GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 21-17 Accepting the Route 390 Multi-Use Trail Restoration and Safety Improvement Study as evidence of completion of UPWP Task 6518

WHEREAS,

1. The *FY 2020-2021 Unified Planning Work Program* includes Task 6518, Route 390 Multi-Use Trail Restoration and Safety Improvement Study, for the purpose of assessing the existing 5.1 mile Route 390 Mutli-use Trail, built in the early 1980s, and developing rehabilitation and funding strategies to address its deteriorated condition and provide for safety and wayfinding improvements;

2. Said Task included compiling an inventory existing conditions, conducting a needs assessment, conducting a safety assessment, preparing a concept level planning analysis to determine rehabilitation alternatives and safety improvements, and developing a corresponding implementation plan with cost estimates and funding sources;

3. Said Task has been completed and has resulted in the *Route 390 Multi-Use Trail Restoration and Safety Improvement Study;* and

4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the Route 390 Multi-Use Trail Restoration and Safety Improvement Study as evidence of completion of UPWP Task 6518; and

2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 10, 2021.

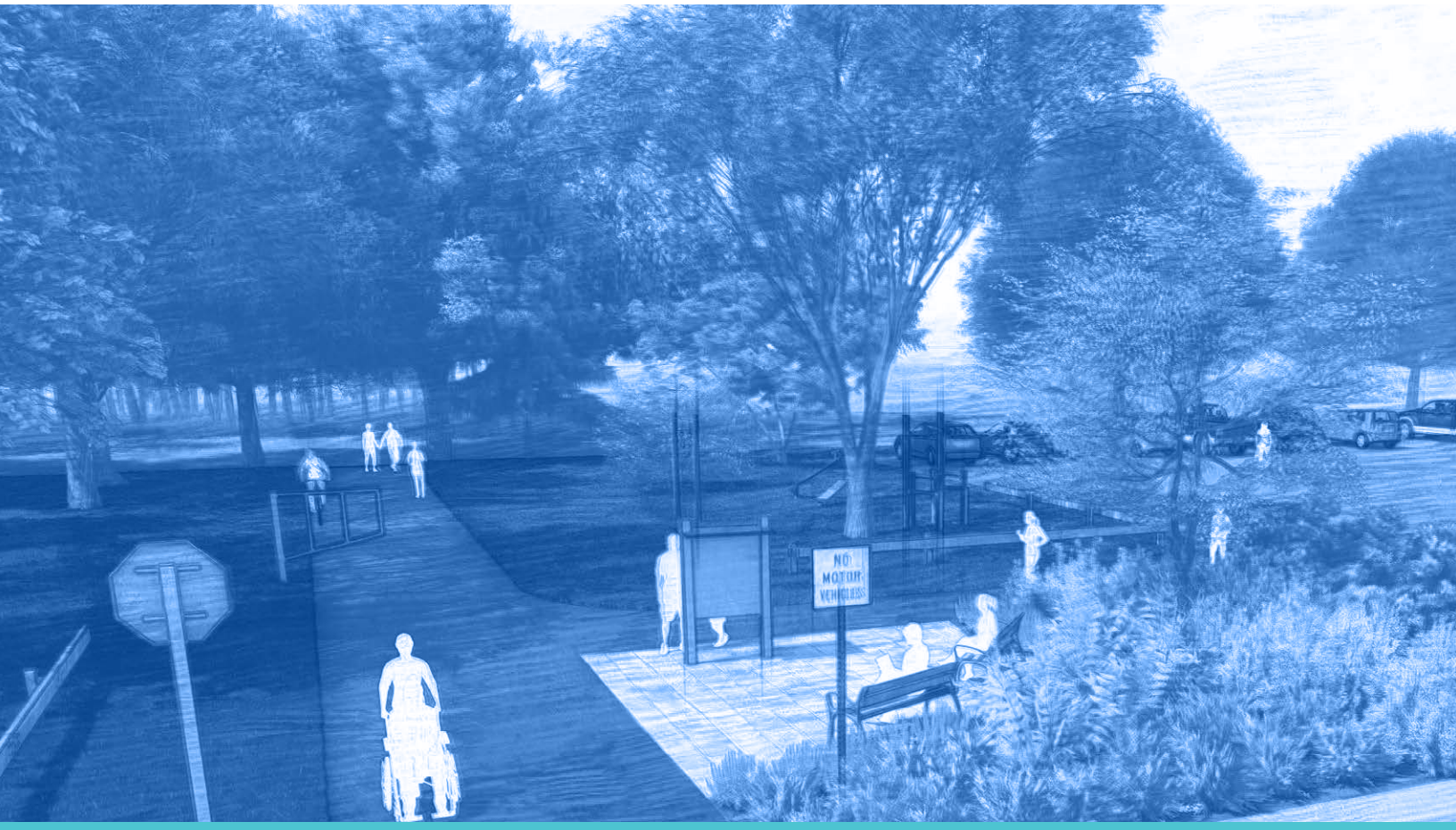
Date _____ _____

KEVIN C. BUSH, Secretary
Genesee Transportation Council

The Town of Greece

GENESEE TRANSPORTATION COUNCIL

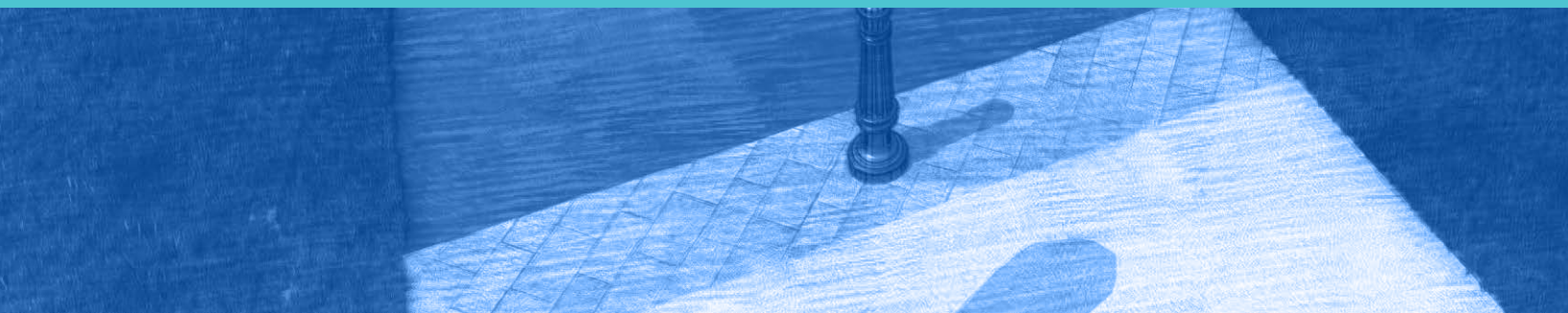
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region



Route 390 Multi-use Trail Restoration Study

Conditions Inventory, Needs Assessment, and Restoration Recommendations

March 2021



ACKNOWLEDGMENTS

PROJECT ADMINISTRATORS

John T. Caterino	Town of Greece, Department of Planning & Economic Development
Chris Tortora	Genesee Transportation Council

ADVISORY COMMITTEE

Peter O'Brien	Town of Greece, Director of Parks and Recreation
Kirk Morris	Town of Greece, Commissioner of Public Works
Linda Andreano	Town of Greece, Zoning Board
Alvin Fisher	Town of Greece, Planning Board Chair
Bob Dyjak	Greece Trails Committee
Jim Pond	Monroe County Department of Transportation
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Howard Ressel	New York State Department of Transportation

