



JUNE 2021

GENESEE VALLEY GREENWAY STATE PARK ACTION PLAN

Natural
Heritage Trust



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The purpose of this action plan is to identify the most impactful projects that can complete the Genesee Valley Greenway State Park (GVG), transforming it into a continuous corridor and a major part of the developing western New York regional trails system.



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ACKNOWLEDGMENTS

This Action Plan was completed with the dedicated staff of the Genesee Valley Greenway State Park, as well as the Office of Parks Recreation and Historic Preservation Genesee and Allegany regional state park offices. Valuable input has been provided by members of the public as well as the Friends of the Genesee Valley Greenway. Funding for this project was provided by the Ralph C. Wilson, Jr. Foundation.



A photograph of three people walking away from the camera on a dirt path through a dense forest. The person on the left is wearing a light-colored polo shirt and khaki pants. The person in the middle is wearing a grey long-sleeved shirt and blue jeans. The person on the right is wearing a dark polo shirt, blue jeans, and a blue baseball cap, and is using a walking stick. The scene is filled with green foliage and trees, with sunlight filtering through the canopy.

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EXECUTIVE SUMMARY

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ACTION PLAN INTRODUCTION

Genesee Valley Greenway State Park (GVG) travels through five counties and is built on the historic rail and canal corridors that for years defined this corridor as an industrial transportation thoroughway. Since the 1980's the corridor has been transforming into a multi-use alternative transportation trail. It is now nearly complete as a vital connection in the growing western New York trail network that will link Rochester, Buffalo, Cuba, Letchworth State Park, Allegany State Park, and Niagara Falls (Map 1) (Chapter 1).

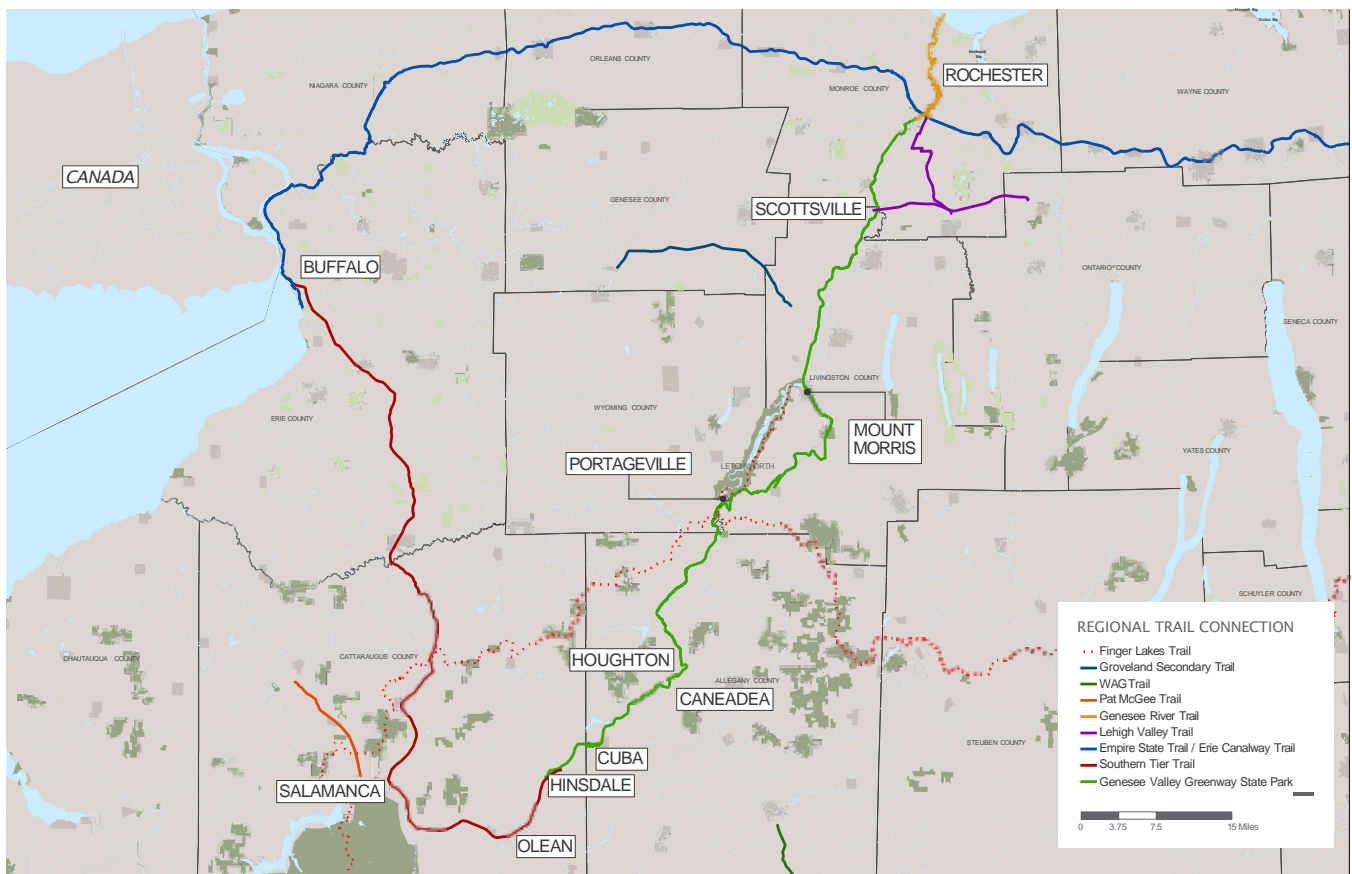
Genesee Valley Greenway State Park (GVG) Action Plan presents a set of High Impact Projects that

