



HOJACK TRAIL FEASIBILITY STUDY



WELCOME

OPEN HOUSE :: TUESDAY SEPTEMBER 22ND FROM 4:00-7:00PM
Greece Town Hall Community Rooms A & B, 1 Vince Tofany Boulevard, Rochester, New York 14612

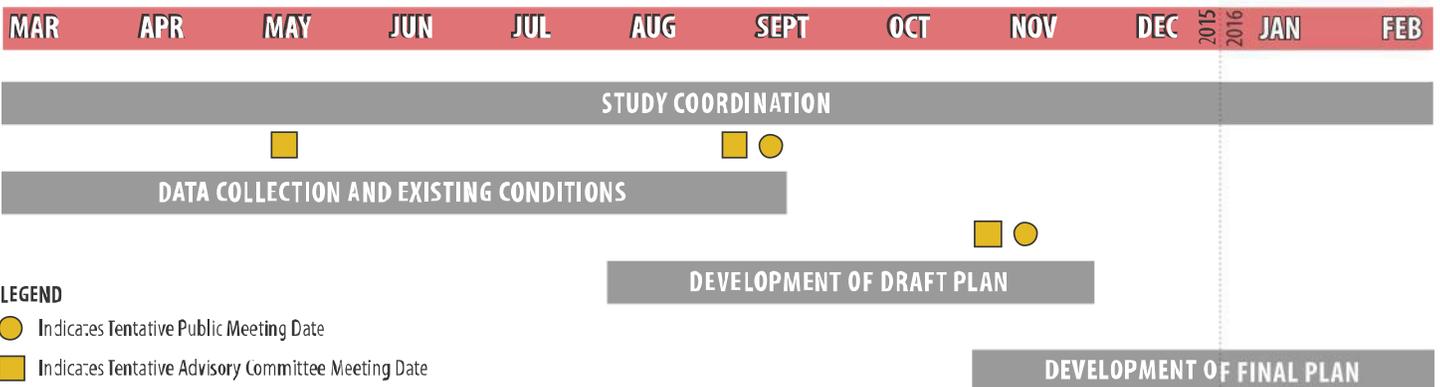
The feasibility study, which is funded by the Genesee Transportation Council, is a collaborative effort by the towns of Greece and Parma, and the village of Hilton which will study the possibility of establishing a multi-use trail on the former Hojack rail corridor, extending from the NYS Route 390 Bike Path in Greece to Canning Street in Hilton. This Plan will help to create an inclusive system that accommodates a wide range of pedestrians and bicyclists. The Hojack Trail will ultimately help the Town harvest the long-term economic, environmental, health and social benefits of Active Transportation and multi-use trails.

PROJECT OBJECTIVES INCLUDE

- Provide active transportation between community resources and destinations.
- Provide opportunities for universal access.
- Maintain user safety.
- Offer a high-quality user experience.
- Protect and enhance existing natural and cultural resources.
- Emphasize sustainability and maintainability.



Concept Rendering, Not to Scale, Not for Construction



LEGEND
 ● Indicates Tentative Public Meeting Date
 ■ Indicates Tentative Advisory Committee Meeting Date



HOJACK TRAIL FEASIBILITY STUDY



WELCOME

MEETING STATIONS

1

INTRODUCTORY STATION

- Sign-In
- Project Information Handout
- Funding Description

2

PROJECT LOCATION

- Large Format Map: Markers, Sticker Dots, Etc. to collect feedback

3

EXISTING CONDITIONS

- Inventory and Analysis
- Existing Road Crossings
- Existing Bridges & Culverts

4

PRELIMINARY DESIGN

- Visual Concept Rendering
- Typical Road Crossing Graphics
- Trail Design Standards
- Local Trail Examples and Connectivity
- Next Steps

For more information or to offer comments and / or suggestions please contact:

