Provide benches and picnic tables in areas that provide interesting views, are close to an interpretive element, and offer shade or shelter from seasonal winds.
- Drainage should slope away from the bench and the trail.



- Locate benches a minimum of four feet from restrooms and drinking fountains and a minimum of two feet from trash and recycling receptacles, lighting poles, and sign posts.
- Wheelchair access should be possible at some picnic tables and alongside benches. Provide access with a hardened surface such as concrete or asphalt.
- Seating should be securely anchored to the ground. Consider durable materials or native materials such as boulders that are vandalism-resistant.

MATERIALS

Standard Bench

Specifications

- Product: Jamestown Advanced Products Contour Bench; various lengths
- Finish: recycled plastic lumber
- Structure: Black powder coated support with concrete pad mounting

Stone Bench

Salvaged canal stone from a former Genesee Valley Canal structure, re-used as a bench. The bench should be 17 to 19 inches in height from the surrounding grade.

SHADE STRUCTURES

Shade structures should be sensitive to context and designed to integrate with intended function of the site and trail user needs. They should be built of durable, vandal-resistant materials and placed to provide maximum shade to trail users.

GUIDANCE

- The orientation of structures should be considered to provide maximum protection from elements.
- Can be placed in any setting (grass, concrete, or asphalt) with considerations for ADA access to and into the structure.
- Plants may be incorporated into the design of the structures especially where they can provide additional user benefits (vines or greenwall for cooling effect).
- Structures should not impede bicycle and/or pedestrian movement and shall be located adjacent to the trail (not within the travelway).
- Structures should not block viewsheds of historic, natural, or cultural elements.
- Structures should incorporate other amenities, especially benches and picnic tables.
- Timber structures are not recommended. The GVG is considering steel posts with a wooden pergola structure for durability.

MATERIALS

- Product: Custom Designed Per Site
- Finish: Metal or stone bases and columns with a light metal or timber roof
- Concept: Design should reference historic transportation infrastructure

BICYCLE RACKS

Bicycle parking should be placed at gateways, trailheads, near town centers, and where there are multiple amenities or there is demand.

Bicycle parking should be as convenient as the majority of automobile parking and should be easily accessible from the trail.

Bicycle parking should be located on a hardscape surface and not be located directly in front of other trail amenities. Ideal rack location should be parallel along the trail approach. Parking should be located no more than 25 feet from ingress/egress and at least five feet from the edge of trail to avoid traffic conflict. Location should be highly visible.



Consideration should be given to avoid emergency ingress/egress, service access, and vehicular conflict areas.

GUIDANCE

- All bicycle parking spaces located at trail access locations, trailheads and gateways must permit the locking of the bicycle frame and one wheel with a U-type lock, support the bicycle in a stable horizontal position without damage to wheels, frame, or components, and provide two points of contact with the bicycle's frame.
- Bicycle parking facilities shall be securely anchored so they cannot be easily removed and shall be of sufficient strength and design to resist vandalism and theft.
- Bicycle parking should be located on a hardscape surface and not be located directly in front of other trail amenities.
- Consideration should be given to avoid emergency ingress/egress, service access, and vehicular conflict areas.
- At rest areas, where bike parking but not bike locking is an option, custom canal stone bike racks are currently used. These are a creative reuse of existing materials and a great tool for connecting the current trail use to the historic transportation heritage of the corridor.



Standard Bike Rack

Specifications

- Product: Belson Standard Bollard Bike Rack, Model # PARBC-2-SF-P/ Lexington Green or approved equivalent
- Finish: Powder Coated Black
- Setting: Surface Mount

Custom Bike Rack

Specifications

- Product: Custom made from salvaged canal stones
- Finish: Rough cut
- Setting: n/a

WATER STATIONS

Drinking fountains provide opportunities for users to replenish fluids and potentially extend their trip. When considering the application of a water station, the existence of a safe water source is the primary question that must be answered. Water stations should be selected to provide a bottle filling option and a pet/ dog watering option.

GUIDANCE

- Locate drinking fountains at least six feet from trail edge.
- Locate drinking fountains near restrooms, at trailheads, parks and other public gathering places along the trail.
- Standard and accessible fountains should be installed to accommodate all trail users.
- Consider grouping amenities together (seating, bicycle parking, drinking fountains, and bicycle repair stations) at a rest stop or comfort station.
- Drinking fountains should be placed on a well-drained surface (two percent sloped concrete slab).
- Drinking fountains must be ADA compliant.
- All water facilities must be hands-free or touchless
- A lower pet fountain and a bottle filler are required.

