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.
EXECUTIVE SUMMARY

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

<table>
<thead>
<tr>
<th>GVG</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Maintenance fund and O&amp;M budget</td>
</tr>
<tr>
<td>2</td>
<td>Maintenance facilities</td>
</tr>
<tr>
<td>3*</td>
<td>Stonedust Surface</td>
</tr>
<tr>
<td>4*</td>
<td>Comprehensive Access Plan</td>
</tr>
<tr>
<td>5</td>
<td>Crosswalk striping and signage; access standardization</td>
</tr>
<tr>
<td>6</td>
<td>Comprehensive wayfinding plan</td>
</tr>
<tr>
<td>7</td>
<td>Develop web tools and GIS navigation tool</td>
</tr>
<tr>
<td>8</td>
<td>Camping destinations plan</td>
</tr>
</tbody>
</table>

*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               |
MAP 1: MONROE COUNTY

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

Genesee Valley Improvement Projects (Projects in GREEN are considered High Impact Projects)
**MAP 2: LIVINGSTON COUNTY**

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

<table>
<thead>
<tr>
<th>GVG Route Info</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>GVG Trail</td>
<td>(w/icon) High Impact Project</td>
</tr>
<tr>
<td>On-Road Detour</td>
<td>Project Site</td>
</tr>
<tr>
<td>Closed Route</td>
<td>Intersection Improvements</td>
</tr>
<tr>
<td>State Park Land</td>
<td>Crosswalk Improvements</td>
</tr>
<tr>
<td>Other Multi-Use Trails (Source: GTC)</td>
<td>Trail Access</td>
</tr>
<tr>
<td>Existing Adjacent Trail</td>
<td>Historic Site</td>
</tr>
<tr>
<td>Planned Adjacent Trail</td>
<td>Real-Estate/Encroachment</td>
</tr>
<tr>
<td></td>
<td>Park Access</td>
</tr>
<tr>
<td></td>
<td>Wayfinding</td>
</tr>
<tr>
<td></td>
<td>Trailhead</td>
</tr>
</tbody>
</table>

**GVG Route Info**

- **L1** Re-Route GVG through Letchworth State Park. Bridge Length: 440 Feet
- **L2** GVG Gateway near Mt. Morris/Letchworth State Park
- **L3** Mt. Morris At-Grade Crossing Improvement
- **L4** 18+/- miles of stonedust surface from Avon to Groveland & along all sections of open trail
- **L5** Bridge connection to Geneseo. Bridge Length: 220 feet
- **L6** GVG Park installation at existing Oakland Locks historic canal site
- **L7** Creek and Pentagass Road Property Access
- **L8** Sonyea State Forest to Tuscarora Trail construction
- **L9** Rt. 36 Crossing Enhancement
- **L10** Mt. Morris Trail lighting
- **L11** Mt. Morris Visitor Center

**GVG 4** Comprehensive Access Plan

- **R2** Improve connection to Nunda

*High Impact Project

** ** Included under GVG 3
MAP 3: WYOMING COUNTY

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

Wyoming County

GVG Route Info
- GVG Trail
- On-Road Detour
- Closed Route
- MIL GVG Milemarker
- State Park Land

Other Multi-Use Trails (Source: GTC)
- Existing Adjacent Trail
- Planned Adjacent Trail

Recommendations
- (w/ica) High Impact Project
- Project Site
- Intersection Improvements
- Crosswalk Improvements
- Trail Access
- Bridge
- Wayfinding
- Trailhead

GVG Route Info
- Re-Route GVG through Letchworth State Park. Bridge Length: 440 Feet
- Continuation of Project L01 above to ex. GVG at Main Street. Construct bridge landing on south side of Genesee River; build trailhead; road crossing and connection.
- Stonedust surface
- Comprehensive Access Plan

*High Impact Project
** Included under GVG 3
### Executive Summary

**Map 4: Allegany County**

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

#### Recommendations

- **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** - Rossburg 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 Rossburg
- **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**
EXEClVE SUMMARY

MAP 5: CATTARAUGUS COUNTY

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

Cattaraugus County

GVG Route Info
- GVG Trail
- On-Road Detour
- Closed Route
- State Park Land

Other Multi-Use Trails (Source: GTC)
- 1-86 Multi-Use Trail
- Southern Tier Trail Connection

Recommendations
- (w/icon) High Impact Project
- Conrail Corridor
- Property Acquisition
- Trailhead

C1* Trail construction within 1-86 ROW. Cuba to Hinsdale and then south to Olean.

C2 Property acquisition and trail connection

C2 ALT Old Road 16 or Congress Road improvements

*High Impact Project
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
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.
REGIONAL CONNECTIONS

Today, Genesee Valley Greenway State Park is part of a western New York trail network that will link Rochester, Buffalo, Cuba, Letchworth State Park, Allegany State Park, and Niagara Falls via an expansive regional multi-use trail system. The Western New York trails system will be a link connecting New York State to a growing network in the US and Canada. As this trail system develops, there is potential to connect to Pennsylvania through Allegany State Park or into central Pennsylvania via the proposed Triple Divide Trail and eventually link to the coast-to-coast Great American Rail-Trail.

In Rochester, linked via the Genesee Riverway Trail, the Greenway trail system connects to the Empire State Trail and the Erie Canalway Trail. A short gap along the Genesee Riverway Trail could be completed by linking the GVG to the shores of Lake Ontario via the NYS Seaway Trail, the Irondequoit Lakeside Trail, and the El Camino Trail. South of Rochester the GVG connects to the Lehigh Valley Trail, the Erie-Attica Trail, the Finger Lakes Trail, and further development would provide connection to the WAG Trail, the Pat McGee Trail, and the Groveland Secondary Trail. Other connections are listed in Section 1.2.

See previous page for a map of regional connections.
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.

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

Monroe County

GVG Route Info
- GVG Trail
- On-Road Detour
- Closed Route

Other Multi-Use Trails (Source: GTC)
- Existing Adjacent Trail
- Planned Adjacent Trail

X Mi GVG Milemarker

State Park Land

GVG Route Info

On-Road Detour

Closed Route

Monroe County

Livingston County

Mendon Ponds County Park

Cedar Springs State Fish Hatchery

Oatka Creek County Park

Village of Scottsville

Livingston County

Monroe County

Livingston County

Village of Avon

Village of Rush

Erie Canalway Trail / Empire State Trail

GVG Route Info

On-Road Detour

Closed Route

Other Multi-Use Trails (Source: GTC)

Existent Adjacent Trail

Planned Adjacent Trail

X Mi GVG Milemarker

State Park Land

0 0.75 1.5 3 Miles
EXISTING CONDITIONS

The 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.
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 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.