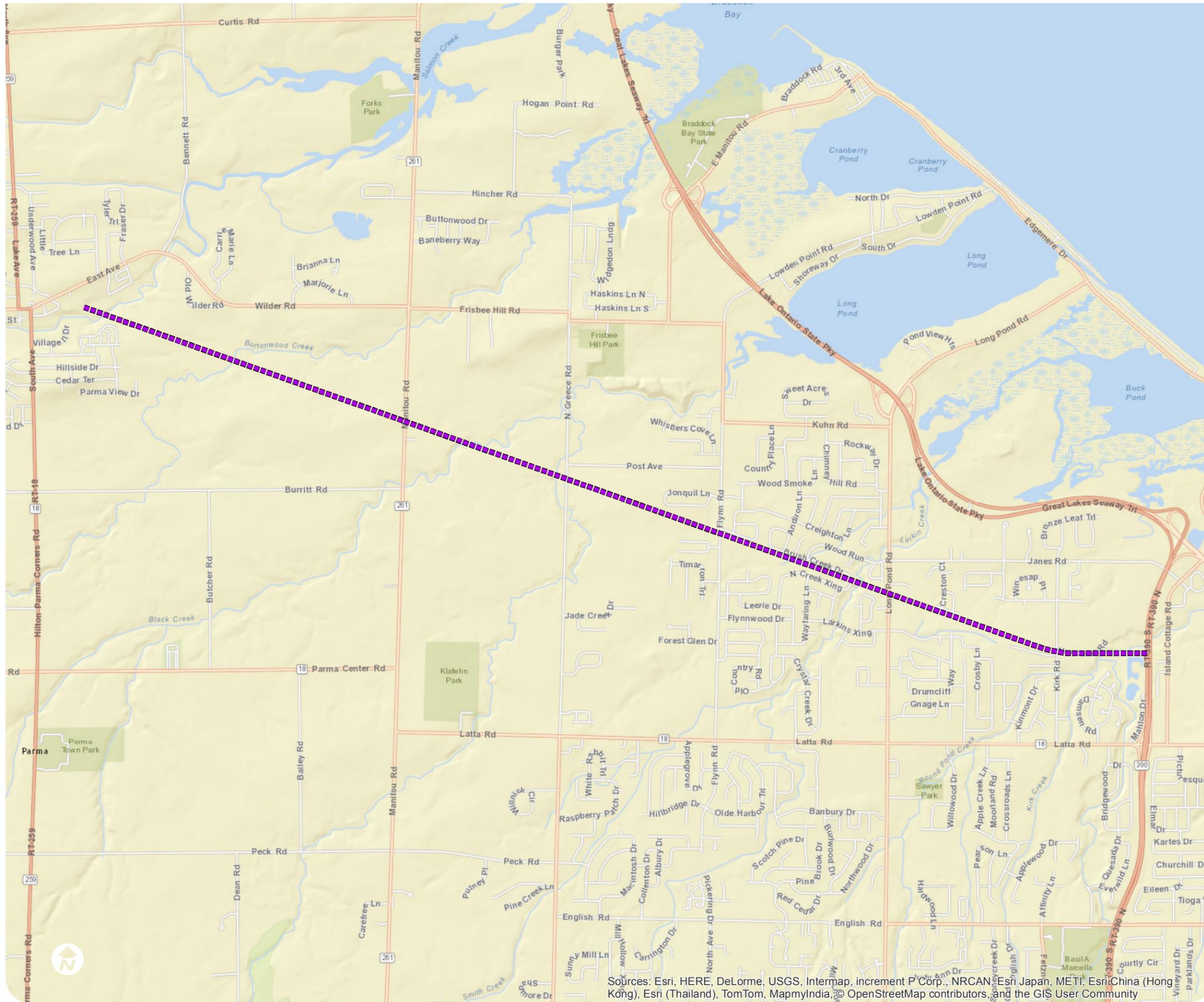
Scott Copey

Town of Greece

585-723-2356

HOJACK TRAIL FEASIBILITY STUDY TOWN OF GREECE, NEW YORK

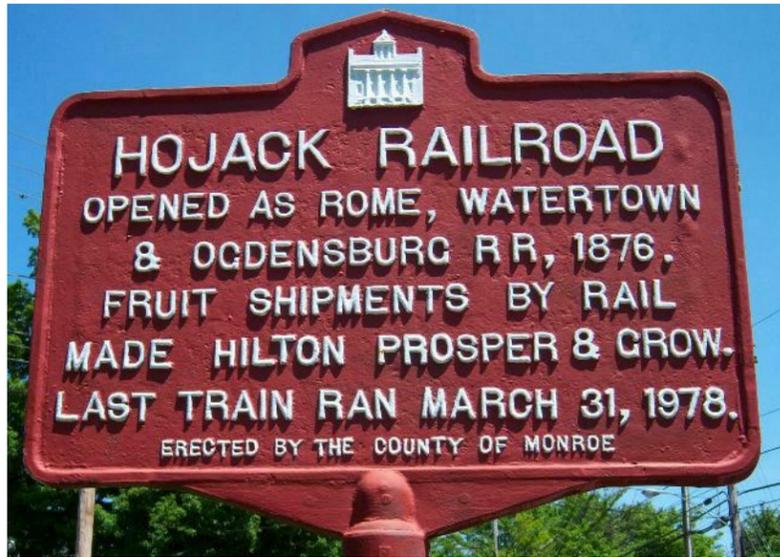
FIGURE: #
BASEMAP



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**HOJACK TRAIL FEASIBILITY STUDY
TOWN OF GREECE, NEW YORK**

FIGURE: #
HISTORIC RESOURCES



ERECTED

- By the County of Monroe — Date unknown

WHAT WAS THERE

- Railroad Avenue in Hilton used to be a segment of the Rome, Watertown and Ogdensburg Railroad, commonly, but not officially referred to as the "Hojack Line." It served the agricultural northern towns along Lake Ontario, of which the Erie Canal, located south, did not cater to. A slow freight and passenger train, the Hojack had a 100 year history of servicing farmers and mercantiles on the northern counties from Niagara Falls to Oswego. Towns along Lake Ontario prospered as passengers could come to their lakeside resorts and villages, and Orchards could ship produce easily across the state.

WHAT IS THERE NOW

- Because of its slow speed, the construction of better north-south roads in the state, and consolidation in the rail industry, the route fell into neglect, and the line into bankruptcy.
- Today, most of the track has been abandoned, including the stretch along the Genesee River in Rochester that extended down to Seneca Park, and the Hojack Swing Bridge that sits in the middle of the Genesee at Charlotte. Some of the line is being used by other RR companies, as utility right-of-ways, or sits abandoned. Much of the track has been converted to trails, including the El Camino Trail in Rochester that now follows the Genesee tract along the east side of the river.
- The path of the line still cuts away through communities along the lake and evidence of its economic impact can be seen through all the abandoned or re-purposed factories and storehouses along the way. Following the Hojack Avenue through Hilton, one can see all the former factories and stores that prospered along the line. The Hilton Station now serves several small business, including a salon. A milepost marker, "P 104" still stands along the route in the village.