Standard Drinking Fountain

Specifications

- Product: Touchless Bottle Filler Series Model: SE 10155 SMFA & SMSSFA
- Finish: Textured Black

COMPREHENSIVE ACCESS PLAN

BICYCLE REPAIR STATIONS

Bicycle repair stations are small kiosks designed to offer a complete set of tools for routine bicycle maintenance and can be grouped with other amenities. Typical locations for repair stations are gateways, trailheads, parking lots, the intersection of two trails, and public gathering spaces. All bike repair stations should have hanger arms that accommodate most bicycle types, an air pump, and a selection of tools.

GUIDANCE

- Bicycle repair stations should be at least six feet from trail edge to allow room to repair bicycles.
- Stations should be secured to a durable pad, such as concrete.
- Bicycle repair station tools are secured by high security cables, but will still be an attractive target for theft. Proper placement of kiosks in areas of high activity is one key strategy to reduce potential vandalism.

- Use of proper anchors will prevent vandalism and theft.
- Racks and anchors should be regularly inspected for damage. Educate snow removal crews to avoid burying repair stations during winter months.

Specifications

- Product: Most dependable water fountains item #185smss or approved equal
- Finish: Textured Black
- setting: Concrete Pad

WAYFINDING

INTRODUCTION

A comprehensive wayfinding system for the GVG must first and foremost meet the criteria adopted by the New York Office of Parks, Recreation and Historic Preservation as the guidelines for signage and wayfinding. Trails Technical Document #2, Trail Signage Guidelines for the New York State Park System, April 29, 2010 (Updated March 2015).

Secondarily, a small set of signs was developed for the Genesee Valley Greenway in the document **Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package** (September 2020). This

document proposed wayfinding elements (pg. 10) including a kiosk map sign, regulatory signage and a Pedestrian Directional Sign. What is missing and recommended for future development is a complete wayfinding sign family that includes additional items such as donor recognition, mile markers, vehicle entry signs, interpretive sign templates, directional signage, and MUTCD compliant on-road blazing. By fully developing this complete sign package, a consistent, uniformly branding wayfinding message will be consistently and effectively communicated to trail users across the GVG’s entire length.



A complete sign family concept will further enhance the signs proposed in the September 2020 “Trail Nodes Concepts’ ’ by providing further detail on font types, text size, materials, colors, mounting etc...

COMPREHENSIVE ACCESS PLAN

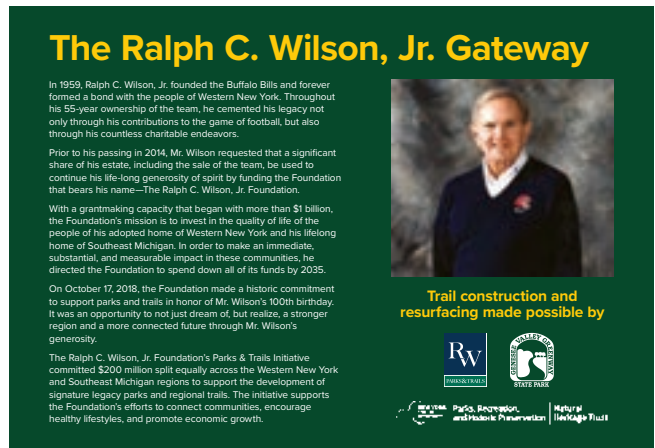
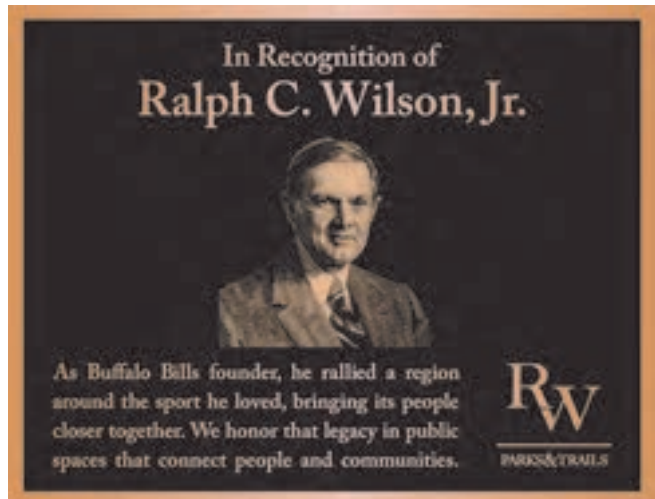
DONOR RECOGNITION