CONSULTANT TEAM

Sue Steele Landscape Architecture PLLC

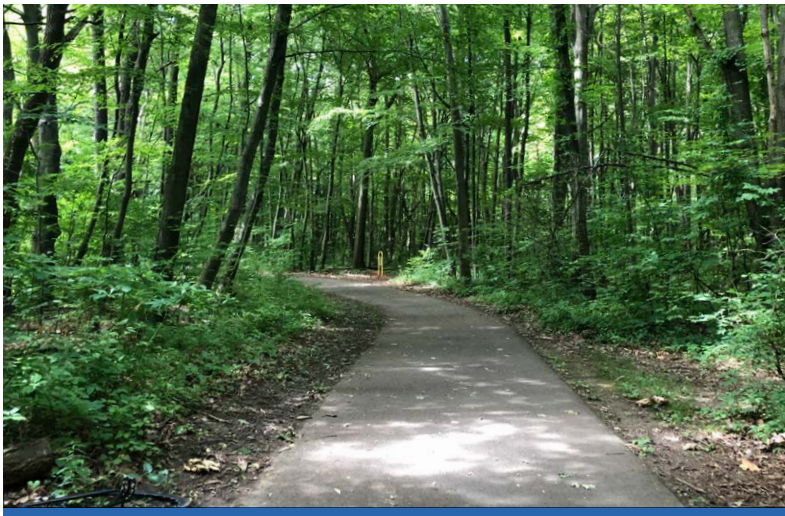
BERGMANN
ARCHITECTS ENGINEERS PLANNERS

1 Summary of Findings

The Route 390 Multi-use Trail (Route 390 Trail) is a "shared use" pathway for diverse user types which is physically separated from vehicular routes and provides a non-motorized link through the Town of Greece, New York, and to the larger regional shared use trail network. The trail was constructed in 1980 along with the "Rochester Outer Loop" Route 390 expressway project. The 40-year-old trail is well used by the community but suffers from visible age, widespread pavement failure, and no longer meets current standards of safety, design, and other best practices for shared use trails.

The purpose of this study is to inventory the trail corridor in detail, assess needs and opportunities, engage with the community to collect feedback, and provide recommendations on trail restoration and funding strategies.

Broadly, the findings of this study indicate that the trail requires a major end-of-life rehabilitation effort. The Route 390 Trail has seen better days and



The trail is an extraordinary resource in the community. It provides off-road connections between several schools and neighborhoods, transits through a large municipal park, and provides visual and physical access to a remarkable number of unique, but sometimes concealed, natural and cultural assets.

does not function at the level it should in terms of usability, safety, and other factors. Yet, despite these fixable issues, the trail is an extraordinary resource in the community. It provides off-road connections between several schools and neighborhoods, transits through a large municipal recreational park, and provides visual and physical access to a remarkable number of unique, but sometimes concealed, natural and cultural assets – from old-growth woodland patches and meadows to riparian creek valleys and the subtle topographic remnants of long removed fruit orchards. All the ingredients of a world-class shared use trail already exist. The trail itself just needs to be restored in a manner that better serves the community.

END-OF-LIFE REHABILITATION?

- *The Route 390 Trail needs a comprehensive end-of-life rehabilitation.*
- *The trail is too narrow and does not meet current shared use trail design standards that increase user safety.*
- *The most disruptive existing condition impacting trail usability is widespread pavement failure.*
- *The pavement surface is not a suitable candidate for milling and overlay due to the thinness of the asphalt layer and other factors relating to construction process.*
- *The source of pavement failures, in base and subgrade layers, must be removed prior to surface repair.*
- *Due to these associated circumstances, any major end-of-life rehabilitation should effectively be considered a full reconstruction.*

EXISTING CONDITIONS & ASSESSMENT SUMMARY

Overall, the inventory and assessment of existing conditions clearly indicates the Route 390 Trail needs comprehensive a major end-of-life rehabilitation. At 8-feet wide, the original 40-year-old trail design width is too narrow to support safe "shared use" between walkers, runners, cyclists, children, and those with other mobility needs. Likewise, shoulders are narrow in many areas and encroachment from vegetative material such as trees, shrubs, vines, and various debris effectively reduce the usable trail width further. Prior to the finalization of this report the Town of Greece has already begun to implement enhanced vegetative management throughout the corridor.

Perhaps the single-most disruptive existing condition impacting trail usability is widespread pavement failure, present in approximately 30% of the trail's length. Multiple types of pavement failures exist along the corridor, but the most prevalent is damage from tree roots. This damage is often clustered in successive cracking around specific trees, taking the form heaved fissures in the most severe forms. These fissures abruptly rise from the pavement and present a hazard to trail users. These pavement conditions were also widely commented on during the public engagement process.