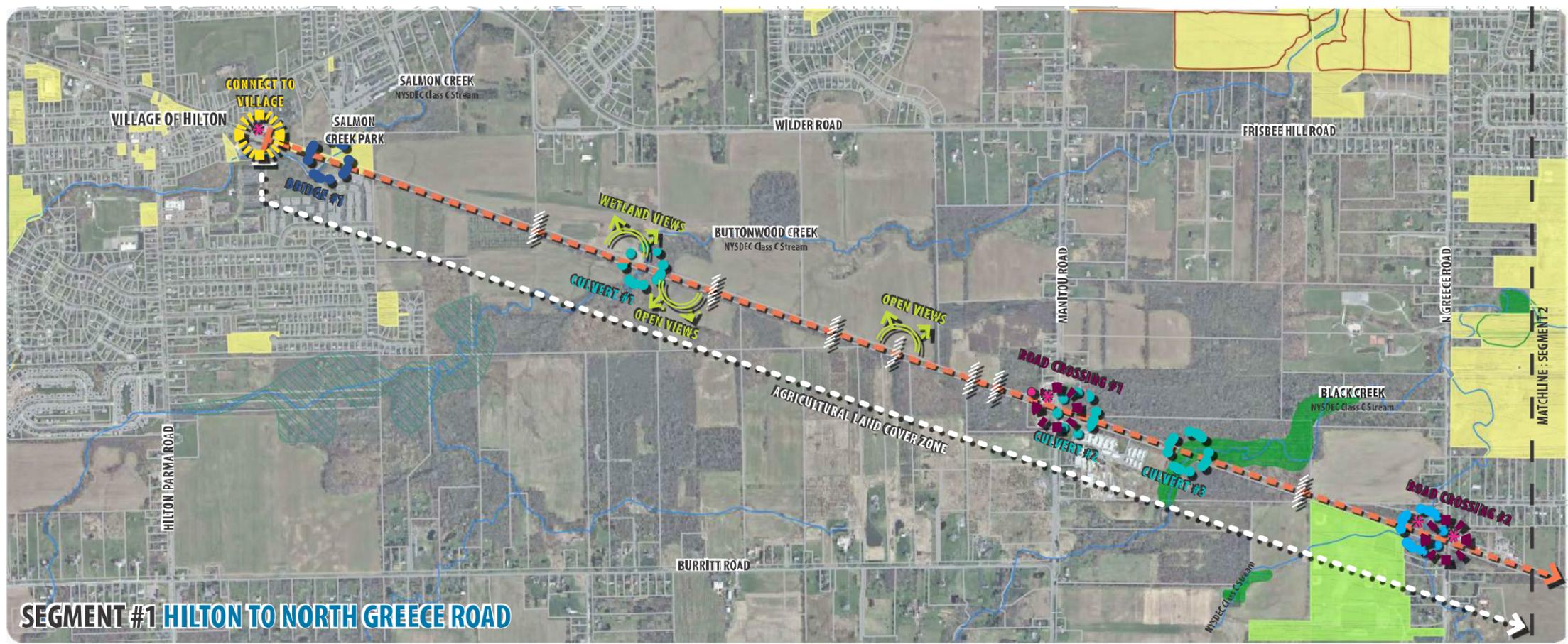
Chicago Limited	STATIONS	New York Limited
8:00 AM	OSWEGO	11:30 AM
8:15 AM	WATERTOWN	11:45 AM
8:30 AM	ROCHESTER	12:00 PM
8:45 AM	WADSWORTH	12:15 PM
9:00 AM	WILLIAMSVILLE	12:30 PM
9:15 AM	WADSWORTH	12:45 PM
9:30 AM	WATERTOWN	1:00 PM
9:45 AM	OSWEGO	1:15 PM
10:00 AM	OSWEGO	1:30 PM
10:15 AM	WATERTOWN	1:45 PM
10:30 AM	ROCHESTER	2:00 PM
10:45 AM	WADSWORTH	2:15 PM
11:00 AM	WILLIAMSVILLE	2:30 PM
11:15 AM	WADSWORTH	2:45 PM
11:30 AM	WATERTOWN	3:00 PM
11:45 AM	OSWEGO	3:15 PM
12:00 PM	OSWEGO	3:30 PM
12:15 PM	WATERTOWN	3:45 PM
12:30 PM	ROCHESTER	4:00 PM
12:45 PM	WADSWORTH	4:15 PM
1:00 PM	WILLIAMSVILLE	4:30 PM
1:15 PM	WADSWORTH	4:45 PM
1:30 PM	WATERTOWN	5:00 PM
1:45 PM	OSWEGO	5:15 PM
2:00 PM	OSWEGO	5:30 PM
2:15 PM	WATERTOWN	5:45 PM
2:30 PM	ROCHESTER	6:00 PM
2:45 PM	WADSWORTH	6:15 PM
3:00 PM	WILLIAMSVILLE	6:30 PM
3:15 PM	WADSWORTH	6:45 PM
3:30 PM	WATERTOWN	7:00 PM
3:45 PM	OSWEGO	7:15 PM
4:00 PM	OSWEGO	7:30 PM
4:15 PM	WATERTOWN	7:45 PM
4:30 PM	ROCHESTER	8:00 PM
4:45 PM	WADSWORTH	8:15 PM
5:00 PM	WILLIAMSVILLE	8:30 PM
5:15 PM	WADSWORTH	8:45 PM
5:30 PM	WATERTOWN	9:00 PM
5:45 PM	OSWEGO	9:15 PM
6:00 PM	OSWEGO	9:30 PM
6:15 PM	WATERTOWN	9:45 PM
6:30 PM	ROCHESTER	10:00 PM
6:45 PM	WADSWORTH	10:15 PM
7:00 PM	WILLIAMSVILLE	10:30 PM
7:15 PM	WADSWORTH	10:45 PM
7:30 PM	WATERTOWN	11:00 PM
7:45 PM	OSWEGO	11:15 PM
8:00 PM	OSWEGO	11:30 PM
8:15 PM	WATERTOWN	11:45 PM
8:30 PM	ROCHESTER	12:00 AM
8:45 PM	WADSWORTH	12:15 AM
9:00 PM	WILLIAMSVILLE	12:30 AM
9:15 PM	WADSWORTH	12:45 AM
9:30 PM	WATERTOWN	1:00 AM
9:45 PM	OSWEGO	1:15 AM
10:00 PM	OSWEGO	1:30 AM
10:15 PM	WATERTOWN	1:45 AM
10:30 PM	ROCHESTER	2:00 AM
10:45 PM	WADSWORTH	2:15 AM
11:00 PM	WILLIAMSVILLE	2:30 AM
11:15 PM	WADSWORTH	2:45 AM
11:30 PM	WATERTOWN	3:00 AM
11:45 PM	OSWEGO	3:15 AM
12:00 AM	OSWEGO	3:30 AM
12:15 AM	WATERTOWN	3:45 AM
12:30 AM	ROCHESTER	4:00 AM
12:45 AM	WADSWORTH	4:15 AM
1:00 AM	WILLIAMSVILLE	4:30 AM
1:15 AM	WADSWORTH	4:45 AM
1:30 AM	WATERTOWN	5:00 AM
1:45 AM	OSWEGO	5:15 AM
2:00 AM	OSWEGO	5:30 AM
2:15 AM	WATERTOWN	5:45 AM
2:30 AM	ROCHESTER	6:00 AM
2:45 AM	WADSWORTH	6:15 AM
3:00 AM	WILLIAMSVILLE	6:30 AM
3:15 AM	WADSWORTH	6:45 AM
3:30 AM	WATERTOWN	7:00 AM
3:45 AM	OSWEGO	7:15 AM
4:00 AM	OSWEGO	7:30 AM
4:15 AM	WATERTOWN	7:45 AM
4:30 AM	ROCHESTER	8:00 AM
4:45 AM	WADSWORTH	8:15 AM
5:00 AM	WILLIAMSVILLE	8:30 AM
5:15 AM	WADSWORTH	8:45 AM
5:30 AM	WATERTOWN	9:00 AM
5:45 AM	OSWEGO	9:15 AM
6:00 AM	OSWEGO	9:30 AM
6:15 AM	WATERTOWN	9:45 AM
6:30 AM	ROCHESTER	10:00 AM
6:45 AM	WADSWORTH	10:15 AM
7:00 AM	WILLIAMSVILLE	10:30 AM
7:15 AM	WADSWORTH	10:45 AM
7:30 AM	WATERTOWN	11:00 AM
7:45 AM	OSWEGO	11:15 AM
8:00 AM	OSWEGO	11:30 AM
8:15 AM	WATERTOWN	11:45 AM
8:30 AM	ROCHESTER	12:00 PM
8:45 AM	WADSWORTH	12:15 PM
9:00 AM	WILLIAMSVILLE	12:30 PM
9:15 AM	WADSWORTH	12:45 PM
9:30 AM	WATERTOWN	1:00 PM
9:45 AM	OSWEGO	1:15 PM
10:00 AM	OSWEGO	1:30 PM
10:15 AM	WATERTOWN	1:45 PM
10:30 AM	ROCHESTER	2:00 PM
10:45 AM	WADSWORTH	2:15 PM
11:00 AM	WILLIAMSVILLE	2:30 PM
11:15 AM	WADSWORTH	2:45 PM
11:30 AM	WATERTOWN	3:00 PM
11:45 AM	OSWEGO	3:15 PM
12:00 PM	OSWEGO	3:30 PM
12:15 PM	WATERTOWN	3:45 PM
12:30 PM	ROCHESTER	4:00 PM
12:45 PM	WADSWORTH	4:15 PM
1:00 PM	WILLIAMSVILLE	4:30 PM
1:15 PM	WADSWORTH	4:45 PM
1:30 PM	WATERTOWN	5:00 PM
1:45 PM	OSWEGO	5:15 PM
2:00 PM	OSWEGO	5:30 PM
2:15 PM	WATERTOWN	5:45 PM
2:30 PM	ROCHESTER	6:00 PM
2:45 PM	WADSWORTH	6:15 PM
3:00 PM	WILLIAMSVILLE	6:30 PM
3:15 PM	WADSWORTH	6:45 PM
3:30 PM	WATERTOWN	7:00 PM
3:45 PM	OSWEGO	7:15 PM
4:00 PM	OSWEGO	7:30 PM
4:15 PM	WATERTOWN	7:45 PM
4:30 PM	ROCHESTER	8:00 PM
4:45 PM	WADSWORTH	8:15 PM
5:00 PM	WILLIAMSVILLE	8:30 PM
5:15 PM	WADSWORTH	8:45 PM
5:30 PM	WATERTOWN	9:00 PM
5:45 PM	OSWEGO	9:15 PM
6:00 PM	OSWEGO	9:30 PM
6:15 PM	WATERTOWN	9:45 PM
6:30 PM	ROCHESTER	10:00 PM
