

M1: Trail Route Improvements between Ballantyne Road and CSX Crossing

PROJECT DETAILS

Location: Black Creek Area; S. Rochester/Monroe County

Coordination: CSX Railroad Corporation, NYSDOT, U.S. Army Corps of Engineers (USACE)

Estimated Investment: CSX Crossing \$250,000; Trail connections \$310,000; Stabilize double arch culvert \$4,350,000; Ballantyne Rd crossing improvement \$25,000; 20% design & permitting \$1,200,000; estimated investment +/- \$6,110,000

PROJECT HIGHLIGHTS

Completing this section of the trail will provide vital access for families and residents in Rochester. There are multiple sub-projects involved along this section of the trail that all need to be completed in order to close this significant gap in Genesee Valley Greenway State Park. They include:

- Create a safe pedestrian crossing at Scottsville Road. Negotiations between the CSX Transportation Company, NYSDOT, and Genesee Valley Greenway State Park are continuing with the goal of creating a safe pedestrian crossing at or near Scottsville Road. There is a precedent, on the same rail line at County Route 85/Brighton Henrietta Town Line Road where the rail line crosses the Lehigh Valley Trail just 1.33 miles to the east, for an at-grade crossing. Recent field work and discussions with the railroad have led to another potentially viable solution to build a trail underpass where the rail line bridges over Black Creek, approximately 200 feet to the west of Scottsville Road.
- Create a trail connection from Scottsville Road to the existing Genesee Valley State Park corridor along the south side of the CSX rail line.
- Stabilize the double arch culvert for safe and continued pedestrian and bicycle use.
- Resurface Genesee Valley Greenway State Park with stonedust from Ballantyne Road north to the double arch bridge.
- Improve the trail crossing at Ballantyne Road with a user-activated flashing beacon to announce that trail users are entering the roadway.
- Coordinate with local neighborhoods and the Town of Chili to create community access points on neighboring roads. Explore options for transforming Black Creek Road and Harold Avenue as safe bicycle boulevards to encourage community connections.
- Utilize the existing DEC Boat Launch with parking and restrooms as a Genesee Valley Greenway State Park Access Point or Trailhead.

HIGH IMPACT PROJECTS

KEY CONSIDERATIONS

Coordination with multiple agencies and land owners, including the CSX Transportation Company, NYSDOT, the Town of Chili, and New York State Department of Environmental Conservation (NYSDEC), is the primary obstacle for success.

PROJECT BENEFITS



Safety: This connection would provide a safe link between Rochester and Genesee Valley Greenway State Park and trail to the south.



Accessibility: Opening up this section will make it safer and easier for local trail users to access the trail for commuting and recreation.



Equity: This connection will make the trail available to all Rochester residents.



Connectivity: Connecting the Rochester metropolitan area to the southern portions of the trail creates new opportunities to use Genesee Valley Greenway State Park as a transportation and recreation corridor.

IMPLEMENTATION

In addition to the importance of coordination with different agencies, obtaining funding for this important connection will be key to its success. Funding sources for portions of this work could come from private foundations, US federal transportation funding, Complete Streets funding, as well as more typical NYS Parks funding sources.

M2 and M3: Trail Connections and Access North of the CSX Crossing

PROJECT DETAILS

Location: Rochester, NY

Coordination: City of Rochester

Estimated Investment:

Scottsville Rd safety improvements \$1,088,000; Scottsville Rd Trailhead \$120,000; Wayfinding and historic interpretation \$20,000; Northern Gateway Feasibility Study \$40,000; 20% Design and Permitting \$253,500; Total investment \$1,521,000

PROJECT HIGHLIGHTS

Improving this section of trail will provide better access to the trail between the southern sections of Genesee Valley Greenway State Park and Rochester. The improvement projects include the following:

- Install crosswalk striping at all commercial driveway crossings along Scottsville Road.
- Improve the safety of the crossing at the corner of Scottsville Road and Paul Road.
- Construct a trailhead at the intersection of Scottsville Road and Paul Road.
- Improve wayfinding and branding throughout the corridor to identify Genesee Valley Greenway State Park and its connections to the regional trail system.
- Improve branding and visual connection between Genesee Valley Greenway State Park and the parking facilities at Little Black Creek Park Access Point
- Begin to coordinate with the City of Rochester, other state agencies, and stakeholders to identify a location for a trail gateway near the confluence of the Genesee River and the Erie Canal, north of I-390.
- Develop a plan with the NYSDOT to improve the safety of Scottsville Road by installing vertical separation between the existing sidepath and the roadway. Ideally this solution will include a six-inch vertical curb and street tree plantings.

HIGH IMPACT PROJECTS



**SCOTTSVILLE ROAD TRAILHEAD CONCEPT
ROCHESTER, NY**
Issue Date: 07/23/2020

A concept of the potential trailhead design at the corner of Scottsville Road and Paul Road (above).

PROJECT BENEFITS



Safety: Completing this connection will make the sidepath along Scottsville Road safer.



Accessibility: A new trailhead will draw attention to the trail and provide access to more users.



Equity: This connection will make Genesee Valley Greenway State Park and trail available to residents of Rochester.



Connectivity: This project will connect the metropolitan area of Rochester to the regional trail network, creating a valuable link in the regional system.

KEY CONSIDERATIONS

Connections into Rochester and the future development of a key gateway introducing the Genesee Valley State Park to the residents of Rochester.

IMPLEMENTATION

Creating a strong connection between Genesee Valley Greenway State Park, the City of Rochester, and the other regional trails is considered to be a major recreational and active transportation goal for Western New York. Coordinating with local municipalities, other New York State agencies, and regional trail advocates will accelerate the process and may potentially open up additional funding for this work.

L1 and W1: Re-Route GVG around Letchworth Closure; Construct Genesee River Bridge to Portageville

PROJECT DETAILS

Location: Letchworth State Park and Portageville, NY

Coordination: Village of Portageville, USACE, Letchworth State Park

Estimated Investment: L1: Parade Ground Road Trail Improvements \$1,300,000; L1: Letchworth Access Point with Parking \$80,000; L1: Trail Extension \$200,000; L1: Upper Falls Hiking Trail \$132,000; L1/ W1: Pedestrian Bridge \$1,613,000; L1/W1: Bridge abutment stabilization allowance \$600,000; W1: Portageville Trail and Access \$358,000; Project Design and Permitting \$866,110; Total investment \$5.2 million

PROJECT HIGHLIGHTS

The section of Genesee Valley Greenway State Park that passes through the southern portion of Letchworth State Park has been closed due to a creeping landslide along the steep slopes above the “Upper Falls” of Letchworth. While re-routing the trail will require significant investment in new trail construction, trail access, and a pedestrian bridge over the Genesee River, the project will benefit both state parks, Livingston County, Wyoming County, and the Village of Portageville. Accommodating safe and prioritized pedestrian traffic on the Route 436 bridge when it is replaced may be an option.