are a roadmap for closing the gaps in the park.

To meet this vision, the Action Plan identifies numerous improvement projects, including park-wide initiatives, regional improvements, and county-specific projects (Chapter 2).

These projects were prioritized through a scoring process that ranked them based on criteria developed by the New York State Office of Parks Recreation and Historic Preservation; including feasibility, cost, and public support. As a result, ten High Impact Projects are identified. These High Impact Projects have been further described and estimated for cost within this document.

MAP 1: WESTERN NEW YORK REGIONAL TRAIL SYSTEM



The maps on the subsequent pages identify proposed projects by county. Park-wide improvements and regional community connections that are not easily mapped or geographically represented are listed in the tables below.

PARK-WIDE IMPROVEMENTS

GVG 1	Maintenance fund and O&M budget
GVG 2	Maintenance facilities
GVG 3*	Stonedust Surface
GVG 4*	Comprehensive Access Plan
GVG 5	Crosswalk striping and signage; access standardization
GVG 6	Comprehensive wayfinding plan
GVG 7	Develop web tools and GIS navigation tool
GVG 8	Camping destinations plan

* High Impact Project

REGIONAL COMMUNITY CONNECTIONS

R1	Rochester / Lake Ontario Connections
R2	Improve connection to Nunda
R3	Link to RIT
R4	Improve Erie Attica Trail Connection
R5	Link to Scottsville
R6	GVG to WAG Trail Feasibility Study
R7	Connection to the Groveland Secondary Trail