6:45 PM	WADSWORTH	10:15 PM
7:00 PM	WILLIAMSVILLE	10:30 PM
7:15 PM	WADSWORTH	10:45 PM
7:30 PM	WATERTOWN	11:00 PM
7:45 PM	OSWEGO	11:15 PM
8:00 PM	OSWEGO	11:30 PM
8:15 PM	WATERTOWN	11:45 PM
8:30 PM	ROCHESTER	12:00 AM
8:45 PM	WADSWORTH	12:15 AM
9:00 PM	WILLIAMSVILLE	12:30 AM
9:15 PM	WADSWORTH	12:45 AM
9:30 PM	WATERTOWN	1:00 AM
9:45 PM	OSWEGO	1:15 AM
10:00 PM	OSWEGO	1:30 AM
10:15 PM	WATERTOWN	1:45 AM
10:30 PM	ROCHESTER	2:00 AM
10:45 PM	WADSWORTH	2:15 AM
11:00 PM	WILLIAMSVILLE	2:30 AM
11:15 PM	WADSWORTH	2:45 AM
11:30 PM	WATERTOWN	3:00 AM
11:45 PM	OSWEGO	3:15 AM
12:00 AM	OSWEGO	3:30 AM
12:15 AM	WATERTOWN	3:45 AM
12:30 AM	ROCHESTER	4:00 AM
12:45 AM	WADSWORTH	4:15 AM
1:00 AM	WILLIAMSVILLE	4:30 AM
1:15 AM	WADSWORTH	4:45 AM
1:30 AM	WATERTOWN	5:00 AM
1:45 AM	OSWEGO	5:15 AM
2:00 AM	OSWEGO	5:30 AM
2:15 AM	WATERTOWN	5:45 AM
2:30 AM	ROCHESTER	6:00 AM
2:45 AM	WADSWORTH	6:15 AM
3:00 AM	WILLIAMSVILLE	6:30 AM
3:15 AM	WADSWORTH	6:45 AM
3:30 AM	WATERTOWN	7:00 AM
3:45 AM	OSWEGO	7:15 AM
4:00 AM	OSWEGO	7:30 AM
4:15 AM	WATERTOWN	7:45 AM
4:30 AM	ROCHESTER	8:00 AM
4:45 AM	WADSWORTH	8:15 AM
5:00 AM	WILLIAMSVILLE	8:30 AM
5:15 AM	WADSWORTH	8:45 AM
5:30 AM	WATERTOWN	9:00 AM
5:45 AM	OSWEGO	9:15 AM
6:00 AM	OSWEGO	9:30 AM
6:15 AM	WATERTOWN	9:45 AM
6:30 AM	ROCHESTER	10:00 AM
6:45 AM	WADSWORTH	10:15 AM
7:00 AM	WILLIAMSVILLE	10:30 AM
7:15 AM	WADSWORTH	10:45 AM
7:30 AM	WATERTOWN	11:00 AM
7:45 AM	OSWEGO	11:15 AM
8:00 AM	OSWEGO	11:30 AM
8:15 AM	WATERTOWN	11:45 AM
8:30 AM	ROCHESTER	12:00 PM
8:45 AM	WADSWORTH	12:15 PM
9:00 AM	WILLIAMSVILLE	12:30 PM
9:15 AM	WADSWORTH	12:45 PM
9:30 AM	WATERTOWN	1:00 PM
9:45 AM	OSWEGO	1:15 PM
10:00 AM	OSWEGO	1:30 PM
10:15 AM	WATERTOWN	1:45 PM
10:30 AM	ROCHESTER	2:00 PM
10:45 AM	WADSWORTH	2:15 PM
11:00 AM	WILLIAMSVILLE	2:30 PM
11:15 AM	WADSWORTH	2:45 PM
11:30 AM	WATERTOWN	3:00 PM
11:45 AM	OSWEGO	3:15 PM
12:00 PM	OSWEGO	3:30 PM
12:15 PM	WATERTOWN	3:45 PM
12:30 PM	ROCHESTER	4:00 PM
12:45 PM	WADSWORTH	4:15 PM
1:00 PM	WILLIAMSVILLE	4:30 PM
1:15 PM	WADSWORTH	4:45 PM
1:30 PM	WATERTOWN	5:00 PM
1:45 PM	OSWEGO	5:15 PM
2:00 PM	OSWEGO	5:30 PM
2:15 PM	WATERTOWN	5:45 PM
2:30 PM	ROCHESTER	6:00 PM
2:45 PM	WADSWORTH	6:15 PM
3:00 PM	WILLIAMSVILLE	6:30 PM
3:15 PM	WADSWORTH	6:45 PM
3:30 PM	WATERTOWN	7:00 PM
3:45 PM	OSWEGO	7:15 PM
4:00 PM	OSWEGO	7:30 PM
4:15 PM	WATERTOWN	7:45 PM
4:30 PM	ROCHESTER	8:00 PM
4:45 PM	WADSWORTH	8:15 PM
5:00 PM	WILLIAMSVILLE	8:30 PM
5:15 PM	WADSWORTH	8:45 PM
5:30 PM	WATERTOWN	9:00 PM
5:45 PM	OSWEGO	9:15 PM
6:00 PM	OSWEGO	9:30 PM
6:15 PM	WATERTOWN	9:45 PM
6:30 PM	ROCHESTER	10:00 PM
6:45 PM	WADSWORTH	10:15 PM
7:00 PM	WILLIAMSVILLE	10:30 PM
7:15 PM	WADSWORTH	10:45 PM
7:30 PM	WATERTOWN	11:00 PM
7:45 PM	OSWEGO	11:15 PM
8:00 PM	OSWEGO	11:30 PM
8:15 PM	WATERTOWN	11:45 PM
8:30 PM	ROCHESTER	12:00 PM
8:45 PM	WADSWORTH	12:15 PM
9:00 PM	WILLIAMSVILLE	12:30 PM
9:15 PM	WADSWORTH	12:45 PM
9:30 PM	WATERTOWN	1:00 PM
9:45 PM	OSWEGO	1:15 PM
10:00 PM	OSWEGO	1:30 PM
10:15 PM	WATERTOWN	1:45 PM
10:30 PM	ROCHESTER	2:00 PM
10:45 PM	WADSWORTH	2:15 PM
11:00 PM	WILLIAMSVILLE	2:30 PM
11:15 PM	WADSWORTH	2:45 PM
11:30 PM	WATERTOWN	3:00 PM
11:45 PM	OSWEGO	3:15 PM
12:00 PM	OSWEGO	3:30 PM
12:15 PM	WATERTOWN	3:45 PM
12:30 PM	ROCHESTER	4:00 PM
12:45 PM	WADSWORTH	4:15 PM
1:00 PM	WILLIAMSVILLE	4:30 PM
1:15 PM	WADSWORTH	4:45 PM
1:30 PM	WATERTOWN	5:00 PM
1:45 PM	OSWEGO	5:15 PM
2:00 PM	OSWEGO	5:30 PM
2:15 PM	WATERTOWN	5:45 PM
2:30 PM	ROCHESTER	6:00 PM
2:45 PM	WADSWORTH	6:15 PM
3:00 PM	WILLIAMSVILLE	6:30 PM
3:15 PM	WADSWORTH	6:45 PM
3:30 PM	WATERTOWN	7:00 PM
3:45 PM	OSWEGO	7:15 PM
4:00 PM	OSWEGO	7:30 PM
4:15 PM	WATERTOWN	7:45 PM
4:30 PM	ROCHESTER	8:00 PM
4:45 PM	WADSWORTH	8:15 PM
5:00 PM	WILLIAMSVILLE	8:30 PM
5:15 PM	WADSWORTH	8:45 PM
5:30 PM	WATERTOWN	9:00 PM
5:45 PM	OSWEGO	9:15 PM
6:00 PM	OSWEGO	9:30 PM