L1: Genesee Valley Greenway State Park connection in southern Letchworth State Park

- Build a new multi-use trail from terminus of the existing Genesee Valley Greenway State Park at Parade Ground Road in Letchworth State Park. The most feasible option is to construct a new multi-use trail along the north side of Parade Ground Road, offset from Parade Ground Road by 25 to 50 feet. Another option would be to build a trail from “D” Camp toward Portageville Road along the old, closed park road. This option requires purchase of private property.
- Install adequate crosswalks and wayfinding along Portageville Road to maximize safety and allow easy navigation between Parade Ground Road and the new trails. Install an access point or trailhead south of the railroad tracks at the end of Portageville Road on State Park land. This will act as a point of entry for both Genesee Valley Greenway State Park and Letchworth State Park.
- Create a new hiking/walking trail descending the steep slope north of the railroad tracks that will access the eastern side of the Upper Falls area of Letchworth State Park.
- Formalize the existing dirt roads and tracks from the end of Portageville Road to the existing towpath trail. This requires extending the trail that connects the existing dirt roads to the towpath trail by about 800 feet to meet American Association of State Highway and Transportation Officials (AASHTO) standards for multi-use trail construction.

- Install the Genesee River pedestrian bridge using the existing abutments as support. The bridge will span approximately 450 feet across the river connecting the southern portion of Letchworth State Park with the Village of Portageville.

W1: Genesee Valley Greenway State Park connection from the landing of the new Genesee River pedestrian bridge on the south bank of the Genesee River through Portageville connecting to the existing Genesee Valley Greenway and Finger Lakes Trail access point on Main Street.

- Develop a Portageville trailhead or access point to encourage trail users to start their journeys from this location.



A pedestrian bridge crossing the Genesee River would connect Letchworth State Park with the Village of Portageville.

HIGH IMPACT PROJECTS

PROJECT BENEFITS



Safety: Completing this project and safely connecting the GVG through southern Letchworth and through Portageville will provide a safe route separated from busy roads and the very narrow Rt. 436 bridge crossing the Genesee River.



Accessibility and Connectivity: Opening up this section will make it safer and easier for local trail users to access Genesee Valley Greenway State Park and the Finger Lakes Trail. Additionally it will be a benefit to Letchworth State Park visitors who will now be able to enter the southern portion of the park by foot or bicycle and tour the eastern side of the gorge with ease. This is a key link in the 90-mile Genesee Valley Greenway State Park and trail.



Equity: This connection will help make the trail available to the rural residents of Livingston, Wyoming, and Allegany Counties.



Economic Development: By improving access to Genesee Valley Greenway State Park, Letchworth State Park, and the Finger Lakes Trail, this project will provide economic benefits to the Village of Portageville and the Counties of Livingston and Wyoming. The bridge will be a destination in itself.

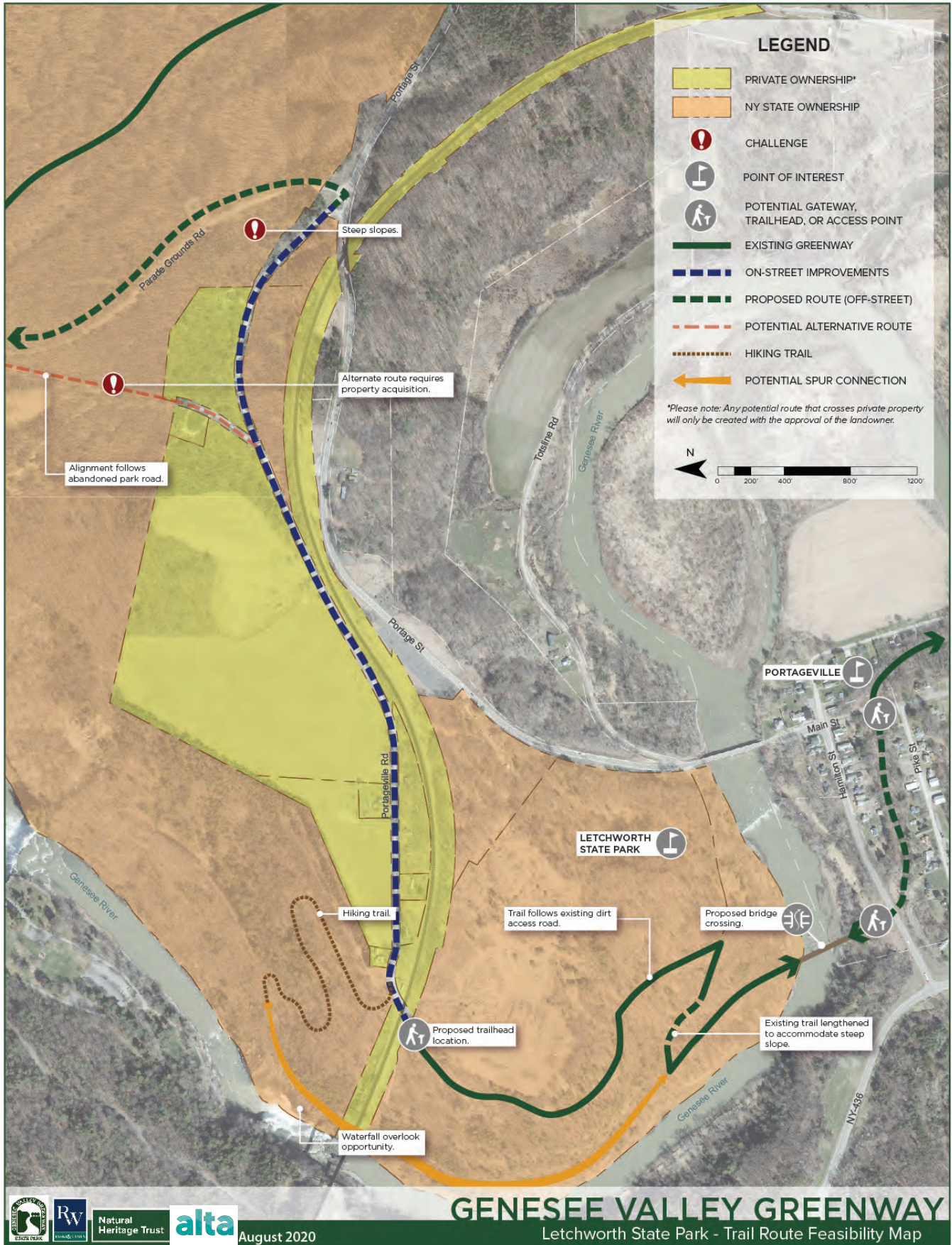


KEY CONSIDERATIONS

Coordination with multiple agencies and land owners is the primary obstacle for success.

