

# Reviving the *Glorious T*: Montour Falls Intersection & Street Redesign



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DESIGN  
CONNECT



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# Contents

|   |           |
|---|-----------|
| <b>Introduction</b>   | <b>2</b>  |
| <b>Community engagement methods and finding</b>                           | <b>3</b>  |
| <b>Design Proposals</b>   | <b>5</b>  |
| Intersection: Safety for Multimodal Use                                   | 6         |
| Introduction  | 6         |
| Design Details  | 7         |
| Cost Estimation   | 11        |
| Parklets: for All Families to Enjoy                                       | 13        |
| Introduction  | 13        |
| Design Details  | 14        |
| Cost Estimation   | 21        |
| Connecting the Catharine Valley Trail: Connecting Montour Falls to Nature | 22        |
| Introduction  | 22        |
| Design Details  | 23        |
| Arch: Branding Community Pride  | 30        |
| Miscellaneous Street Elements   | 33        |
| Bike racks  | 33        |
| Reserved Parking  | 35        |
| Street Benches  | 38        |
| Crosswalk in front of The Falls Home                                      | 41        |
| Signs: Directing Tourists to the Beautiful Falls                          | 44        |
| Map of Montour Falls  | 44        |
| Bus Wayfinding: Parking   | 46        |
| Tourist Wayfinding: Shequaga Falls from Bus Parking Lot                   | 48        |
| Tourist Wayfinding: Aunt Sarah's Falls Signs                              | 49        |
| Tourist Wayfinding: Aunt Sarah's Falls to Shequaga Falls                  | 51        |
| <b>Conclusion and Limitations</b>   | <b>53</b> |

## Introduction

The Village of Montour Falls is located in Schuyler County, New York and developed on the former site of the Seneca Indian village Queanettquaga, once known as Catharine's Town after a matriarchal Seneca Indian leader, Queen Catharine Montour. Montour Falls is home to Shequaga Falls, a waterfall with the same height as the renowned Niagara Falls, and is visited by thousands of tourists every year.

The village government invited Cornell University Design Connect to assist in redesigning the *Glorious T* intersection of Main St. and Genesee St. and proposing new design-based methods for revitalizing Main St. The Montour Falls Village Complete Streets Plan is currently in progress under the guidance of the Sustainable Montour Falls initiative and planning consultants Ascend Collaborative. In line with those efforts, Design Connect has developed this proposal to encourage the village to increase safety, promote sustainability, and enhance local economic development through the design and development of sustainable infrastructure and transportation systems at the *Glorious T* and along Main St.

Our design process included extensive research, conducting community outreach, and creating realistic solutions. Initially, we conducted research regarding the village's history, current status, and historical preservation. We also became familiar with complete street case studies and intersection designs for similar communities from across North America. Then, we developed a checklist of important information to be gathered during the site visit that informed our community engagement and overall design approach. After our site visit, we prepared and implemented community engagement workshops with focus groups and surveys with residents near and around the *Glorious T* intersection, business owners on Main St., public services agencies (Friends of the Catharine Valley Trail and Schuyler County Transit), the village planning office, and the community at large. Lastly, we interpreted, analyzed, and utilized findings from community engagement efforts, along with our initial research, to develop designs, formulate rationals, and produce renderings.

Our design proposal includes several key elements. First, we propose elevating the intersection to enhance pedestrian safety. Additional safety-focused design elements in our design include elements such as "bulb-outs," bollards, and boulders to protect pedestrians. Then, to help revitalize Main St., we propose creating parklets for locals and tourists to use, fostering places for socializing and community connection while building more awareness of local businesses. We also propose a pedestrian / cyclist lane on Genesee St. to reinforce trail connections through the village. Furthermore, we propose reintroducing a welcoming arch to Montour Falls for branding purposes and

adding to village pride and beauty. Finally, we suggest adding minor improvements to the streetscape and signages.

While our proposal functions better when implemented as a whole, each individual element can be constructed on its own and the entire plan can be completed in phases as the village sees fit. Additionally, most of our proposed designs are modular in nature and can be relocated, removed or repurposed to the needs and likings of the Montour Falls community, ensuring all resources are fully utilized.

## Community engagement methods and finding

Our team values community engagement as a fundamental step in the design process. We believe it helps us understand the core issues the village faces and what the village values. We therefore planned our approach around gathering diverse perspectives from individuals across age groups and socioeconomic statuses as well as from both public and private entities.

We based our community engagement approach on the American Planning Association's *Planning for Equity Policy Guide* to ensure we heard various stakeholder perspectives. Together, with the project partners, we defined stakeholder groups, determined stakeholder-specific engagement strategies, and offered additional general engagement opportunities to ensure inclusivity and build community trust. The Village of Montour Falls has a complex network of stakeholders that navigate through the *Glorious T* intersection and utilize W. Main Street. We wanted to involve as many stakeholder groups as possible to have a thorough understanding of how each group interacts with and perceives the site. We defined three general groups: administration (i.e., governmental bodies), transportation, and public (i.e., businesses, elderly and parents, and residents). Then, we developed a three-pronged strategy to encourage as much participation and feedback as possible for information that is reflective of all stakeholders.

- We conducted interviews with professional groups, the planning board, and businesses along Main Street. These were held in-person and over Zoom.
- We organized focus groups with residents, senior citizens, and parents from the community. These were held in person during hours of activity (e.g., during school drop-off at the BC Cate Elementary School).
- We created a survey and made it available to the general public to be completed at one's leisure. Physical copies of these surveys were provided at village social hotspots (i.e., Montour Library, Quinlan's Pharmacy and Medical Supply, local U.S. Postal Service offices), and digital responses were recorded via Qualtrics.

Our findings repeatedly alluded to themes of community identity, transportation inequities, and economic revitalization. When thinking about how we could honor the community's feedback with our design, we developed three design goals.

- Maintain village identity through celebrating and cultivating community pride in Montour Falls. We needed to honor and preserve the community's unique historic character and beloved local landmarks like Shequaga Falls.
- Address transportation imbalances with pedestrian and street infrastructure adapted for complete streets. Key pain points identified included clarifying the Catharine Valley Trail's route through Montour Falls, relieving tourist-related traffic congestion, enhancing pedestrian safety, and easing general wayfinding difficulties.
- Generate social and economic interest in the village by building accessible public spaces that cater to resident and visitor needs. Respondents noted that increasing foot traffic on Main St. was necessary for expanding the village's economy and finances, year-round.

The community's feedback was instrumental in shaping our design goals and how we reimagined the *Glorious T* intersection and W Main St.

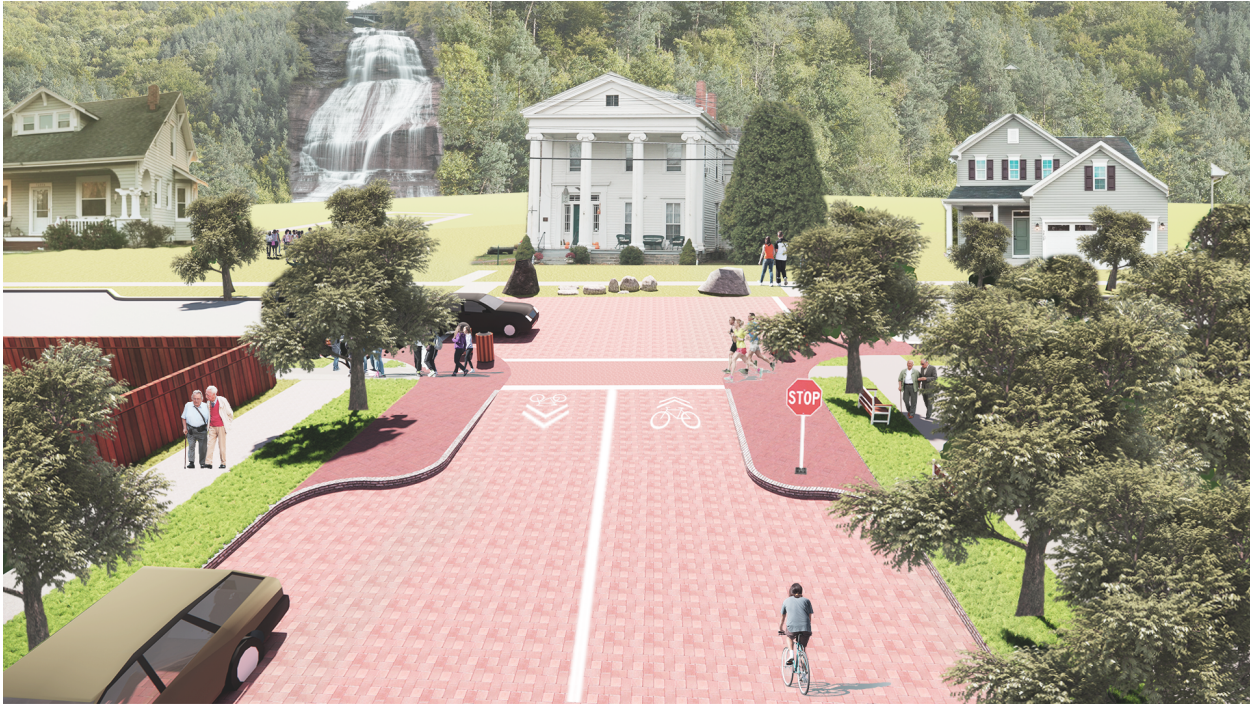
# Design Proposals



Figure 1. Overview of Design Proposal

# Intersection: Safety for Multimodal Use

## Introduction



**Figure 2.** Rendering of the *Glorious T* intersection with proposed elevation, brick texture and bulb-outs.

The intersection of Genesee St. and Main St. plays a crucial role in the community of Montour Falls regarding mobility and safety. Often referred to as the *Glorious T*, the intersection not only supports local and regional traffic needs but is also a cultural symbol of the community that ties it to the surrounding natural and historic beauty. Aside from motor vehicles, there is a high volume of pedestrians using this intersection on a daily basis. The intersection must take into account pedestrians, cyclists, motor vehicles, and commercial vehicles in addition to the fluctuating tourism in the village. Within our scope of interest, we are proposing a redesign of the intersection to:

1. Creating a shared space for both the pedestrians and through traffic while prioritizing the safety of vulnerable groups;
2. Maximizing pedestrian visibility while reducing speeding;
3. Enhancing the sense of community while preserving the historical atmosphere;
4. Ensuring smooth traffic for all road users, including public transit and emergency services;
5. Appropriately reflecting the street and transportation needs of Montour Falls.

