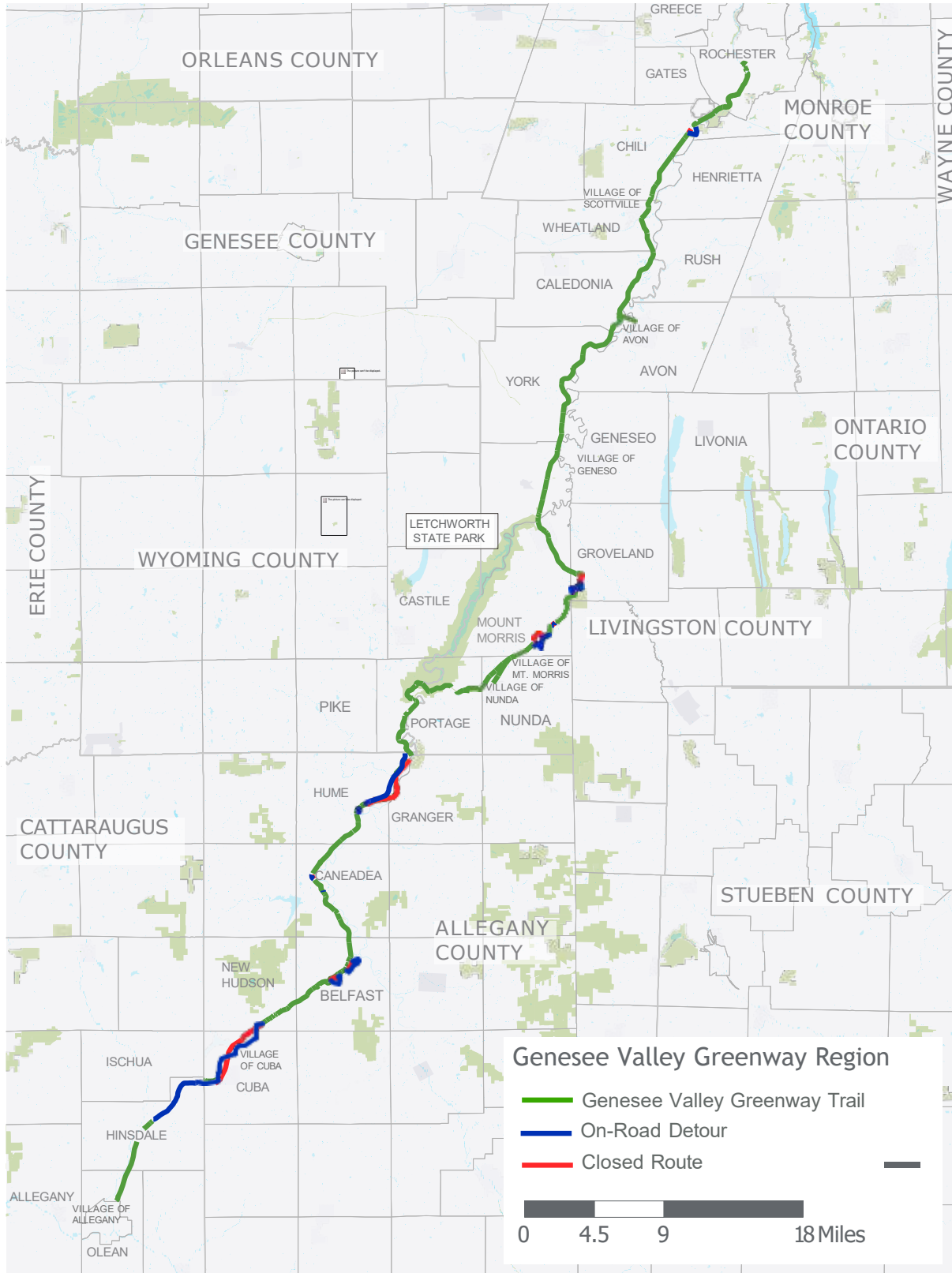


SECTION 1.2 COUNTY SPECIFIC ASSESSMENTS

This section summarizes the existing conditions trail assessment by county.



Monroe County

TRAIL SUMMARY

Genesee Valley Greenway State Park travels through Monroe County for slightly over 11 miles. Nearly all of the GVG in Monroe County is off-road and is predominantly natural surface consisting of grass and soil.

The GVG begins south of Rochester's Genesee Valley Park as a paved path. There is no dedicated trailhead or gateway at this point. North of the legal limits of Genesee Valley Greenway State Park lands, the trail continues as the Genesee Riverway Trail, connecting to the Empire State Trail/Erie Canal Trail about a quarter of a mile to the north.

From its origin, GVG travels south as a paved multi-use path. It crosses Scottsville Road at Paul Road, becoming a side path along Route 383/Scottsville Road. The side path terminates at the CSX Railroad crossing, where a future at-grade crossing improvement is required. From the rail crossing, the GVG becomes an on-road detour following Scottsville Road (Rt. 383) for about half a mile and turns west onto Ballantyne Road (Rt. 252). The detour on both Scottsville Road and Ballantyne Road is an unprotected three- to five-foot shoulder. The detour is approximately one mile long and rejoins the historic GVG alignment where the State Park crosses Ballantyne Road.

Genesee Valley Greenway State Park has access to an existing path on the property along the south side of the railroad, and can connect the north side of the historic Double Arch Culvert to the CSX rail crossing at Scottsville Road.



Figure 1: Double arch culvert situated over the Black Creek just south of Rochester.

The historic culvert can be used, for the short term, in its current condition, but it is settling, cracking, and failing, eventually requiring repair or replacement. Currently the culvert carries the GVG as well as a sanitary sewer line and a gas line. In 2018, the New York State Office of Parks, Recreation, and Historic Preservation published an engineering study of the double arch culvert that evaluated the options for providing access across the Black Creek and preventing further settlement of the existing structure. For the purpose of this report, Genesee Valley Greenway State Park is proposing to stabilize the culvert for continued use.

The primary task for connecting the GVG through this area will first be to create a safe grade crossing of the CSX Railroad crossing at Scottsville Road, and then to connect a stabilized double arch culvert to the safe grade crossing with a new trail section.

From Ballantyne Road south, the trail is essentially an off-road, grass and earthen double track to the county line. However, the

EXISTING CONDITIONS



aforementioned surfacing project will create a consistent stonedust surface from Ballantyne Road south to the Route 5 intersection near Avon.

The Monroe County section of Genesee Valley Greenway State Park is the northern terminus of the park, but there is no gateway or trailhead feature that provides a beginning point for park users to orient themselves to the trail, its historic character, and other regional destinations.

TRAIL STATISTICS

- Existing Open Trail: 10 miles
- Closed Trail: 0.44 miles
- On-Road Detour: 0.9 miles

TRAIL CONNECTION

- 0.25 mile north of Mile 0: Empire State Trail/ Erie Canalway Trail; Genesee Riverway Trail
- Mile 2: Proposed Black Creek Stream Corridor Trail

BRIDGES (4)

- Bridge 1: Mile 0 (Genesee Valley Park)
- Bridge 2: Mile 2 (Closed route) (double arch culvert)
- Bridge 3 : Mile 9
- Bridge 4: Mile 11

FEATURED ASSETS (3)

- Benches: 3; Between Miles 1-9
- Historic Sites: 3; Between Miles 3-9
- Intersections: 9; Between Miles 1-11
- Kiosks: 2; Before Mile 1
- Parking Lots: 3
 - Mile 0: Genesee Valley West Park
 - Mile 1.5: Little Black Creek Park
 - Mile 4.5: Brook Rd. and Rt. 383 (Brookdale Preserve)
- Picnic Site: 1; Mile 1.5
- Trailheads: 2
 - Mile 0: Genesee Valley Greenway State Park
 - Mile 9: Canawaugus Park

CHALLENGES

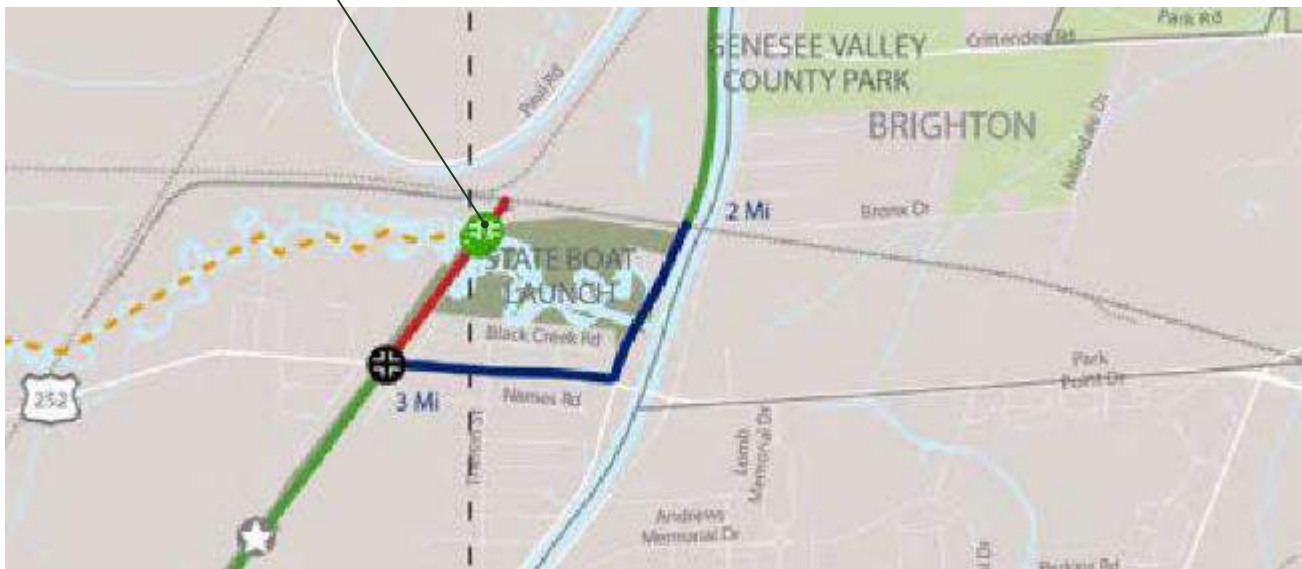
- CSX Railroad Crossing: Mile 2: Critical safe at-grade crossing needs to be installed
- Compromised Double Arch Culvert: Mile 2.25 culvert. In the short term, the GVG can use the existing structure, but it will need to be repaired or stabilized for long-term use.
- On-road conditions: The Scottsville Road (Rt. 383) and Ballantyne Road (Rt. 252) detour uses narrow shoulders.
- Damaged Culvert: Mile 10-11: 25-foot stone culvert is damaged and has been filled in on the western side by an adjacent landowner.