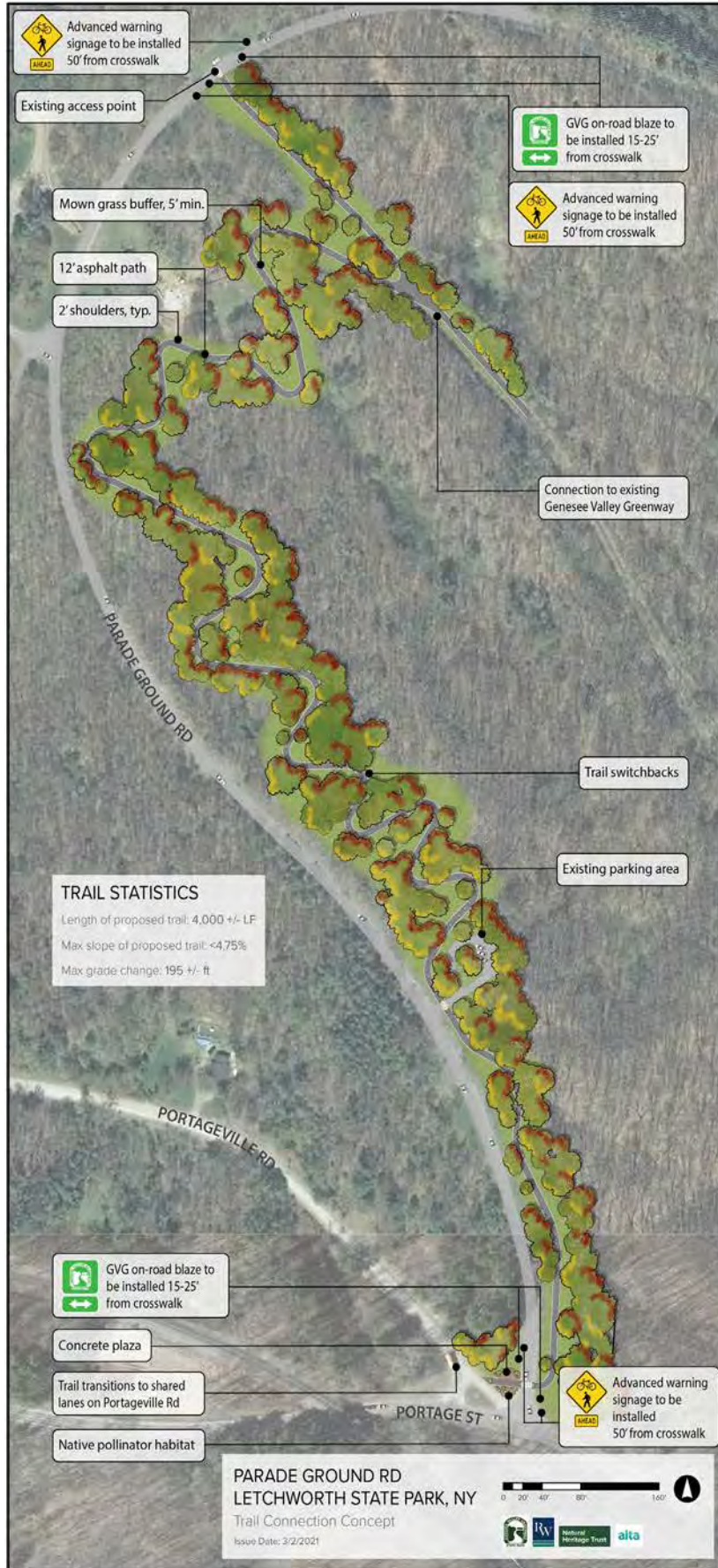
IMPLEMENTATION

Creating these connections and destinations at the southern end of Letchworth State Park will improve the economic impact that the region's parks and trails have on surrounding communities. This work could bring a major economic impact to the region through increased tourism spending. Coordinating with counties and the Village of Portageville to seek alternative means of funding, outside of typical state park funding streams will further show community support for the work. Potential alternative funding sources include private foundations, federal transportation funding, and rural community economic development grants through the Environmental Protection Agency.



This map displays the potential features and extent of the improvements between Portageville and southern Letchworth State Park

HIGH IMPACT PROJECTS



Conceptual design of a potential trail alignment at Parade Ground Road in Letchworth State Park that is designed to be compliant with the standards in the American Disabilities Act



Conceptual rendering of the proposed improvements at the intersection of Parade Ground Road and Portageville Road



Proposed Genesee River Bridge and Genesee Valley Route in Portageville.

L2: Trailhead at the RG&E Lot in Mt. Morris

PROJECT DETAILS

Location: Mt. Morris at Letchworth State Park

Coordination: NYSDOT, RG&E, Town of Leicester

Estimated Investment: \$220,000

PROJECT HIGHLIGHTS

This location is already a trailhead for Genesee Valley Greenway State Park. However, it is undersized and does not provide adequate access to the trail. By redesigning this area with improved access, wayfinding, and trailhead facilities, it can be transformed into a key trailhead for Genesee Valley Greenway State Park, an access point for hiking trails in Letchworth State Park, and an economic generator for the Village of Mt. Morris. This location is key to the success of the overall Genesee Valley Greenway State Park Comprehensive Access Plan (Project GVG3) and its completion could be a kickstarter for the implementation of a park-wide project. This project includes improvements to the crossing of Rt. 36 to improve signage and safety, as well as bike lanes from the Rt. 36 crossing to the entrance of Letchworth State Park. A composting toilet facility is already planned for this location and could be integrated into the improvement plan.

PROJECT BENEFITS



Accessibility: This project will provide ADA accessibility and access to a larger number of trail users.



Connectivity: Creating this trailhead will offer greater visibility and connectivity to Genesee Valley Greenway State Park, the Village of Mt. Morris, the Finger Lakes Trail, and Letchworth State Park.



Economic Development: By improving trail access to Genesee Valley Greenway State Park, the Village of Mt. Morris will benefit from increased tourism and tourism spending.



Wayfinding: Trail users and visitors to the trailhead will be able to access wayfinding and historic interpretive signage to better understand the region.