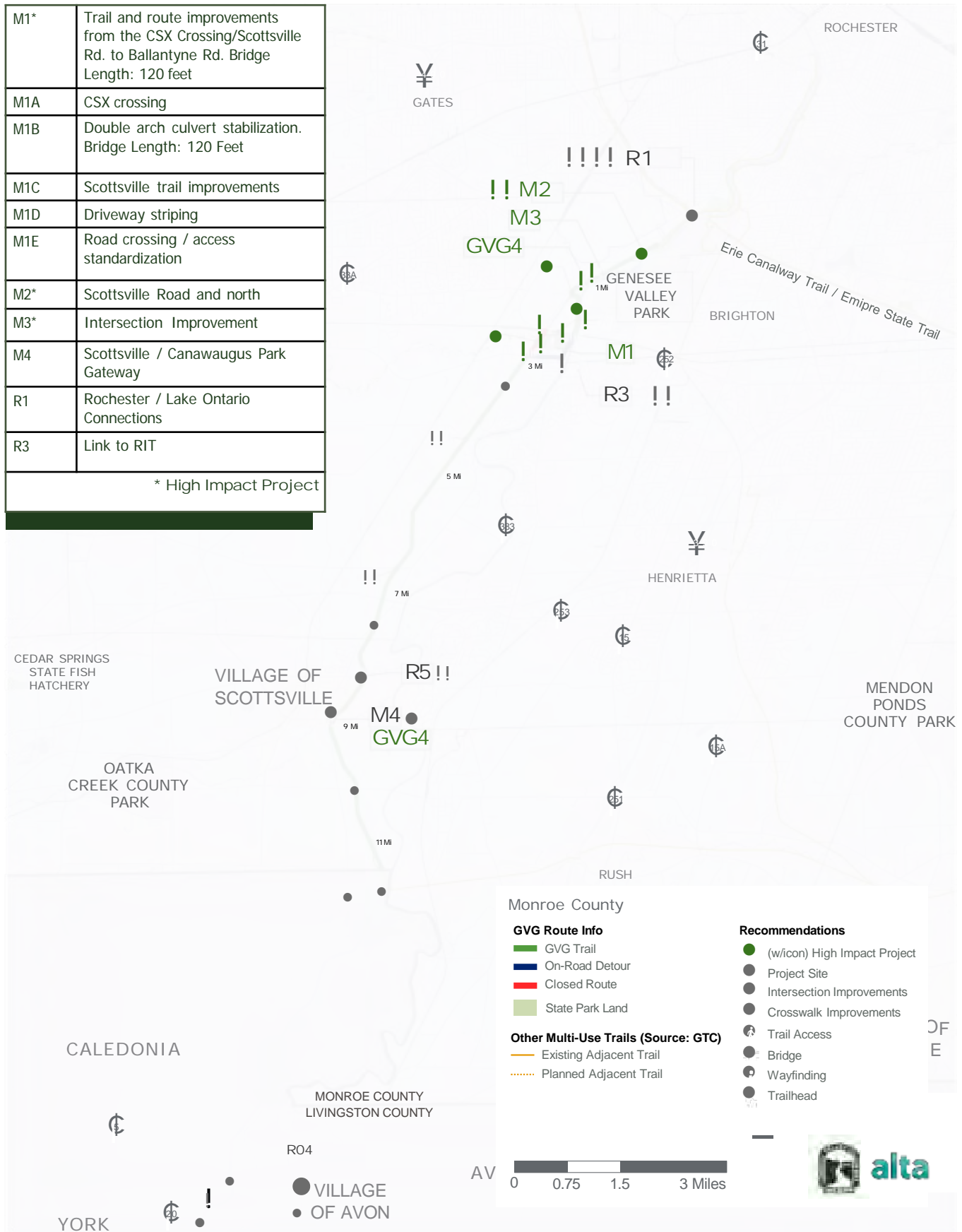


EXECUTIVE SUMMARY

MAP 1: MONROE COUNTY

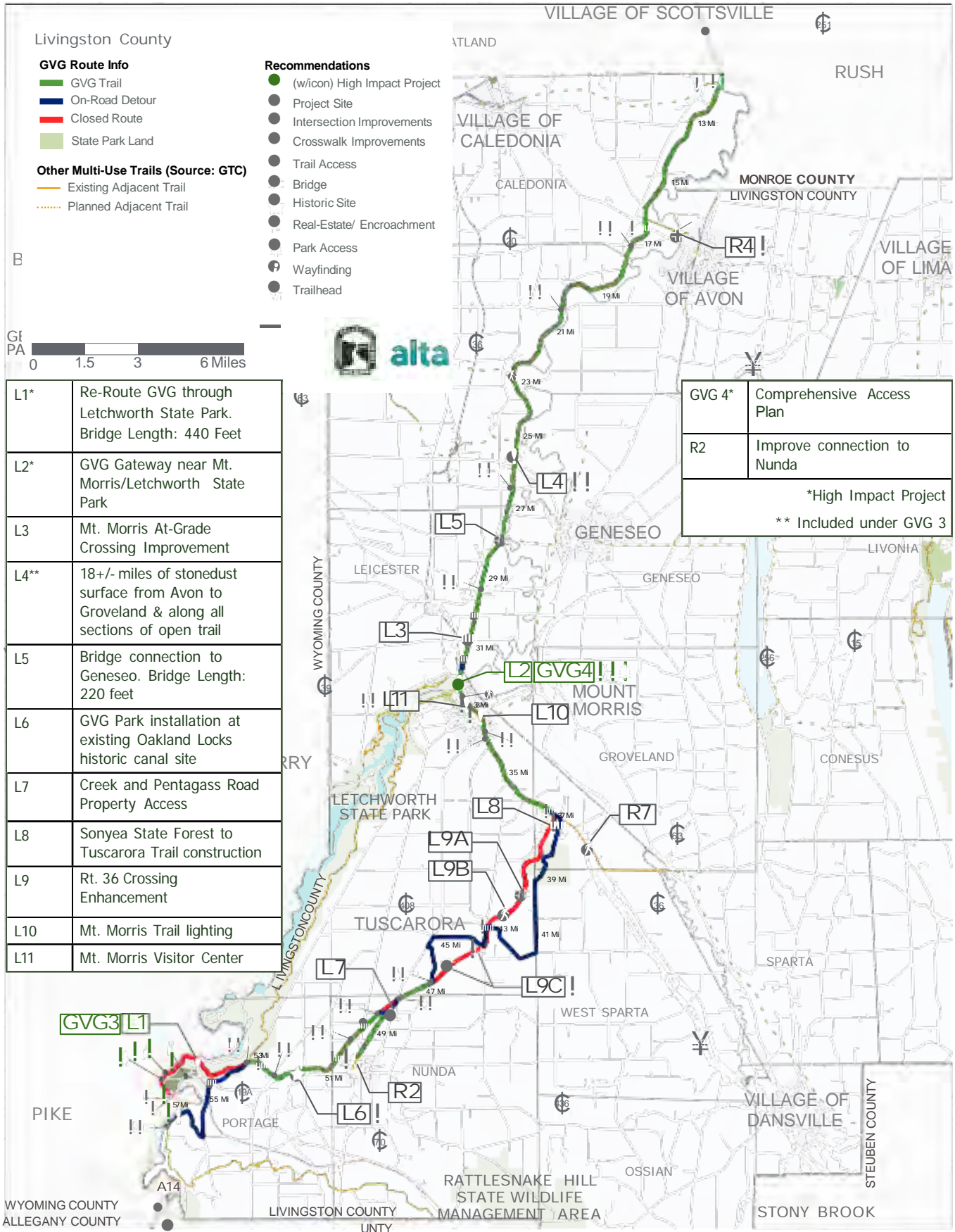
Genesee Valley Improvement Projects (Projects in GREEN are considered High Impact Projects)