EXISTING CONDITIONS



Scottsville Road (Rt. 383), Chili, NY - facing south

DETOUR: Deteriorating stone culvert



As seen in Figure 1, the double arch culvert can be found over the Black Creek south of Rochester.

Livingston County

TRAIL SUMMARY

Genesee Valley Greenway State Park travels for approximately 46 miles in Livingston County, from about Mile 12 to Mile 57 in Portageville, NY. The GVG that continues south from Monroe County to the New York State Route 5 intersection near Avon, NY will be improved. South of Route 5, the GVG is primarily a compacted earthen and grass surface. When combined with the Monroe County section, this section of the trail from Ballantyne Road to Mt. Morris is the longest continuous section of usable greenway at approximately 30 miles.

The GVG in Livingston County is disrupted by two significant closures and detours and several small ones.

Just northwest of Mt. Morris there is a small closure near Mile 32 where the GVG intersects a railroad without any crossing accommodation. Here the trail is diverted on-road for approximately one-half mile.

At the Groveland Correctional Facility and the Sonyea State Forest, there is a major closure and detour where the GVG alignment has been eroded by the migration of the Keshequa Creek. Instead of following the historic transportation route, the GVG is routed through Groveland, Sonyea State Forest, and onto local roads for nearly ten miles. This major closure includes the greenway corridor south of Tuscarora near Dudley Road at Mile 44-46, where the railbed has been destroyed by the migration of the Keshequa Creek. Installing a bridge or improving the trail system in the state forest could produce

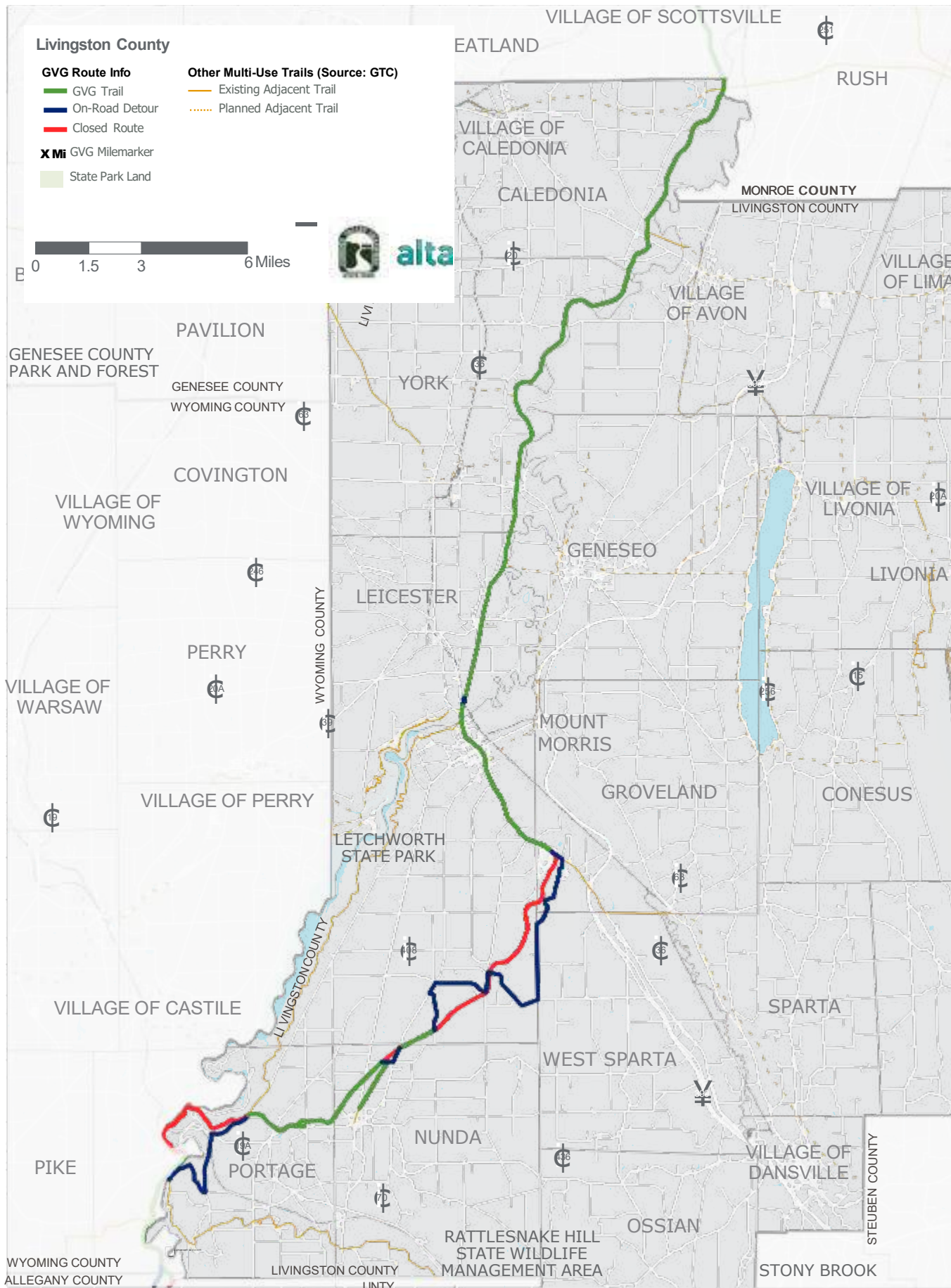


A pedestrian bridge could potentially connect southern Letchworth State Park to Portageville, NY.

additional trail routes and options for loops, and perhaps camping opportunities in the Sonyea State Forest that could positively add to the attraction of Genesee Valley Greenway State Park.

A second minor closing is at approximately Mile 48 from Creek Road to Pentagass Road where a landowner contests the trail. The trail currently bypasses this property as an on-road detour less than a mile long. Where the trail is contested, State Park's legal office must effect a long-term resolution to re-secure the trail alignment.

The second major closure and detour in Livingston County is located on the east side of Letchworth State Park where a landslide has prevented the passage of the GVG. The landslide cannot be remediated due to continued slough and movement of the slope. There are opportunities to re-route the GVG through Letchworth State Park and use low volume local roads to access a point where a new bridge could be constructed using existing old bridge



EXISTING CONDITIONS

abutments to cross the Genesee River into the Village of Portageville. These improvements require major investment and multi-agency coordination.

Within the Village of Mt. Morris, the Genesee Valley Greenway offers opportunities for connecting the village directly to the Letchworth State Park. Aside from an on-road route using Letchworth's Park Road, the connection for all GVG users is a challenge. However, because of this direct link to Letchworth State Park and the GVG's prominent position in the community, improving the GVG in this location can become a significant economic driver within this and other communities that are directly connected to the trail.

In addition, new spur trails and connections can be made linking the GVG to Geneseo and other nearby communities.



A pedestrian bridge takes trail users over the Genesee River into the Village of Mt. Morris (facing north).

TRAIL STATISTICS

- Existing Open Trail: 32 miles
- Closed Trail: 11 miles
- On-Road Detour: 15.5 miles

TRAIL CONNECTIONS

- Mile 0: Empire State Trail / Erie Canalway Trail; Genesee Riverway Trail
- Mile 2: Proposed Black Creek Stream Corridor Trail
- Mile 11.5: Lehigh Valley Trail
- Mile 16: Erie-Attica Trail
- Mile 23: Proposed GVG York Connector
- Mile 25: Proposed GVG Groveland Secondary Connector
- Mile 28: Proposed GVG Geneseo Connector
- Mile 32: Letchworth State Park Multi-Use Trail System
- Mile 33.5: Finger Lakes Trail (Mt. Morris to Fillmore)
- Mile 37: GVG Dansville to Mt. Morris Trail Connection
- Mile 53: Finger Lakes Trail

BRIDGES* - 7

- Bridge 1: Mile 11.5 (This bridge is not on the GVG but is the connecting trail that takes users to the West Rush).
- Bridge 2: Just after Mile 16 (This bridge is not on the GVG but is the connecting trail that takes users to the Village of Avon).

- Bridge 3: Mile 28
- Bridge 4: Mile 29.5
- Bridge 5: Mile 30
- Bridge 6: Mile 30.5
- Bridge 7: Mile 32
- Bridge 8: Mile 34

***New bridges to accommodate trail users in Sonyea State Forest and at Portageville could provide an opportunity to link nearly 60 miles of trail almost entirely off-road.**

FEATURED ASSETS

- Benches: 27; Roughly every mile or more between Mile 17 and 33 and one at Mile 50 and 51
- Historic Sites: 24
 - Between Miles 12-20
 - Between Miles 38-43
 - Between Miles 50-53
- Intersections: 30; Between Miles 12 & 52
- Kiosks: 7
 - Kiosk 1: Mile 23
 - Kiosk 2: Mile 29.5
 - Kiosk 3: Mile 32
 - Kiosk 4-7: between Miles 52 and 55
- Parking Lots: 5
 - Mile 17: Rt. 20 and River Rd. (Slightly east of River Rd.)
 - Mile 29.5: Cuyler Rd. (Rt. 20A) and Canal St. (West of Boyd Parker Memorial Park)

- Picnic Sites - 2
 - Mile 11.5
 - Mile 49
- Trailheads: 5
 - Mile 18: Rt. 20 and River Rd. (Slightly east of River Rd)
 - Mile 23: York Landing Rd. (dead end)
 - Mile 30: Cuyler Rd. (Rt. 20A) and Canal St. (West of Boyd Parker Memorial Park)
 - Mile 33: State St. and Genesee St.
 - Mile 34: Connor Ave. and Main St.

CHALLENGES

- Mile 32: Unsafe at-grade railroad crossing
- Miles 40-47: Closure of the trail south of Groveland through Tuscarora due to migration of the Keshequa Creek.
- Mile 48: An adjacent landowner contests the trail, thus the creation of an on-road detour that bypasses this property. Where the trail is contested, State Park's legal office must effect a long-term resolution to re-secure the trail alignment.
- Mile 53.5 to Portageville: Closed due to landslides in the southern end of Letchworth State Park & the lack of a safe bike/ped crossing of the Genesee River at Portageville.
- 17 culverts in the section are in poor condition and/or need repair

Wyoming County

TRAIL SUMMARY

Wyoming County holds the shortest distance of the GVG, spanning approximately four miles. The trail begins here at the southern end of Letchworth State Park at the county border in the middle of the Genesee River, just north of Portageville.