## Design Details

In Montour Falls, pedestrian safety is a great concern for village residents and the tourists that venture into town from as close as Watkins Glen to as far as New York City and beyond. Survey respondents and residents interviewed have both noted the low visibility of crosswalks and traffic calming measures around the intersection. Parents that we surveyed, for example, expressed concern over the faded crosswalks and how vehicles traveling through the area speed through the intersection, unconcerned about possible accidents.

First, we want to address the need for traffic to be slowed down at the *Glorious T* in order to enhance pedestrian safety. Taking into consideration the residents interviewed and community engagement survey results, we recommend raising the entire *Glorious T*, installing “bulb-outs” to sidewalks at the intersection, laying out a solid crosswalk, and placing pedestrian protections such as bollards and rocks. A raised intersection acts like one enormous speed bump in that it reinforces slow speeds and encourages drivers to yield to pedestrians crossing the street.

Pertaining to the design of the intersection, we propose three options for materials. If the raised intersection is made of brick, it will match the historical characteristics of the area, enhancing the village ambiance, and the color differentiation will caution oncoming traffic of pedestrians. This brick option garnered positive feedback from our community engagement surveys, though brick has long-term maintenance downsides. Another more economical and durable option is to pour brick-colored concrete and stamp in a brick-like pattern to create the same aesthetic and concept. The simplest and most economical option is for the village to paint the *Glorious T* in a reddish, clay color instead of raising it, with the color still providing a visually cautionary cue to drivers. However, this option will also require more frequent maintenance as the paint fades. The raised intersection will be the height of the sidewalk (around 0.5 ft.) and will require the creation of a 15 ft. long slope at a gradient of ~0.3% on the roads feeding into the intersection. For the first two options, the ramps created by the raised intersection can also help manipulate water flow to reduce the flooding issue at the site. It may be necessary to work with village stormwater management to incorporate drains at the bottom of the ramp to remove excess water from the intersection. The three new crosswalks across the intersection should be made in concrete and painted in a different shade of red compared to the brick texture to increase traction for pedestrians on rainy days.

The design of an intersection ideally should allow for high visibility and predictability for all users to create a space where their movement feels safe, simple, and natural for all

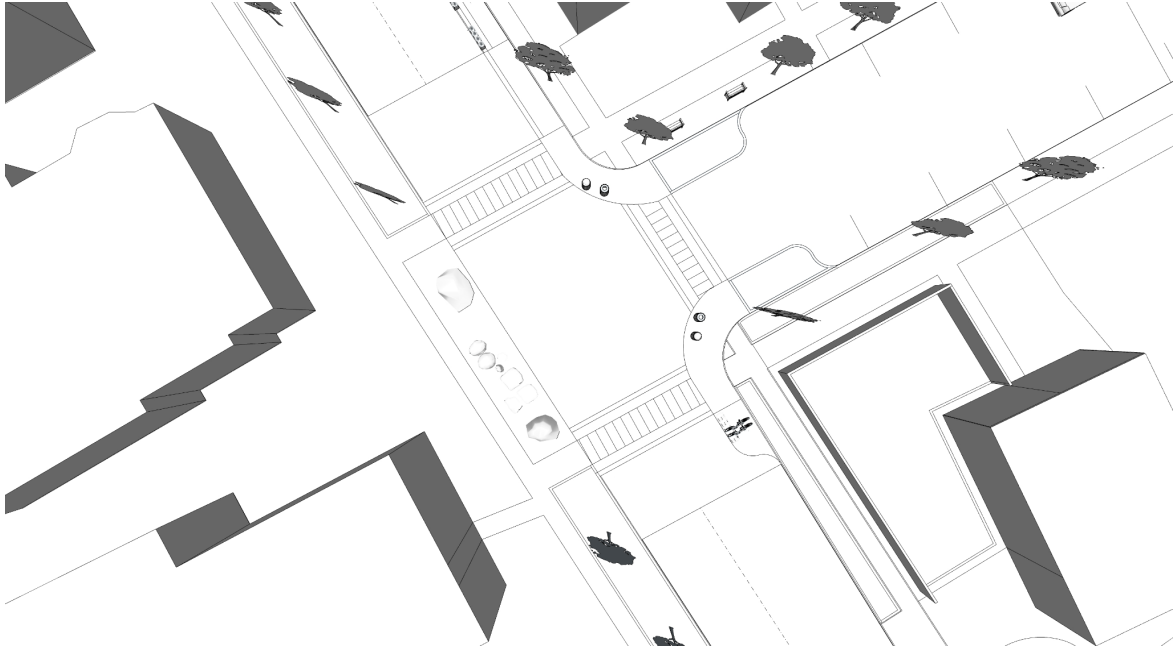


users. Thus, we suggest implementing bulb-outs as a way to shrink the intersection and reduce pedestrian exposure, slow traffic, and increase pedestrian visibility at the *Glorious T*. This concept will also help account for the extension of the Catharine Valley Trail that will be on Genesee St. as more pedestrians and bikers will go through the intersection to connect from one trailhead to the other. The bulge can be created by expanding the sidewalk at the corners by 6 ft., replacing the existing parking and/or roadway. These bulb-outs narrow the lanes to about 13 ft., but will still allow for Schuyler County Transit, commercial tour buses, and emergency vehicles to travel through this intersection with sufficient space to make turns. The extended corner bulges narrow the vehicle lane, which should force the drivers to slow down and be more attentive to potential pedestrians while passing through the intersection. The bulges, acting as waiting islands, create a better line of sight for turning drivers and pedestrians to spot each other, potentially reducing traffic accidents. The bulges can either be made using bricks or using paint, as shown in the example below in Figure 3.



**Figure 3.** Image of an example of painted crosswalks and bulb-outs

Protective barriers to assure pedestrian safety can be implemented in various ways, but we suggest using bollards and large rocks. At the western end of the intersection, we recommend placing landscape boulders along the side of the road to improve safety by creating a barrier between motor vehicle traffic and pedestrians. The natural rock will add to the aesthetic of the village. We also propose adding two bollards on each corner of the “bulb-outs” to guide traffic towards its destinations while maintaining clear sightlines and protecting pedestrians. Additionally, we advise including a bike rack at the outward edge of the “bulbed out” waiting island across from the falls to offer a central location where bikers may store their bikes and walk over to the Falls.




**Figure 4.** Bird view rendering of the Glorious T intersection

Beyond the intersection itself, we also propose using bricks, stamped concrete or paint to extend the brick texture along Main St. from the intersection to Schuyler St. This new bricked section can enhance the beauty of the nearby historical district, and it can also be used as a public “stage” for village events such as the farmers market, the Catharine Valley Half Marathon, or the corvette car show.



**Figure 5.** Angled view rendering of the Glorious T intersection with benches, elevated intersection and brick details

| Material Type  | Use   | Justification  | Cost   |
|--|---|--|--|
| <p data-bbox="370 306 440 331"><b>Brick</b></p>  <p data-bbox="204 432 440 579">(The dimension of one brick can be around 2 in. by 2 in. and should be in a dark red color)</p> | <p data-bbox="464 306 789 426">Bricks will be used at the raised intersection to create an elevated platform.</p>   | <p data-bbox="815 306 1182 548">Brick maintains the village's historic aesthetic and slows oncoming traffic. The distinction also allows for the intersection to be used to host events from where Main St. begins until the front of the Montour Library.</p>   | <p data-bbox="1211 306 1398 331">\$14.05 per sqft.</p>     |
| <p data-bbox="321 611 440 674"><b>Stamped Concrete</b></p>   | <p data-bbox="464 611 789 730">This option would be in the same location as the brick option shown in the rendering.</p>  | <p data-bbox="815 611 1182 1003">Stamped concrete provides a more even surface to accommodate people with limited mobility and the elderly, while still drawing awareness to the intersection. It is also more durable than brick. Used in conjunction with brick to promote historic aesthetics while saving value on what doesn't need to be made of brick. It is also cheaper than brick.</p> | <p data-bbox="1211 611 1382 667">About \$12 per sqft.</p>  |
| <p data-bbox="370 1037 440 1062"><b>Paint</b></p>  | <p data-bbox="464 1037 789 1314">The location would be from the edges of the "bulb-outs" on Genesee St. down Main St. until the front of the library. It is not depicted in the rendering but would occupy the same space as the brick or stamped concrete options.</p> | <p data-bbox="815 1037 1182 1251">It would highlight the importance of the area, warning oncoming traffic to slow down as they approach crosswalks. It is cheaper than stamped concrete and might require yearly repainting.</p>   | <p data-bbox="1211 1037 1365 1094">About \$6 per sqft.</p> |

## Cost Estimation

\* The Intersection Pavement size calculation excludes the crosswalks and bulb-outs (around 1500 sqft.) but includes the brick texture extension to the library (around 40 ft. by 180 ft. = 7200 sqft.)

### ***Option 1: Bricks with Stamped Concrete Crosswalks***

|   | Area in sqft. /<br>Count | Material         | Unit Cost | Total cost (\$) |
|---|--------------------------|------------------|-----------|-----------------|
| <b>Raised Intersection</b>  | 1                        | /                | 50,000    | 50,000          |
| <b>Crosswalk</b>  | 400                      | Stamped Concrete | 12        | 4,800           |
| <b>Intersection Pavement*</b>   | 8,700                    | Brick            | 14.05     | 122,235         |
| <b>Crosswalk Edges</b>  | 450                      | Paint            | 6         | 2,700           |
| <b>Bulges</b>   | 780                      | Stamped Concrete | 12        | 9,360           |
| <b>Miscellaneous Pedestrian Infrastructure (Bollards, rocks, and traffic cones)</b> |                          |                  |           | ~500            |
| <b>Total</b>  |                          |                  |           | <b>189,595</b>  |

### ***Option 2: Full Stamped Concrete***

|  | Area in sqft. /<br>Count | Material         | Unit Cost | Total cost (\$) |
|--|--------------------------|------------------|-----------|-----------------|
| <b>Raised Intersection</b>                     | 1                        | /                | 50,000    | 50,000          |
| <b>Crosswalk</b>                               | 400                      | Stamped Concrete | 12        | 4,800           |
| <b>Intersection Pavement</b>                   | 8,700                    | Stamped Concrete | 12        | 104,400         |
| <b>Crosswalk Edges</b>                         | 450                      | Paint            | 6         | 2,700           |
| <b>Bulges</b>                                  | 780                      | Stamped Concrete | 12        | 9,360           |
| <b>Miscellaneous Pedestrian Infrastructure</b> |                          |                  |           | ~500            |
| <b>Total</b>                                   |                          |                  |           | <b>171,760</b>  |