M1*	Trail and route improvements from the CSX Crossing/Scottsville Rd. to Ballantyne Rd. Bridge Length: 120 feet
M1A	CSX crossing
M1B	Double arch culvert stabilization. Bridge Length: 120 Feet
M1C	Scottsville trail improvements
M1D	Driveway striping
M1E	Road crossing / access standardization
M2*	Scottsville Road and north
M3*	Intersection Improvement
M4	Scottsville / Canawaugus Park Gateway
R1	Rochester / Lake Ontario Connections
R3	Link to RIT
* High Impact Project	



MAP 2: LIVINGSTON COUNTY

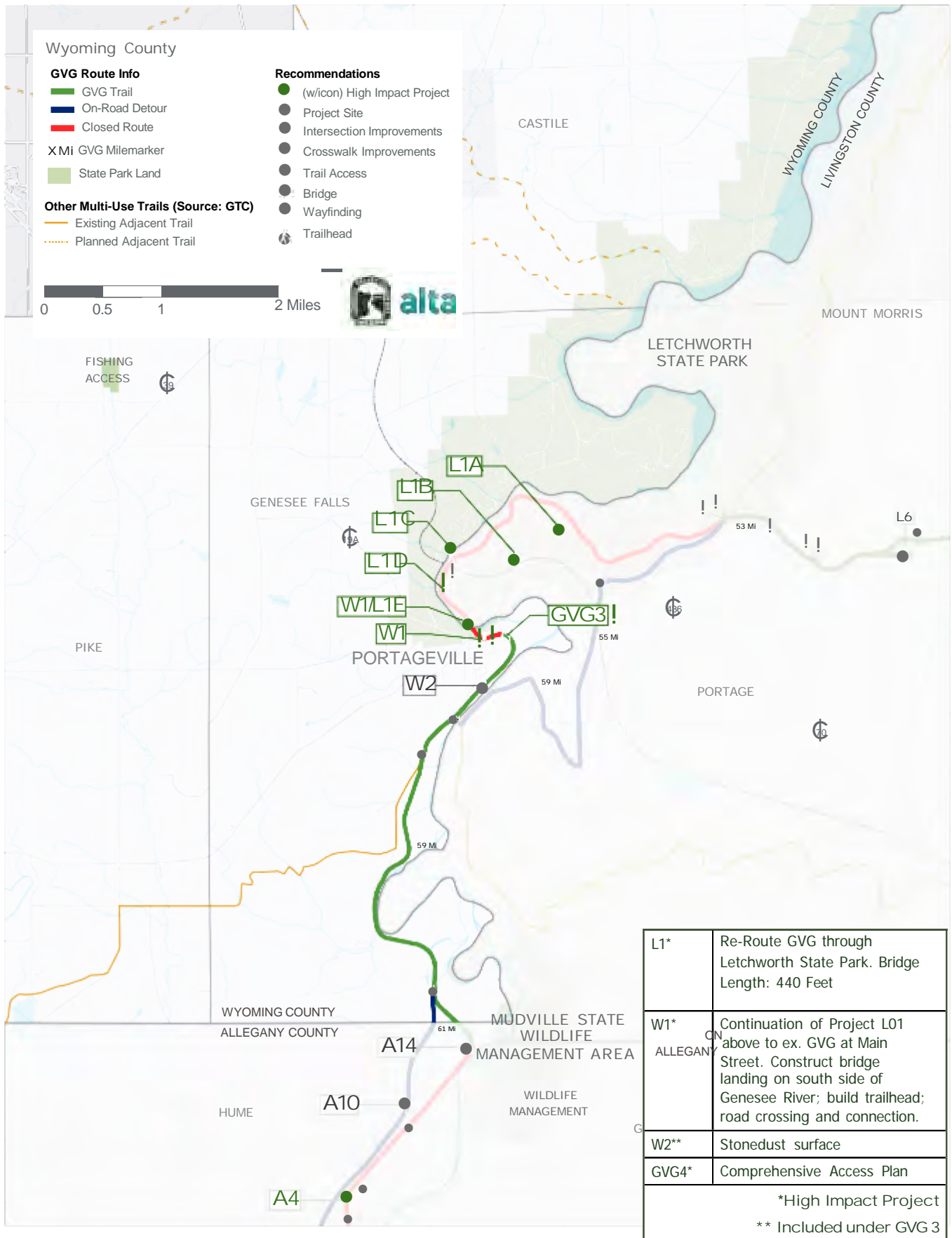
Genesee Valley Improvement Projects (Projects in GREEN are considered High Impact Projects)