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).

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

- 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: Cuylerville 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: Cuylerville 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.
EXISTING CONDITIONS

Wyoming County

GVG Trail
On-Road Detour
Closed Route
X Mi GVG Milemarker
State Park Land

0 0.5 1 2 Miles

FISHING ACCESS

WYOMING COUNTY
ALLEGANY COUNTY

PORTAGEVILLE

WYOMING COUNTY
LIVINGSTON COUNTY

LETCHWORTH STATE PARK

MUDVILLE STATE WILDLIFE MANAGEMENT AREA

PORTAGEVILLE

WILDLIFE MANAGEMENT

GVG Route Info
Other Multi-Use Trails (Source: GTC)

Exisiting Adjacent Trail
Planned Adjacent Trail

GVG Milemarker
State Park Land

19A 436 70
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.

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

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.
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 Keshauka 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.
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.
### TABLE 1: PRIORITIZATION PROCESS

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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.
MAP 1: MONROE COUNTY

Monroe County

GVG Route Info
- GVG Trail
- On-Road Detour
- Closed Route
- State Park Land

Other Multi-Use Trails (Source: GTC)
- Existing Adjacent Trail
- Planned Adjacent Trail

Recommendations
- (w/icon) High Impact Project
- Project Site
- Intersection Improvements
- Crosswalk Improvements
- Trail Access
- Bridge
- Wayfinding
- Trailhead
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

Livingston County

GVG Route Info
- GVG Trail
- On-Road Detour
- Closed Route
- State Park Land

Other Multi-Use Trails (Source: GTC)
- Existing Adjacent Trail
- Planned Adjacent Trail

Recommendations
- (w/icon) High Impact Project
- Project Site
- Intersection Improvements
- Crosswalk Improvements
- Trail Access
- Bridge
- Historic Site
- Real-Estate/Encroachment
- Park Access
- Wayfinding
- Trailhead

State Park Land

Livingston County

GVG Route Info
- GVG Trail
- On-Road Detour
- Closed Route
- State Park Land

Other Multi-Use Trails (Source: GTC)
- Existing Adjacent Trail
- Planned Adjacent Trail

Recommendations
- (w/icon) High Impact Project
- Project Site
- Intersection Improvements
- Crosswalk Improvements
- Trail Access
- Bridge
- Historic Site
- Real-Estate/Encroachment
- Park Access
- Wayfinding
- Trailhead

State Park Land
Conceptual Canawaugus Park Gateway in Scottsville provides parking for vehicles and trailers, and also offers improved trail access and amenities to trail users.
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.
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.
**MAP 3: WYOMING COUNTY**

- **Recommendations**
  - (w/icon) High Impact Project
  - Project Site
  - Intersection Improvements
  - Crosswalk Improvements
  - Trail Access
  - Bridge
  - Wayfinding
  - Trailhead

- **Other Multi-Use Trails (Source: GTC)**
  - Existing Adjacent Trail
  - Planned Adjacent Trail

- **GVG Route Info**
  - GVG Trail
  - On-Road Detour
  - Closed Route
  - GVG Milemarker
  - State Park Land

- **MAP 3: WYOMING COUNTY**

- **Recommendations**
  - (w/icon) High Impact Project
  - Project Site
  - Intersection Improvements
  - Crosswalk Improvements
  - Trail Access
  - Bridge
  - Wayfinding
  - Trailhead

- **Other Multi-Use Trails (Source: GTC)**
  - Existing Adjacent Trail
  - Planned Adjacent Trail

- **GVG Route Info**
  - GVG Trail
  - On-Road Detour
  - Closed Route
  - GVG Milemarker
  - State Park Land
ALEGANY 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 Rossburg, 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.
MAP 4: ALLEGANY COUNTY
• **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.
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.
HIGH IMPACT PROJECTS
OVERVIEW
Following the intial 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
HIGH IMPACT PROJECTS

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.
**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 unaccessible, 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.
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 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).
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.
Empire State Trail precedent gateway examples
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 fee 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.
Project area for projects M1, M2, and M3.
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.
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.
HIGH IMPACT PROJECTS

- 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.
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
High Impact Projects

MT. MORRIS ROAD TRAILHEAD
MT. MORRIS, NY
Issue Date: 2/26/2021
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.
**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
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
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.
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 Filmore, NY

Proposed concept for a pedestrian bridge over Wiscoy Creek in Rossburg, NY
C1: Trail Connection from Cuba to Hinsdale and Olean via 1-86 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
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.
WAYFINDING/PR/DIGITAL PRESENCE
8 RESPONDENTS

Some stakeholders regarded Genesee Valley Greenway State Park as “the best kept secret” in western New York. This could be improved by more robust wayfinding and trail signage.

• One stakeholder expressed that otherwise well-informed locals in the Chili and Wheatland area had no idea that the Greenway existed.

• One respondent noted that the trail intersection with the Lehigh Valley RT was poorly marked and that he missed the Greenway altogether when he was riding the Lehigh.

• An example of a Canadian rail trail was shared which featured an overpass with a branded sign to advertise the trail to motorists passing below.

• Mile markers should be continued south in the same fashion as the segment from Chili to Mount Morris.

• Distance measurements to nearby towns and destinations would be beneficial.

• Identification of the trail where it crossed roadways would be helpful.

• Improved blazing for on-road sections and detours.

• When trailheads/access points are listed on a map or a webpage, Lat/Long coordinates should be included so that visitors can enter them into GPS guides.

• Downloadable digital maps.

• Improved wayfinding, directing people to trailheads and access points from town, villages, highway exits, and other points.

Genesee Valley Greenway State Park wayfinding at Mt. Morris, NY.
PUBLIC INPUT SESSIONS

FEBRUARY 7TH, 2020 PUBLIC MEETING

The meeting took place in the Village of Cuba at the Circulating Library. The event was intended to offer an opportunity for the public to provide input on a set of maps in a conversational and open discussion format. Participants were encouraged to identify locations along the GVG where they felt improvements should be made.

FEBRUARY 8TH, 2020 PUBLIC MEETING

The event took place at the Mt. Morris High School. The meeting was set up as a presentation-style event with an opportunity for the public to provide input on where and how they felt the GVG could best be improved.

This image shows an excerpt of the public comment map for the area near Mt. Morris and Groveland.
PUBLIC INPUT

GENERAL PUBLIC INPUT SESSION COMMENTS

TRAIL SURFACE
Many trail users were concerned with the current condition of the trail surface and would like to see something more accessible, such as stone dust (potentially using asphalt in higher use areas).

PARKING
Attendees noted that there was a lack of parking and appropriate signage to find existing lots.