**Option 3: Full Paint**

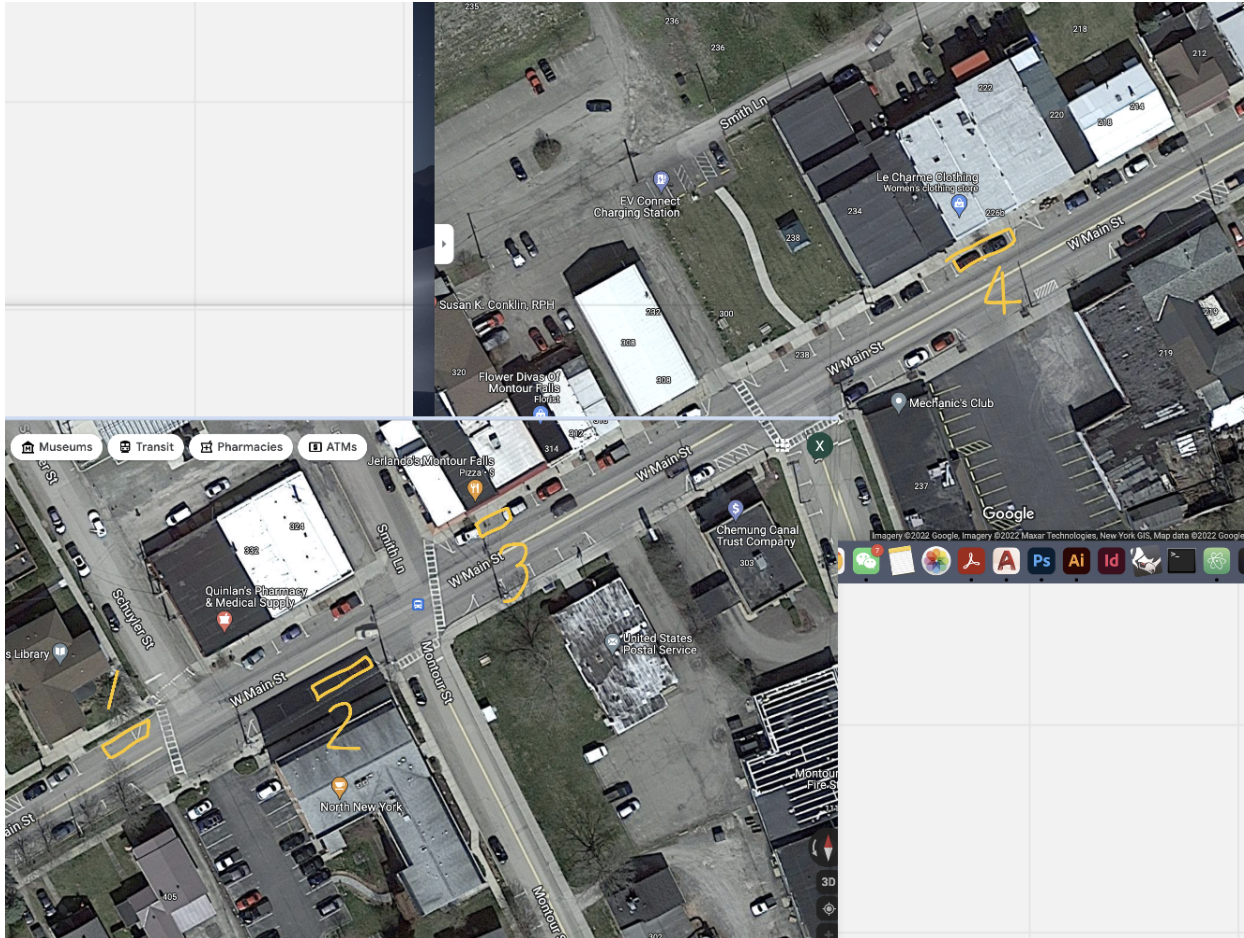
|  | <b>Area in sqft. /<br/>Count</b> | <b>Material</b> | <b>Unit Cost</b> | <b>Total cost (\$)</b> |
|--|----------------------------------|-----------------|------------------|------------------------|
| <b>Crosswalk</b>                               | 400                              | Paint           | 6                | 2,400                  |
| <b>Intersection Pavement</b>                   | 8,700                            | Paint           | 6                | 52,000                 |
| <b>Crosswalk Edges</b>                         | 450                              | Paint           | 6                | 2,700                  |
| <b>Bulges</b>                                  | 780                              | Paint           | 6                | 4,680                  |
| <b>Miscellaneous Pedestrian Infrastructure</b> |                                  |                 |                  | ~500                   |
| <b>Total</b>                                   |                                  |                 |                  | <b>72,280</b>          |

# Parklets: for All Families to Enjoy

## Introduction

Parklets are the creation of a public space for residents and tourists to sit, relax, and create social opportunities in the community. They encourage people to slow down, connect with others, and spend more quality time in their neighborhoods. A study based on a parklet project in San Francisco, CA showed that the number of people stopping to socialize and engage in positive behavior increased significantly once parklets were introduced, and the parklets helped stores attract more customers. Through our community engagement efforts, we were informed by residents that there is a need for more free, outdoor spaces to enjoy the village. We decided to reuse parking spots on Main St. so that residents and tourists can use these temporary parks to satisfy that wish. Our goal is to call attention to the importance of streetscapes that are accessible and to generate dialogue about the benefits of public green space.

Another major concern that was brought up in our community engagement process was the need for further economic development in the village. The parklets we are proposing could help facilitate this desired outcome by encouraging tourists to stay longer and visit local businesses. These parks will also provide a safe, inviting environment for all residents and tourists. From our site visit, Mayor James P. Ryan mentioned that there was once a park on Main St. and stressed its importance as a gathering space. The implementation of the parklets will restore much-needed community space. These parklets will also add to the aesthetic appeal of the town, making it more “Instagrammable,” which adds to the branding as tourists visit the village and share with their social networks.



**Figure 6.** Bird-eye view map of the locations of the proposed parklets

**Design Details**

We propose converting six on-street parking spots into four parklets to create spaces for art, play, and socialization. The village has expressed the challenges of snow removal in the winter due to parked cars on Main St. With that in mind, our parklets are designed to be removable: they are placed on all-season decking, which can be easily stored in the offseason and be utilized as a stage for outdoor community events.

The first parklet occupies one parking stall in front of the library, and it will serve as an outdoor library space for residents and tourists to lounge and enjoy the weather in the summer months as they read. It will consist of two foldable “L” shaped bookshelves at two corners, and a few lightweight chairs that are easily removed and stored. This outdoor reading space will be equipped with shading umbrellas to resolve residents’ concerns regarding the lack of shading in the summer. The umbrellas we propose for shading are made with light material, and they can be easily disassembled and stored during the winter.

The second park converts two parking spaces outside of the North New York cafe into an outdoor seating area with small tables, chairs, and plants. It can serve as additional outdoor dining spaces for the cafe in the summer months. All materials and outdoor furniture in our proposals, such as the deck, tables and chairs, can be easily disassembled and stored in the winter as they are made using light materials. Incorporating plants in the design adds to the living environment and residents' well-being. This parklet is designed to be a flexible and low maintenance space given businesses might not be able to devote much time to its upkeep.

The third parklet converts one parking outside Jerlando's Pizza and retrofits it into a small garden area, which allows people to relax and enjoy the natural atmosphere of Montour Falls. During our interviews and surveys, we learned that the residents want more space for outdoor seating as well as greenery and this parklet would fulfill both needs. We propose using planters of various heights with low-maintenance plants to enhance the parklet's visual appeal and reduce the time and effort needed to care for the greenery. Wall planters can help provide additional vertical greenery, and wooden benches will match the natural elements of this pocket park.

The fourth parklet repurposes two parking spaces in front of the Schuyler County Advocacy Center and provides a play area with games and recreational activities. We propose also fitting this parklet with colorful stackable chairs and a table to create a playful theme that adults, children and elders can enjoy.

Overall, we hope our parklet designs can enhance the sense of community in the village. We also anticipate that the parklets will bring awareness to and serve as an inspiration for the many possibilities to improve the streetscapes of Montour Falls.



## Parklet #1 Design



**Figure 7.** Parklet one elements



**Figure 8.** Rendering of parklet one

Size of the parklet: about 9 ft. by 18 ft.

Elements:

- L-shaped bookshelf 1 on the right corner: 5 ft. by 5 ft.
- L-shaped bookshelf 2 on the left corner: 5 ft. by 5 ft.
- Rope boundary extending between both L-shaped shelves: 8 ft. in length
- Rope boundary extending from shelf 1 to back corner: 4 ft. in length
- Rope boundary extending from shelf 2 to back corner: 4 ft. in length
- 4 outdoor stackable chairs: 2 on each corner
- Rectangular outdoor umbrella: 6 ft. by 15 ft.

**Parklet #2 Design**



**Figure 9. Parklet two elements**



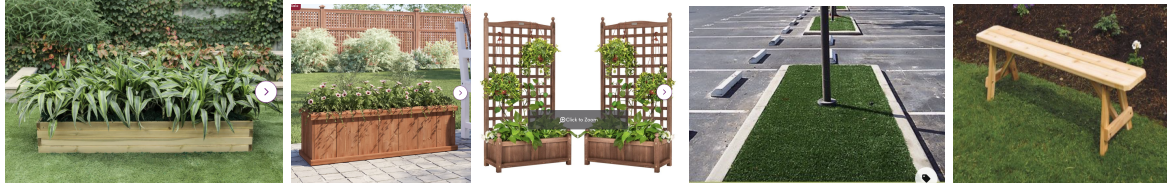
**Figure 10. Rendering of parklet two**

Size of the parklet: about 9 ft. by 36 ft.

Elements:

- Mission Square Planter, Gray Windowsill: 23.5 ft. in width by 6.5 ft. depth by 7 ft. in height
  - 10 total, 2 on each short side, and 6 on the longer side
- Bellevue Set of three 2 in. Wide Plug-In Exposed Bulb Pendants
- 6 French Bistro Folding Table and Chair Set: 28.5 in. height and 21.25 in. by 21.75 in. tabletop surface creates ample space for 2
- Base: Reclaimed Pallet Boards: 1 in. by 3 in. by 3.4 ft.