KEY CONSIDERATIONS

- ADA accessibility is of prime importance as a major access point for visitors to Genesee Valley Greenway State Park
- Improved crossing of Route 36
- Future expansion to a gateway if land on the south side of the Genesee River becomes available



A1: Village of Cuba to Cuba High School Connection

PROJECT DETAILS

Location: Cuba, NY North to Cuba High School

Coordination: NYSDOT, NYS Department of Conservation, Village of Cuba, Town of Cuba, Cuba School District

Estimated Investment:

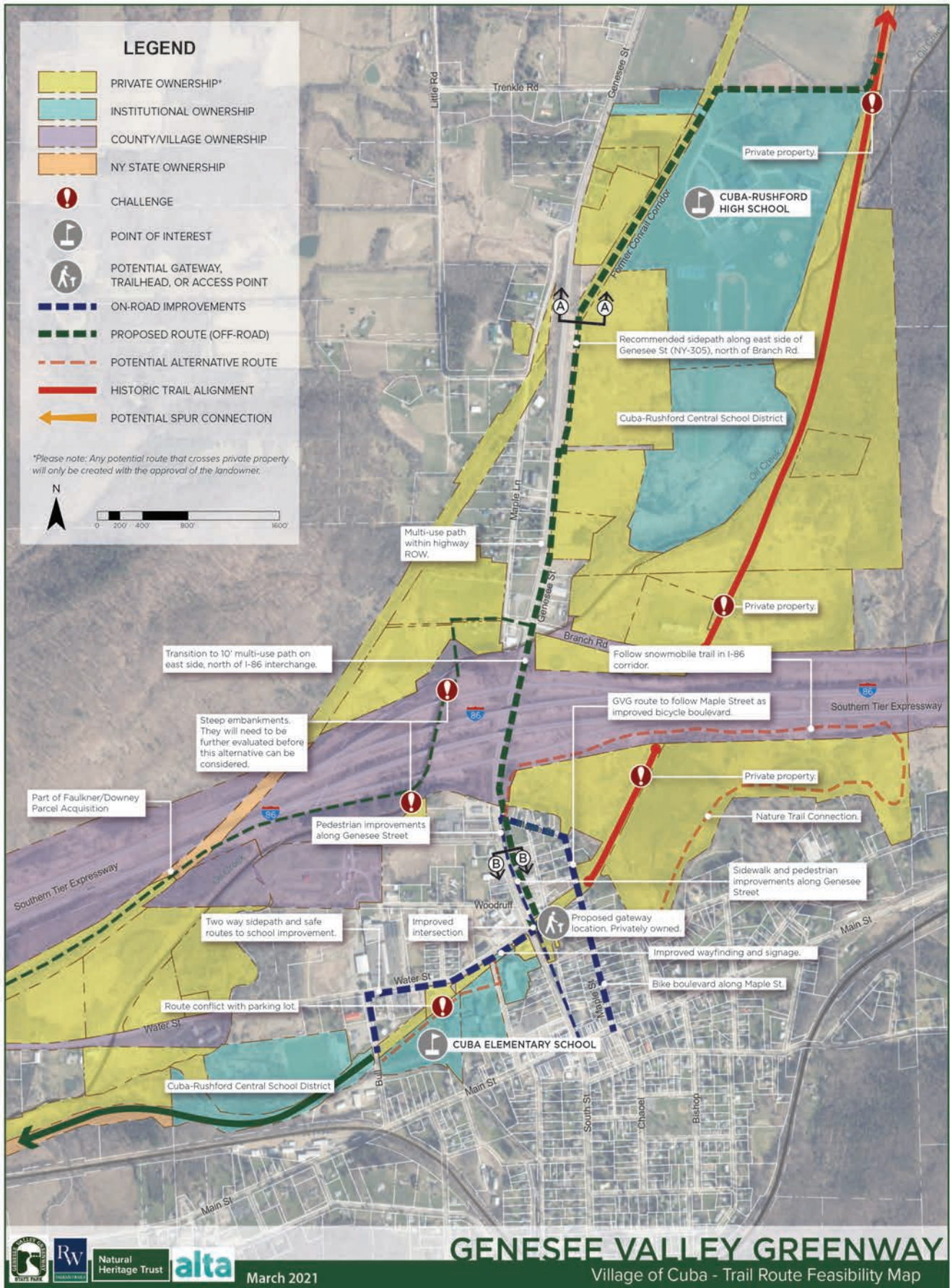
Cuba Gateway \$250,000; On-road trail connection improvements \$15,000; Sidepath from village to high school \$890,000; Pedestrian bridge over Oil Creek \$148,000; Intersection improvements (Water and Genesee Streets) \$150,000; Connection from high school to Jackson Hill Road \$396,000; 20% design and permitting \$369,000; Total investment \$2,215,000

PROJECT HIGHLIGHTS

Genesee Valley Greenway State Park, in partnership with the Town of Cuba, the Village of Cuba, and the Friends of Genesee Valley Greenway State Park, have been working to identify the best and most feasible connection between the village and the high school. This is a high priority for the whole region and is seen as a catalyst project for the region. Additional funding for this work has already been secured through a grant from the Ralph C. Wilson Foundation.

The project consists of several sub-projects, including:

- The final route from the Village of Cuba north to the High School. The most feasible route still needs to be determined, but at the time of this publication it appears that it is constructing a multi-use trail or sidepath within the Route 305 right-of-way. The historic Genesee Valley Greenway State Park corridor is currently under private ownership.
- Develop the most feasible routes through the Village of Cuba and create safe bicycle and pedestrian corridors within the village. Utilize the Genesee Street corridor to create a safe sidepath adjacent to the roadway. Improve bicycle and pedestrian accommodations on Bull Street, Water Street, and Maple Street.
- Develop a gateway in Cuba.



HIGH IMPACT PROJECTS

PROJECT BENEFITS



Safety: This project will provide a “Safe Route to School” between the Village of Cuba and the High School. In addition, it will provide trail users with a safe route that is separated from the busy Route 305.



Accessibility and Connectivity: Opening up this section will make it safer and easier for local trail users to access Genesee Valley Greenway State Park.



Economic Development: By improving trail access to Genesee Valley Greenway State Park, the Village of Cuba will benefit from increased tourism and tourism spending.