EXECUTIVE SUMMARY

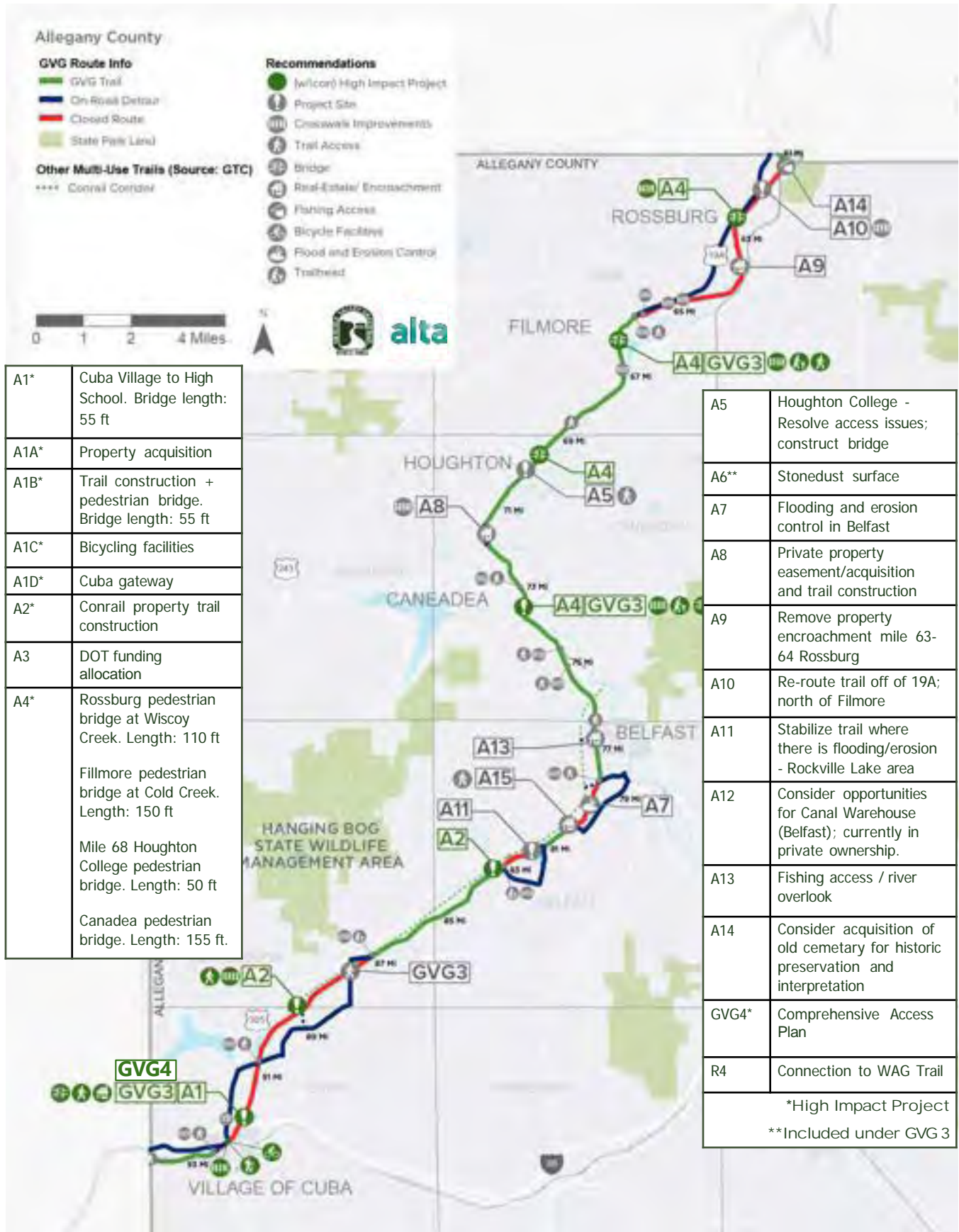
MAP 3: WYOMING COUNTY

Genesee Valley Improvement Projects (Projects in GREEN are considered High Impact Projects)