### **Parklet #3 Design**



**Figure 11. Parklet three elements**



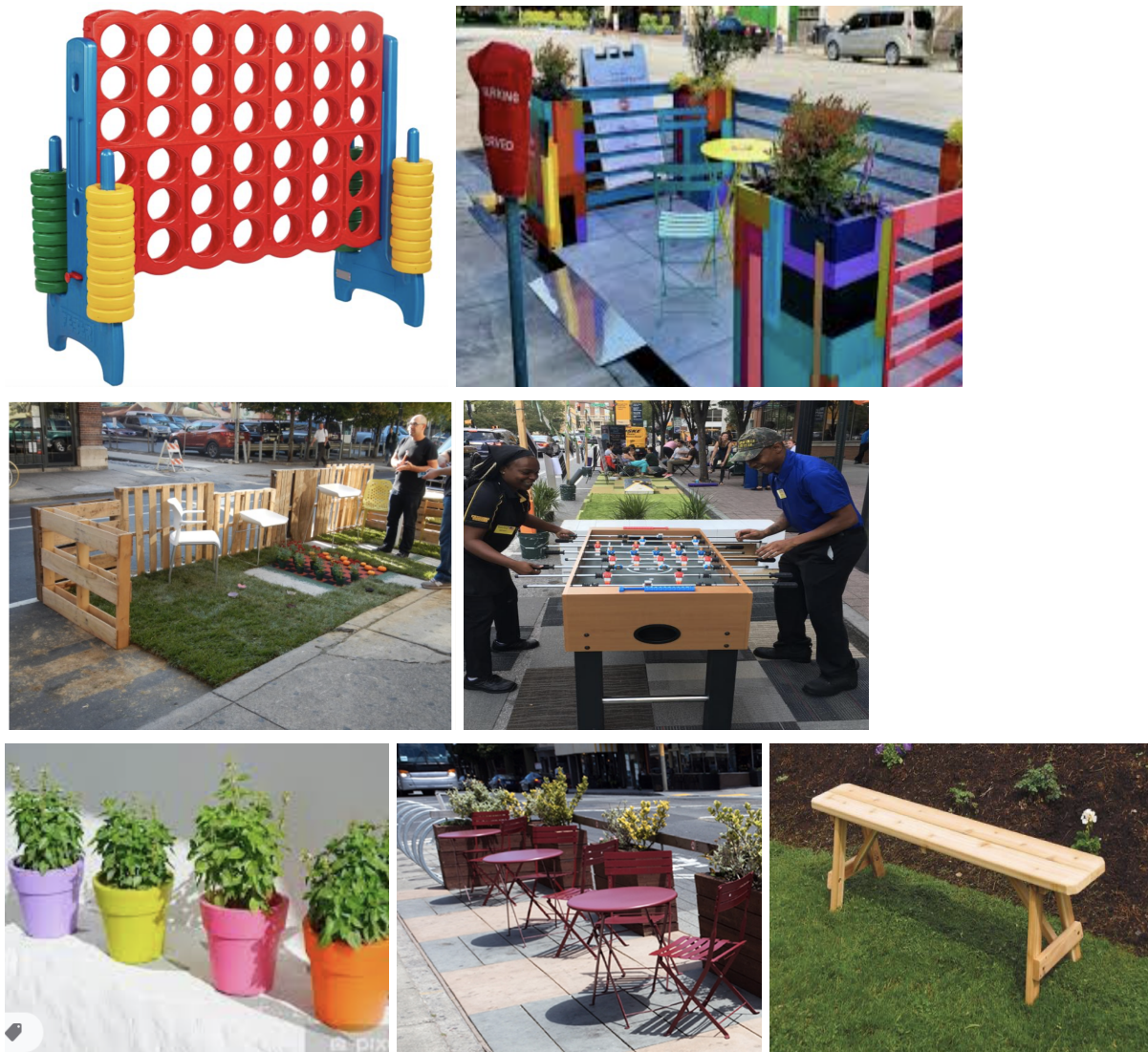
**Figure 12. Rendering of parklet three**

Size of the parklet: about 9 ft. by 18 ft.

Elements:

- Carreen Wood Raised Garden Bed: 9.06 ft. in height by 59.06 ft. in width by 27.56 in. in depth
- Geronda Wood Planter Box: 12 in. in height by 40 in. in width by 12 in. in depth
- Wall Planter with Trellis: 48 in. in height by 25 in. in width by 11 in. in depth
- Portside Outdoor Dining Bench, 47 in., Driftwood

## Parklet #4 Design



**Figure 13. Parklet four elements**

Size of the parklet: about 9 ft. by 36 ft.

Elements:

- Street-side wooden boundary
- 4 Outdoor benches on the widths at 4 ft. each (will act as a boundary too)
- 4 outdoor colorful stackable chairs with a table each, 2 on each corner (2 Patio Sets)
  - Or Colorful 6 colorful stackable stools
- 6 Colorful flower pots
- Connect Four or Foosball table
- Rectangular outdoor umbrella: 9 ft. by 30 ft.

## Cost Estimation

### ***Parklet 1***

| <b>Item</b>             | <b>Cost (\$)</b> |
|-------------------------|------------------|
| <b>Bookshelves</b>      | 800 (400 each)   |
| <b>Rope Boundary</b>    | 160              |
| <b>Stackable Chairs</b> | 88               |
| <b>Outdoor Umbrella</b> | 113              |

### ***Parklet 2***

| <b>Item</b>          | <b>Cost (\$)</b> |
|----------------------|------------------|
| <b>Planters</b>      | 580 (58 each)    |
| <b>Bulb Sets</b>     | 234 (78 each)    |
| <b>Table Sets</b>    | 660              |
| <b>Pallet Boards</b> | 30               |

### ***Parklet 3***

| <b>Item</b>                      | <b>Cost (\$)</b> |
|----------------------------------|------------------|
| <b>Wood Raised Garden Bed</b>    | 95               |
| <b>Wood Planter Box</b>          | 76               |
| <b>Wall Planter with Trellis</b> | 110              |
| <b>Bulb Sets</b>                 | 234 (78 each)    |
| <b>Dining Bench</b>              | 299              |

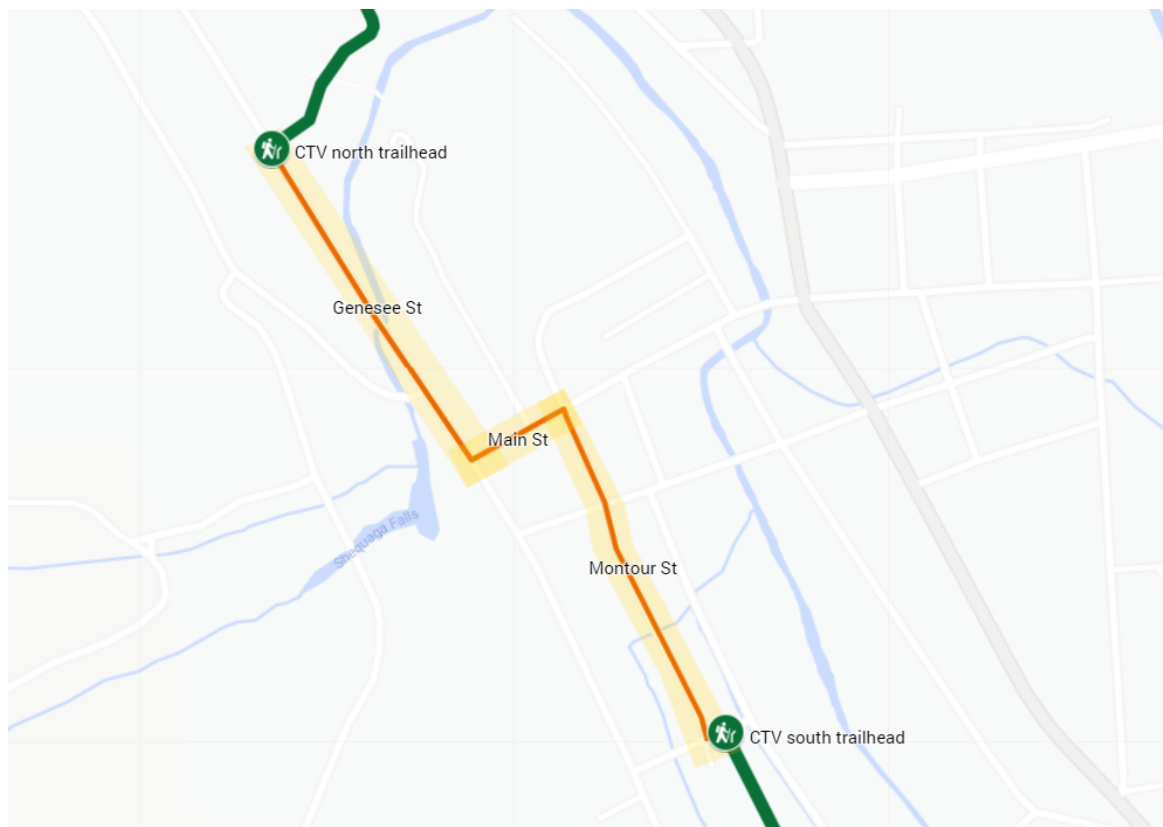
### ***Parklet 4***

| <b>Item</b>              | <b>Cost (\$)</b> |
|--------------------------|------------------|
| <b>4 Long Benches</b>    | 640              |
| <b>4 Patio Sets</b>      | 480              |
| <b>Flower Pots</b>       | 18               |
| <b>Connect Four Game</b> | 150              |
| <b>Bike Rack</b>         | 80               |
| <b>Outdoor Umbrella</b>  | 226              |

# Connecting the Catharine Valley Trail: Connecting Montour Falls to Nature

## Introduction

The Catharine Valley Trail provides residents and tourists with a car-safe setting for exercise and recreation. Although the trail officially runs all the way from Watkins Glen to Horseheads, there is a gap in the trail in Montour Falls, forcing users to traverse the town through 0.65 miles of car traffic without clear signage or safe bike / pedestrian infrastructure.



**Figure 14.** Map of how we plan to connect both trailheads of the Catharine Valley Trail

Members of the Friends of the Catharine Valley Trail organization stated that even locals have trouble finding where the trail continues on the southern end of the village. Tourists coming from Watkins Glen are usually unaware of the location of the village's downtown and do not venture into the businesses on Main Street, where they may contribute to the village's economy. Additionally, biking and walking along Genesee St., known for speeding and traffic, is much less safe than biking and walking on the trail, making people even less inclined to explore downtown Montour Falls. Due to both confusion while navigating and safety concerns, this disconnect in the Catharine Valley Trail leads to a missed opportunity for economic development. New infrastructure

solutions may help alleviate these issues and revitalize Montour Falls Main St. and its businesses. In order to connect both ends of the trail for pedestrians and cyclists, we propose separate ideas for Genesee St., Main St., and Montour St.