BATHROOMS/FACILITIES
Bathrooms were noted to be non-existent on the trail except at Genesee Valley Park or in local towns and villages.

CONNECTIVITY
Local residents want to see more trail connections to their towns, thus creating “Trail Towns” that are hiker and bike-friendly. In Cuba and Hinsdale, the emphasis is simply on developing Genesee Valley Greenway State Park.

CLEAN UP
People noted that they often pick up trash voluntarily while they’re using the trail and recommend that there be more trash cans placed intermittently.

Public comments focusing on access north of Cuba
MAINTENANCE AND ROOTS
Cyclists were particularly concerned with the substantial roots, holes, and woodchuck damage along the trail and would like them to be mitigated to ensure a smoother ride.

WAYFINDING/SIGNAGE (TRAIL TO TOWNS)
A large majority of the attendees noted that there needs to be a more robust signage plan along the trail directing users to adjacent villages and towns.

WAYFINDING/SIGNAGE (TOWNS TO TRAILS)
There is a lack of and need for improved signage directing people to the trail and access points from nearby communities and population centers. Community members also noted the importance of identifying the trails at road crossings.

OTHER
• Some users noted that lighting would be beneficial along the trail to limit loitering in the evening hours and improve safety (particularly in Mt. Morris).
• Route Construction / Bridges: Attendees recommended the construction of new bridges to close gaps and connect disjointed sections of the trail. The Portageville Bridge was highlighted as the most important.
• I-86 poses a challenge for connecting Cuba to points north.
• I-86 right-of-way could provide an opportunity for a route to connect Cuba to Hinsdale.
• Access Challenges and Improvements: Trail users noted that there are access points along the trail that aren’t signed properly to encourage use. The access points that were discussed would benefit from a more robust plan designating them as trailheads with appropriate amenities.
• The web-based Genesee Valley Greenway State Park maps and wayfinding tools should include lat./long. coordinates so that people can use their GPS to lead them to trailheads/access points.
• Route 305 is dangerous for trail users.
• The yellow gates aren’t appealing nor do they conform to current multi-use trail design standards.
• Re-visit the option of re-opening the closed area near Dudley.
• The railroad right-of-way between Hinsdale and Cuba is wet and would be a difficult connection.
• An off-road connection from Route 305 to the high school exists adjacent to Oil Creek but it is overgrown, wet, and flooded by adjacent beaver activity.
• Because of prevailing westerly wind and intermittent breaks in the vegetation, snow drifts form and cause a “washboard effect” for snowmobiling.
The project team produced an online interactive map to encourage public input from February through the end of March 2020. In total, the map received approximately 200 comments, in addition to “likes” and additional comments which totaled approximately 400 responses from the public.

The comments were organized into the following categories:

- ADA Accessibility
- Barrier to Biking
- Better Wayfinding
- Bike/Ped Connection Along Cross-Street
- Construction
- Destinations
- Improved Parking
- Needs Bridge
- Non-Compliant Landowner
- Overgrown Trail
- Trail Surface Improvement Needed
- Unsafe Road Condition

Each comment was then categorized further into four groups and uploaded into a Google MyMap for viewing by the NYS Parks Regional Steering Committee. The groups are as follows:

**DESTINATIONS / CONNECTIONS**
- Destinations
- Bike / Ped Connection Along Cross Street

**IMPROVEMENTS NEEDED**
- ADA Accessibility
- Barrier to Biking
- Construction
- Improved Parking
- Overgrown Trail
- Trail Surface Improvement Needed
- Unsafe Road Condition

**WAYFINDING**
- Better Wayfinding

Generally, many of the “Better Wayfinding” comments were noted at the northern terminus of Genesee Valley Greenway State Park near the Genesee Valley Park and the on-road detour on Scottsville Road and Rt. 252 (also the location that staff at the Genesee Valley Land trust and Friends of the Greenway have noted). Commenters also noted that they would like to see mile-markers and directions to Village/Town business centers when applicable along the trail.

Over 50 of the comments were for “Improvements Needed” along the route and more explicitly many were in favor of resurfacing the trail for ease of cycling through thick, grassy sections. Second to trail conditions were concerns about “Unsafe Road Conditions” related to on-road detours. Nearly a quarter of “Improvements Needed” comments
recommended opening sections of closed trail to avoid dangerous, long stretches of on-road segments, or at the very least signing them adequately to ensure ease of finding the next “open trail” section.

Comments related to “Destinations” were the most common, with about 106 comments dispersed along the entire trail relatively evenly. Typically, the comments involved adding interpretive signage to destinations such as historical sites and village/town centers, and connecting GVG to sites and adjacent trails that have scenic views.

Lastly, “Barriers” were noted along the mid-section of the trail along long segments of on-road detours. These were typically seen near the southern end of Letchworth State Park, northern Fillmore (location of a 5.5-mile on-road detour), and minor places where there are non-compliant landowners. Barriers are shown on Genesee Valley Greenway State Park Existing Conditions maps.

A detailed account of the comments is included in the following pages.
Project web map
ADA ACCESSIBILITY
6 respondents

In general, respondents who noted ADA concerns stated that many of the rail crossings were not compliant considering the steep slopes that lead to the at-grade intersections. Community members recommended design improvements where necessary.

BARRIER TO BIKING
3 respondents

Three respondents were concerned with the closed route through the southern end of Letchworth State Park and mentioned that if this section were to be reconstructed and opened it would create “one of the most scenic stretches of the greenway.”

BETTER WAYFINDING
26 respondents

Typically, respondents were concerned with proper signage at trail intersections, stating that appropriate signage is necessary to ensure that vehicles are aware of pedestrian/cyclist crossings. Additionally, adding wayfinding signage that lists nearby amenities and village/town centers was recommended by many respondents. Basic trailblazing along the existing route as well as wayfinding signage along detour routes were deemed important. Additional remarks on wayfinding are noted under the “Destinations” heading.

BIKE/PED CONNECTION ALONG CROSS-STREETS TO NEARBY DESTINATIONS
15 respondents

Many respondents called out the lack of safety at street crossings along the trail. The crossing at Ballantyne Road as well as the at-grade rail crossing at the CSX crossing were noted as “unsafe”. Sight distance and high speeds were rated as the major issues associated with the safety of many intersections. One respondent noted that a future link to the RIT campus would be in the interest of trail users as well. Other connections are listed under other headings including “Construction” and “Destinations.”