MAP 4: ALLEGANY COUNTY

Genesee Valley Improvement Projects (Projects in GREEN are considered High Impact Projects)



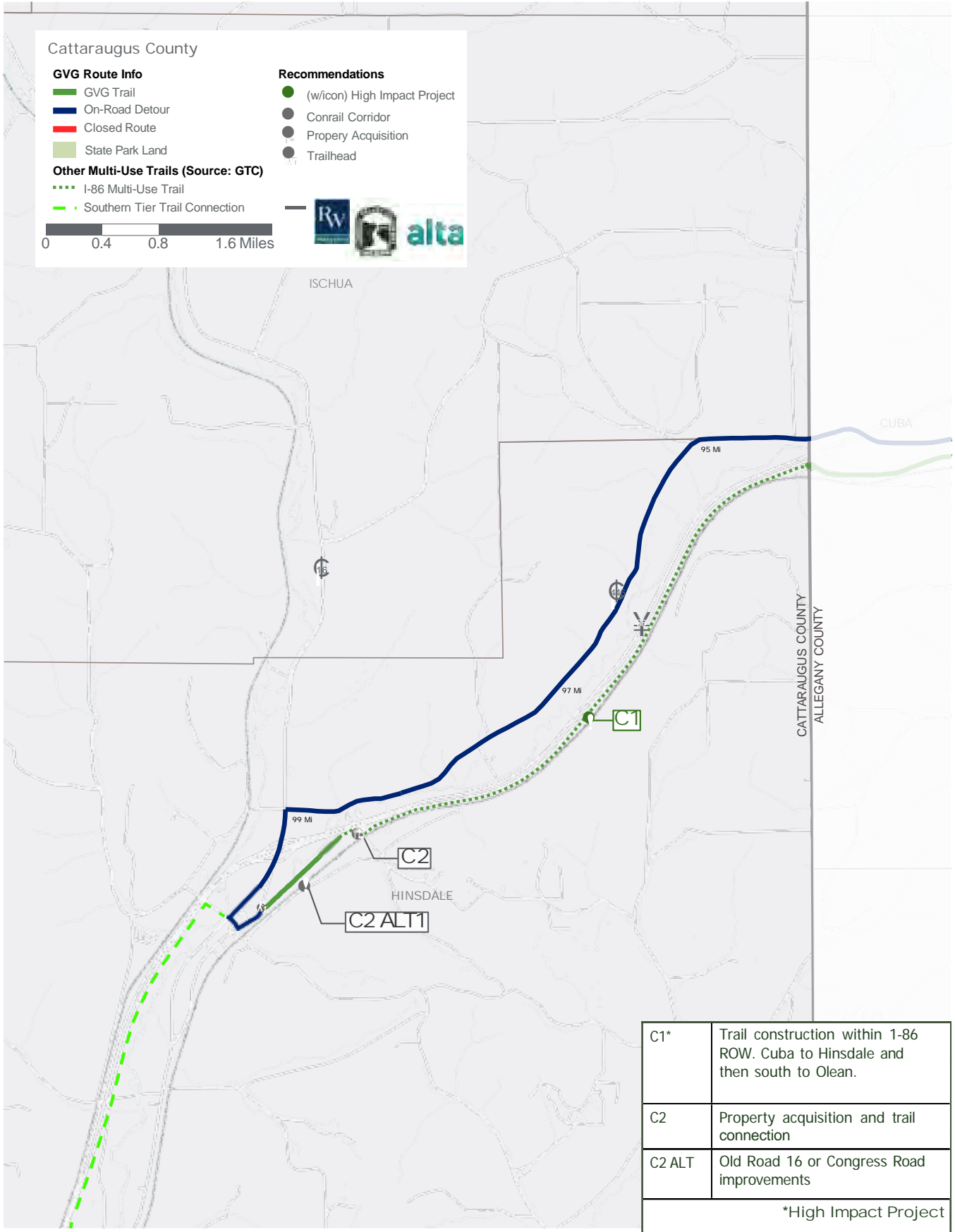
A1*	Cuba Village to High School. Bridge length: 55 ft
A1A*	Property acquisition
A1B*	Trail construction + pedestrian bridge. Bridge length: 55 ft
A1C*	Bicycling facilities
A1D*	Cuba gateway
A2*	Conrail property trail construction
A3	DOT funding allocation
A4*	Rosburg pedestrian bridge at Wiscoy Creek. Length: 110 ft Fillmore pedestrian bridge at Cold Creek. Length: 150 ft Mile 68 Houghton College pedestrian bridge. Length: 50 ft Canadea pedestrian bridge. Length: 155 ft.