## Design Details

### **Genesee St**

Genesee St. provides the greatest challenge in terms of connecting the trail. It is one of the most heavily trafficked roads in the village, especially during the summer when the road sees heavy use by tourists traveling to Shequaga Falls from Watkins Glen. However, Genesee St. is also the most important part of the trail connection puzzle because the northern trailhead sees much more use than the southern trailhead. A clear and safe route between the northern trailhead and Main St. will allow residents and tourists from Watkins Glen to bike / walk down the trail and then grab a lunch or snack on Main St.

Genesee St. is wider than New York State's minimum lane width requirements of 10 feet per lane, thereby encouraging speeding and dangerous driving.<sup>1</sup> We propose the use of planters and paint to create a protected extension of the trail on the eastern side of the street similar to the image and rendering below, reducing lane width and vehicle speed while providing pedestrians and cyclists with a safer path.



**Figure 15.** Image of a bike lane demonstrating planters as protective barriers

<sup>1</sup> [New York State's Design Criteria for Non-National Highway System Local Rural Roads](#) states that a 10 ft. travel lane width is the appropriate minimum width for local roads with a speed limit lower than 40 mph and have an annual average daily traffic lower than 2,000 (N Genesee St. measures [1,831 in 2018](#)). 10 ft. lanes are also [recommended by the National Association of City Transportation Officials](#) to curb speeding.





**Figure 16.** *Rendering of the pedestrian lane on Genesee St. connecting to the two trailheads of the Catharine Valley Trail*

This type of solution is economical and increases safety for trail users. No curbing or change to the road surface is required. A significant portion of the expenses comes from acquiring planters, which will vary depending on the sturdiness of the material, size, and how far apart the planters are spaced from each other. Planters do require frequent maintenance, but fortunately Montour Falls already has a landscaper who maintains the village's greenery.

Having plants along the protected lane will contribute immensely to the beauty and aesthetic of the town. Genesee St. is the gateway to the village for many visitors, and being welcomed by a street lined with flowers would be the perfect first impression. The narrowed car lanes will also help calm traffic, which improves the safety of kids traveling to school or seniors on their way to the waterfall on Genesee St. regardless of whether they use the Catharine Valley Trail.

In terms of specific design, we recommend planter designs that are long but narrow to maximize the width of the lane. As an example, take the following planter design:



**Figure 17.** Image of an ideal planter for the pedestrian lane (Source)

These planters are less than a foot wide. Given that Genesee St. has a width of 28 ft., that means that the city could provide a 6 ft. bike/pedestrian lane with a 1 ft. planter all the while keeping the NYS minimum 10 ft. lane width per lane with space to spare.

The planters should be equipped with reflector tapes to make sure the protected lane is visible at night.

Planter spacing is flexible and can be changed according to budget constraints. Given that the distance between the Northern trailhead and Main St. along Genesee St. is 1,447 ft. and the cost of the planter above is \$132, the table below shows the cost given a number of potential spacing distances between planters.

The planters come at a cost of \$132 apiece. [Garden soil](#) can be bought in bulk for \$1,495 per 95 cubic ft., or \$16 per single cubic foot. Given that the planters are roughly 3 by 1 by 1 ft., 3 cubic ft. are needed to fill each planter, so that is a cost of \$48 for soil per planter. In total, we get a cost of  $\$132 + \$48 = \$180$  per planter (without considering the costs of the plants).

Planter spacing is flexible and can be adapted to any budget constraints. Given that the distance between the northern trailhead and Main St. along Genesee St. is 1,447 ft., the table below shows the cost given a number of potential spacing distances between planters.

| Space between planters | Number of planters needed | Estimated cost (\$) |
|------------------------|---------------------------|---------------------|
| 0                      | 483                       | 86,940              |
| 3                      | 242                       | 43,560              |
| 6                      | 161                       | 28,980              |
| 9                      | 121                       | 21,780              |
| 12                     | 97                        | 17,460              |
| 15                     | 81                        | 14,580              |
| 18                     | 69                        | 12,420              |

One potential issue is that the planters will make snow removal more difficult. As with the parklet designs, the planters can be designed to be moveable during the winter when the trail sees less use. This adds consideration of storage on top of consideration of cost when balancing the spacing of the planters. To limit the number of planters, the village could consider keeping a tight spacing between Main St. and Steuben St. and relaxing the spacing the rest of the way to the trailhead.

**Main St.**

The protected lane design for Genesee St. fits perfectly with the design for the *Glorious T* intersection. The protected lane can feed directly into the extended sidewalks at the intersection, leaving trail users at the Main St. sidewalk. While none of our earlier infrastructure recommendations for Main St. leave any room for a protected lane like our recommendation for Genesee St, they should improve pedestrian and cyclist safety by reducing car traveling speed.

Our sidewalk-focused designs allow pedestrians to easily navigate Main St. towards the other end of the trail while also encouraging them to spend time in the area and support the Main St. businesses. Meanwhile, the reclaimed parking spots and narrowed lanes will calm traffic, making cycling and walking safer and more comfortable.

One simple and inexpensive way to remind drivers to watch out for cyclists on Main St. is to add “sharrows” (SHare the road ARROWS) as pictured below. These road signs remind car drivers that they need to share the road with cyclists. This shared lane marking has been implemented successfully in nearby Ithaca, NY.



**Figure 18.** Image of a “sharrow” signifying a shared road between motorists and cyclists

**Montour St.**

Adding a bike / pedestrian lane on Montour St. similar to our proposal for Genesee St. may not be feasible since Montour St. is relatively narrow and has on-street parking. However, Montour St. already has an existing sidewalk for pedestrians, and cyclists can share the road with traffic as they would on Main St. In order to better indicate the direction of the trail and improve cyclists’ safety, we have the following recommendations.

For Montour St., we recommend painting or installing signage similar to the ones on Genesee St. and Main St. that show the continuation of the Catharine Valley Trail. A right-turn sign can be placed on Main St. before the Montour St. intersection to show that the trail continues down Montour St., and, vice versa, a left-turn sign can be placed on Montour St. to indicate the trail’s direction.

As recommended for Main St., “sharrows” can be an easy and inexpensive way to warn drivers of cyclists and inform trail users of the trail’s direction. To reinforce “sharrows” as a navigation tool, the words “Catharine Valley Trail” can be placed below the “sharrow” as well.



**Figure 19.** *Rendering of a custom sharrow for the Catharine Valley Trail*

The words Catharine Valley Trail can also be added to the side of the curb as an alternative aesthetic option, as in the example pictures below.



**Figure 20.** *Rendering of labeled curbs directing trail users to either trailhead*



**Figure 21.** Rendering of a creative curb label directing trail users to either trailhead

**Additional Signages**

To further heighten the visibility of the trail, we propose enlarging the existing trail sign and placing it along the trail path. These signs can work in conjunction with the pedestrian / bike lane on Genesee St. and markings on Main St. and Montour St. to orient tourists. We suggest placing the signs at the intersection of N Genesee St. and W Main St. (directing left) and the intersection of W Main St. and Montour St. (directing right). Additional optional signs can be added on N Genesee St. and Montour St. (directing straight ahead) at interval lengths to guide the pedestrians and cyclists down the trail. The signs will be 12 in. by 15 in. with the Catharine Valley Trail logo on both sides.



**Figure 22.** Catharine Valley Trail sign (current design)

## Arch: Branding Community Pride

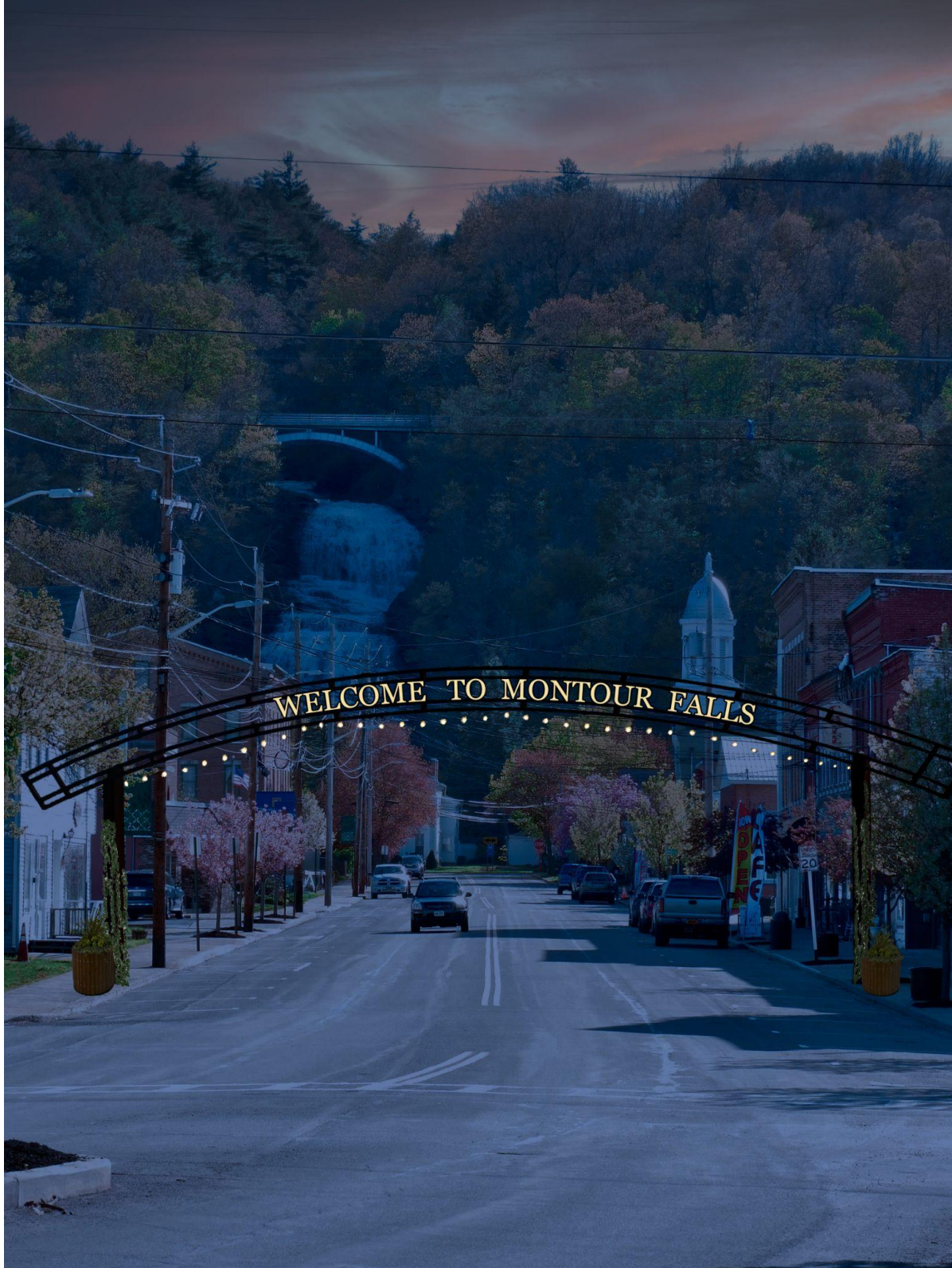
Including an arch in the revitalization of Main St. would serve as a signature focal point to welcome visitors and residents arriving from the east. We wanted to include an arch in our plan because it is a symbol of community pride and adds to the placemaking approach we have taken with our other design components. The arch would be sited on Main St. and situated between Henry St. and Owego St. We propose for the structure to be made of metal, likely aluminum or steel, and painted black. It is recommended to have a mostly hollow and black design to ensure the arch does not encumber the view of the falls from Main St. as well as being sensitive to the existing historic village aesthetic. At night, the welcome arch can be brightened with string lights and the “Welcome to Montour Falls” wording can be back-lit with LEDs to provide additional visibility to visitors. We propose wiring the arch within its steel frame to provide it with power sourced from the village power grid, similar to existing street lights.