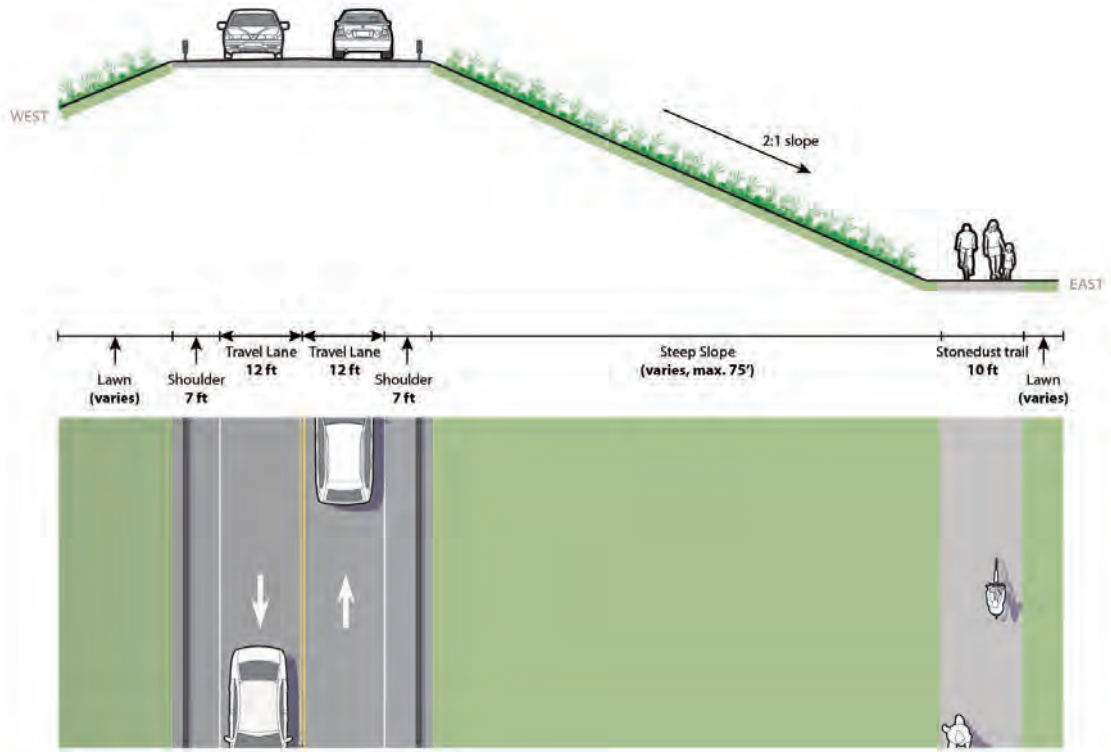
KEY CONSIDERATIONS

- Coordination with multiple agencies and land owners is the primary obstacle for success
- Design of the corridor within the Village, creating a safe route adjacent to Route 305
- Land ownership
- Federal “Safe Routes To School” funding

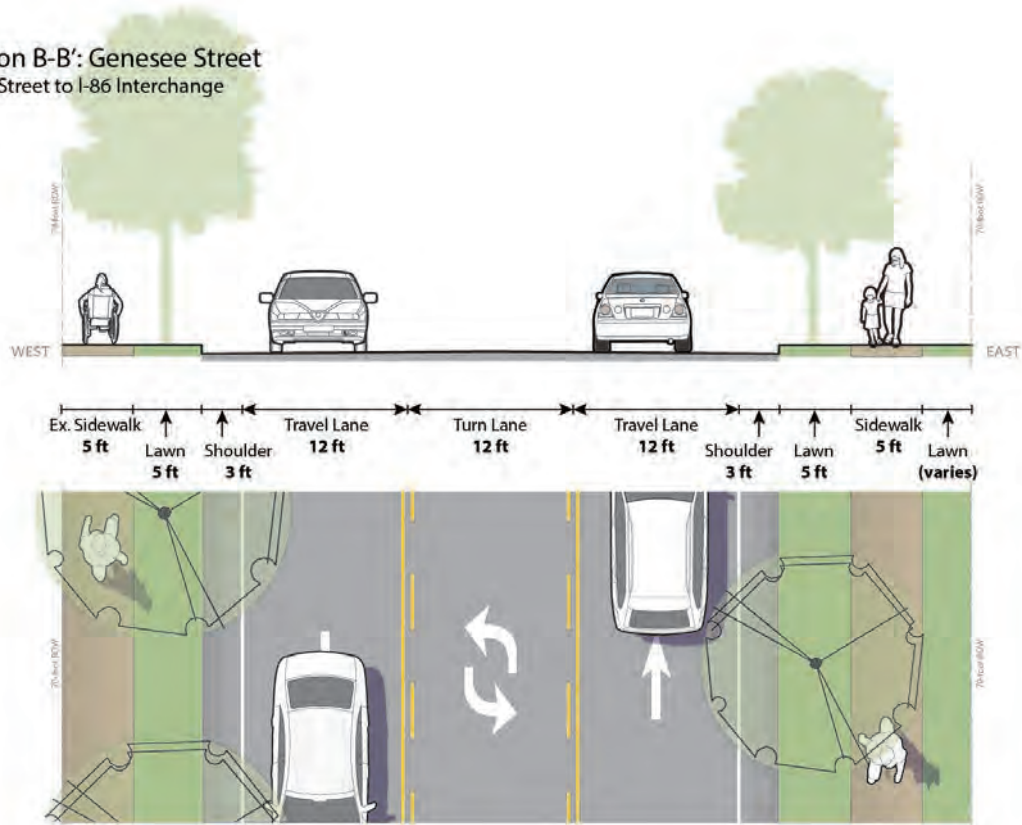
IMPLEMENTATION

Because of the regional economic development benefits and support from the Town of Cuba, the Village of Cuba and Allegany County implementation for this work will benefit from a continued on-going collaboration between Genesee Valley Greenway State Park, the NYS Department of Transportation and local advocates. Alternative means of funding could include EPA rural development grants, Safe Routes to School funds, federal transportation grants, and private foundation grants.