TRAIL STATISTICS

- Existing Open Trail: 4.5 miles
- Closed Trail: 0.25 miles (Letchworth)
- On-Road Detour: 0.1 (bridge crossing counties)

TRAIL CONNECTIONS

- Mile 58: Finger Lakes Trail

FEATURED ASSETS

- Historic Sites: 1; mile 60.5
- Intersections: 3

CHALLENGES

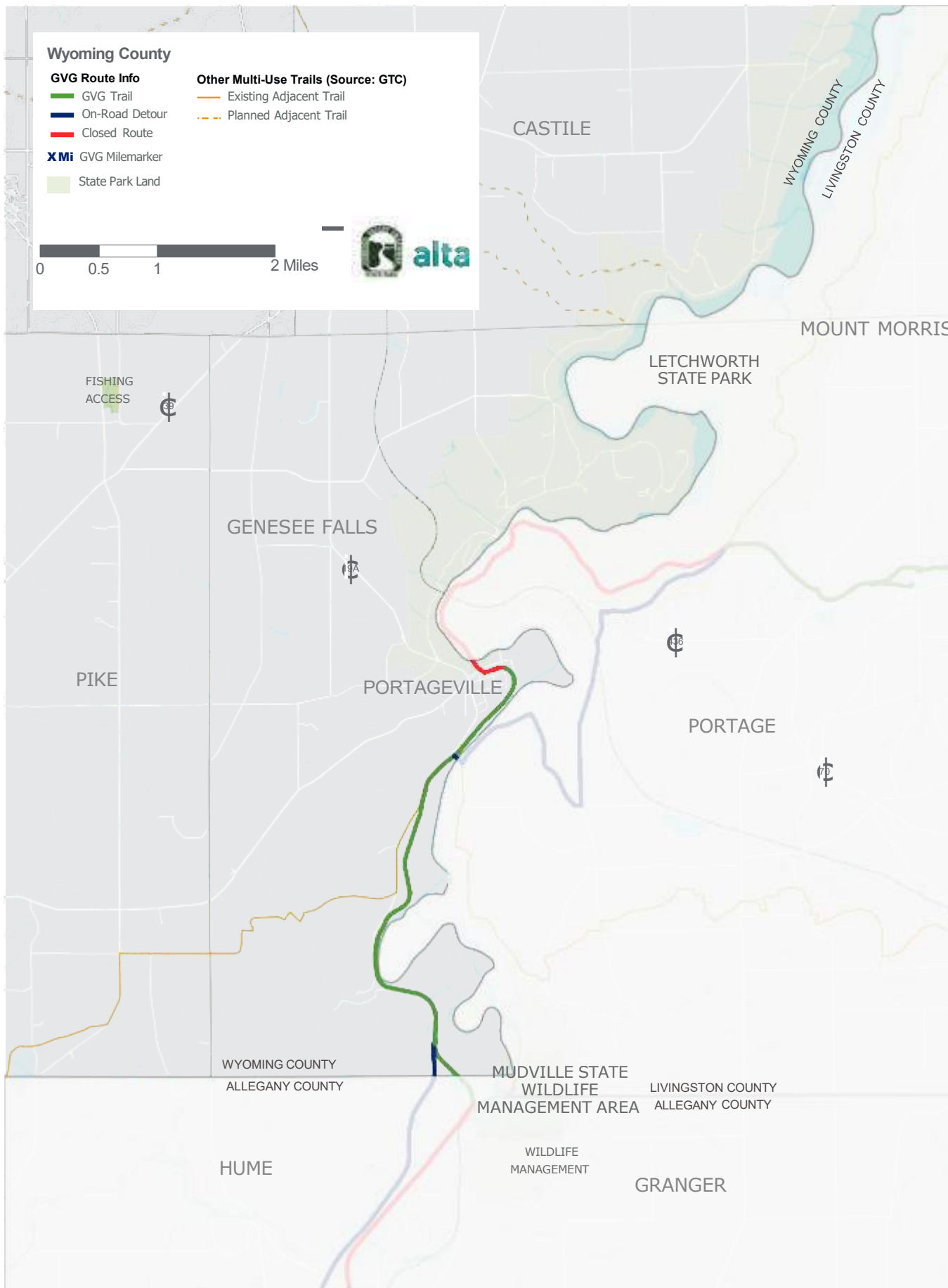
- Three (3) damaged culverts:
 - Mile 57: Starting to collapse
 - Mile 59: Washing out
- Mile 56: Lack of an adequate bicycle or pedestrian facility to cross the Genesee River at Portageville. If a safe bridge crossing is installed, the detour will be avoided.
- Lack of trailheads and infrastructure



Closed trail entrance to Letchworth State Park on Portage Street (Rt. 436).



Section of trail unaffected by erosion in Letchworth State Park.



Allegany County

TRAIL SUMMARY

The section of the GVG through Allegany County begins near Mile 59 and terminates west of Cuba, NY. There are five significant closures along this section of the trail, and where the trail exists it is often in overgrown, unmaintained condition or is damaged by flooding and erosion. At the very northern end of the county, there is a short section of open trail at approximately Mile 61. However, the trail here ends at an eroded wash-out caused by the migration of the Genesee River. Due to this closure and the wet, eroded condition of the trail for the next five miles, the current route of the trail is on NYS Route 19A to the Hamlet of Filmore where a missing bridge across Cold Creek forces an on-road detour. Apart from the wet and eroded conditions, there is encroachment into Genesee Valley Greenway State Park by an adjoining landowner near Miles 63 - 64.

From Filmore south to Belfast the trail is mostly open and passable, although there are a number of maintenance issues, erosion obstacles, and wash-outs.

A current effort is underway to purchase a “higher and drier” adjacent old Conrail property from approximately Mile 74.5 near Belfast to Mile 86. This would connect an almost 12-mile disrupted and closed section of trail. However, there remains the challenge of extending the GVG south to Cuba. The entire trail section from County Road 41 (approx. Mile 86) south to Cuba is closed and trail users are diverted to an on-road detour.



Village of Cuba at Genesee Street and Woodruff

A short section of the GVG has been opened through local efforts heading west out of Cuba. There is a very strong desire to connect Cuba via the Greenway to the High School and beyond to northern communities. The residents of Cuba believe strongly in the Greenway’s potential and are committed to becoming another New York “Trail Town.”



EXISTING CONDITIONS

TRAIL STATISTICS

- Existing Open Trail: 18 miles
- Closed Trail: 13.5 miles
- On-Road Detour: 17.5 miles

TRAIL CONNECTIONS

- None

FEATURED ASSETS

- Bridges: 10
- Benches: 0
- Historic Sites: 16
- Intersections: 21
- Kiosks: 2
- Parking lots: 1
 - Mile 83: Rt. 305, south of Baragon Hill Rd.
- Picnic Site: 1
- Trailheads: 2
 - Mile 83: Rt. 305, south of Baragon Hill Rd.
 - Mile 86.5: Co. Rd. 41/Tibbetts Hill Rd. (Near Rt. 305)
 - Mile 86.5: Co. Rd. 41/Tibbetts Hill Rd. (Near Rt. 305) (adjacent to Trailhead listed above.)
 - Mile 87: Hyde Flatts Rd and closed trail intersection

- Mile 89: South Rd. and closed trail intersection (near South Rd. and Spring Valley Rd.)
- Mile 89: Bull St. parking area

CHALLENGES

- Mile 61: Erosion and Washout at Genesee River
- Miles 63-64: Encroachment by adjacent landowner
- Mile 66.5: Missing bridge over Cold Creek
- Mile 71.5: Erosion and wash-out
- Mile 77-83: Flooding and erosion
- Mile 84-89: Flooding and erosion
- Mile 87-89: Flooding and erosion
- Mile 88 and 90: I-86 underpass
- Mile 90-92: Flooding and erosion
- Damaged Bridges
 - Mile 68: Washing out; poor condition
 - Mile 84: Old railway bridge needs repair

Cattaraugus County

TRAIL SUMMARY

There is a desire to restore connectivity to the Genesee Valley Greenway from Cuba to Hinsdale in Cattaraugus County. Unlike other county-long trail segments, virtually the entire length of this section is an on-road detour as there is no existing off-road route. The rail line south of I-86 connecting the two municipalities remains active and the corridor is very wet. The current GVG route follows Water Street (Rt. 446) for about six miles, heads south onto Rt. 16 for one mile, turns southeast onto Flannigan Road, and finally heads northeast onto Old State Road. However, Old Rd. 16 dead-ends due to an impassable bridge. At that point, the route turns northeast and continues as an off-road trail for approximately one mile before coming to another dead-end.

TRAIL STATISTICS

- Existing Open Trail: 0.75 miles (Hinsdale, NY)
- Closed Trail: 0
- On-Road Detour: 6.5 miles