To decorate the arch and ensure it can fit in with our design for the rest of the streetscape, we recommend adding greenery, such as non-invasive climbing plants (like trumpet honeysuckle or American wisteria), to each of the base posts. The greenery can also soften the metal’s impact and provide the arch with warmth and character. The base posts can also each be anchored with small potted evergreens. The arch will be approximately 50 ft. wide across Main St. and will have variable clearance below between 13 ft. and 15 ft. to ensure all types of traffic can still pass through unobstructed. The cost of this design is estimated at approximately \$200,000 to \$250,000 based on arches of similar characteristics. The below renderings are visual representations of our arch design and how it will look during the day and at night.



*Figure 23a. Rendering of the Montour Falls arch during the day*



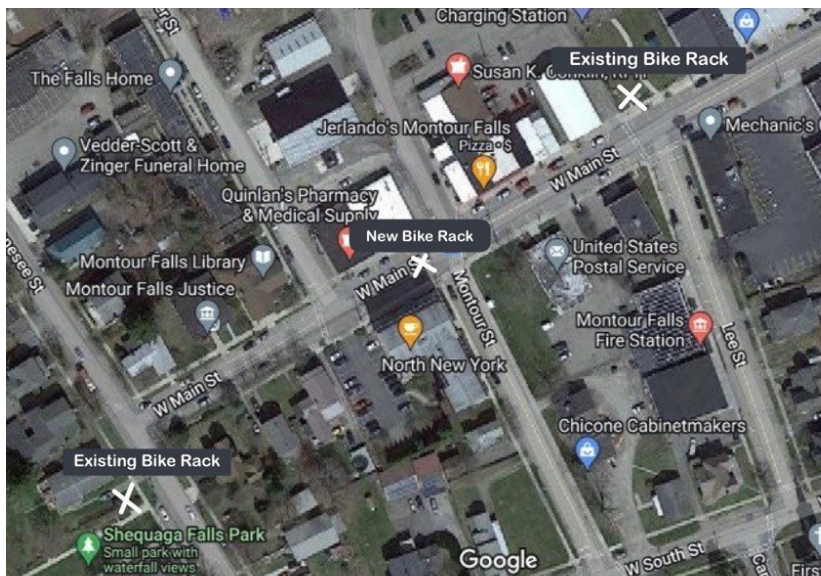


*Figure 23b. Rendering of the Montour Falls arch at night*

## Miscellaneous Street Elements

### Bike racks





To complement our extension of the Catharine Valley Trail, the inclusion of new parklets, and to encourage more biking around Montour Falls, we propose installing new bike racks near some of the new parklets. The bike racks will cater to people who stop by the parklets for quick errands or a quick sit-down. The area around the North New York Cafe could be an especially ideal location for new bike racks due to its proximity to the Town Hall, the library and Montour House. These bike racks can also be helpful to local businesses and services as they have been shown to increase parking capacity, calm traffic, and draw more attention to services offered.



**Figure 24.** Map of the sites for additional bike racks

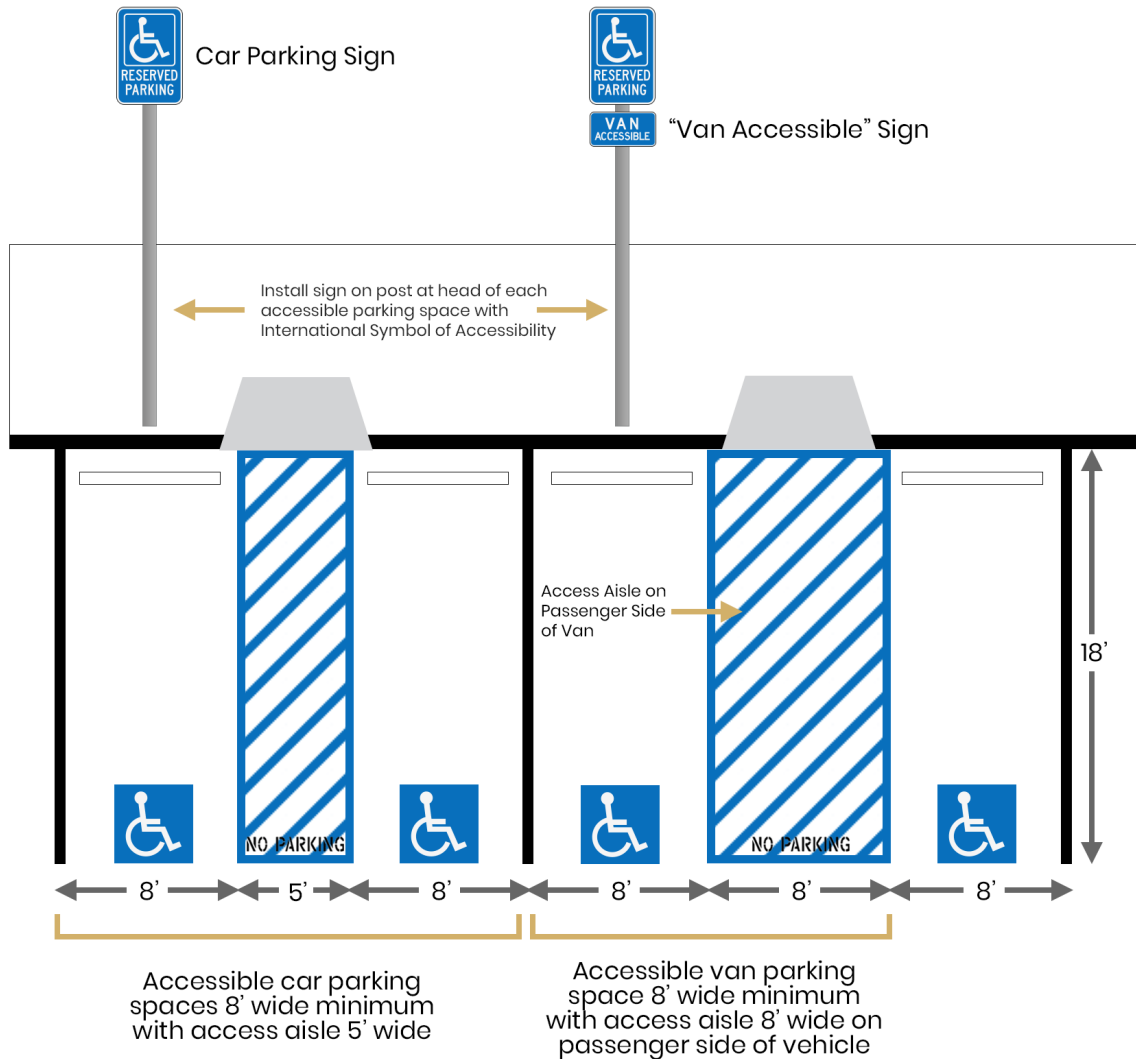
The length of the bike rack should be 27 in. long, with a range of 24 to 30 in. allowable, and measured 18 in. from the ground. Each rack should provide parking for two standard bikes parked on opposite sides of the rack in opposing directions. This will allow for the most optimal and efficient parking of bikes, which will be important for the parklets, where bikes are likely to be parked for only short periods of time. Two to three U-shaped bike racks, with a capacity of 4 to 6 bicycles, will be ideal for the parklet.

Instead of the standard, U-shaped bike racks, creative bike racks may be a more interesting option as they can serve as an artistic highlight to the space, complementing the relaxed, creative atmosphere of the cafe environment. However, creative bike racks are more expensive than a traditional ones and more difficult to implement, hence both options are proposed below.

| Bike Rack Type                             | Physical Appearance   | Cost (For reference)   | Benefits  | Cons   |
|--|---|--|---|--|
| <p><b><u>Traditional Bike Rack</u></b></p> |    | <p>Coated Black Finish: \$116</p> <p>Stainless Steel: \$197</p>              | <p>Serves the functional purpose of a bike rack, fits into most spaces with its simple, standard design</p> <p>Efficient: Allows for the parking of 2 bikes with a simple U-Rack</p> <p>Easier to buy/lower cost: U-shaped bike racks are easy to order due to its uniformity and typically cost an estimated \$120 per bike rack</p> | <p>Does not add any artistic benefit to the space</p> <p>Does not enhance the relaxed, creative and dynamic environment of a cafe sitting area</p>   |
| <p><b><u>Creative Bike Rack</u></b></p>    | <p>Design Idea 1 (Creative):</p>  <p>Design Idea 2 (Simple, efficient):</p>  <p>Design Idea 3 (Nature-themed):</p>  | <p>A custom bike rack would cost \$800 or more, depending on the design.</p> | <p>Adds a pop of color and fun creativity to any space: Custom bike racks tailored to the space can serve as artistic structures that help augment the environment</p> <p>Can be tailored to fit the town's historical aesthetic</p>  | <p>Depending on the design of the bike rack, it may reduce the efficiency of space and capacity of parked bikes. However, this can be counteracted by choosing a suitable bike rack design for the space (such as Design idea 2)</p> <p>Cost may be prohibitive: the cost of a custom bike rack is significantly higher than the cost of a standard traditional bike rack, cost also changes due to design</p> |

## Reserved Parking

We propose that the current parking in front of the falls be changed to a reserved handicap parking space only. Currently, the space is designated for two cars and is usually occupied by visitors to the falls. Making the space handicap-only may help actively deter buses and cars from parking or dropping passengers off in front of the falls, given that the only area available to do so is a reserved spot. This will also make the falls a more accessible location for those with disabilities in the region, especially given the older demographic in Montour Falls.