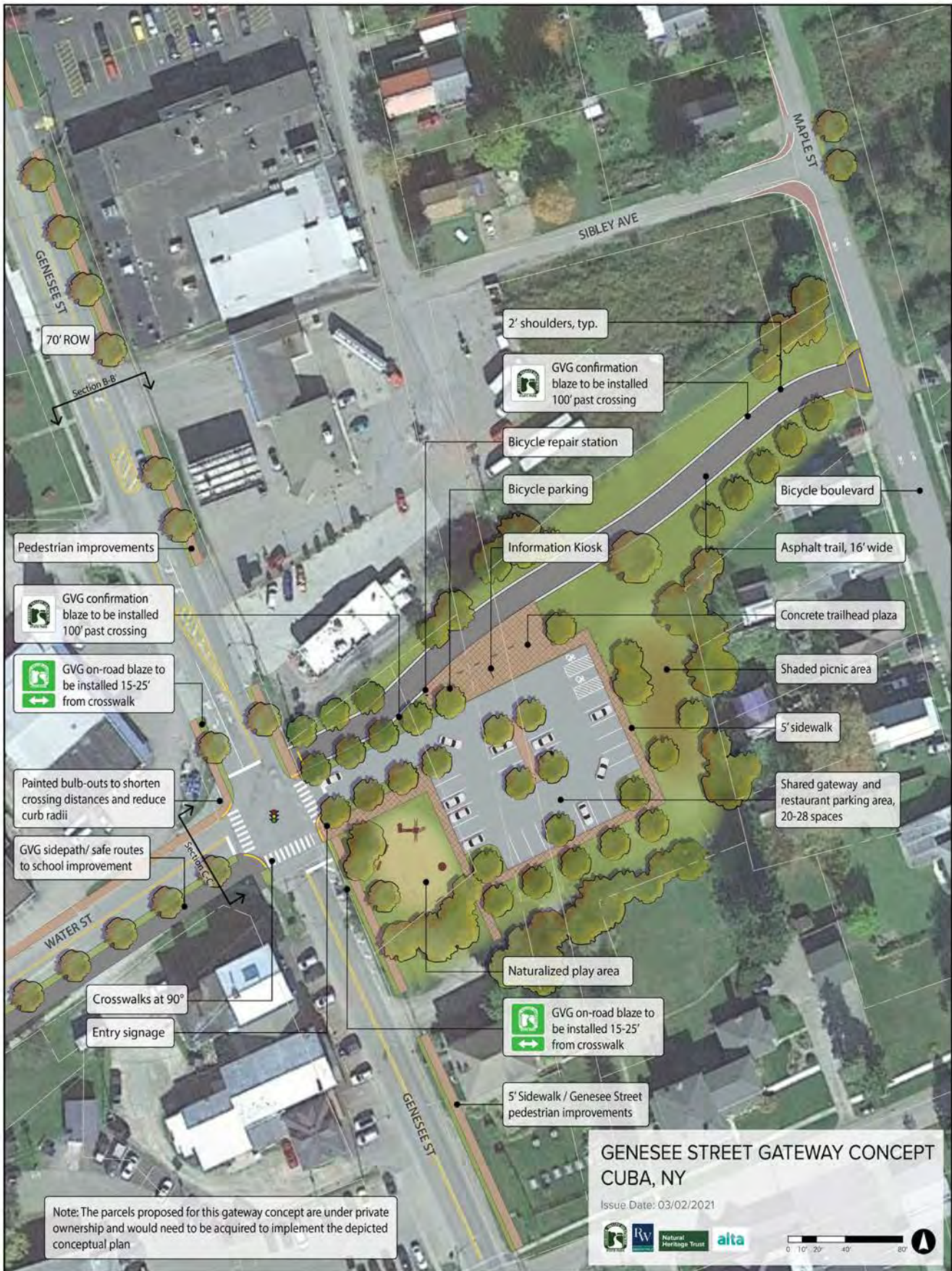
Section A-A': Route 305
I-86 Interchange to Cuba-Rushford High School



Section B-B': Genesee Street
Water Street to I-86 Interchange



HIGH IMPACT PROJECTS



Typical gateway with parking and amenities. Here illustrated on land that the Village of Cuba is working with community partners to secure for use as a village square or park.

A2: Conrail Property Trail and Access Design/Construction

PROJECT DETAILS

Location: Allegany County, Hamlet of Black Creek to Belfast, NY

Coordination: NYSDOT, NYS Department of Conservation, Current Property Owners

Estimated Investment: Trail construction \$5,280,000; Access points and trailheads \$480,000; 20% design and permitting \$1,100,000

PROJECT HIGHLIGHTS

The New York State Office of Parks Recreation & Historic Preservation is currently in negotiation to acquire the former Conrail Property. The old rail line runs roughly adjacent to the existing Genesee Valley Greenway State Park corridor for approximately ten miles between Belfast, NY and Black Creek, NY. By acquiring this property and constructing a new trail corridor parallel to the existing trail, Genesee Valley Greenway State Park will be able to bypass sections of the existing corridor that are currently flooded, eroded, washed out, and closed. The expectation is that access points and trailheads will be built to serve both the existing GVG and the trail on the Conrail corridor. Short on-road bike/ped improvements will be made on low-traffic rural roads connecting the two parallel trails, allowing for recreational loops.

PROJECT BENEFITS



Connectivity: Creating this parallel corridor to the existing trail will bypass many closed sections that are currently flooded, washed out, or eroded.



Accessibility: By providing improved access and safety, this area may become a destination for families and other trail users to come and explore a variety of terrain without having to travel far.



Economic Development: Improving access to Genesee Valley Greenway State Park and creating a parallel corridor on the old Conrail line will provide the hamlets and villages in Allegany County with increased trail tourism.

KEY CONSIDERATIONS

Following acquisition, the project will require coordination with local municipalities and NYSDOT.

The corridor, once purchased, will not be continuous. Trail connections and on-road sections will be required between Genesee Valley Greenway State Park and the new corridor.

HIGH IMPACT PROJECTS

A4: Pedestrian Bridges of Allegany County

PROJECT DETAILS

Location: Rossburg/Wiscoy Creek, Fillmore/Cold Creek, Houghton/Drainage, Caneadea/Caneadea Creek

Coordination: NYSDOT, NYS Department of Conservation, USACE, Houghton College, private property owners within the Town of Caneadea.

Estimated Investment:

*** The cost of each bridge was averaged from quotes given by three private pedestrian bridge manufacturers. A 2.25 multiplier was applied to develop the cost for each bridge and installation.**

Rossburg Bridge \$1.24 million

- Bridge and Installation \$353,250; Additional site work and bridge support \$90,000; four miles trail improvements and road crossing improvements \$590,000; 20% design and permitting - \$207,000

Filmore Bridge \$1.226 million

- Bridge and installation \$630,000; Additional site work and bridge supports \$157,000; 1.5 miles trail improvements, road crossings and three access point \$234,000; 20% design and permitting \$204,000