TRAIL CONNECTIONS

- Southern Tier Trail
- Pat McGee Trail



Bridge on Old Route 16, Hinsdale - facing south

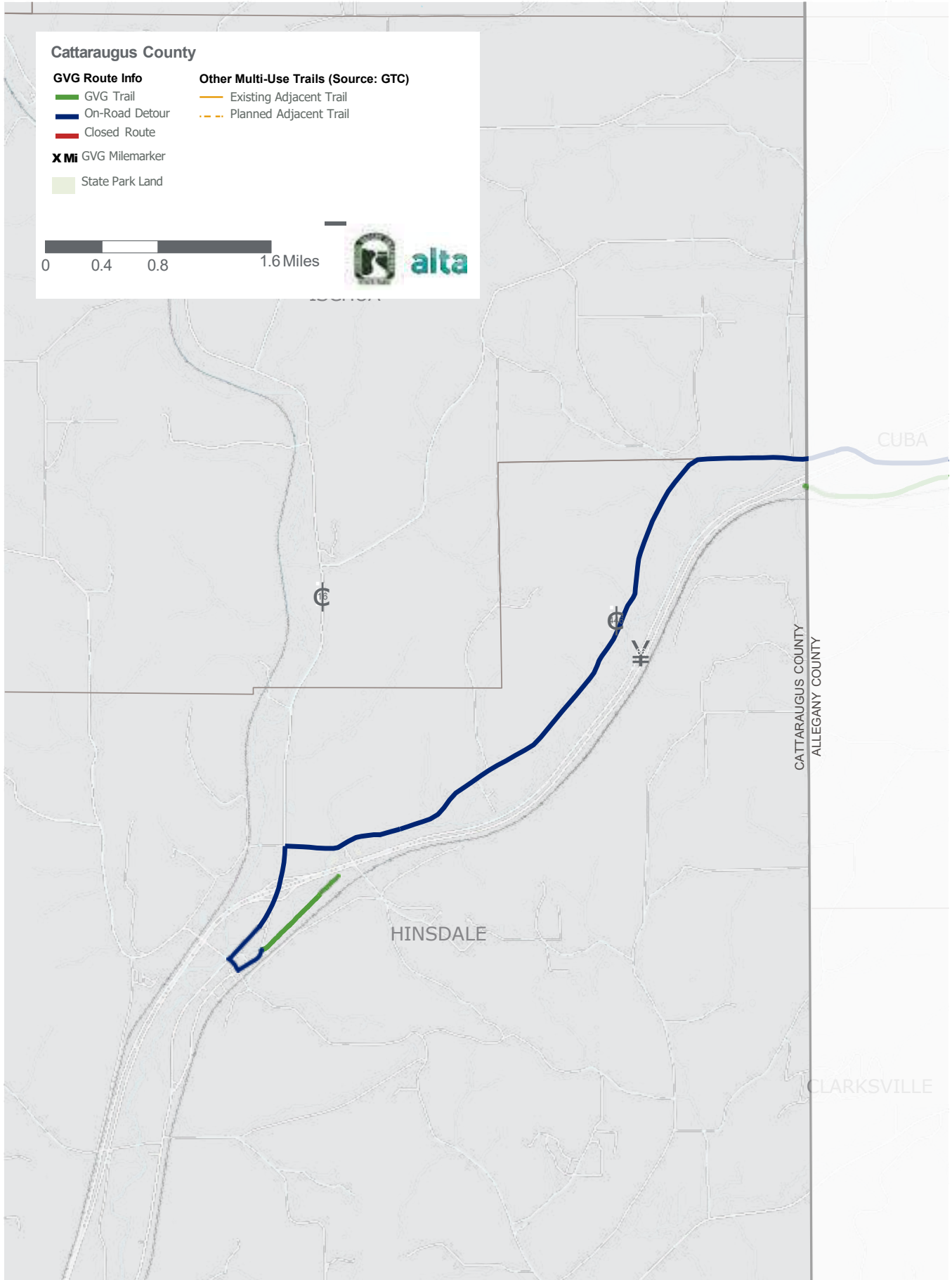
FEATURED ASSETS

- Historic Sites: 4; Miles 100-101
- Intersections: 0 (however, there are several along on-road detour)
- Trailheads: 2
 - Mile 100: Old State Rd.

CHALLENGES

- Land ownership between Cuba and Hinsdale
- Damaged Culverts: 2; Miles 100-101
- Barrier: Mile 101; end-of-trail barrier. Could potentially be opened to mitigate dead-end and allow access to Underwood Rd. and potentially Lock 102, which is currently under NYSDOT ownership.

EXISTING CONDITIONS



SECTION 1.3 GVG EXISTING CONDITIONS ASSESSMENT SUMMARY

Following this initial assessment, a development plan that addresses wayfinding, trail connectivity, safe on-road (detour) trail routing, improved trailheads and access points, and improved plans to directly connect the GVG to adjacent communities will help make Genesee Valley Greenway State Park a world-class trail facility.

NORTHERN SECTION

In the northern section of the trail, from Rochester south to Mt. Morris, the Genesee Valley Greenway is in good condition. The first two miles of the trail consist of a paved off-road trail that is blocked by an unsafe condition at the CSX crossing on Scottsville Road. Resolving this crossing by partnering with the NYS Department of Transportation and the railroad is a priority. Once resolved, the GVG can move ahead with building the connection between the north end of the historic double arch culvert and Scottsville road.

The current (2020) project to resurface the 17-mile portion from Ballantyne Road to the Rt. 5 crossing at Avon, NY will make the northern portion of the trail even more attractive and useful. To complement this current investment, it would be beneficial to complete this resurfacing work all the way to Mt. Morris.

Other potentially impactful interventions specific to the northern portion could be the construction of a formal gateway or trailhead near the beginning of the trail and improved

linkages to Rochester and Lake Ontario, which would offer trail users the opportunity to travel along the GVG from Rochester all the way to Hinsdale and beyond.

CENTRAL SECTION

The Central section of the GVG—roughly from Mt. Morris south to Portageville—is disrupted by two major obstacles. The Keshqua Creek has eroded many parts of the former trail and forced a ten-mile on-road detour. Installing a new bridge in Sonyea State Forest across the creek could have multiple benefits to the GVG. For example, it would remove approximately five miles of the on-road detour and would provide a unique wilderness-like experience to trail users. This includes providing access to camping locations and offering an opportunity to create a “loop” from Mt. Morris, inviting day-trippers and families visiting Letchworth to tour the trail.

The second major obstacle in this portion of the GVG is at the southern end of Letchworth State Park, where a landslide and the lack of a safe pedestrian crossing across the Genesee River to Portageville has resulted in a detour that is approximately six miles in length.

Opening or building a new trail connection through Letchworth and installing a safe pedestrian facility crossing the Genesee River at Portageville has many benefits. For one, this investment would benefit both state parks (Letchworth and Genesee Valley Greenway State Park). Additionally, these improvements

EXISTING CONDITIONS

will be economically advantageous to the communities of Nunda and Portageville, and will provide visitors to Letchworth with additional recreational opportunities. These opportunities include an attractive tour that would be nearly all “off-road” through Letchworth in one direction, visiting Portageville, Nunda, Groveland, and Mt. Morris, and then re-entering Letchworth to complete the loop. The connection between the GVG and Geneseo is also important providing access to an active downtown and the SUNY campus.

Smaller improvements can be made around Mt. Morris that provide complete trail continuity and better trail access and connections between Letchworth State Park and GVG. For one, an at-grade crossing can be created near Mile 32 where the GVG intersects the rail line. Additional improvements can be made to provide access between the two parks and a “gateway” could be built near Letchworth State Park.

SOUTHERN SECTION

In the southern section, from Portageville to Cuba and Hinsdale, obstacles along the trail force users on-road for long sections totaling over 22 miles. Re-opening these closed sections involves reconstruction of the trail prism, fixing erosion problems and wash-outs, legally negotiating with adjacent land owners, fixing or installing bridges over waterways, navigating under I-86 (at Cuba), and in some places identifying a new acceptable route altogether.

New York State is currently negotiating the purchase of the Conrail property that runs

adjacent to the trail; this will provide an alternate route for approximately 11 miles. Offering the two parallel routes will create another location where loops and tours of various lengths will be possible. Using the Conrail route gives the option to use a drier route, as the existing trail through this section is notoriously wet, flooded, and eroded.

Upon entering Cuba, the GVG is blocked by I-86 on the both the north and south sides. From the north, the interstate blocks all routes into the village except the underpass using Route 305 (Genesee Street) and the interstate overpasses at Oil Creek. However, there is potentially space between the overpass abutments for a safe trail facility to be built along Rt. 305. Initial investigation indicates that creating a safe route along Oil Creek (with cantilevered trail structures over the creek) will be difficult. Combining a separated two-way multi-use facility with a side-path along the west side of Route 305 to the high school appears to be the most feasible option for making this important connection.

Heading west out of town toward Hinsdale, the interstate blocks the existing section of trail. If funding becomes available, the interstate right-of-way may be the best link between Cuba and Hinsdale and the connection to the proposed Southern Tier Trail. The New York State Department of Transportation has already indicated this is a potential possibility. Obtaining the capital to build the project and determining operation and maintenance responsibility after construction are some primary hurdles.

A number of improvements to the GVG are not location-specific. Enhancements to wayfinding, road intersections, and maintenance funding are all pieces of the puzzle that will make the GVG a success within the region.

The project team's analysis of the maintenance operations budget indicates that it is underfunded and funding should be increased by approximately 30%. This is evident on the trail, as simple washouts and animal burrows go unrepaired, turning into bigger problems. Parks staff spends about 54% of their time managing vegetation and maintaining the trail surface. The second largest use of staff time is spent on culvert repair (32%).

Overall, only about 60% of the GVG is open and maintained. Therefore, if the entire trail were to open, the maintenance budget would need to increase accordingly. Additionally the only maintenance storage facility is located at the southern end of Letchworth State Park. For maintenance operations north and south of Letchworth State Park, there is a significant investment in time simply for maintenance personnel travel. As more of the trail opens in the southern section, it will be important to have two maintenance facilities and staff them accordingly.



Many sections of the southern Genesee Valley Greenway State Park remain closed due to flooding and erosion.



02

PROJECT RECOMMENDATIONS

SECTION 2.1 PROJECT PRIORITIZATION

The project team developed a prioritization tool to score and weigh projects aimed at closing the gaps within the existing GVG to create a continuous linear trail from Rochester to Cuba. Projects were scored based on the criteria shown in Table 1. Each score was given a weighting factor which produced the final weighted priority scores for each project.

Initially, the projects were identified by county and given a code using the first letter of the county name and the project rank, based on the prioritization matrix. For example, the highest ranking project in Monroe County is coded M1. This process also identified and analyzed projects that cross county boundaries and are applicable across the entire length of Genesee Valley Greenway State Park. These projects were given a code prefix of "GVG". Lastly, during the assessment phase of the process, public partners and regional stakeholders identified a number of projects that are related to Genesee Valley Greenway State Park, but are not essential for completing the trail. These projects fall outside of the State Park boundary and were given an "R" coding suffix, representing a regional impact.

One topic that has been identified by both public stakeholders and Friends of Genesee Valley Greenway State Park is recognition of Genesee Valley Greenway State Park's history and historic interpretation across the length of the corridor. Genesee Valley Greenway State Park agrees, and has determined that telling the historic narrative is important as a next step, but it is not critical to closing the trail gaps and opening the full length of the park.

The high priority projects are listed by park-wide, regional and county specific improvements. Each project includes a description as well as its priority score based on the Prioritization Process. High priority projects are described in detail in Chapter 3.

PROJECT RECOMMENDATIONS

TABLE 1: PRIORITIZATION PROCESS

CRITERION	RAW SCORING METRIC
NYS Parks operational priority score 1-3	1 = low 3 = high
Public comment priority score 1-3	1 = low 3 = high
Population density or seasonal load (2 mile radius)	1 = 0-100 2 = 101-499 3 = >500
Length of miles connected/affected	1 = 0-3 mi 2 = 3-15 mi 3 = >15 mi
Total cost	1 = over \$2 million 2 = \$500k - \$2 million 3 = \$0 - \$500k
Project complexity (Permitting, engineering, agency coordination, adjacent landowner issues)	1 = difficult 3 = easy
ROW acquisition needs	0 = yes 1 = no
Potential economic impact score 1-3	1 = low 3 = high
Project sequencing	1 = dependent 3 = primary
Impact to safety score 1-3	1 = low 3 = high

SECTION 2 .2 PRIORITY IMPROVEMENT PROJECTS

PARK-WIDE PROJECTS

- **GVG1, Maintenance Fund/ Operations and Maintenance Budget.** The overall budget for maintenance and operations should increase by 30% per mile over the existing (2018) funding levels. The budget should continue to increase proportionately as more sections of the trail open.
- **GVG2, Maintenance Facilities.** Currently, Genesee Valley Greenway State Park maintenance team uses a storage facility in Letchworth State Park, which leaves the maintenance team inadequately prepared to address issues at the northern and southern sections of the trail. The need to travel long distances leads to increased carbon emissions and higher costs related to refueling and truck maintenance. Developing additional maintenance facilities in the southern and northern sections of the trail is vital to the long term sustainability of trail maintenance operations.
- **GVG3, Stonedust Surface.** Initially, this project was listed as a set of separate projects within each county, but it is considered essential enough to be reconsidered a park-wide improvement project. Currently, 17 miles of the GVG is being resurfaced from Ballantyne Road to Avon. Completing this work will provide a number of safety and economic benefits to trail users and communities near the trail.
- **GVG4, Comprehensive Access Plan.** The Access Plan will develop design standards for access points, trailheads, and gateways. Construct an “access point” at locations of current pull-outs and minor parking lots, trailheads a minimum of every ten miles, and park-like Gateways at each termini and other major trail access locations.
- **GVG5, Crosswalk Striping and Signage.** Design and install standard intersection design for all instances where GVG crosses a road.
- **GVG6, Comprehensive Wayfinding Plan.** Design a Comprehensive Wayfinding System directing users to the trail, along the trail, and from the trail to shops and services. This program should acknowledge the access points, trailheads, and major gateways, and provide direction to people approaching the trail. As part of the New York State Greenways Plan, wayfinding may be included and could benefit this project.
- **GVG7, Develop Web Tools and GIS Navigation Tools.** Provide web-based GIS tools for trail users to navigate to gateways, trailheads, and access points.
- **GVG8, Camping Plan.** Design and construct primitive, backcountry camping destinations along Genesee Valley Greenway State Park.