A5	Houghton College - Resolve access issues; construct bridge
A6**	Stonedust surface
A7	Flooding and erosion control in Belfast
A8	Private property easement/acquisition and trail construction
A9	Remove property encroachment mile 63-64 Rosburg
A10	Re-route trail off of 19A; north of Filmore
A11	Stabilize trail where there is flooding/erosion - Rockville Lake area
A12	Consider opportunities for Canal Warehouse (Belfast); currently in private ownership.
A13	Fishing access / river overlook
A14	Consider acquisition of old cemetery for historic preservation and interpretation
GVG4*	Comprehensive Access Plan
R4	Connection to WAG Trail
*High Impact Project	
**Included under GVG 3	

EXECUTIVE SUMMARY

MAP 5: CATTARAUGUS COUNTY

Genesee Valley Improvement Projects (Projects in GREEN are considered High Impact Projects)



A photograph of three people walking away from the camera on a dirt path through a dense, green wooded area. The person on the left is wearing a light-colored polo shirt and khaki pants. The person in the middle is wearing a grey t-shirt and blue jeans. The person on the right is wearing a dark t-shirt, blue jeans, a blue cap, and is using a walking stick. The scene is brightly lit, suggesting a sunny day.

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EXISTING CONDITIONS

SECTION 1.1 INTRODUCTION

THE PURPOSE

The Purpose of this Action Plan is to identify trail improvement projects that will have the greatest impact in connecting the trail to the historic alignment of the transportation corridor, transforming the park into a world-class trail and a vital link in a growing Western New York regional trail system.

OVERVIEW OF THE TRAIL

Genesee Valley Greenway State Park (GVG) is a 90-mile-long linear park that is a multi-use trail traveling within the Genesee River Valley and through five counties in Western New York: Monroe, Livingston, Wyoming, Allegany, and Cattaraugus. The state park and trail are used by hikers, walkers, runners, cyclists, equestrians, and snow sports enthusiasts. Along the total length of GVG, 66.7 miles of multi-use trail are open and passable but discontinuous. There are a number of existing closures, barriers, and challenges effecting approximately 25 miles of the trail that divert trail users from the GVG and onto adjacent roadways. These on-road detours add up to about 41 miles of on-road "trail."

The challenges that impact the trail range from flooding, erosion, and wash-outs, to missing bridges, issues with neighboring landowners, and migrating streams. A full description of the closures is included in Section 1.2.

The trail surface is mostly grass, compacted soil, and gravel. However, from the CSX crossing at Scottsville Road north into Genesee Valley Park, the trail includes approximately two miles of paved surface. Approximately 17 miles of trail is being paved with stonedust from Ballantyne Road south. The resurfacing project is being funded through a number of sources including NY Parks 2020, the Federal Transportation Alternatives Program, and the Ralph C. Wilson Jr. Foundation. The existing GVG trail width ranges from approximately four to twelve feet, depending on the location and corridor.

For the purposes of the Action Plan, mile zero is considered the northern terminus and all descriptions of the trail travel south to Cuba, NY with a proposed extension to Hinsdale, NY.