CONSTRUCTION
7 respondents

Three community members stated that they would like to see some type of screening or landscape buffer along the trail segment at the site of a new solar farm west of Avon. Aside from the solar farm concerns, other users said they would like to see direct linkages to Scottsville Plaza and a connection from Hinsdale to Cuba and even further to Olean.
DESTINATIONS
98 respondents
The “Destinations” designation was by far the most used topic for discussion. A few respondents posed the question of using the I-86 corridor to build a trail connecting Hinsdale to Cuba in the future, similar to the Susquehanna Bikeway in Pennsylvania. Other respondents noted that better wayfinding signage would help trail users get to nearby towns and historic locations while also allowing them to connect to other existing trails for longer hikes and rides.

NEEDS BRIDGE
9 respondents
Bridges are perhaps one of the more costly aspects of a trail; however, respondents noted that bridges are paramount for eventually connecting the entire off-road trail. One respondent noted that a bridge, or boardwalk, would be a great addition to connect the trail to Canal Street in Scottsville. Others stated that they would like to see bridges at many of the locations where the trail is forced onto an on-road detour, considering the trail would be safer for all user types if it were completely off-road.

IMPROVED PARKING
10 respondents
Respondents marked multiple locations along the trail for parking improvements and the addition of parking lots where they currently do not exist. Respondents noted that signage and designation was an issue with many parking areas, considering they are not accurately labeled. Some notable spots in need of parking or parking improvements are Route 36 near Groveland Correctional Facility, Yard of ale, York Landing Road, Fowlerville Road, and Canawaugus Park. Community members recommended potentially using the Scottsville Park and Ride lot for trail parking on the weekends.

NON-COMPLIANT LANDOWNER
5 respondents
A few people noted sections of the trail that are closed or hindered due to private property issues or non-compliant land owners. These points of interest will be considered on a case-by-case basis.

OVERGROWN TRAIL
2 respondents
Respondents noted that some sections of the trail feel “isolated” and while not necessarily overgrown, they would like to see better lighting and signage that could potentially improve the trail experience.
TRAIL SURFACE IMPROVEMENT NEED

28 respondents

Some respondents commented that they would like to see the trail improved near Ballantyne Road where there is currently an on-road detour, or they would like to see improvements to the sidewalk along the on-road route in the event that a trail cannot be constructed at that section. Many others noted that they would like to see the surface of the trail improved where the thickness of the grass deters cyclists.

UNSAFE ON-ROAD CONDITION

12 respondents

As noted in some of the other comment concerns, many respondents stated that they believe Ballantyne Road is an unsafe section of the trail due to the high traffic volumes and inadequate on-road biking and pedestrian facilities. Many of the other comments related to unsafe on-road conditions were at the southern end of the trail where many of the on-road detours are located. Most respondents stated that they would like to see the trail designed completely off-road rather than installing on-road facilities.

FINAL PUBLIC MEETING

The proposed High Impact Projects were presented to the community during a final public meeting held in August 2020. Following the meeting, Friends of Genesee Valley Greenway State Park submitted a letter with detailed comments on the proposed projects, including requests for additional detail on strategies for implementation. The comments were incorporated into the final draft of the Action Plan.
APPENDIX B

CROSSWALK EVALUATIONS
CROSSWALK INVENTORY

The project team identified each intersection where Genesee Valley Greenway State Park crosses a road and evaluated the potential improvements and treatments necessary. Throughout the evaluation, the project team referred to any public comments that were also applicable to the study. For example, many respondents stated that the crosswalk at the Ballantyne intersection was inherently dangerous due to high traffic volumes and vehicle speed and needed to be properly marked.

Three different treatment options are recommended:

**RECTANGULAR RAPID FLASH BEACON (RRFB)**

These are the most robust treatment options discussed. An RRFB can enhance safety at intersections by reducing crashes between pedestrians and vehicles at unsignalized intersections and mid-block pedestrian crossings. RRFBs are particularly effective at multi-lane crossings with speed limits less than 40 MPH and an AADT count below 15,000. They are operated by a user-actuated LED light that supplements warning signs at the location. RRFBs can be activated by pedestrians manually pushing a button or passively by a detection system. They use an irregular flash pattern that only illuminates when pedestrians are crossing and can be installed on either two-lane or multi-lane roadways.

**RAISED CROSSWALK**

These crosswalks are ramped speed tables that span the entire width of the roadway and allow users to cross at-grade with the sidewalk. Typically, they increase the visibility of pedestrians crossing a street for vehicle users. They are generally installed on two- to three-lane roads where the speed is 30 MPH or less and the AADT count is below 9,000.

**CROSSWALK**

A crosswalk is simply a marked location that is designed for pedestrians to cross a roadway. They are often accompanied by high-visibility pedestrian signage at the crosswalk location, as well as advanced signage typically 50 feet ahead of the crosswalk on either side.

**RECOMMENDATIONS**

Each treatment option should be appropriately signed with the designated regulatory signage where they apply. Advanced warning signage (i.e., “Pedestrian Crossing Ahead”) should be installed at high-speed locations as well as those with limited sight distance to a crosswalk.

The following tables identify a preliminary list of potential locations for these types of improvements. As part of the overall wayfinding package, the project team also suggests the installation of an 18-inch square GVG sign with a two-sided / bi-directional arrow at each crosswalk. These signs alert drivers that they are crossing Genesee Valley Greenway State Park.
Annual Average Daily Traffic (AADT) data was only recorded at high volume locations and sight distances were only recorded at limited sight distance locations. It is also recommended that any existing crosswalk not meeting standards should be redesigned to cross the road as close to 90 degrees as possible, thus limiting the amount of time pedestrians and cyclists are on roadways.