REGIONAL CONNECTIONS

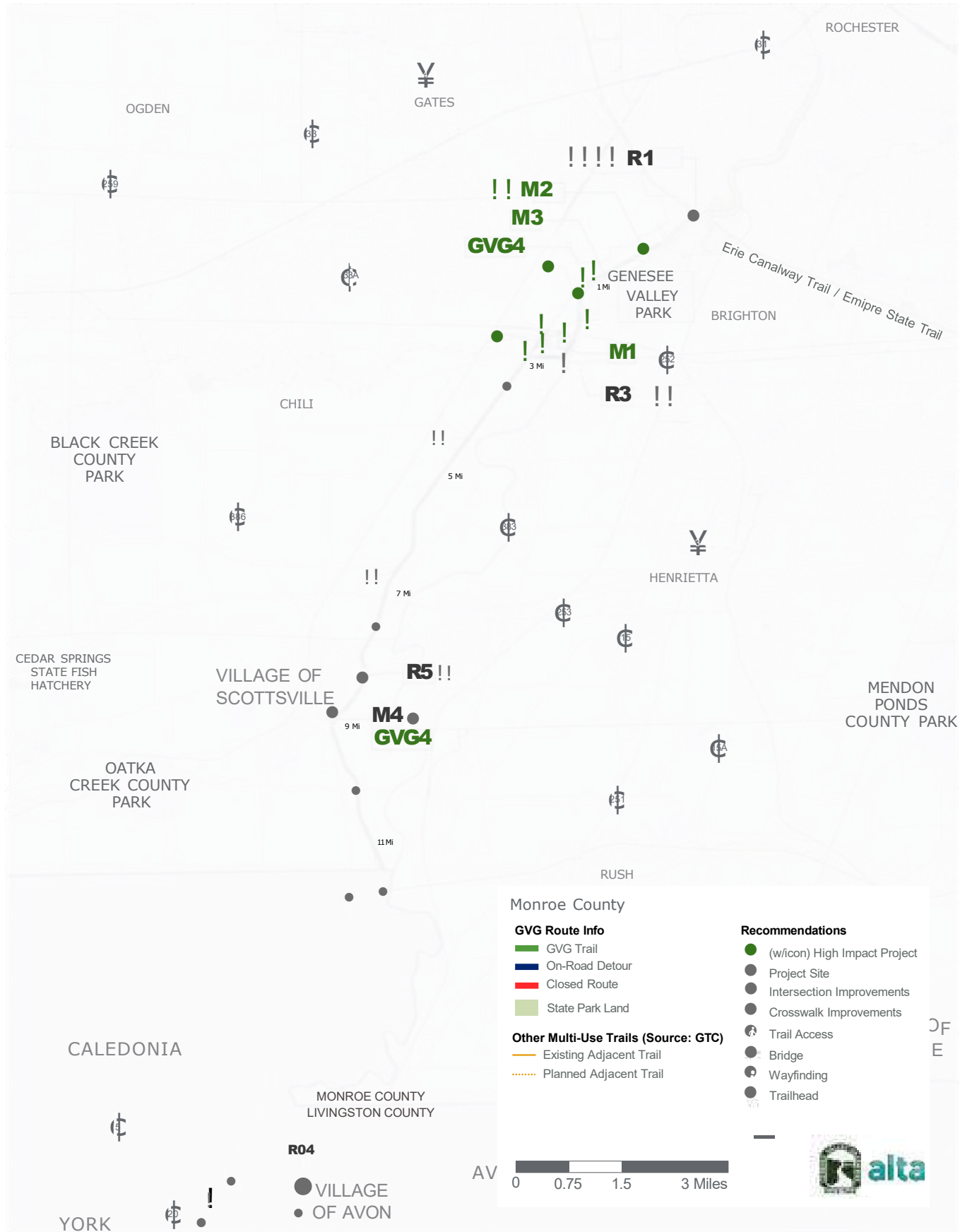
- **R1, Rochester and Lake Ontario Connections.** Develop a trail, wayfinding, and regional trails gateway that connects the northern end of GVG to the community of Rochester and Lake Ontario. This is critical to ensure that Genesee Valley Greenway State Park and the Empire State Trail are universally accessible at this location, especially because of the compromised condition and non-ADA-compliance of the existing Olmsted Bridge over the canal. Requires coordination with NYSDOT, local municipalities, and RIT.
- **R2, Improve Connection to Nunda.** Develop a stonedust trail or use on-road alternatives for a connection to the town of Nunda. While Nunda may not be a major gateway to the greenway, this critical link to the village commercial core is important for the trail. A local access point or trailhead should be developed in or near the village. If an on-road alternative is preferred, coordination with NYSDOT and local municipalities is strongly recommended.
- **R3, Link to RIT.** Develop efficient wayfinding and improved bicycle and pedestrian facilities from Genesee Valley Greenway State Park to Rochester Institute of Technology.
- **R4, Improve Erie Attica Trail Connection.** Partner with the Village of Avon to design and improve the connection to the Village via the Erie Attica Trail. Incorporate parking where applicable.
- **R5, Link to Scottsville Plaza.** Incorporate on-road biking facilities along Rochester Street in Scottsville to safely get trail users from Genesee Valley Greenway State Park to the Village of Scottsville.
- **R6, GVG to WAG Trail Feasibility Study.** Linking Genesee Valley Greenway State Park to the northern terminus of the WAG trail in Wellsville has the potential to increase health and wellness, provide better facilities for active modes of transportation, revitalize the Southern Tier of New York State, and much more. It is important to develop a feasibility study, similar to Genesee Valley Greenway State Park study, to determine the viability of connecting the two trails.
- **R7, 3-Mile Connection to the Groveland Secondary Trail.** Connection to trail near the hamlet of Piffard.

MONROE COUNTY

- **M1, Northern Trail and Route Improvements.** This project includes improvements from Ballantyne Road to the CSX rail crossing at Scottsville Road, as well as striped pedestrian crossings at the commercial driveway crossings along Scottsville Road. Specific improvements include an at-grade crossing enhancement on Scottsville Road over the CSX tracks and an enhanced intersection along Ballantyne Road, as well as trail surface improvements between Ballantyne and Scottsville Roads and stabilization of the double arch culvert itself. The existing parking area at Little Black Creek Park should be improved into a proper access point with historic interpretation and GVG-branded wayfinding.
- **M2 & M3, Scottsville Road and North.** This project proposes improvements to GVG from Scottsville Road north that will give the GVG greater visibility in the community, as well as improve safety and access. The project includes Improvements to the crossing of Scottsville Road at Paul Road and construction of a trailhead at this location, as well as trail surface and wayfinding improvements to the trail terminus. Additionally, a critical piece of the connection is the rehabilitation of the Pennsylvania Railroad Bridge, which is not owned by NYS Parks, over the Erie Canal. This rehabilitation effort will connect the GVG to the entire population of Rochester.
- **M4, Scottsville / Canawaugus Park Gateway.** This project will design a gateway at Canawaugus Park that includes parking, wayfinding, and interpretive signage, bike amenities, and benches or picnic areas. As an individual project, the Canawaugus Park Gateway does not rank highly, but as part of the Comprehensive Access Plan (GVG4) it ranks much higher.