HOJACK TRAIL FEASIBILITY STUDY TOWN OF GREECE, NEW YORK

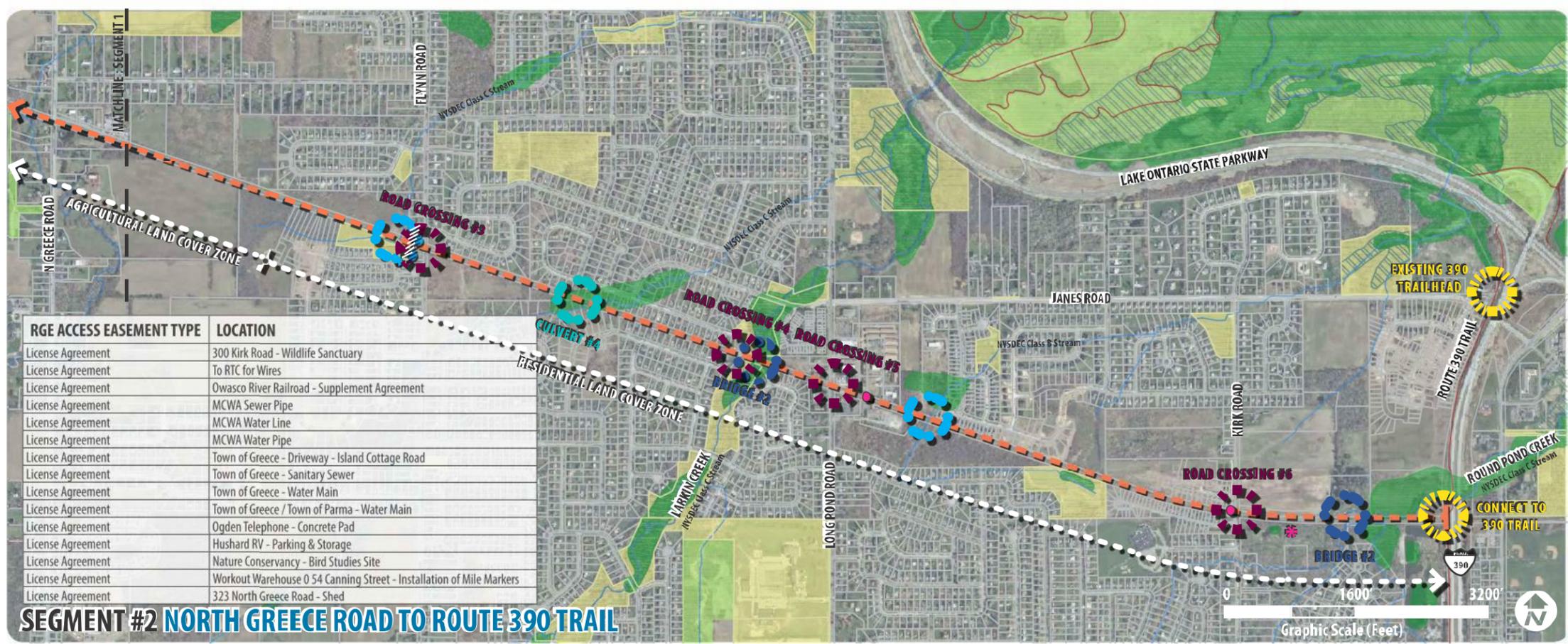
FIGURE: #
EXISTING CONDITIONS

LEGEND

- PROPOSED HOJACK TRAIL**
Shared-use ADA compliant surface (Conform with AASHTO, ADA, and MUTCD design standards)
- EXISTING ROAD CROSSINGS**
- EXISTING BRIDGES**
- EXISTING CULVERTS**
- POSSIBLE NEW CULVERTS OR DRAINAGE IMPROVEMENTS**
Further investigation needed into drainage patterns
- EXISTING TRAIL ACCESS/FARM CROSSINGS**
Maintain farm crossing access where feasible. Enhance existing neighborhood connections.
- OPEN VIEW AREAS**
Views provide opportunities for seating/resting areas with trail signage/wayfinding. Locate ever 300yds.
- UTILITY ISSUES**
Existing concerns with nearby utility poles, subsurface utilities, or low hanging utility lines.
- RGE ACCESS EASEMENTS**
Existing easements. Will require coordination with landowners and RGE.
- LANDCOVER ZONES**
- PROPOSED TRAIL CONNECTIONS**
Connect proposed Hojack Trail to existing or planned trail networks.
- EXISTING TOWN OF GREECE TRAILS**
- EXISTING STREAMS/CREEKS**
- EXISTING TOWN OF GREECE PARKS**
- EXISTING TOWN OF GREECE LAND**
- FEDERAL JURISDICTION WETLANDS**
- STATE JURISDICTION WETLANDS**



SEGMENT #1 HILTON TO NORTH GREECE ROAD



SEGMENT #2 NORTH GREECE ROAD TO ROUTE 390 TRAIL

RGE ACCESS EASEMENT TYPE	LOCATION
License Agreement	300 Kirk Road - Wildlife Sanctuary
License Agreement	To RTC for Wires
License Agreement	Owasco River Railroad - Supplement Agreement
License Agreement	MCWA Sewer Pipe
License Agreement	MCWA Water Line
License Agreement	MCWA Water Pipe
License Agreement	Town of Greece - Driveway - Island Cottage Road
License Agreement	Town of Greece - Sanitary Sewer
License Agreement	Town of Greece - Water Main
License Agreement	Town of Greece / Town of Parma - Water Main
License Agreement	Ogden Telephone - Concrete Pad
License Agreement	Hushard RV - Parking & Storage
License Agreement	Nature Conservancy - Bird Studies Site
License Agreement	Workout Warehouse 0 54 Canning Street - Installation of Mile Markers
License Agreement	323 North Greece Road - Shed

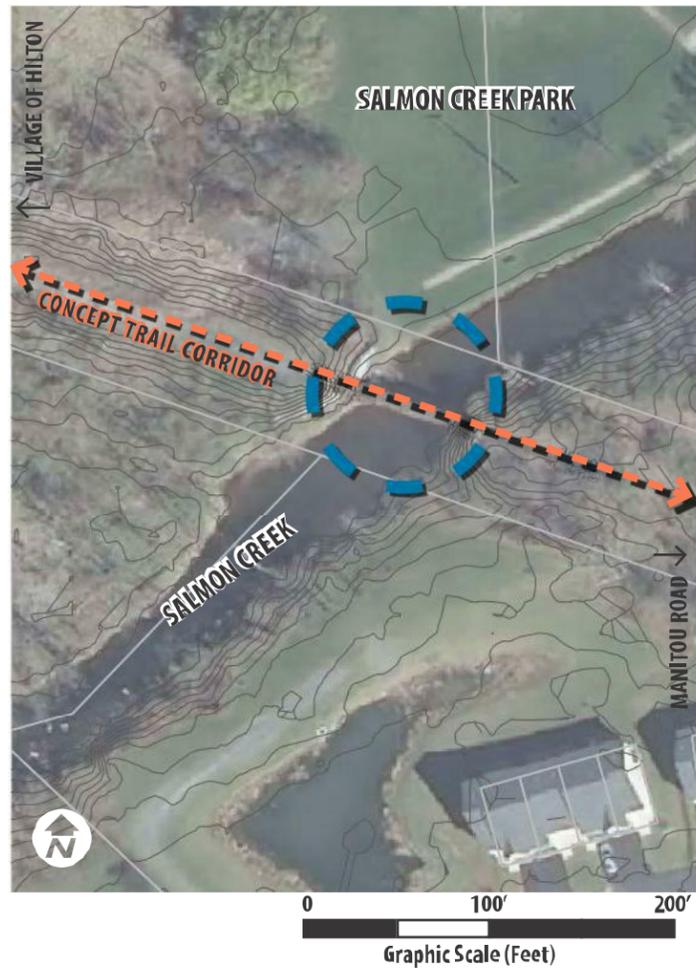


Note: The following roads were identified in the 2014 Town of Greece Bicycle and Pedestrian Master Plan for Recommended Pedestrian Facility Improvements, including completing sidewalk gaps: Long Pond Road, Kirk Road, Flynn Road, North Greece Road was identified as needing a corridor-wide feasibility analysis in the future.