<table>
<thead>
<tr>
<th>INTERSECTION TYPE</th>
<th>NUMBER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
</table>
| Existing Crosswalk             | 12     | At some existing locations, a different treatment is recommended.  
| Sufficient Existing Crosswalk  | 6      | No adjustment required.  
| Proposed RRFB                  | 21     | Locations where Alta recommends RRFBs. If RRFBs cannot be installed, Alta recommends a crosswalk OR raised crosswalk (these crosswalks are NOT included in the 1 raised crosswalk or 32 crosswalks recommended below)  
| Proposed Raised Crosswalk      | 1      | Locations where Alta recommends raised crosswalks. If raised crosswalks cannot be installed, Alta recommends a crosswalk (these crosswalks are NOT included in the 32 crosswalks recommended below)  
| Proposed crosswalk             | 33     | Locations where Alta recommends the installation of a crosswalk (currently no crosswalk at these locations)  
| DOT Maintained Road Crossings   | 28     | Potential opportunity for DOT to add/update crosswalks on DOT maintained roads  
<p>| TOTAL INTERSECTIONS            | 61     |                                                                                                                                              |</p>
<table>
<thead>
<tr>
<th>#</th>
<th>ROAD</th>
<th>DOT-MAINTAINED</th>
<th>AADT ACTUAL</th>
<th>SIGHT DISTANCE</th>
<th>TREATMENT RECOMMENDATIONS (PREFERRED</th>
<th>ALTERNATE)</th>
<th>OTHER NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Scottsville Rd/ Paul St</td>
<td>Y</td>
<td></td>
<td>5</td>
<td>Raised crosswalk at intersection</td>
<td>Re-striping of existing crosswalk</td>
<td>Recommend keeping the crosswalk at this intersection rather than installing another one 230 ft. south at trail crossing</td>
</tr>
<tr>
<td>2</td>
<td>commercial driveway</td>
<td></td>
<td></td>
<td>2</td>
<td>Crosswalk</td>
<td>Signage</td>
<td>Crosswalk is preferable, signage at the least (similar to EST in NP along Rt. 299.)</td>
</tr>
<tr>
<td>3</td>
<td>Ballantyne Rd</td>
<td>Y</td>
<td>12383</td>
<td>2</td>
<td>RRFB</td>
<td>Existing X-Walk</td>
<td>Recommend adding an RRFB</td>
</tr>
<tr>
<td>4</td>
<td>Brook Rd</td>
<td></td>
<td></td>
<td>2</td>
<td>Existing crosswalk</td>
<td>Existing crosswalk is sufficient</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Morgan Rd</td>
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</tr>
<tr>
<td>6</td>
<td>Scottsville Rd</td>
<td>y</td>
<td>5521</td>
<td>2</td>
<td>RRFB</td>
<td>Crosswalk</td>
<td>Road is recently paved, might already have crosswalk</td>
</tr>
<tr>
<td>7</td>
<td>Scottsville - W. Henrietta Rd</td>
<td>Y</td>
<td>5901</td>
<td>bad/good</td>
<td>RRFB</td>
<td>Crosswalk</td>
<td>Crossing is located at a slight bend in the road, might cause limited sight distance</td>
</tr>
<tr>
<td>8</td>
<td>Quaker Rd</td>
<td>Y</td>
<td></td>
<td>2</td>
<td>Crosswalk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Caledonia Acon Rd</td>
<td>y</td>
<td>3322</td>
<td>2</td>
<td>RRFB</td>
<td>Existing X-Walk</td>
<td>Add advisory signage 50-100 ft. ahead, Skewed - redesign closer to 90 degrees</td>
</tr>
<tr>
<td>10</td>
<td>Telephone Rd</td>
<td>Y</td>
<td></td>
<td>2</td>
<td>Crosswalk</td>
<td>Signage exists</td>
<td>No marked crosswalk at this location - only signage</td>
</tr>
<tr>
<td>11</td>
<td>Fowlerville rd</td>
<td>y</td>
<td></td>
<td>2</td>
<td>Crosswalk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Genesee St</td>
<td>Y</td>
<td></td>
<td>2</td>
<td>Crosswalk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Chandler Rd</td>
<td></td>
<td></td>
<td>2</td>
<td>Crosswalk</td>
<td>Signage</td>
<td>This is not a highly traveled, high speed road. Signage is sufficient</td>
</tr>
<tr>
<td>14</td>
<td>Cuylerville Rd</td>
<td>Y</td>
<td>4903</td>
<td>Bad</td>
<td>RRFB</td>
<td>Crosswalk</td>
<td>Main street with high volume, low speed and blind turn</td>
</tr>
<tr>
<td>14.1</td>
<td>Jones BRidge Rd</td>
<td></td>
<td></td>
<td>2</td>
<td>Crosswalk</td>
<td></td>
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<td>15</td>
<td>Perry Rd</td>
<td></td>
<td></td>
<td>2</td>
<td>Crosswalk</td>
<td>Signage</td>
<td>Low volume, low speed road. Signage is sufficient</td>
</tr>
<tr>
<td>16</td>
<td>Mt. Morris Rd</td>
<td>Y</td>
<td>8048</td>
<td>2</td>
<td>RRFB</td>
<td>Existing Crosswalk</td>
<td>Needs additional advisory signage</td>
</tr>
<tr>
<td>17</td>
<td>Sickles St</td>
<td></td>
<td>Bad</td>
<td>2</td>
<td>Existing crosswalk</td>
<td>Existing crosswalk is sufficient</td>
<td></td>
</tr>
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<td>18</td>
<td>Main St</td>
<td>Y</td>
<td>5543</td>
<td>2</td>
<td>RRFB</td>
<td>Existing Crosswalk</td>
<td>Add advisory signage</td>
</tr>
<tr>
<td>#</td>
<td>ROAD</td>
<td>DOT-MAINTAINED</td>
<td>AADT ACTUAL</td>
<td>SIGHT DISTANCE</td>
<td># OF LANES</td>
<td>TREATMENT RECOMMENDATIONS (PREFERRED</td>
<td>ALTERNATE)</td>
</tr>
<tr>
<td>----</td>
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<td>-----------------------------------------------</td>
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<tr>
<td>19</td>
<td>E State St</td>
<td>Y</td>
<td>5247</td>
<td>4</td>
<td>4</td>
<td>RRFB</td>
<td>Raised crosswalk</td>
</tr>
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<td>20</td>
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<td></td>
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<td>Connor Ave</td>
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<td></td>
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<td>2</td>
<td>Existing Crosswalk</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Sonyea Rd</td>
<td>Y</td>
<td>5247</td>
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<td>2</td>
<td>RRFB</td>
<td>Crosswalk</td>
</tr>
<tr>
<td>23</td>
<td>Sonyea Rd</td>
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<td>5247</td>
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<td>2</td>
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<td>Crosswalk</td>
</tr>
<tr>
<td>24</td>
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<td>Signage</td>
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<td>Dudley Rd</td>
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<td>Pentagass Rd</td>
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<td>Signage</td>
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<td>29</td>
<td>Mt. Morris Nunda Rd / NY 408</td>
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<td>Crosswalk</td>
</tr>
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<td>Picket Line Rd</td>
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<td>Existing Crosswalk</td>
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<td>Oakland Rd</td>
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<td>Signage</td>
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<td>Signage</td>
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<td>Portage Rd</td>
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<td>37</td>
<td>Minard Rd</td>
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<tr>
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<td>Bailey Rd</td>
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<td>W River Rd</td>
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<td>Crosswalk</td>
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</tr>
<tr>
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<td>Wayne Rd</td>
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<tr>
<td>#</td>
<td>ROAD</td>
<td>DOT-MAINTAINED</td>
<td>AADT ACTUAL</td>
<td>SIGHT DISTANCE</td>
<td>TREATMENT RECOMMENDATIONS (PREFERRED</td>
<td>ALTERNATE)</td>
<td>OTHER NOTES</td>
</tr>
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<tr>
<td>41</td>
<td>Rt. 19A</td>
<td>Y</td>
<td>1392</td>
<td>2</td>
<td>RRFB</td>
<td>Crosswalk</td>
<td>The closed trail ends here and follows an on-road detour</td>
</tr>
<tr>
<td>42</td>
<td>Rt. 19A</td>
<td>Y</td>
<td>1392</td>
<td>2</td>
<td>RRFB</td>
<td>Crosswalk</td>
<td>Detour continues</td>
</tr>
<tr>
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<td>Emerald St</td>
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<td>RRFB</td>
<td>Crosswalk</td>
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<td>Genesee St</td>
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<td>Existing crosswalk is sufficient</td>
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<tr>
<td>59</td>
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<td></td>
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APPENDIX C