PROJECT RECOMMENDATIONS

MAP 1: MONROE COUNTY

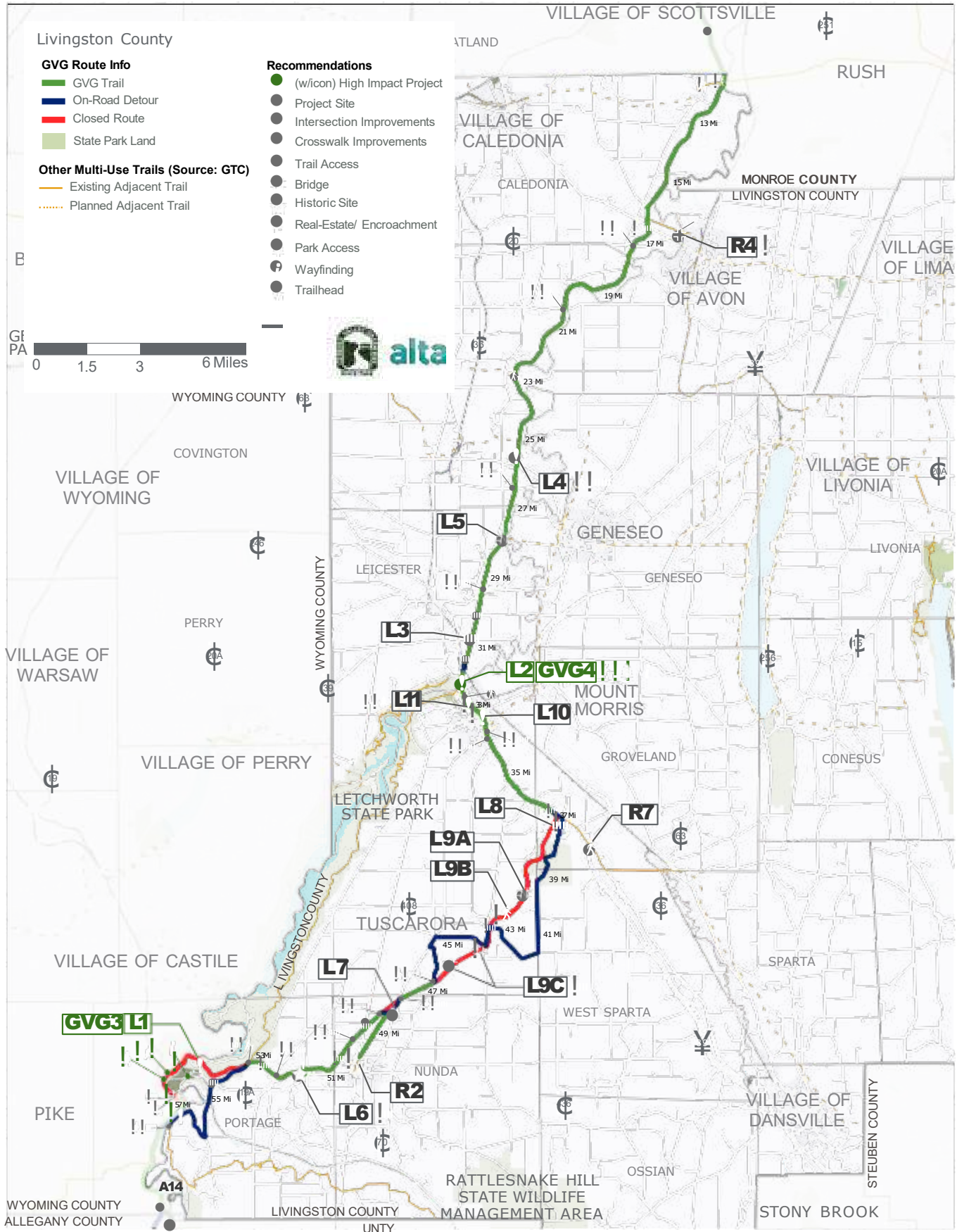


LIVINGSTON COUNTY

- **L1, Re-route Genesee Valley Greenway State Park in Letchworth State Park.** This project will reroute the GVG around the landslide closure within Letchworth State Park and provide a multi-use path connection parallel to Parade Ground Road. The trail will continue on Portageville Road with improved wayfinding, and then descend the hill to the existing towpath (north of the proposed pedestrian bridge location). To complete the path, a pedestrian path will connect from Letchworth State Park to Portageville. Included in this project are improvements to hiking facilities in Letchworth State Park, a GVG access point within Letchworth, and a complete wayfinding plan for the project.
- **L2, Mt. Morris / Letchworth State Park Gateway.** This project will develop plans to construct a new trailhead with improved access for people with mobility impairments at the existing RG&E Parking lot at Rt. 36. In the long-term, Phase Two will include a gateway on the south side of the Genesee River that will incorporate a direct trail connection to this location from Letchworth State Park.
- **L3, Mt. Morris At-Grade Crossing Improvement.** This project will include a new at-grade crossing over the railroad on the closed section of trail adjacent to the Seneca Foods Corporation.
- **L4, Avon to Groveland Trail Resurfacing.** Included in GVG3.
- **L5, Genesee River Bridge Installation (Geneseo).** This project will include the construction of a new bridge over the Genesee River to connect the trail to Big Tree Lane, thus creating a connection to the Village of Geneseo and SUNY Geneseo.
- **L6, Oakland Locks Park Installation.** This project consists of a plan to install a park at the Oakland Locks historic canal site that provides visitors with GVG access, parking, restrooms, and historic interpretation. The project will require fixing the steep slopes that descend to Oakland Road from the former railroad bed on the east and west as well as along the steep on-road trail traverse between the canal path on the west and the railroad bed on the east.
- **L7, Creek and Pentagass Road Property Access.** This project initiative aims to resolve access issues with current property owners to provide entry to the rail corridor for public use.
- **L8, Sonyea State Forest / Tuscarora Trail Construction.** This project includes the construction of a new trail beginning in Sonyea State Forest Road, continuing south on the existing carriage road that runs on the east side of Keshequa Creek. The project will also consist of a new bridge over Keshequa Creek, connecting to Tuscarora. South of Tuscarora, the trail has been washed out by

PROJECT RECOMMENDATIONS

MAP 2: LIVINGSTON COUNTY





Conceptual Canawaugus Park Gateway in Scottsville provides parking for vehicles and trailers, and also offers improved trail access and amenities to trail users

PROJECT RECOMMENDATIONS

Keshequa Creek. Reopening the GVG from Sonyea south of Tuscarora to Dudley Road requires two additional pedestrian bridges, property acquisitions and significant trail construction activity. In the short-term, the ten-mile long on-road detour requires safety and wayfinding improvements to make this section of trail more user friendly.

- **L9, Rt. 36 Crossing Enhancements.** This project is designed to improve safety to four crossings of Rt. 36. The first trail crossing improvement is located just north of the Genesee River; the second is to the south at the intersection of Rt. 36 and Lackawana Ave.; the third is at the Groveland Correctional Facility; and the last is about one mile to the southeast.
- **L10, Mt. Morris Trail Lighting.** This project was developed to incorporate light installations along the trail where there are perceived safety concerns due to the lack of lighting. This project is currently moving forward as an effort led by the Village of Mt. Morris with help from EDF Renewables to install solar lighting from Rt. 408 to Groveland.
- **L11, Mt. Morris Visitor Center.** This project is designed to coordinate with the Village of Mt. Morris and other stakeholders to create a regional visitor center at the site of the former historic "Beanery" building to highlight the area's recreational, tourism, and economic opportunities.



Oakland Locks pocket park photo sim - Oakland, NY

WYOMING COUNTY

• **W1, Re-route Genesee Valley Greenway State Park in Letchworth State Park.**

This project begins at the southern end of Project L1 listed in the Livingston County section. It includes the construction of a new pedestrian bridge across the Genesee River from Letchworth State Park to Portageville.

The project will also consist of a new access point in Portageville at Main Street and a new trail connection to the existing GVG from the southern landing of the proposed pedestrian bridge.

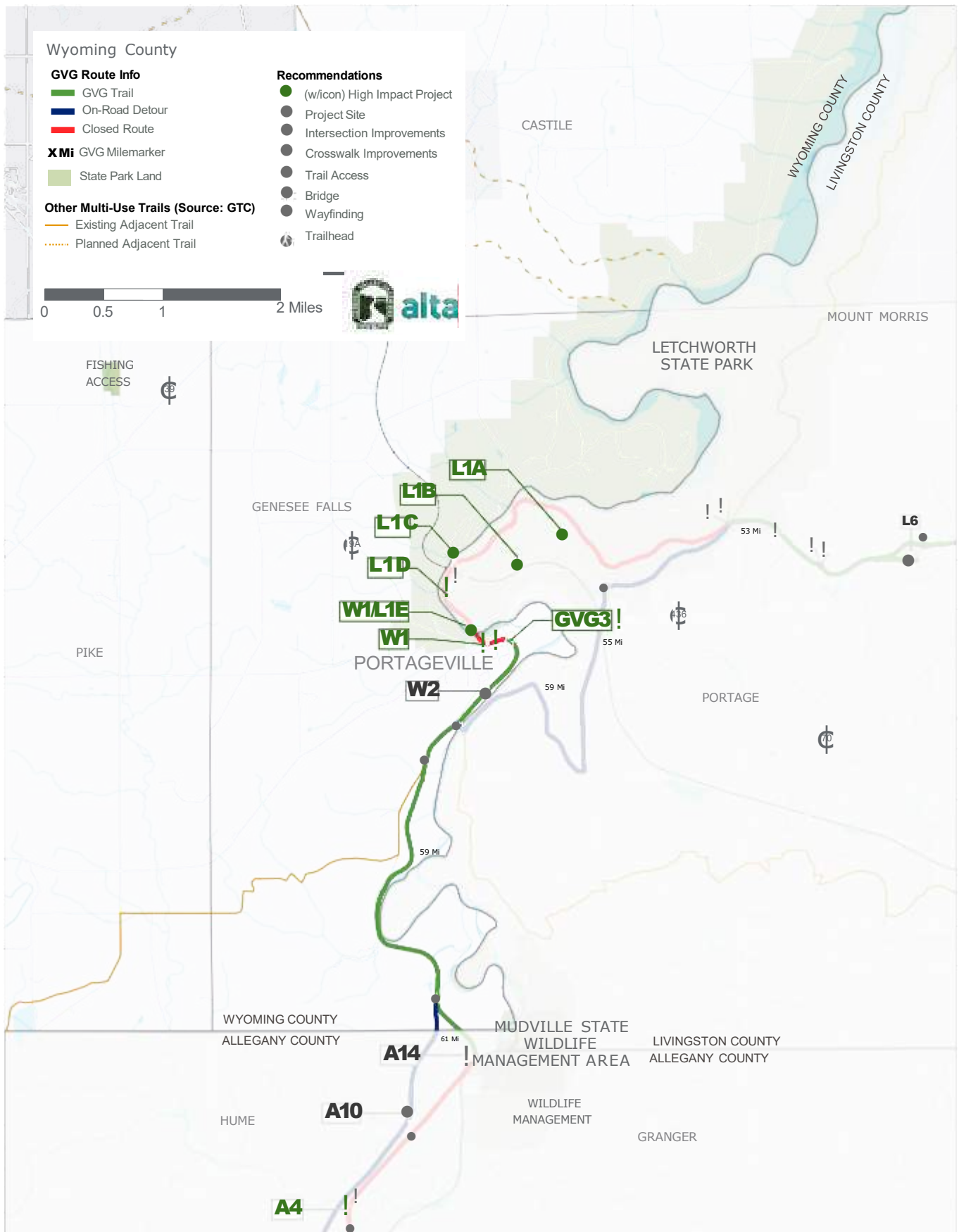
• **W2, Trail Resurfacing.** Included in GVG3.



Conceptual Trailhead design for Portageville, NY, at Main Street.

PROJECT RECOMMENDATIONS

MAP 3: WYOMING COUNTY



ALLEGANY COUNTY

- **A1, Village of Cuba to Cuba High School Connection.** This project is currently in coordination with the Friends of Genesee Valley Greenway State Park as well as town and village officials who are pursuing their own effort to develop a feasibility analysis for the route. At this time, however, Genesee Valley Greenway State Park suggests that the most feasible route between Cuba and the high school is a sidepath parallel to Rt. 305. This sidepath can connect to on-road bicycle improvements in the Village of Cuba on Water Street and Bull Street, leading to the existing trailhead. In the long term, other proposals to follow the historic alignment can be considered but require significant property acquisitions. The complete project will also include the construction of a new pedestrian bridge over Oil Creek and a new gateway within the Town of Cuba.
- **A2, Conrail Property Construction.** After the acquisition of the historic Conrail corridor, this project will install a stonedust trail to provide a continuous trail connection from Belfast to South Rd. near Black Creek. The project will include the installation of pedestrian bridges.
- **A3, DOT Funding Allocation.** Coordinate with the New York State Department of Transportation to shift funding for the New York State Bicycle Route 19 to Genesee Valley Greenway State Park wherever the GVG is within the DOT corridor.
- **A4, Pedestrian Bridges of Allegany County.** A minimum of four bridges need to be constructed through central Allegany County for Genesee Valley Greenway State Park to be a connected linear park. The bridges will be located in Rosburg, Fillmore, Houghton College, and Candeadea.
- **A5, Houghton College Access.** This project will include efforts to gain access to the Houghton College property near the trail to install a bridge that will mitigate the current detour at the college.
- **A6, Stonedust Resurfacing.** Included in GVG3.
- **A7, Erosion Control in Belfast.** This project is a plan to mitigate flooding, erosion, and beaver-related issues along the trail between Hughes Street and Gleason Hill Road. A beaver exclusion system should be designed to be more robust and permanent relative to any current installations on all publicly owned land.