The needs assessment summarizes the primary issues, deficiencies, and opportunities identified through the inventory and public engagement process. It identified five basic trail needs relating to: (1) Physical trail design; (2) Road crossing and safety; (3) Vegetation management; (4) Trail identify, wayfinding and connectivity; and (5) Amenities and infrastructure.

Based on the substandard trail design and the deteriorated conditions, the assessment included a feasibility review of various repair vs. replacement methods. It was determined that the trail pavement surface is not a suitable candidate for milling and overlay due to the thinness of the asphalt layer and other factors relating to construction process. It was also determined that adding pavement width to more closely align with current AASHTO shared use trail standards was not feasible due to the considerable failures present in the existing pavement.

Lastly, the source of widespread pavement failures, primarily due to adjacent trees and root systems present in the aggregate base and subgrade layers of the trail profile, must be removed before any repair of surface pavement layers is considered. Due to these associated circumstances, any major end-of-life rehabilitation should effectively be considered a full reconstruction.

RECOMMENDATIONS SUMMARY

Three trail restoration goals were developed based on the assessment of trail conditions, identification of needs and opportunities, and input from the public and project advisory committee. The goals are categorized to align with the recommendations.

Goal 1: Safety & Design Standards

Align existing multi-use trail more closely with current AASHTO multi-use trail design and safety standards and established best practices to create an accessible and functional trail for all users. Recommendations proposed to achieve this goal intend to restore the trail's basic functionality.

Goal 2: Maintenance & Management

Develop management and maintenance practices that ensure a safe and quality trail experience, ensure adequate staffing and budget support for

English Road trailhead concept design

English Road trailhead concept design

Recommended trail profile with clearances meeting shared use trail standards.

facilities, and rehabilitate the 40-year-old trail in a manner that minimizes maintenance burden. This goal intends to restore the trail's basic functionality. Recommendations proposed to achieve this goal intend to improve and preserve the trail's functionality.

Goal 3: Wayfinding & User

Amenities enhance community connectivity and enrich the trail user experience by improving trail access, wayfinding, orientation, tourism, economic development opportunities, and ensuring the trail includes meaningful connections to the Town of Greece's culture, environment, and history. Recommendations proposed to achieve this goal will establish the trail as a significant option for non-vehicular transportation for residents and visitors alike.

Specific recommendations to achieve these goals are provided in detail throughout Part 4 of this report. They range in scope and scale and present a comprehensive set of interventions and enhancements involving basic trail design, road crossing safety, vegetation management and trail maintenance, wayfinding, new community trail access and connections, and new user amenities that will support expanded use and trail identity in the Town and region. These recommendations are supported by conceptual design illustrations for trailheads and other precedents.

IMPLEMENTATION

Implementation relies heavily on the timing and acquisition of funding. A detailed listing of potential funding programs and granting agencies is included. However, a basic recommended strategy of implementation proposes to drastically increase trail usability in the short-term and provide funding flexibility through prioritization of the recommendations into Immediate Needs, Basic Improvements, and User Enhancements.

Immediate needs address user safety and comfort but are not long-term or permanent trail improvement solutions. These recommendations solve immediate public concerns and increase trail usability in the short-term. Basic Improvements are future restoration activities that bring the trail up to current shared use trail design standards, improve accessibility, and realign the trail in select locations to improve access and safety. They provide a minimum scope of improvement and prioritize basic trail safety above all other needs. User Enhancements enrich the user experience, contributing to easier wayfinding and orientation, greater community connectivity, and enhance tourism, programming, and recreational opportunities.

Finally, the study includes an order-of-magnitude level opinion of probable construction costs to assist with funding acquisition. The anticipated costs for Basic Improvements are approximately $6.7 million and includes all basic safety and design recommendations (with road crossings) and maintenance and management recommendations. Additional costs for User Enhancements (all wayfinding signage, trailheads, and other Wayfinding and User Amenities recommendations) are approximately $1.1 million dollars. These costs are fully loaded and assume NYS-DOT construction standards and processes, M/WBE participation, prevailing wage rates, and include work zone traffic control, mobilization, survey, erosion and sediment control, design services, and a 20% planning-level construction contingency. Costs are based on 2020 pricing but also include price escalation at 2% per year for an anticipated minimum 3 years to account for acquisition of funding.

Vintage Lane trailhead concept design