One of the primary strategies that the New York Office of Parks Recreation and Historic Preservation is pursuing to assist with funding and development of the New York State Parks System is to partner with key philanthropic organizations. Within western New York, The Ralph C. Wilson, Jr. Foundation is one such organization.

The project team worked with the Ralph C. Wilson Foundation during the design and development of the Empire State Trail. Several of these donor recognition strategies have been adopted by the Genesee Valley Greenway. These examples use the Ralph C. Wilson, Jr. Foundation as an example of appropriate donor recognition, but these same strategies can be used with other funding organizations if the opportunity presents itself. Three strategies are offered within this document for inclusion on projects that are within the GVG.

The first option is a simple 24-inch by 18-inch dedication sign with a message about Ralph Wilson. This sign could be mounted to a two post system, and placed at heavily used gateways and trailheads.

A second option for donor recognition could be with a mountable bronze plaque. These 18-inch by 14-inch plaques could be fixed to boulders at gateways, trailheads or other access points, or even mounted to bridge rails, fences or other features funded by a donor.





The third option for donor recognition that the GVG accepts is the addition of a donor's logo on information, vehicle entry, or directional signage. In this example from the Empire State Trail trailhead information sign, a Ralph C. Wilson Jr. Foundation logo is simply added to a standardized information sign.

OTHER WAYFINDING ELEMENTS

There are several other wayfinding elements, such as mile markers, vehicle entry signs, information kiosks and on-road trail blazing, that have not been standardized in the guidance documents. However there is inconsistency across the length of the greenway that should be rectified to provide a unified look and messaging across the Genesee Valley Greenway.

These include mile markers, vehicle entry signs, information kiosks and on-road trail blazing.

Mile Markers

There are currently two types of mile markers being used. The more historically accurate mile marker built from an 8"x8" post should be the standard. Recently installed 4"x4" posts should be phased out in preference for the 8"x8" standard.



GUIDANCE

- Place mile-markers so that no part of the post is closer than 2'-0" from the edge of the trail.
- The height of the markers should be consistent across the entire trail.
- If placed within a road right-of-way drill holes through the base of the post to conform to NYS DOT breakaway standards.

Vehicle Entry Signs

Vehicle Entry Signs (VES) are used to mark the driveway entrance to gateways, trailheads or other access points. They are used to consistently brand and market the GVG's presence and provide a clear indication of where major entry and access points are located.

For the most part, VES on the GVG are inconsistent in style, appearance, and use. For instance, many of the current signs reflect a style that was developed by the New York State Department of Environmental Conservation. It is recommended that the GVG develop a consistent, clear wayfinding system that includes a VES which matches the visual character proposed in the Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package, September 2020.



GUIDANCE

- Establish a clear VES standard template that meets OPRHP design guidance, and matches the design typology introduced in the September 2020, Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package
- Sign shall be placed outside of the right-of-way. If placed within a road, provide accommodation for break away bases to conform to NYSDOT standards.
- Place sign perpendicular to road and within the visual field of approaching vehicles in both directions of travel.
- Sign should never be placed within the sight triangle of turning vehicles leaving a parking area or driveway

Interpretive Signage

Interpretive displays provide greenway and trail users with information about the path, wildlife, vegetation, history, and the significance of elements along the corridor. Interpretive displays may also be combined with public art and sculpture opportunities along the path. Interpretive displays are typically installed at gateways, trailheads, vistas, or notable points along the trail. Interpretive signs primarily serve an informational or educational function. These signs should be clear, easy to understand, and engaging. Local historians or experts should be consulted when preparing content. Signs should also be weather-proof or protected from the elements and secured to the ground.