COMPREHENSIVE ACCESS PLAN FEATURES AND TRAIL AMENITIES
PROPOSED COMPREHENSIVE ACCESS PLAN DESIGN CONSIDERATIONS AND AMENITIES REVIEW

The Action Plan proposes multiple locations along Genesee Valley Greenway State Park that can potentially serve as gateways, trailheads, and access points for trail users. Each of these pieces of the Comprehensive Access Plan are distinguished by a set of characteristics such as the number of parking spaces, overall size, community visibility, and the amount and types of amenities (e.g., seating). Within this Appendix, each access type is defined, identifying the key features for each location type. Additional guidance for the selection and design of the features and furnishings within the park is provided. Future access will be given ADA accessibility considerations, promoting universal access to the GVG.

GATEWAYS

The GVG is proposing construction of gateways along the length of the trail. Each proposed location provides adequate parking, is community supported, and is a location that is already connected to the social fabric of the community. Gateways are the largest type of access point, requiring the largest investment. These locations can be considered small parks with adjoining parking lots that can accommodate more than ten cars with

Proposed concept for a gateway in Canawaugus Park in Scottsville, NY
designated handicap parking. Consideration should also be given to parking for trailered vehicles, providing access for snowmobiles and equestrian trail users. The plaza-like space is designed with trees or pergolas for shade, benches and picnic tables, and amenities such as bike repair stations and bike racks. Gateways serve as wayfinding and interpretive locations with appropriate signage and kiosks displaying regional maps, local history, and environmental stories of the area and trail. Anticipated cost for each gateway is $150,000 to $300,000.

**RECOMMENDATION**

The Action Plan recommends that gateways are spread out along the trail at intermittent intervals of 25 to 30 miles. Generally, one gateway will be at either end of the trail – in this case in or near Rochester and Cuba. Additional gateways may be located along the trail at town or village centers or other locations, such as at existing parks if the demand and support are available.

**AMENITIES**

- Parking area (minimum of 10 vehicle spaces)
- Large plaza (greater than 700 SF)
- Shade trees
- Benches (minimum of four)
- Picnic tables (at least one)
- Bike repair station
- Bike racks (eight bikes min.)
- Kiosks /wayfinding/interpretation
- Comfort station
- Equestrian access and snowmobile parking
- Potable Water

**TRAILHEADS**

Trailheads provide direct and easy access to Genesee Valley Greenway State Park and offer similar amenities and access as gateways, but occupy much less space and require significantly less investment. Typically, trailhead parking areas have space for four to 12 cars with designated handicap parking and ADA access to the GVG, as well as a selection of benches and picnic tables. Bike amenities generally include bike racks and a bike repair station. Wayfinding maps and information panels may also be included in trailhead designs.

When selecting trailhead sites, variables taken into consideration include the amount of physical space, the number of users in the location, the conditions of the adjacent roads, land ownership and the proximity to other access points, gateways, and trailheads. As with gateways, trailheads benefit from being located within existing parks or public use areas. Trailheads are recommended to be spread out along the trail at regular intervals of three to ten miles. Ideally any town, village, or hamlet that has access to the trail should be provided a trailhead. Additionally, depending on regional demand, it is recommended to install trailheads (or other access features) where there are long stretches of trail with no nearby towns to serve as pit stops and refuge for through-riders.

Anticipated cost for each trailhead is $60,000 to $120,000.

**RECOMMENDATION**

The project team recommends trailhead installations about every three to ten miles along the GVG where space can be allocated,
or more frequently in villages and hamlets that are located close together. A number of existing parking lots adjacent to the trail may serve as locations for proposed trailheads.

AMENITIES
- Parking area (four to 12 spaces)
- Small (500-600 SF)
- Shade trees
- Benches (to accommodate two groups)
- Picnic table (Optional)
- Bike fix-it station
- Bike racks (six bikes)
- Kiosks / wayfinding
Options for potable water, if it is available (comfort station or water bottle filling stations)

ACCESS POINTS
Access points are locations along the trail where trail users can easily enter and exit. These are often at road intersections. Access points may or may not have parking on-site and, if provided, generally can accommodate fewer than four cars. At a minimum, they are equipped with crosswalks, wayfinding signage, and trail crossing signs to alert vehicular traffic. There is no set frequency for these access points but these are best emphasized at roadway crossings where there are nearby residential neighborhoods or destinations.

RECOMMENDATION
It is recommended that all intersections are updated for improved safety with high visibility crosswalks, and trail crossing advisory signage.
Other safety treatments may include raised crosswalks and signals depending on traffic, speed limits, and number of lanes. Additionally, where demand and safety concerns permit, small “pull-off” parking areas may be added for enhanced access.

**AMENITIES**
- Parking area optional based on space and roadway safety (up to four)
- Wayfinding
- Improved trail crossings at road intersections for trail user safety
- Optional bench or bike racks as the location and demand indicates need

**PARKING AREAS**

Parking areas are existing designated lots where trail users can park their cars. Generally, there are no amenities at these sites.

**RECOMMENDATION**

It is recommended that signage and wayfinding installation at existing GVG parking areas, as well as signage directing people to parking locations from more major roads if they are remote.
**REST STOPS**

Rest stops are locations along the trail that are ideal locations to take a break, such as a long stretch between access points or a scenic overlook. These features have been introduced with the 2020 resurfacing project and are expected to be part of all future trail improvement plans.

**RECOMMENDATION**

It is recommended that these locations are equipped with at least one picnic table or bench and historic interpretation where appropriate.

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**TRAIL INTERSECTIONS**

Any location where a regional trail intersects Genesee Valley Greenway State Park. Examples of these trails include the Finger Lakes Trail, the Lehigh Valley Trail, and the Letchworth State Park Trails.

**RECOMMENDATION**

It is recommended that these locations be equipped with benches, shade and wayfinding.
SAFETY MANAGEMENT

Gates, bollards and fencing are physical barriers designed to restrict motor vehicle access to the trail and guide pedestrian access along the trail. Sometimes physical barriers are still ineffective at preventing access, and can create obstacles to legitimate trail users. Design alternatives should be considered that use signage, landscaping, and more natural access control to reduce the likelihood of motor vehicle access where appropriate.