**HOJACK TRAIL FEASIBILITY STUDY
TOWN OF GREECE, NEW YORK**

**FIGURE: #
EXISTING CONDITIONS
BRIDGES**

BRIDGE #1 SALMON CREEK



EXISTING CONDITIONS

Approximate Span: 82 ft.
Approximate Width: 9 ft total, 4 ft. pedestrian width.

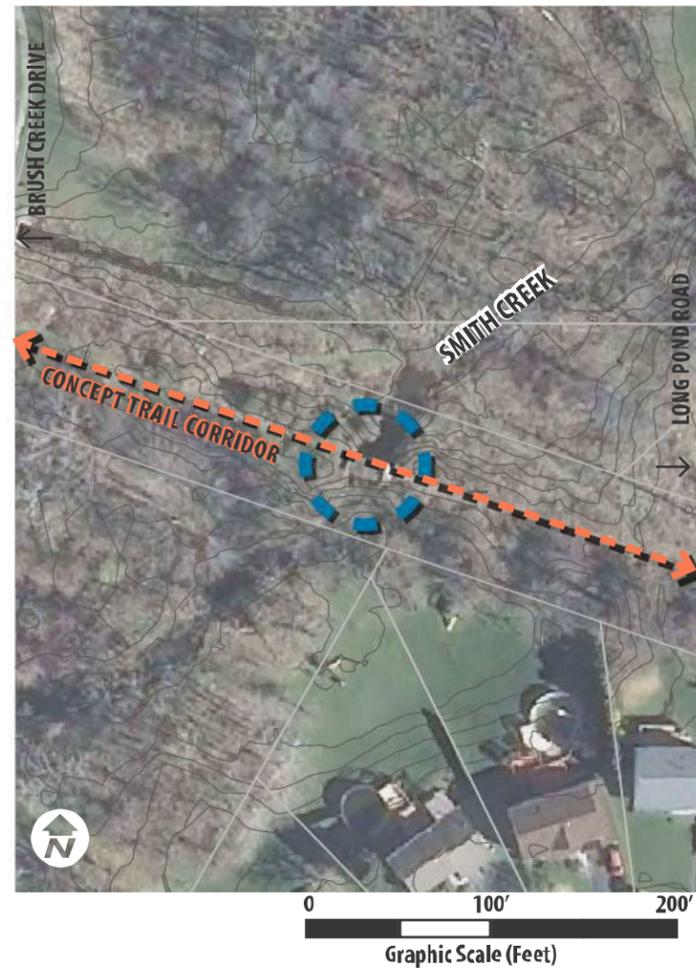
Structure Construction

- Single span
- Riveted steep girders supported on cast-in-place concrete abutments
- Steel grate decking supported on steel stringers and floor beams
- 4 ft. height steel tube handrails

Visual Observations

- Spalled concrete
- Efflorescence staining
- Substantial cracking

BRIDGE #2 SMITH CREEK



EXISTING CONDITIONS

Approximate Span: 24 ft.
Approximate Width: 12 ft.

Structure Construction

- Single span
- Riveted steel girders supported on cast-in-place concrete abutments
- Timber decking

Visual Observations

- Spalled concrete
- Efflorescence staining
- Stem cracking
- Cracked headwall

BRIDGE #3 EAST OF KIRK ROAD



EXISTING CONDITIONS

Approximate Span: 40 ft.
Approximate Width: 12 ft.

Structure Construction

- Single span
- Riveted steel girders supported on cast-in-place concrete abutments
- Timber decking

Visual Observations

- Spalled concrete
- Efflorescence staining
- Substantial cracking

CULVERT #1 BUTTONWOOD CREEK



EXISTING CONDITIONS

Approximate Span / Length: 20 ft.

Approximate Width: 24 ft.

Structure Construction:

- Concrete arch
- Arch height: 6 ft. 6 in.
- Top of arch to top of wall: 4 ft.
- Water depth: 4 ft.
- Concrete abutments/head walls

CULVERT #2 EAST OF MANITOU ROAD



EXISTING CONDITIONS

Approximate Span / Length: 24 ft.

Approximate Width: 8 ft.

Structure Construction:

- Concrete arch pipe
- Rise: 9 in.
- Water depth: 3 in.
- Concrete abutments/head walls

CULVERT #3 BLACK CREEK



EXISTING CONDITIONS

Approximate Span / Length: 21 ft.

Approximate Width: 14 ft. 6 in.

Structure Construction:

- Concrete arch
- Arch height: 8 ft. 6 in.
- Top of arch to top of wall: 4 ft.
- Water depth: 2 ft.
- Concrete abutments/head walls

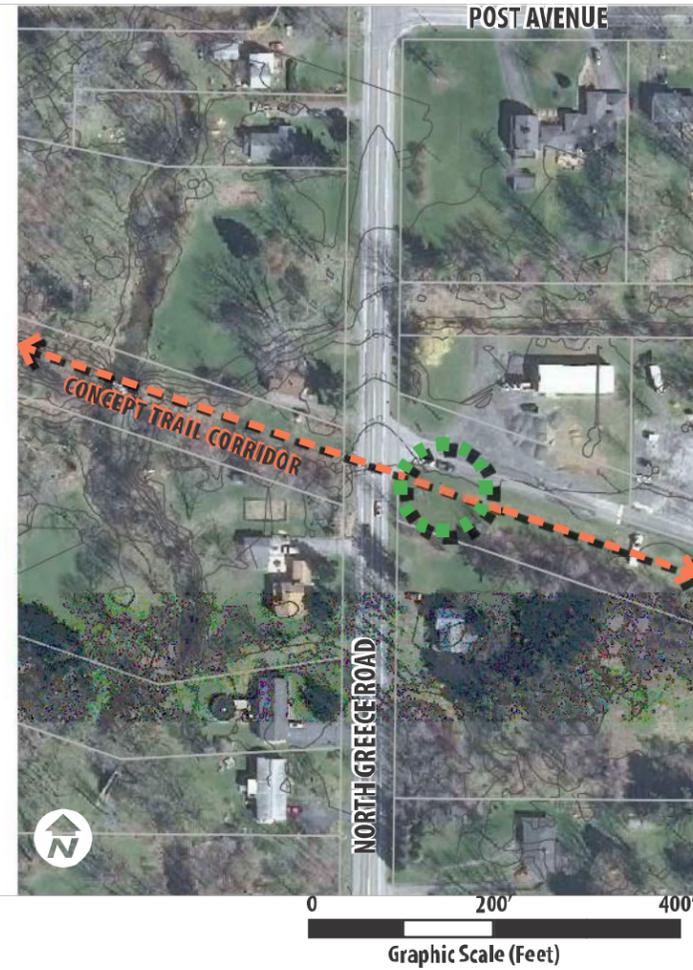
HOJACK TRAIL FEASIBILITY STUDY TOWN OF GREECE, NEW YORK

FIGURE: #
EXISTING CONDITIONS
CULVERTS

ROAD CROSSING #1 MANITOU ROAD



ROAD CROSSING #2 NORTH GREECE ROAD



ROAD CROSSING #3 FLYNN ROAD



**HOJACK TRAIL FEASIBILITY STUDY
TOWN OF GREECE, NEW YORK**

FIGURE: #
**EXISTING CONDITIONS
ROADWAY CROSSINGS**

 Potential Trailhead & Parking within RGE ROW (5 spaces +/-)

Note: The Bicycle Level of Service (Bicycle LOS) Model, a bicycling conditions performance measure, is a "supply-side" criterion. It is an objective measure of the bicycling conditions of a roadway which provides an evaluation of bicyclists' perceived safety and comfort with respect to motor vehicle traffic and roadway conditions.