Houghton Bridge \$0.820 million

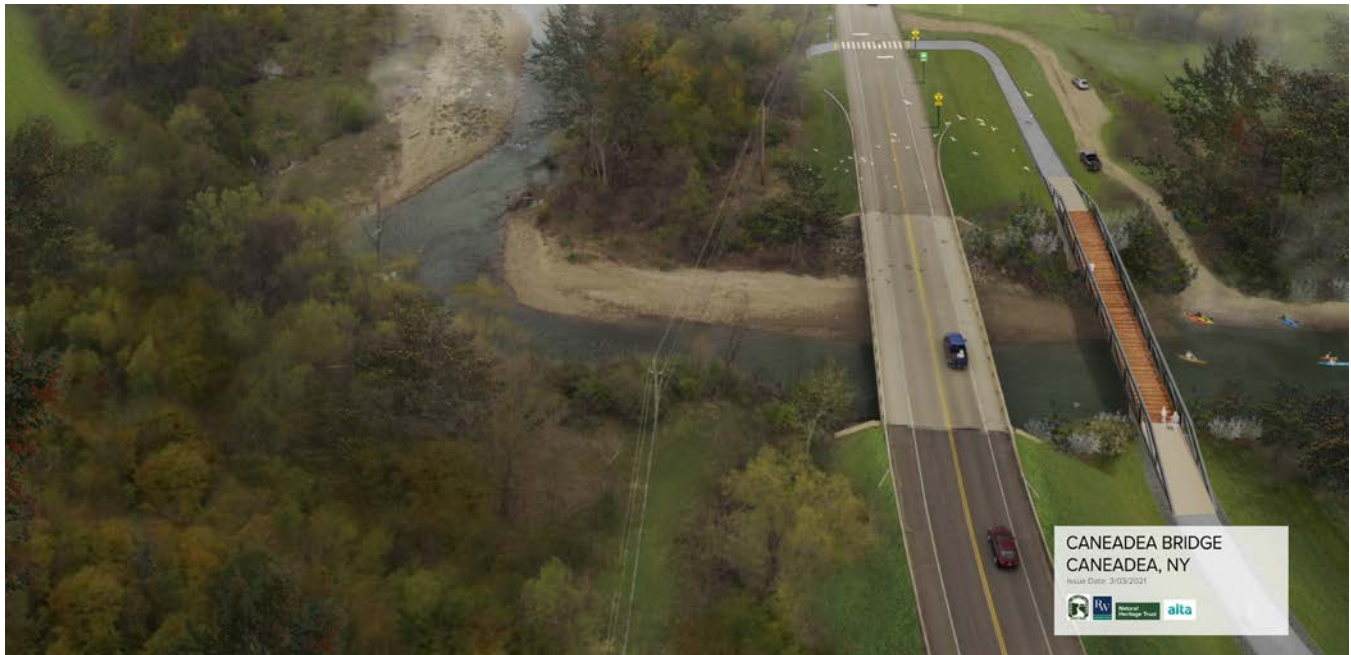
- Bridge and Installation \$167,000; Additional site work and bridge support \$435,000; three miles trail improvements and road crossings and two access points \$473,000; 20% design and permitting \$136,000

Caneadea Bridge \$1.678 million

- Bridge and Installation \$652,000; Additional site work and bridge support \$163,000; three miles trail improvements and road crossings and three access points and trailheads \$140,000; 20% design and permitting - \$280,000

PROJECT HIGHLIGHTS

In Allegany County, there are a number of on-road segments where the trail crosses creeks and drainages. If pedestrian bridges are installed at these locations, approximately 11 miles of trail corridor could be opened, which would transform the GVG in Allegany County. The bridge construction will catalyze the completion of the trail, and provide impetus to stonedust surfacing of the adjacent trail corridor as well as construction of safe trail crossings at all roadways. Three access points and two trailheads that are part of the overall Comprehensive Park-Wide Access Plan. The



Caneada Creek Crossing

importance of erosion control and bank stabilization is also being taken into consideration and is being studied by NYSDOT, NYSDEC, and ACOE. Any future bridge project should coordinate with the stream bank stabilization efforts.

PROJECT BENEFITS



Accessibility and Connectivity: Constructing these bridges will create the connectivity and off-road trail access that Genesee Valley Greenway State Park was intended to provide. They will also keep the Genesee River Wilds kayak landing accessible.



Safety: Moving trail users off-road will dramatically increase safety, which will in turn attract more users.



Economic Development: New trail users will increase the economic benefit of the trail to the communities that it passes through.

HIGH IMPACT PROJECTS

KEY CONSIDERATIONS

Coordinate with NYSDOT to shift funds from the NYSDOT Bike Route 19 from on-road route maintenance to off-road (Project A3). Interagency coordination for erosion and stream bank stabilization should also be considered where appropriate.

IMPLEMENTATION

Because of the regional economic development benefits and support from local municipalities and Allegany County, implementation for this work will benefit from a continued on-going collaboration between Genesee Valley Greenway State Park, the NYS Department of Transportation, and local advocates. Alternative means of funding could include EPA rural development grants, Safe Routes to School funds, federal transportation grants, and private foundation grants.



Proposed concept for a pedestrian bridge over Cold Creek In Fillmore, NY



Proposed concept for a pedestrian bridge over Wiscoy Creek in Rossburg, NY

C1: Trail Connection from Cuba to Hinsdale and Olean via I-86 Corridor

PROJECT DETAILS

Location: Cattaraugus County

Coordination: NYSDOT

Estimated Investment: \$5.8 million

PROJECT HIGHLIGHTS

The I-86 corridor was built on the historic Genesee Valley railroad and canal corridors. Connecting the communities of Cuba, Hinsdale, and Olean through this historic transportation corridor strengthens the vision and concept of the Genesee Valley Greenway State Park. The connection will bring trail access to communities that have not had the benefit of multi-use trails in the past. This connection could also connect the Greenway with the Southern Tier Trail, a proposed larger trail system linking Cuba, Buffalo, and Rochester that would transform western New York into a major tourist destination for people interested in outdoor recreation.

The proposed project would construct the trail along the east side of I-86 for approximately 4.5 miles from the western end of West Cuba Road to Underwood Road in Hinsdale. There are few obstacles along this section and the trail planning, design, and construction could be relatively straightforward. The trail connection within the I-86 corridor from Hinsdale to Olean requires significantly greater study and investment as there are streams and roads to cross and additional drainages to navigate.

PROJECT BENEFITS



Equity: This project will make Genesee Valley Greenway State Park accessible to communities that currently do not benefit from multi-use trail systems.