**Figure 25.** Reserved handicap parking dimensions regulations

An accessible parking space in New York (NY) state has to be at least 8 ft. wide and all access aisles also have to be at least 5 ft. wide. The space must be served by an access aisle, which in our case, will be the sidewalk next to the existing available

parking spot. The current sidewalks along Genesee Street are 5 ft., which is comfortable for wheelchair and walking aid access. The current parking spot is estimated to be about 8 to 9 ft. in width, which is also in compliance with NY state requirements. However, the existing width of the parking space does not allow for an access aisle next to the parking space. Hence, we suggest extending the width of the parking space to the sidewalk, in replacement of the current lawn space between the parking space and the sidewalk. Pushing back the curb will help to widen the existing parking space, allowing for an access aisle next to the car. A ramp with truncated dome tiles will be included in the extended space behind the reserved lot in order to increase accessibility. A rendering of the new lot is shown below.



**Figure 26.** Rendering of handicap-accessible parking space design



**Figure 27.** Ramp on the curb of the sidewalk next to a handicapped parking space

A ramp built into the curb of a sidewalk would typically cost \$2,000, which includes the fees of hiring a contractor and building materials. Truncated dome tiles for sidewalks, used as tactile markers, will cost about \$250. Painting will be necessary to denote the reserved parking space and the access aisle, as well as a sign indicating this space is reserved for those with disabilities. Painting handicapped parking spaces approximately costs \$25 to \$30. However, given that most painting projects have a minimum cost, the painting should be completed in tandem with the painting of crosswalks at the intersection and bicycle lanes along Genesee St. and Main St. A sign will also need to be installed to indicate the reserved parking space, which will cost about \$150-\$200, while an ADA approved parking sign would cost \$450. Finally, extending the parking space will cost approximately \$2,500, consisting of the following costs: \$1500 for curb cutting and \$924 to lay down new concrete in the space. The estimated cost of the project will be about \$5,000.

## Street Benches

Many residents reflected to us the need for more business activity and vibrancy on Main St. as popular businesses have been negatively impacted by COVID-19. One way in which our team has approached this is to increase the use of public space on Main St. by encouraging pedestrian activity via parklets. The natural complement to increased foot traffic is by adding benches outside. Dr. Clare Rishbeth's research "The Bench Project" emphasizes the importance of benches in walkable streetscapes as benches provide important rest space. Regardless of mobility status, benches "enable a flexible and undemanding way to enjoy public life."

Existing benches on Main St. that are located near storefronts are privately owned by those businesses. As a result, the benches are sporadically located throughout the street with no guarantee of maintenance or that they will continue existing in that location. The lack of consistency and maintenance of the benches makes it difficult for pedestrians and visitors to use the benches. We propose the addition of new benches to Main Street to increase the consistency of sitting areas and complement our overall initiatives to increase walkability and street activity.




Based on the location of businesses on Main Street, the proposed locations of the benches are marked below.






**Figure 28.** Proposed locations of new benches


We proposed three new benches in the following locations: next to Montour Falls Library, next to the post office, and finally near the parklet parklets next to Le Charme Clothing on Main Street. These locations were selected due to their proximity to the parklets, capitalizing on the activity they encourage and generate. Montour Falls Library, the post office, and Le Charme Clothing are also common places residents visit, making them ideal locations for benches. The locations are also strategically spaced evenly from one another.

Due to the range of selections and price points for benches, we have provided multiple options below. They are characterized by price, aesthetics, and practical limitations. The village can select the most suitable option for implementation.

| Bench Type                | Cost (For Reference)   | Pros   | Cons   |
|---------------------------|--|--|--|
| <p><b>Steel/Metal</b></p> | <p><a href="#">Option 1</a> (Black Steel Bench, 6-foot length)</p>  <p>Price: \$550<br/>Total cost: \$1650</p> <p><a href="#">Option 2</a> (Blue steel bench, 6-foot length)</p>  <p>Price: \$998.85<br/>Estimated price: \$2996.55</p> | <p>Can be covered with thick thermoplastic or powder coating to prevent rust and wear over the years.</p> <p>Sturdy and durable and quick-drying, especially during winter or rainy seasons.</p> <p>Offers a distinctive classical Victorian design (depending on the coating), which is suitable for Main Street.</p> | <p>During summer seasons, metal benches may heat up. This can be mitigated to some extent with plastic coating. However, it will be more sensitive to temperature changes (cold to warm) than other materials.</p> <p>Less comfortable than other materials (such as wood).</p> <p>A colder design may not add to the vibrancy and welcoming atmosphere of Main Street as compared to wooden benches. Colored benches can help to mitigate this problem.</p> |
| <p><b>Wooden</b></p>      | <p><a href="#">Option 1</a>: Wooden Bench (6-foot length)</p>  <p>Price: \$960 (Comes in various colors)<br/>Total cost: \$2,880</p>  | <p>More comfortable to sit in as compared to metal benches</p> <p>Traditional design complements Main Street's historical richness and the natural shades of wood offer a welcoming and cozy touch to Main Street.</p>   | <p>High degree of maintenance, has to be cleaned, varnished and treated regularly.</p> <p>More susceptible to damages as a result of weather such as broken or worn down slats.</p>  |



|                                |   |  |   |
|--------------------------------|---|--|---|
|                                | <p><a href="#">Option 2</a> : Backless Wooden Benches (6-foot length)</p>  <p>Price: \$758.95<br/>Total Cost: \$2,276.85</p>   |  |   |
| <p><b>Recycled Plastic</b></p> | <p><a href="#">Recycled Plastic Park bench</a> (6-foot length)</p>  <p>Price: \$700 (Comes in various colors)<br/>Total Cost: \$2,100</p>  | <p>Low Maintenance, resistant to corrosion and rot.</p> <p>Able to withstand different weather conditions, including drying quickly after rainy weather.</p> <p>Slightly more affordable than other bench types</p> <p>Can come in many colors, including brown to simulate a wooden bench. Easily integrated into Main Street's vibrancy and historical richness.</p> | <p>Construction of the bench is important. The best recycled plastic benches are those with metal understructures, which allow for a sturdier bench.</p>  |
| <p><b>Concrete</b></p>         | <p><a href="#">Concrete Bench</a> (6-foot length)</p>  <p>Price: Starts from \$711, varies based on the type of concrete and color, stained and glass concrete available<br/>Total cost: \$2,133</p> | <p>Extremely durable, difficult to damage.</p> <p>Simple and minimalist, it does not distract from the surrounding environment of Main Street.</p>   | <p>Heavy and extremely difficult to move. Might offer less flexibility should the village choose to remove or repurpose the benches.</p> <p>Rigid concrete design might not enhance the historical, welcoming nature of Main Street.</p> <p>Hard surface of concrete may result in a less comfortable sitting experience as compared to the wooden bench.</p> |

|                        |  |   |   |
|------------------------|--|---|---|
| <p><b>Aluminum</b></p> | <p><a href="#">Powder-coated Aluminum bench</a> (6-foot length):</p>  <p>Price: \$787<br/>Total cost: \$2,361</p> | <p>Very light, easy to move around in case the Village would like to remove or repurpose the benches, especially during Winter seasons.</p> <p>Can be painted brown to better integrate into the surrounding space.</p> <p>Fairly durable and resistant to rotting or fading.</p> | <p>May not withstand weather conditions such as strong wind, and may have to be bolted down to withstand extreme weather conditions.</p> <p>As with metal, it might heat or cool drastically depending on weather conditions.</p> <p>Due to temperature fluctuations and material, aluminum benches will not be as comfortable as wooden benches.</p> |
|------------------------|--|---|---|

Smaller benches of 4 ft. in length, which can accommodate two people, instead of the typical 6 ft. length benches, which can accommodate three, can help us space out the benches more evenly across Main St. and take up less street space in specific areas. 4-foot bench options are available for all the bench types above, hence, bench size is left up to the discretion of the village. Based on the options above, we recommend the use of recycled plastic benches due to their versatility, affordability and durability. The various colors offered can help to add vibrancy to Main Street or a wood-like color like brown can also help to integrate the bench naturally into the streetscape.

### Crosswalk in front of The Falls Home

Falls Home is the only senior home care facility in Montour Falls, primarily housing residents between the ages of 56 years to 101 years old. When conducting community engagement with the residents in Falls Home, we discovered that most of the residents are mobile with a walking aid and typically enjoy visiting Shequaga Falls and Main St. in their free time. When walking to the falls and Main St., the elderly typically walk down N Genesee St., turning towards the falls or Main St. when they reach *Glorious T*. However, due to the fast traffic speeds at the intersection, accessibility and safety could be reduced for the elderly when they are crossing the intersection. To complement our traffic slowing measures at the intersection, we propose adding a crosswalk in front of the Falls Home, on N Genesee St. with the purposes of reducing traffic speed before cars reach the intersection and offering an option for the elderly to cross before the intersection.

The crosswalk will be located in front of Falls Home and a pedestrian crossing sign will be used to remind drivers to slow down. The sign will be posted on the left side of the

T-intersection on both sides of Genesee St. to increase pedestrian visibility. This is to maximize the visibility of the signs and not obstruct the view of the funeral home and adjacent residential properties. The sign will be a standard 24 in. by 24 in. golden-yellow pedestrian crossing sign to match the historic aesthetic of the town (as opposed to the brighter green version).

A striped crosswalk painting typically costs \$750, an accessibility ramp typically costs \$2,000 and a “Yield to Pedestrians” crosswalk sign typically costs about \$400, amounting to a total cost for the crosswalk of about \$3,200. The crosswalk has been positioned next to an already existing accessibility ramp along the street to help reduce project costs. A rendering of the new crosswalk is shown below.



**Figure 29.** Rendering of the new crosswalk and its location at the intersection of Genesee St. and Steuben St.



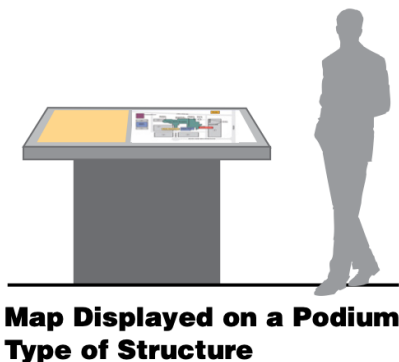
**Figure 30.** Satellite images of the intersection when a new crosswalk is proposed and the proposed pedestrian crossing sign

# Signs: Directing Tourists to the Beautiful Falls

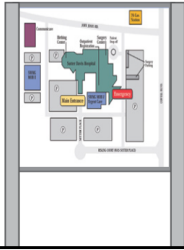
## Map of Montour Falls

When visiting Montour Falls, tourists typically visit Shequaga Falls without exploring the rest of the village. Installing a map of Montour Falls at the waterfall will show visitors what is in the area and incline them to venture into the community. The map's scope is around Main Street and the *Glorious T* intersection. Our proposed map has a “park map” style where locations of interest are visually labeled and a “you are here” symbol orientates map users. We recommend using decal stickers to decorate the map with natural areas (e.g., local waterfalls, Catharine Valley Trail), Town Hall, Montour Library, public restrooms, and businesses. The symbology and / or existence of these places can change over time. Decal stickers can be added / removed / touched up and allow the map to always be up-to-date. The map will be free-standing on the right of Shequaga Falls between the sidewalk and road. This is to minimize obstructing the view of the falls while being inclusive of pedestrian and vehicular traffic. The map will be double-sided so more people may use the map at any given time. We recognize the map could be displayed on a podium; however, this limits who can use the map and makes it less visible to the eye. We estimate the sign will be about 24 in. by 36 in.