The Bicycle LOS Model includes the following factors in determining the bicycling suitability of the study roadways:

- bike lane or paved shoulder
- outside lane width
- traffic volume, speed, and type
- pavement surface condition
- presence of on-street parking



EXISTING CONDITIONS

Roadway Jurisdiction: New York State DOT
Posted Speed: 40mph
Roadway Section: 34' wide (10' travel lanes, 7' shoulders) +/-
Annual Average Daily Traffic: 5735 vehicles per day (NYS Traffic Data Viewer, 2013)
Functional Classification: Minor arterial (NYS DOT Functional Class Viewer)
Bicycle Level of Service Rating: D (2014 Greece Bicycle and Pedestrian Master Plan)



EXISTING CONDITIONS

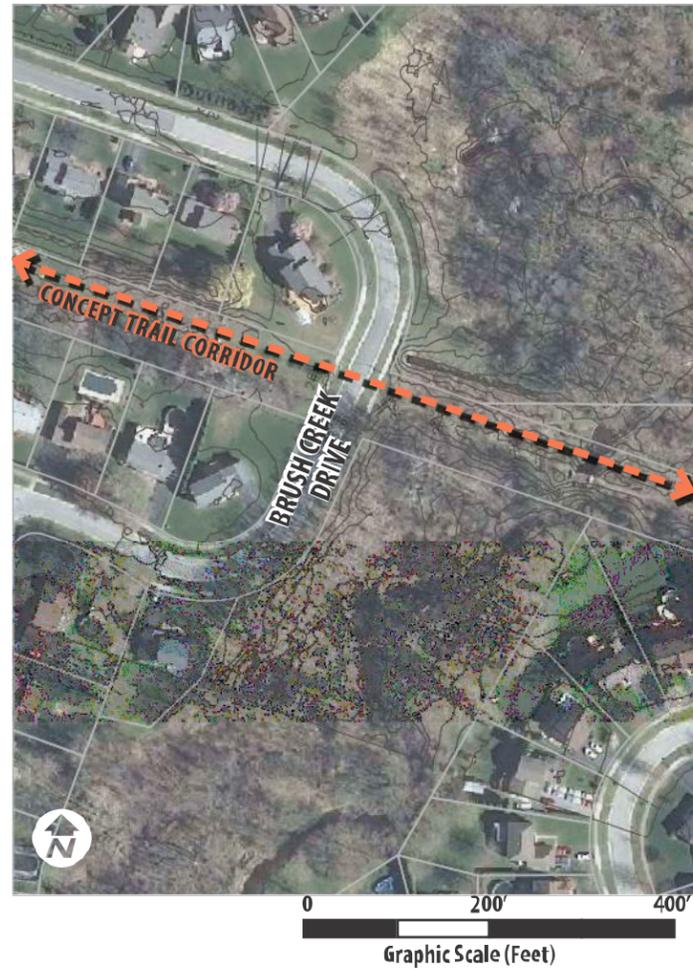
Roadway Jurisdiction: Monroe County
Posted Speed: 35mph
Roadway Section: 34' wide (11' travel lanes, 6' shoulders) +/-
Annual Average Daily Traffic: 3368 vehicles per day (NYS Traffic Data Viewer, 2013)
Functional Classification: Major collector (NYS DOT Functional Class Viewer)
Bicycle Level of Service Rating: A (2014 Greece Bicycle and Pedestrian Master Plan)



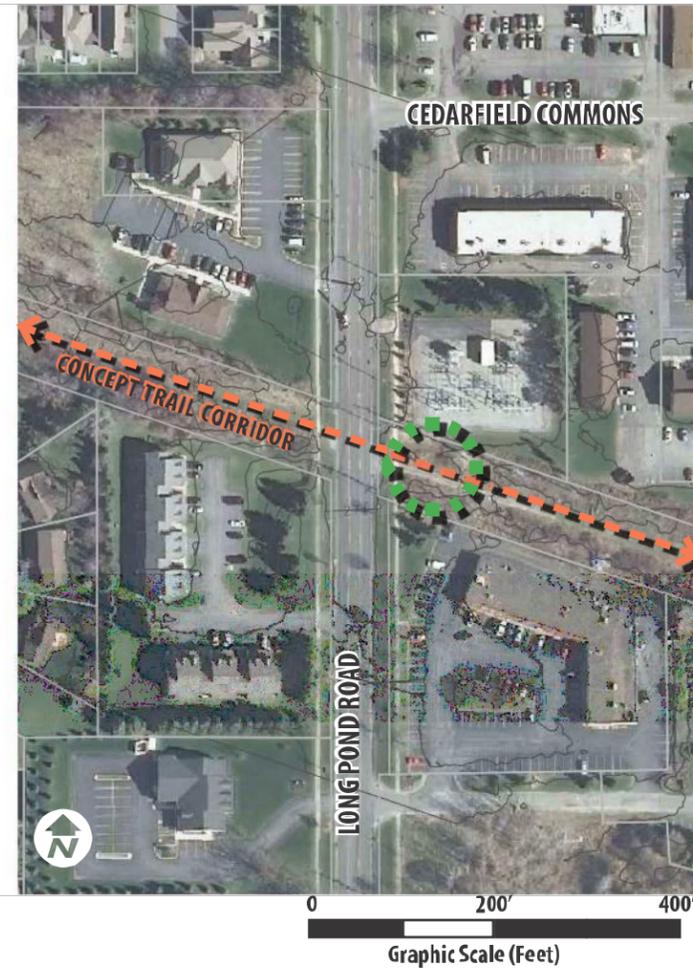
EXISTING CONDITIONS

Roadway Jurisdiction: Monroe County
Posted Speed: 35mph
Roadway Section: 34' wide (11' travel lanes, 6' shoulders) +/-
Annual Average Daily Traffic: 2160 vehicles per day (NYS DOT Traffic Data Viewer, 2013)
Functional Classification: Major collector (NYS DOT Functional Class Viewer)
Bicycle Level of Service Rating: C (2014 Greece Bicycle and Pedestrian Master Plan)

ROAD CROSSING #4 BRUSH CREEK DRIVE



ROAD CROSSING #5 LONG POND ROAD



ROAD CROSSING #6 KIRK ROAD



**HOJACK TRAIL FEASIBILITY STUDY
TOWN OF GREECE, NEW YORK**

FIGURE: #
**EXISTING CONDITIONS
ROADWAY CROSSINGS**

 Potential Trailhead & Parking within RGE ROW (5 spaces +/-)

Note: The Bicycle Level of Service (Bicycle LOS) Model, a bicycling conditions performance measure, is a “supply-side” criterion. It is an objective measure of the bicycling conditions of a roadway which provides an evaluation of bicyclists’ perceived safety and comfort with respect to motor vehicle traffic and roadway conditions.