GUIDANCE

- Develop interpretive sign templates so that content developed for different projects is displayed in a graphically similar way.
- Develop an interpretive sign plan to confirm the park wide message and story is told in a complete and thorough manner without redundancy.
- Expand the sign family proposed in the September 2020, Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package to inform graphic templates.
- The positioning of the sign should be based on existing site context and be oriented within a clear view of the feature being described.
- Provide a minimum of two feet of clearance from the edge of the sign to the edge of the travel way (four feet to provide ADA accessibility)
- Signs along paved portions of the trail should be placed in paved bump outs to allow wheelchair accessibility. If space permits, locate one or two benches adjacent to the sign and oriented toward the relevant vistas

Directional Signage

There are currently directional signs on the GVG that have been introduced in the Mt. Morris area. These signs meet the standards described for all signage in the NYS Parks System, in the Trails Technical Document #2, Trail Signage Guidelines for the New York State Park System, April 29, 2010 (Updated March 2015). However they do not aesthetically meet the setting, rural character or the precedence developed in **Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package** (September 2020).



GUIDANCE

- Develop fingerboard directional sign that matches the design and aesthetic precedence in the **Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package** to inform graphic templates

On-Road Confirmation Blazes

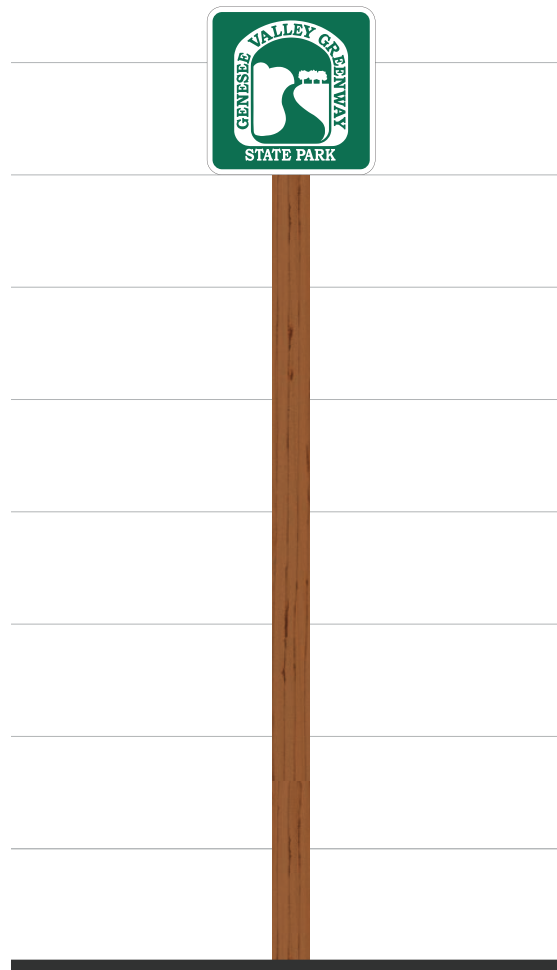
The on-road sections of the Genesee Valley Greenway are poorly marked and difficult to follow. The sign below illustrates a typical on-road sign blaze, which does not meet MUTCD standards, uses a non-MUTCD compliant directional arrow and is placed too low to the ground.

At the present time the Genesee Valley Greenway uses a single blaze style to represent on-road and off-road trail sections. However, the current standard white confirmation blaze with the green logo does not meet MUTCD requirements. The current blaze should be updated to meet MUTCD requirements for on-road sections of the trail.



GUIDANCE

- Confirmation blazes should be installed so that bicyclists have sufficient time to comprehend the sign and change course, if necessary.
- Blazes may be added to existing sign supports after permission has been obtained from the owner of the sign.
- 18-inch by 18-inch square sign with MUTCD/ NYSDOT green background and a white logo



An illustration of the 18"x18" square sign with MUTCD/NYSDOT green background and a white logo

Kiosks

The GVG has developed an information kiosk that conforms to OPRHP standard guidance. A recent installation in Mt. Morris is highlighted at right. In the future, all information kiosks along the GVG should be designed and constructed to conform to this style.

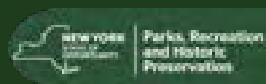
GUIDANCE

- All lumber to be pressure treated or eastern white cedar, locally sourced
- Provide benches on either side
- Lockable cabinet
- Provide a minimum of six feet of pedestrian circulation space around entire structure
- Install in locations where there is nearby seating and bicycle parking





Natural
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