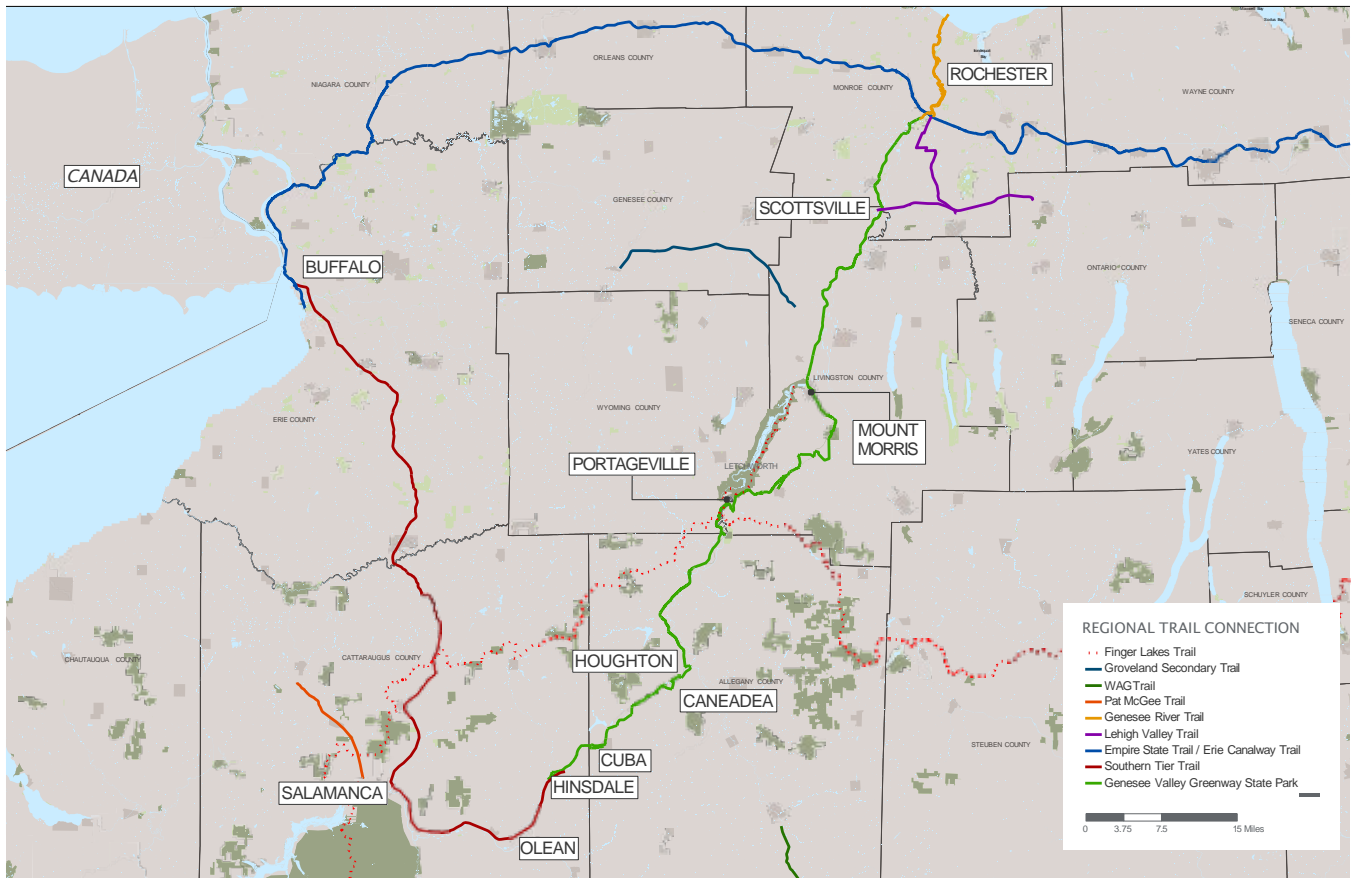
TRAIL HISTORY

Genesee Valley Greenway State Park is part of the historic transportation network of western New York. The trail follows the towpath of the Genesee Valley Canal (in operation 1840 - 1878), the Pennsylvania Railroad, Rochester Branch, and the Genesee Valley Canal Railroad (in operation 1882-1963). Prior to the development of this industrial infrastructure the route, or at least portions of the route, were most likely used by Native Americans traveling through the region on well-established foot paths.

This transportation corridor, along with the historic industrial transportation infrastructure within the GVG, offers a great opportunity

EXISTING CONDITIONS

Regional Western New York Trail Map



to interpret and recognize the importance of industry in western New York.

Genesee Valley Greenway State Park began taking shape as early as 1967 when the New York State Office of Parks, Recreation, and Historic Preservation purchased about 260 acres of the transportation corridor and added to Letchworth State Park. From that date on, the effort to transform the transportation corridor into a linear park and an essential piece of New York's active transportation network has gained momentum.

In 1990 and 1991, the predecessor of Parks & Trails NY (PTNY) and later PTNY itself began a grassroots stakeholder-driven process to build interest in local communities along the GVG

corridor. In 1993, the Friends of Genesee Valley Greenway State Park was formed as a 501(c)(3) not-for-profit corporation. In the late 1990's, New York State placed a high priority in developing GVG as a linear park and trail when it took possession of the entire former rail corridor.

The corridor is currently owned by New York State Office of Parks Recreation and Historic Preservation and maintained and managed as Genesee Valley Greenway State Park.

What is notable about the corridor's transition from an industrial transportation corridor to an active transportation facility is the importance of the local grassroots effort and the Friends of Genesee Valley Greenway State Park's role as a catalyst for the change.