TRAIL GATES

CURRENT CONDITIONS

Iconic yellow trail gates are currently used at all entry points and road crossings of the Genesee Valley Greenway State Park. They discourage vehicles from entering the trail while still allowing pedestrian, bicycle, equestrian and snowmobile access to the trail.

GUIDANCE

• As per the Management Plan for the GVG, intersecting road names should be painted on the approaches of each gate to orient trail users to upcoming roadway crossings.
Use painted stencils or laminated signs mounted to both sides of the gate.

Gates should be maintained at all current locations and installed in new locations as per the Management Plan for the GVG.

Gates should include weep holes to allow drainage and eliminate/reduce rust and corrosion. Amend current detail to include weep holes.

GUIDERAILS

CURRENT CONDITIONS

Most parking areas are defined by large boulder bollards. Boulder bollards are cost effective, durable, and vandal resistant. However, as a standard for parking area definition, there are other more practical and attractive solutions.

GUIDANCE

Timber guiderails use simple construction and are effective in reinforcing GVG territory.

Timber guiderail fencing, vegetative buffers, and old canal stones are recommended to delineate parking areas and limit or control pedestrian access.

Timber materials should be limited to visible “front-country” applications to prevent vandalism and arson in remote areas.

A timber guide rail uses a strong horizontal beam (minimum two inch wide x ten inch deep) and stout eight-inch by eight-inch pressure treated posts spaced every six to eight feet. This is a standard detail within state parks and may be easily adopted as a delineator that defines the extent of a parking area, parking area approaches, and other linear applications.
BOLLARDS

CURRENT CONDITIONS
With the exception of the boulder bollards, there are currently no standard bollards used in the GVG.

GUIDANCE
It is recommended that the GVG select a standard vandal-resistant bollard that can be used to control vehicle access at locations of pedestrian congregation, such as gateways or trailhead plazas. A durable simple concrete obelisk bollard is recommended, such as:

CAST CONCRETE OBELISK BOLLARD

- Product: Obelisk Design Concrete Bollard - ITEM TF6035, By L.K. Goodwin Co., or equivalent
- Finish: Acid Wash, Color: Buff
- Setting: Grout Set (A) or Steel Pin (B) depending on Application

www.lkgoodwin.com/more_info/obelisk_design_concrete_bollard_tf6035/obelisk_design_concrete_bollard_tf6035.shtml
FENCING

Fencing is important in locations where the trail is adjacent to steep grades, private property, and along railroad crossings to create a barrier for pedestrian access or provide fall protection.

CURRENT CONDITIONS

The Genesee Valley Greenway State Park would like to reduce the use and dependence on split rail fencing along the trail. Although there is a place for split rail in limited applications, it is susceptible to vandalism and is not durable, presenting maintenance concerns. There are two types of fencing types that could be considered along the trail as alternatives to split rail. One acceptable alternative is a fence type developed at Duggan Creek. This fence consists of timber posts with two horizontal timber rails fixed to the face of the posts.

The other fencing type is a custom steel rail fence with a wood posts that is being proposed for the I-90 underpass in the current resurfacing project being used at Paul Road. If fencing is provided for fall protection along the trail, fill and proper grading could increase the shoulder to five feet to eliminate the fencing. (All future trails should be designed to minimize the need for safety fencing.)

GUIDANCE

• Fencing should be at least 42 inches above the finished grade, and up to 48 inches where more hazardous conditions exist, such as a bridge over a highway.
BRIDGE AND OVERLOOK RAILINGS

Railings are important features on bridges, some boardwalks, or in areas where there may be a hazardous drop-off or incompatible adjacent land uses.

CURRENT CONDITIONS

Most bridges and overlooks in the GVG include railings that use timber materials. A recent installation at the new Duggan Creek Rest Stop is an example of a railing that has created an unintended consequence. The railing exceeds height minimums while impeding views. Because visitors cannot see over the top rail, many step up onto the bottom rail to take in the views. This creates unnecessary wear on the railing and is a potential hazard. Bridge railing should not be used for climbing and the design should limit the possibility of stepping up or climbing.

GUIDANCE

- On bridges and overlooks, railings should be designed to meet all applicable codes and regulations.
- Railing heights on bridges and overlooks should be a minimum of 42 inches tall. Also a four-inch sphere must not pass through the lower 34 inches of the rail system and an eight-inch sphere must not pass through the upper part of the rail system, from 34 to 42 inches. Consider site context and surrounding viewsheds when setting heights for railings.
- The middle railing functions as a ‘rub rail’ for bicyclists and should be located 33 to 36 inches above the finished grade.
- Consider angling the top rails toward the decking so they slant at approximately 20 degrees, especially in areas at or near water features. This prevents a platform for water bottles and also helps shed water.

The overlook at Duggan Creek Rest Stop.
SITE FURNISHINGS

SEATING

Seating along the GVG provides a place for users to rest, congregate, contemplate, or enjoy nature and interpretive elements. Benches should be durable, low maintenance, and attractive. Picnic tables provide places for trail users to congregate for meals or to relax.

CURRENT CONDITIONS

Picnic Tables

There are currently two picnic table types in use along the Genesee Valley Greenway. The standard option is constructed of 2-inch-diameter tubular galvanized steel with timber benching and table bolted to the steel frame. This picnic table is purchased through a state contract and varies in size based on the site. In the future, all picnic tables should utilize black powder coated frames. The other option is made from custom cut rock and rough hewn.

Standard Picnic Table

Specifications

• Product: Jamestown Advanced Products Heavy Duty Picnic Table; various lengths
• Finish: 2-inch-diameter black coat powder frame with treated pine lumber
• Setting: Portable

Stone Picnic Table

Salvaged canal stone from a former Genesee Valley Canal structure, re-used as table and bench seating wood (as installed at Lock 2).

Benches

There are a number of existing benches along the trail, many of which are in need of replacement. While there can be more than one option for benches, a consistent typology should be used for new bench locations or where replacement is needed.

GUIDANCE

• Locate benches and other site furniture a minimum of three feet from the edge of the trail.
• Locate benches along the trail where appropriate, or where there is a demand by users. Seating at least every mile is the goal. Seating within a half mile of trailheads is recommended.
• Provide benches and picnic tables in areas that provide interesting views, are close to an interpretive element, and offer shade or shelter from seasonal winds.
• Drainage should slope away from the bench and the trail.
• Locate benches a minimum of four feet from restrooms and drinking fountains and a minimum of two feet from trash and recycling receptacles, lighting poles, and sign posts.
• Wheelchair access should be possible at some picnic tables and alongside benches. Provide access with a hardened surface such as concrete or asphalt.
• Seating should be securely anchored to the ground. Consider durable materials or native materials such as boulders that are vandalism-resistant.