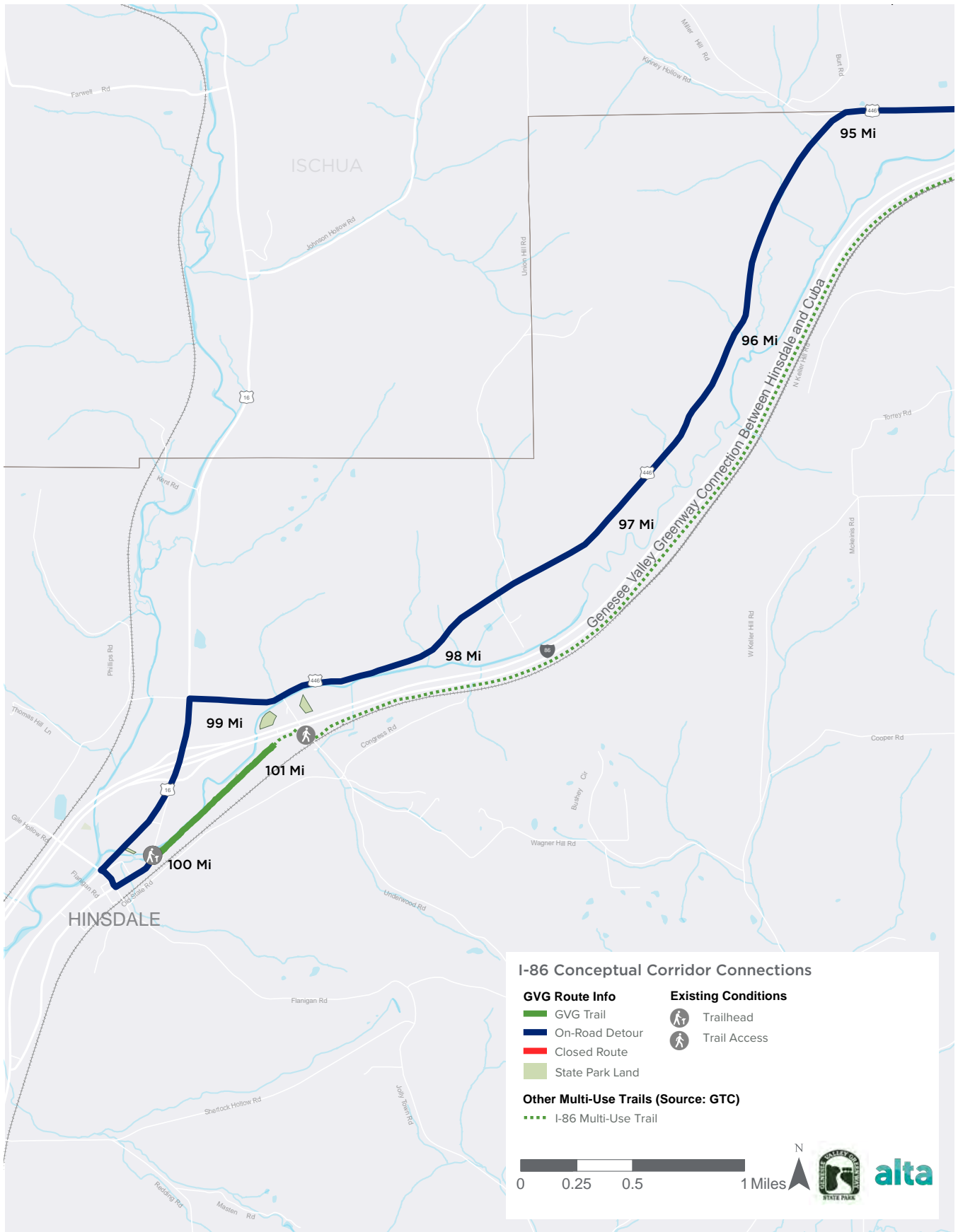
Connectivity: This is a key link in regional and national multi-use trail plans that could connect Olean to Rochester, Buffalo, and potentially even Pittsburgh, PA



Economic Development: This connection could make the Western New York regional trails a major tourist attraction, providing active transportation and recreation to a growing number of people interested in active vacations.

KEY CONSIDERATIONS

- Coordination with NYSDOT and the Federal Highway Administration (FHWA)
- Potential funding opportunities through transportation grants





APPENDIX A

PUBLIC INPUT

STAKEHOLDER MEETING SUMMARY

As part of the initial existing conditions assessment for Genesee Valley Greenway State Park Action Plan, the project team conducted interviews with stakeholder groups and individuals to learn more about the current state, perspectives, and desires for Genesee Valley Greenway State Park.

Initially, the steering committee identified 32 individual stakeholders that were grouped into seven interview clusters. Each individual was contacted via telephone or email and given a list of prompts and questions to consider prior to the phone conversation. Of the 32 individuals contacted, 23 responded. Up to three interview opportunities were given to all stakeholders who were unable to join the first round of discussions. Four individuals provided comments via email, 15 joined a telephone interview time, and four responded but were unable to provide feedback.

Comments on the following pages represent the viewpoints of a set of stakeholders that were interviewed in one phase of outreach for Genesee Valley Greenway State Park Action Plan. Most of the comments can be grouped into several categories, including trail surface conditions, parking/trail access, wayfinding, and trail connections.

All feedback was considered when developing recommendations for priority projects, which will provide the biggest impact to the Greenway's future.

STAKEHOLDER COMMENTS

TRAIL SURFACE

9 RESPONDENTS

The current status and future condition of the trail surface were one of the most frequently mentioned topics.

- Overall, the grass and double-tracked dirt surface of the trail is considered in good shape for walking or mountain biking. However, there were also a number of comments that stated the most important improvement would be a consistent and continuous stonedust surface from Scottsville south to Mt. Morris or Sonyea, which is the most used and most consistently intact trail segment along the GVG.
- One notable user stated, "The single best investment that can be made to increase usership would be to create a continuous stonedust path from Rochester to Mt. Morris."
- Others noted that the grass surface is difficult to ride.
- Stakeholders were optimistic that high-trafficked trail segments could be upgraded to stonedust surface.
- Chili to Scottsville was considered the most-used trail segment, and deserving of stonedust application.
- Snowmobile users noted how the straight, flat trail could become worn from repeated riding.

PARKING/ACCESS AND TRAILHEADS

8 RESPONDENTS

Parking was widely regarded as a scarce asset. More access and trailheads are welcomed.

- Snowmobile users would welcome more space at trailheads to stage a vehicle with an attached trailer.
- Also, stakeholders requested more trailheads that are designed for trailers.
- Currently, at major road crossings, there are small open patches on the side of the road with space to park one or two vehicles. This arrangement is not considered a viable or safe long-term arrangement.
- Creating new parking lots at other trailheads or accepted pull-offs at crossings would help to attract more users from a greater distance. These access points, parking lots, and trailheads should be identified with adequate wayfinding.
- There is no northern gateway where the trail begins.