We recognize that visitors to Montour Falls may come from Main St. off of Route 14. We also recognize the village's interest in adding a pocket park. The second map of Montour Falls could be added inside of the village's future pocket park close to Main St. All map content would be the same except for the location of the “you are here” symbol.



**Figure 31.** *Rendering of a map displayed on a podium-type structure and image of where to place a podium-type map*



**Freestanding Vehicular Wayfinding Map**

**Figure 33.** *Rendering of a free-standing vehicular wayfinding map and image of where to place the free-standing vehicular wayfinding map*

## Bus Wayfinding: Parking

We propose placing wayfinding signs on the principal entrances to Montour Falls – from Route 14 and Genesee St. – that can help navigate tour buses to a bus parking lot. This will discourage tour buses from parking in front of Shequaga Falls or anywhere on Main St. Navigating buses to the municipal parking lot will reduce congestion and improve pedestrian safety in the village: buses will not block or obstruct the view of pedestrians or vehicles, thereby increasing visibility and traffic safety. We suggest placing these signs in three locations:

- On N. Genesee St. at *Glorious T*, signaling left turn onto Main St. in place of the existing sign;
- At the intersection of Montour St. and Main St., signaling left turn onto Smith Ln.;
- On the grassy island on the right side of Smith Ln., signaling bus parking here.

These locations were chosen to match the current route of tour buses entering Montour Falls (i.e., from N Genesee St.) and re-navigate them into the village, thereby improving tourists' spatial understanding of the community and its offerings. The wayfinding signs will be black and white to match the aesthetic of newer street name signs. This minimalistic approach will make it easy to read and understand at a glance. The signs will be 18 in. by 12 in.



**Figure 34.** Image showing when the sign should be placed on N. Genesee St. at Glorious T

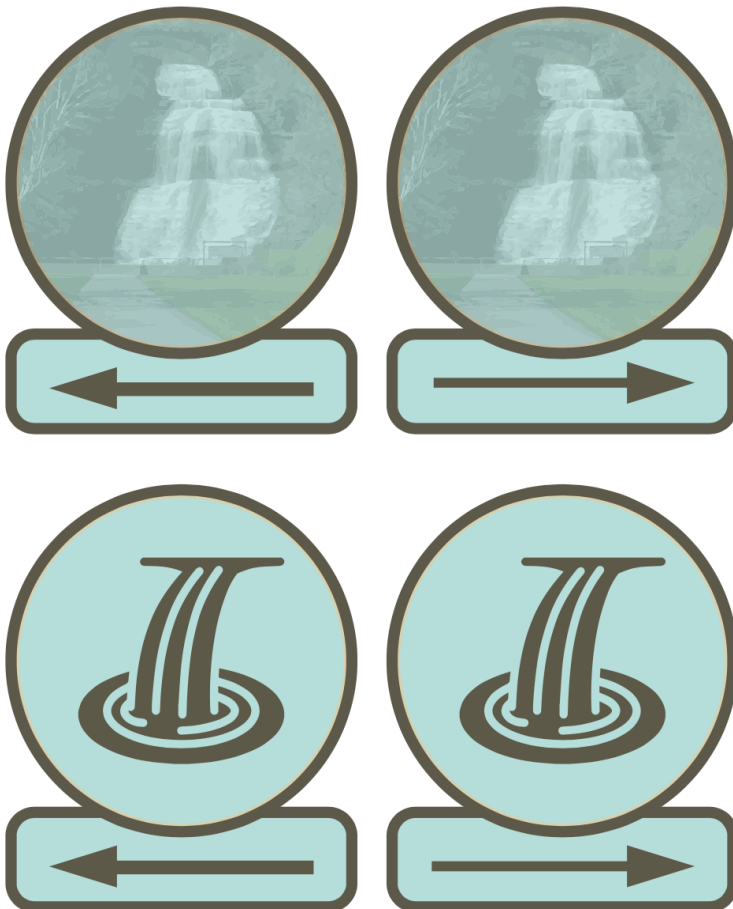


Figure 35. Rendering of bus parking direction signage (option 1 and option 2)



## Tourist Wayfinding: Shequaga Falls from Bus Parking Lot

A map of the village of Montour Falls may be posted at the parking lot to give visitors a snapshot of the community's offerings. This is the same map that we suggest installing at Shequaga Falls. On the map, the pedestrian path from the parking lot to Shequaga Falls may be highlighted. While the map may be sufficient, we recommend placing additional signs to direct visitors to Shequaga Falls. The sign will be a muted blue-green and brown circular sign with an image of Shequaga Falls or a waterfall logo as the focal point. This aesthetic is meant to be eye-catching while matching the natural features and historic ambiance of the village. An accompanying rectangular sign will indicate the direction pedestrians should go. The sign will be 18 in. by 12 in. and posted across from the parking lot on Smith Ln. (directing left) and at the corner of Main St. and Montour St. at the bus stop (directing right). These locations were chosen because they are intersections where the pedestrian may need directions.



**Figure 36.** Rendering of tourist wayfinding signage (option 1 and option 2)

## Tourist Wayfinding: Aunt Sarah's Falls Signs

Aunt Sarah's Falls is commonly misidentified as Shequaga Falls due to a lack of signage differentiating the two waterfalls. Adding a sign at Aunt Sarah's will distinguish it from Shequaga. The sign will be low to the ground on the left side of Aunt Sarah's to not taint the waterfall's visual. The sign will be a 24 in. by 36 in. rectangular brown sign that reads "Aunt Sarah's Falls" in white lettering. Beyond displaying the name, Montour Falls may choose to incorporate Aunt Sarah's Falls' historical relevance to give tourists background about the falls and what it means to the village. The goal of this design is to make the sign readable for drivers by being easily identifiable from the surrounding greenery, but also fitting to the villages' style. We propose the following options below, but the village has full discretion in determining the final design.



**Figure 37.** Image of the entrance to Aunt Sarah's Falls, where the sign would be placed



**Figure 38.** Renderings of the Aunt Sarah's Falls signage

Additionally, we recognize that vehicles are traveling at 55 mph on Route 14 and may not notice Aunt Sarah’s Falls until they pass by the entrance. Thus, a sign can be added to signal to drivers that a waterfall is ahead. The sign would be similar to the pedestrian wayfinding sign, except the size should be larger to increase its visibility to drivers. It can be placed between the “30 mph speed limit ahead” sign and the “left curve in the road” sign on Route 14 as shown below.



**Figure 39.** Image of where to place the Aunt Sarah's Falls tourist wayfinding signage



**Figure 40.** Rendering of the tourist wayfinding signage to Aunt Sarah’s Falls

## Tourist Wayfinding: Aunt Sarah’s Falls to Shequaga Falls

We suggest placing two wayfinding signs: one advertising Shequaga Falls at Aunt Sarah’s and one directing vehicles to turn onto Genesee St. to see Shequaga Falls. This pairing will help increase visitors’ awareness of the network of waterfalls in the region.

At Aunt Sarah’s Falls, the combination of the name sign and sign advertising Shequaga will inform visitors that Aunt Sarah’s is not the region’s principal waterfall. This first wayfinding sign will be black-and-white facing southbound traffic on Route 14, located on the left side of Aunt Sarah’s Falls at a size of 18 in. by 24 in. to maximize visibility to drivers. To incentivize visitors to Aunt Sarah’s and passersby to visit Shequaga Falls, wording such as “ahead,” “next stop,” or “tallest waterfall in Schuyler county” can be used with a distance measurement.



**Figure 41.** Renderings of the tourist wayfinding signage from Aunt Sarah’s Falls to Shequaga Falls (option 1, option 2 and option 3)

Additionally, we propose updating the “Welcome to Montour Falls” sign currently opposite the parking lot for Aunt Sarah’s Falls. We propose the following design, which we believe will better highlight Shequaga Falls and the village.



**Figure 42.** Rendering of a new wayfinding sign directing tourists to Shequaga Falls and downtown Montour Falls



**Figure 43.** Existing signage pointing to the Glorious T may be inadequate and can be replaced by bigger signs (as proposed in Figure 41)

## Conclusion and Limitations

Using our design goals as a guide, we strived to celebrate the village's natural beauty and historical style by incorporating traditional colors and materials in the intersection, arch, and signage. To address transportation imbalances, we proposed new designs and signages in the hopes of enhancing pedestrian safety, improving trail connection, and relieving traffic congestion caused by tour buses. We also sought to generate economic development and enhance community cohesion by creating accessible public spaces and infrastructure that promote the revitalization of Main St. To this end, we incorporated parklets, benches and bike racks.

As we learned about residents' and businesses' likings, we also realized that each individual entity has a unique set of needs, interests, and constraints. While we tried to address as many as we could, we understand that this proposal may not perfectly satisfy each stakeholder. In particular, we discovered a complicated dynamic between tourists and residents: the needs of residents are often in conflict with the wishes of tourists, but the former also depends on the latter in many ways. While tourists generate noise and congestion, they are integral to the economic vitality of the village. We tried to be as mindful as possible of the needs of both groups without compromising one or the other, but we simply are not informed enough to be able to make decisions to balance the interests of both groups. We present our proposal as a list of options, and we hope the leaders of Montour Falls keep this conflicting yet symbiotic relationship in mind to implement holistic approaches that ensure fair developments for all to secure a sustainable future for Montour Falls.

We would like to thank everyone in Montour Falls for inviting Design Connect, giving us the opportunity to engage and learn through a hands-on project, and helping us every step of the way. We have learned a lot about the community engagement and communication process. It was our pleasure to interact with locals, visit the falls, and eat great pizza! We want to give a special thanks to Mayor James P. Ryan, Osamu Tsuda, and Amanda Rodriguez Demaria for their continued support throughout the project.