- **A8, Private Property Easements/ Access.** There are currently several property encroachments on the trail that force on-road detours, including several near Rossburg and Filmore as well as further south near Mile 63-64 (south of Houghton). This project proposes to gain access to the properties creating a safer, continuous off-road trail. If access can't be obtained through agreement, legal action may be required.
- **A9, Private Property Legal Action.** This project is contingent upon the previous project (A08) not being robust enough.
- **A10, Filmore Trail Reroute.** This project proposes to reroute the current trail alignment to W River Road due to its lower speed relative to the current alignment on Rt. 19A.
- **A11, Rockville Lake Flooding and Erosion Mitigation.** Assess and stabilize Genesee Valley Greenway State Park alignment south of Rockville Lake (Mile 81-82). The flooding and erosion problems in the Rockville area may be avoided with the acquisition and trail construction on the Conrail Corridor.
- **A12, Canal Warehouse in Belfast.** This project includes the potential opportunity to work with the community, various stakeholders, and the current owners of the private property at the Canal Warehouse to improve the location for historic interpretation and canal-based economic development.
- **A13, Fishing Access and River Overlook.** A new fishing access site and overlook area should be constructed where the former trail alignment dead-ends at the Genesee River just south of the Wyoming County line.
- **A14, Old Irish Cemetery Acquisition.** Consider acquisition of the Old Irish Cemetery, to protect it and interpret its history.

PROJECT RECOMMENDATIONS

MAP 5: CATTARAUGUS COUNTY



CATTARAUGUS COUNTY

- **C1, Trail Construction – Cuba to Hinsdale.**

Construct Genesee Valley Greenway State Park connection from W Cuba Road in Cuba to Underwood Road in Hinsdale (eventually to Olean) using the historic alignment within the I-86 corridor. Coordination with federal and state agencies will be paramount to accomplishing this connection.

- **C2, Property Acquisition and Trail**

Connection. This project will include the acquisition of the historic canal property alignment that is currently in private ownership. The historic alignment is obstructed due to the encroachment. Alternatively, coordinate with NYSDOT for permission to use the right-of-way along I-86 as a corridor for a new trail to bypass the obstructing land owner.

A photograph of three people walking away from the camera on a dirt path through a dense, green 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 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.

03

HIGH IMPACT PROJECTS

HIGH IMPACT PROJECTS

OVERVIEW

Following the initial project prioritization, the Genesee Valley Greenway, in partnership with the regional New York State park leadership, determined that the top ten High Impact Projects include the following listed at right. Highly ranked items such as GVG1 and GVG2 are not included in this list, as they are not considered capital investment projects.

Please note that several of these projects include multiple phases and steps. These are all included within these recommendations to offer high-value, actionable, and effective capital investment opportunities.

- GVG3: Stonedust Surfacing
- GVG4: Comprehensive Access Plan
- M1: Trail Route Improvements between Ballantyne Road & CSX Crossing
- M2 and M3: Trail Connections and Access North of the CSX Crossing
- L1 and W1: Re-Route GVG around Letchworth Closure; Construct Genesee River Bridge to Portageville
- L2: Trailhead at the RG&E Lot in Mt. Morris
- A1: Village of Cuba to Cuba High School Connection
- A2: Conrail Property Trail and Access Design/Construction
- A4: Pedestrian Bridges of Allegany County
- C1: Trail Connection from Cuba to Hinsdale then to Olean and Allegany State Park via I-86 Corridor



GVG3: Stonedust Surfacing

PROJECT DETAILS

Location: Park-Wide

Coordination: Host Municipalities; New York State Department of Transportation (NYSDOT)

Estimated Investment: \$145k per mile based on an average from three 2019 bids to complete the 17-mile trail surfacing project (current project costs approximately \$120k per mile)

PROJECT HIGHLIGHTS

Genesee Valley Greenway State Park is currently completing a stonedust surfacing project on 17 miles of Genesee Valley Greenway State Park from Ballantyne Road in Rochester to Rt. 5 in Avon. Extending the stonedust surface to all sections of the open trail is a priority, especially for the approximately 18 miles of trail between Avon and Sonyea.

Creating a continuous accessible trail surface will attract new users, increase the economic impact of the trail, and make the trail more accessible to more people.

The current trail work costs approximately \$120k per mile. However, using the 2019 bid average of \$145,000 per mile, it is estimated that completing the remaining 48 miles of unsurfaced trail will cost approximately \$6.96 million.

PROJECT BENEFITS



Wayfinding: A consistent surface will make the trail identifiable as a single continuous system.



Accessibility: A stonedust surface will be ADA compliant, allowing more users to access the trail.



Safety: The trail will be smoother, easier to maintain, and easier to navigate, creating a safer corridor.



Economic Development: More people safely using the trail means more potential opportunities for economic development.



Current stonedust surfacing construction work

KEY CONSIDERATIONS

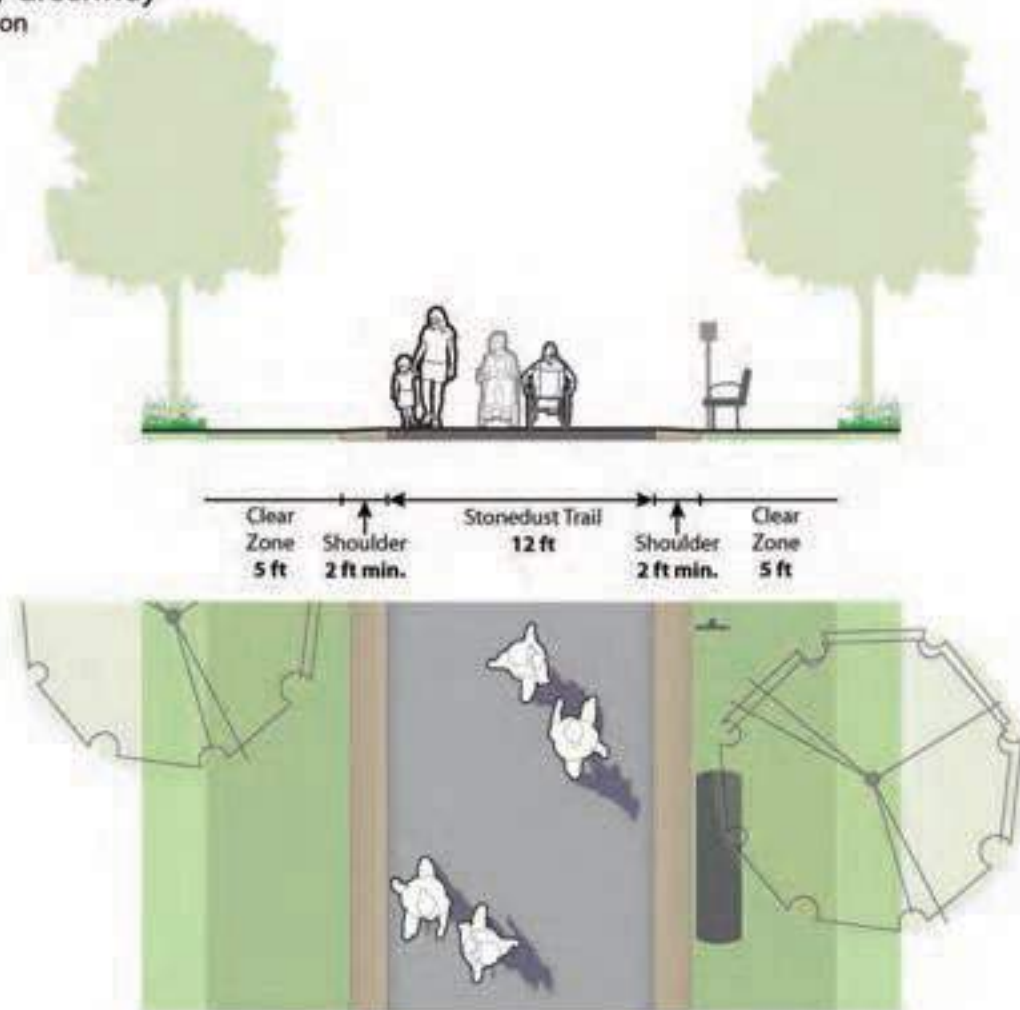
Much of the design work can be completed “in-house” by New York State Parks using the typical cross-sections they have from the project currently under construction.

IMPLEMENTATION

Rather than investing in the resurfacing of the entire open trail at one time, leaving many sections inaccessible, it is recommended that trail sections are surfaced as major adjacent gap closure projects are completed.

Funding for this work may be raised through state initiatives, local grants, collaboration with NYSDOT, or private foundations.

**Genesee Valley Greenway
Typical Cross-Section**



GVG4: Comprehensive Access Plan

PROJECT DETAILS

(See Appendix D for further detail on design standards)

Location: Park-Wide

Coordination: Host municipalities; NYSDOT

Estimated Investment:

Gateways: \$200K - \$300K

Trailheads: \$60K - \$120K

Access Points: \$10K - \$20K

Intersections: \$5K

Total investment \$2.7 to 3.7 million

PROJECT HIGHLIGHTS

This plan is a much needed guide for future decision-making and, when implemented, will not only improve accessibility but also visibly upgrade the public face of the greenway. Constructing and formalizing a comprehensive set of gateways, trailheads, and access points along the corridor will improve the accessibility and visibility of Genesee Valley Greenway State Park to surrounding communities and visitors, increase use, and improve visitor experience.

Trail access can be coordinated with regional partners, municipalities, and allied groups. For instance, the Friends of Genesee Valley Greenway State Park has initiated a Trail Town program, which will dovetail nicely into the Comprehensive Access Plan. Additionally, to facilitate implementation, partnerships with communities and agencies such as Caneadea, Cuba, Scottsville, Mt. Morris, and NYSDEC can establish trail access at existing parks or community gathering spaces.

Gateways are recommended at or near the northern and southern termini of Genesee Valley Greenway State Park, as well as approximately every 25 to 30 miles along the trail. Gateways require a substantial investment and may become park-like facilities for the surrounding community and trail users alike. The final proposed locations for these features need to be agreed upon by all parties, surveyed, and fully designed prior to implementation.