The Bicycle LOS Model includes the following factors in determining the bicycling suitability of the study roadways:

- bike lane or paved shoulder
- outside lane width
- traffic volume, speed, and type
- pavement surface condition
- presence of on-street parking



EXISTING CONDITIONS

Roadway Jurisdiction: Town of Greece
Posted Speed: 25mph
Roadway Section: 24’ wide (10’ travel lanes, 2’ concrete gutters)
Functional Classification: Local road
(NYSOT Functional Class Viewer)



EXISTING CONDITIONS

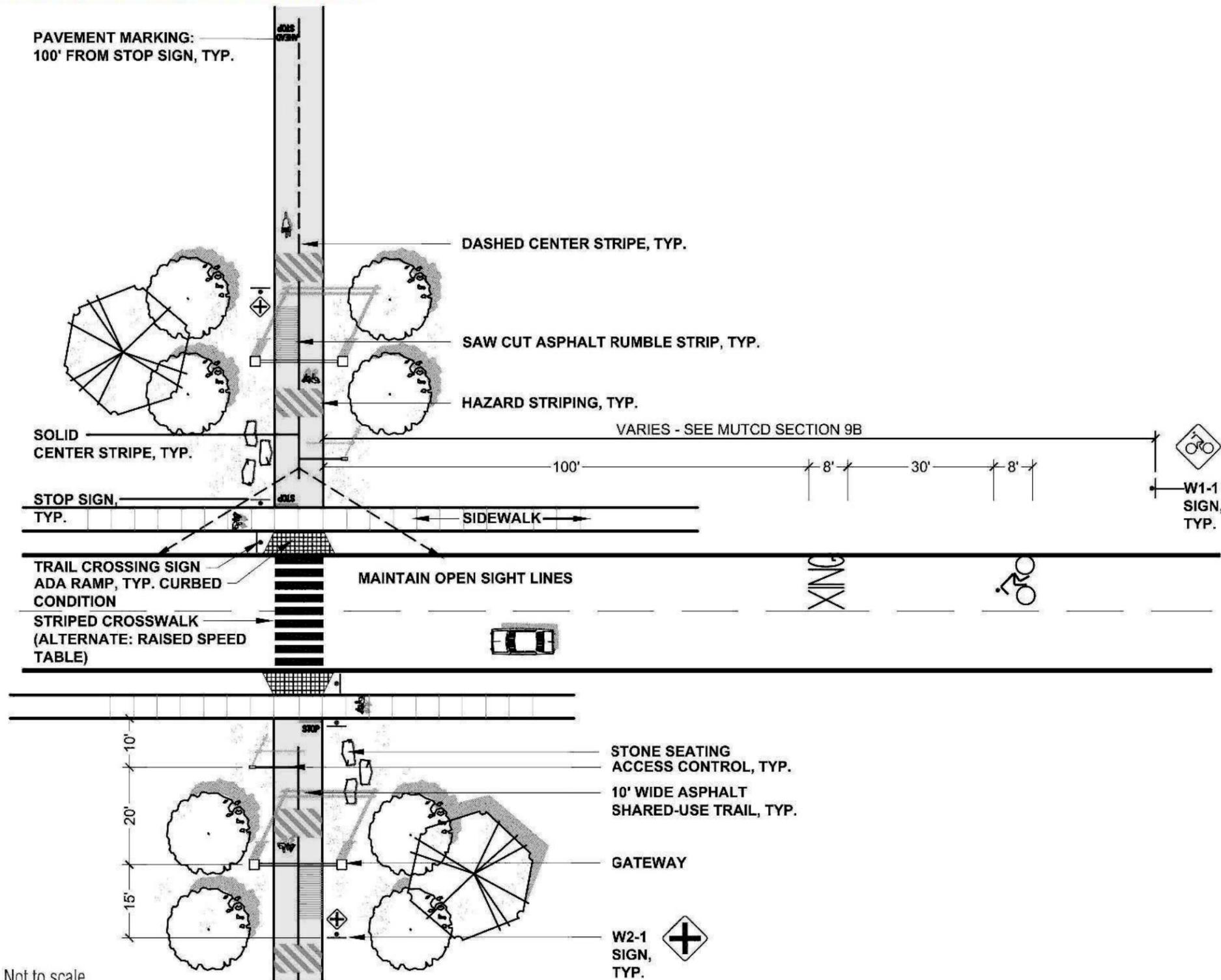
Roadway Jurisdiction: Monroe County
Posted Speed: 35mph
Roadway Section: 38’ wide (12’ travel lanes, 10’ center turn lane, 2’ shoulders)
Annual Average Daily Traffic: 5247 vehicles per day
(NYS Traffic Data Viewer, 2013)
Functional Classification: Minor arterial
(NYSOT Functional Class Viewer)
Bicycle Level of Service Rating: C
(2014 Greece Bicycle and Pedestrian Master Plan)



EXISTING CONDITIONS

Roadway Jurisdiction: Monroe County
Posted Speed: 35mph
Roadway Section: 34’ wide (11’ travel lanes, 6’ shoulders)
Functional Classification: Local road
(NYSOT Functional Class Viewer)
Bicycle Level of Service Rating: A
(2014 Greece Bicycle and Pedestrian Master Plan)

AT-GRADE CROSSING ENHANCEMENTS



Notes

- Majority of trail surface to be stonedust, as required by RG&E. Asphalt surface may be present near at-grade crossings.
- Road crossings to comply with the American Association of State Highway Transportation Officials (AASHTO) Guide for Development of Bicycle Facilities. Signage to comply with the Manual on Uniform Traffic Control Devices (MUTCD).

HOJACK TRAIL FEASIBILITY STUDY TOWN OF GREECE, NEW YORK

FIGURE: # ROAD CROSSING STANDARDS

GATEWAYS AND SIGNAGE



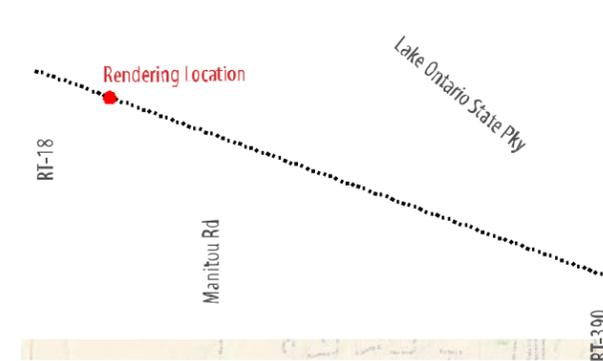
Trail gateways and signage displays identify the Hojack Trail as public space and draw attention to at-grade crossings. The design vocabulary highlights the adaptive re-use of an old railroad corridor. Gateways and sign posts are constructed of salvaged railroad ties, steel rails, and tie plates.



CONCEPTUAL IMPROVEMENTS

- 1 10' WIDE SHARED USE TRAIL**
 - Design follows AASHTO and ADA design guidance.
 - Stable and maintainable surface: stonedust.
 - Open curve and radii provide clear sight lines, prevent blind spots, and prevent user conflicts.
 - Follow sustainable trail construction practices to reduce site disturbance and minimize erosion potential.
 - 22,000 lb access load required to accommodate RG&E vehicles.
- 2 OPEN VIEW SEATING AREA**
 - Resting and seating provided to support various mobility levels and age groups.
 - Placed at maximum intervals of 300 yards, typical (5-7 minutes walking time)
- 3 NATURAL STONE SEATING**
 - Locally sourced limestone slabs: theft and vandal proof. No maintenance required.
- 4 EMERGENCY LOCATION MARKER**
 - Located on remote sections of the trail where there is no easily identifiable landmarks.
 - Each sign has a unique code specific to its location.
 - Each sign is GPS located and entered into the 911 system with notes on how to access each specific location.
- 5 HISTORIC AND WAY FINDING SIGNAGE**
 - Displays trail icon and trail distance.
 - Low maintenance and vandal resistant materials and finishes.
 - Opportunities to display historic and ecological / environmental information.
- 6 HABITAT ENHANCEMENT**
 - Establish native under-story vegetation to prevent erosion, increase biodiversity, and enhance habitat views.

PROJECT LOCATION



HOJACK TRAIL FEASIBILITY STUDY
TOWN OF GREECE, NEW YORK

FIGURE: #
CONCEPTUAL TRAIL RENDERING

EXISTING CONDITIONS



PROPOSED CONDITIONS



Concept rendering, not to scale, not for construction.