Trailheads should be placed approximately every five to ten miles along Genesee Valley Greenway State Park and should include parking for five or more vehicles, with reduced amenities compared to gateways. Trailheads should be located within communities or at locations where significant and regular trail access is expected.

Access points are frequently located along the trail and may or may not be associated with a parking area. Parking may be provided where the trail crosses a roadway or runs adjacent to a roadway in locations that offer enough publicly-owned land and safe site distances. Every road crossing or road junction can become an access point with the addition of safe pedestrian and bicycle facilities and basic wayfinding.

On-road signage identifying the GVG crossings is very important for increasing and improving trail user safety. The minimum level of investment at every road crossing is illustrated in the Hay Road Access Point drawing below and should include a 90 degree crosswalk, NYSDOT crosswalk, and advanced warning signage, as well as a Manual on Uniform Traffic Control Devices (MUTCD)-compliant Genesee Valley Greenway State Park marker with a bi-directional arrow.

PROJECT BENEFITS



Wayfinding: Opportunities for wayfinding and interpretation at each location inform both trail users and individuals driving by.



Accessibility: New access opportunities will enhance trail accessibility for all users.



Equity: Adequate and fair distribution of access points will help ensure outdoor recreational opportunities are available to all area residents.



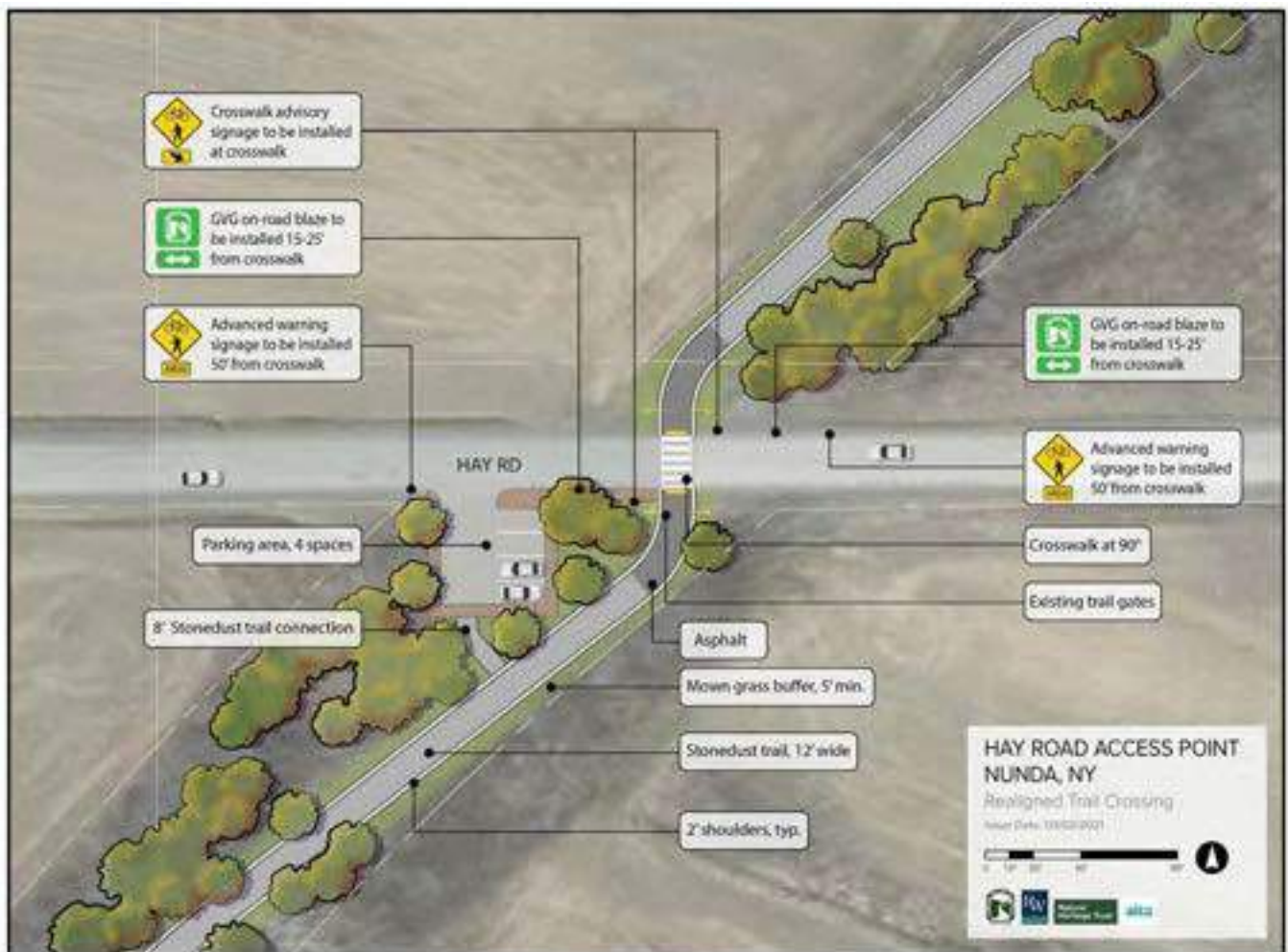
Safety: Where the trail crosses a roadway, crossings will be improved with adequate signage and crosswalk markings to ensure safety and visibility of trail users.



Proposed typical Trailhead illustration for the GVG crossing at Route 305. Shows typical parking and trail amenities such as a shade structure, benches, bike racks, comfort station and wayfinding. Safety and crossing improvements are provided for an improved road crossing.

ACCESS POINT KEY CONSIDERATIONS

- Location
- Property ownership
- Sight distance for entry into any parking facility
- Re-alignment of the trail within the State Park boundaries at road crossing to allow perpendicular crosswalks



Proposed typical Access Point design for a the crossing at Hay Road should include adequate wayfinding and signage, a crosswalk, GVG yellow gates, a 90-degree crossing and parking (if it can be safely integrated).

IMPLEMENTATION

Without a concerted effort to build out the Comprehensive Access Plan with a single effort, it will be important for Genesee Valley Greenway State Park to embrace a set of design principles, architectural vocabularies, and design standards in order to maintain a standardized “look and feel” across the length of the state

park as it develops over time. Following this implementation model, local municipalities will work hand in hand with Genesee Valley Greenway State Park to secure funding and install access points, trailheads, and gateways on publicly owned or accessible lands adjacent to Genesee Valley Greenway State Park.



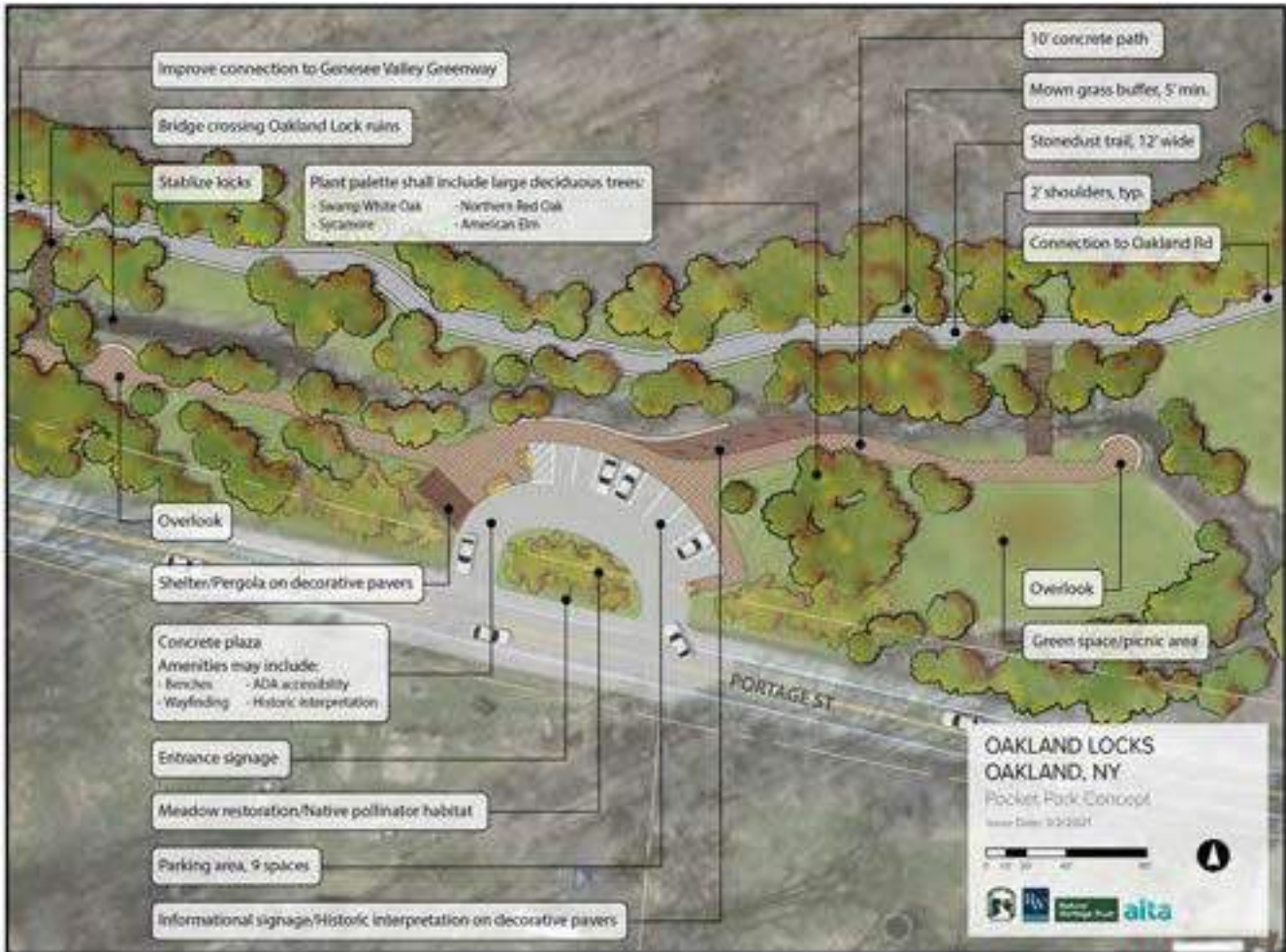
Proposed typical Access Point design for the crossing at Hay Road should include adequate wayfinding and signage, a crosswalk, GVG yellow gates, a 90-degree crossing and parking (if it can be safely integrated).

HIGH IMPACT PROJECTS



These images of trailheads from the Empire State Trail illustrate the level of investment intended for Genesee Valley Greenway Trailheads





The improvements at Oakland Locks should improve access to the Genesee Valley Greenway and the historic lock structures, providing an important opportunity for historic interpretation. The level of investment and the amenities at Oakland Locks should typify the construction at a GVG gateway.

HIGH IMPACT PROJECTS



Empire State Trail precedent gateway examples