MATERIALS

Standard Bench

Specifications
• Product: Jamestown Advanced Products Contour Bench; various lengths
• Finish: recycled plastic lumber
• Structure: Black powder coated support with concrete pad mounting

Stone Bench

Salvaged canal stone from a former Genesee Valley Canal structure, re-used as a bench. The bench should be 17 to 19 inches in height from the surrounding grade.

SHADE STRUCTURES

Shade structures should be sensitive to context and designed to integrate with intended function of the site and trail user needs. They should be built of durable, vandal-resistant materials and placed to provide maximum shade to trail users.

GUIDANCE

• The orientation of structures should be considered to provide maximum protection from elements.
• Can be placed in any setting (grass, concrete, or asphalt) with considerations for ADA access to and into the structure.
• Plants may be incorporated into the design of the structures especially where they can provide additional user benefits (vines or greenwall for cooling effect).
• Structures should not impede bicycle and/or pedestrian movement and shall be located adjacent to the trail (not within the travelway).
• Structures should not block viewsheds of historic, natural, or cultural elements.
• Structures should incorporate other amenities, especially benches and picnic tables.
• Timber structures are not recommended. The GVG is considering steel posts with a wooden pergola structure for durability.

MATERIALS

• Product: Custom Designed Per Site
• Finish: Metal or stone bases and columns with a light metal or timber roof
• Concept: Design should reference historic transportation infrastructure
BICYCLE RACKS

Bicycle parking should be placed at gateways, trailheads, near town centers, and where there are multiple amenities or there is demand. Bicycle parking should be as convenient as the majority of automobile parking and should be easily accessible from the trail.

Bicycle parking should be located on a hardscape surface and not be located directly in front of other trail amenities. Ideal rack location should be parallel along the trail approach. Parking should be located no more than 25 feet from ingress/egress and at least five feet from the edge of trail to avoid traffic conflict. Location should be highly visible.

Consideration should be given to avoid emergency ingress/egress, service access, and vehicular conflict areas.

GUIDANCE

• All bicycle parking spaces located at trail access locations, trailheads and gateways must permit the locking of the bicycle frame and one wheel with a U-type lock, support the bicycle in a stable horizontal position without damage to wheels, frame, or components, and provide two points of contact with the bicycle’s frame.

• Bicycle parking facilities shall be securely anchored so they cannot be easily removed and shall be of sufficient strength and design to resist vandalism and theft.

• Bicycle parking should be located on a hardscape surface and not be located directly in front of other trail amenities.

• Consideration should be given to avoid emergency ingress/egress, service access, and vehicular conflict areas.

• At rest areas, where bike parking but not bike locking is an option, custom canal stone bike racks are currently used. These are a creative reuse of existing materials and a great tool for connecting the current trail use to the historic transportation heritage of the corridor.
**Standard Bike Rack**

**Specifications**
- Product: Belson Standard Bollard Bike Rack, Model # PARBC-2-SF-P/ Lexington Green or approved equivalent
- Finish: Powder Coated Black
- Setting: Surface Mount

**Custom Bike Rack**

**Specifications**
- Product: Custom made from salvaged canal stones
- Finish: Rough cut
- Setting: n/a

**WATER STATIONS**

Drinking fountains provide opportunities for users to replenish fluids and potentially extend their trip. When considering the application of a water station, the existence of a safe water source is the primary question that must be answered. Water stations should be selected to provide a bottle filling option and a pet/ dog watering option.

**GUIDANCE**

- Locate drinking fountains at least six feet from trail edge.
- Locate drinking fountains near restrooms, at trailheads, parks and other public gathering places along the trail.
- Standard and accessible fountains should be installed to accommodate all trail users.
- Consider grouping amenities together (seating, bicycle parking, drinking fountains, and bicycle repair stations) at a rest stop or comfort station.
- Drinking fountains should be placed on a well-drained surface (two percent sloped concrete slab).
- Drinking fountains must be ADA compliant.
- All water facilities must be hands-free or touchless
- A lower pet fountain and a bottle filler are required.

**Standard Drinking Fountain**

**Specifications**
- Product: Touchless Bottle Filler Series Model: SE 10155 SMFA & SMSSFA
- Finish: Textured Black
BICYCLE REPAIR STATIONS

Bicycle repair stations are small kiosks designed to offer a complete set of tools for routine bicycle maintenance and can be grouped with other amenities. Typical locations for repair stations are gateways, trailheads, parking lots, the intersection of two trails, and public gathering spaces. All bike repair stations should have hanger arms that accommodate most bicycle types, an air pump, and a selection of tools.

GUIDANCE

- Bicycle repair stations should be at least six feet from trail edge to allow room to repair bicycles.
- Stations should be secured to a durable pad, such as concrete.
- Bicycle repair station tools are secured by high security cables, but will still be an attractive target for theft. Proper placement of kiosks in areas of high activity is one key strategy to reduce potential vandalism.

- Use of proper anchors will prevent vandalism and theft.
- Racks and anchors should be regularly inspected for damage. Educate snow removal crews to avoid burying repair stations during winter months.

Specifications

- Product: Most dependable water fountains item #185smss or approved equal
- Finish: Textured Black
- setting: Concrete Pad
WAYFINDING

INTRODUCTION

A comprehensive wayfinding system for the GVG must first and foremost meet the criteria adopted by the New York Office of Parks, Recreation and Historic Preservation as the guidelines for signage and wayfinding. Trails Technical Document #2, Trail Signage Guidelines for the New York State Park System, April 29, 2010 (Updated March 2015).

Secondarily, a small set of signs was developed for the Genesee Valley Greenway in the document Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package (September 2020). This document proposed wayfinding elements (pg. 10) including a kiosk map sign, regulatory signage and a Pedestrian Directional Sign. What is missing and recommended for future development is a complete wayfinding sign family that includes additional items such as donor recognition, mile markers, vehicle entry signs, interpretive sign templates, directional signage, and MUTCD compliant on-road blazing. By fully developing this complete sign package, a consistent, uniformly branding wayfinding message will be consistently and effectively communicated to trail users across the GVG’s entire length.

A complete sign family concept will further enhance the signs proposed in the September 2020 “Trail Nodes Concepts’’ by providing further detail on font types, text size, materials, colors, mounting etc...
DONOR RECOGNITION

One of the primary strategies that the New York Office of Parks Recreation and Historic Preservation is pursuing to assist with funding and development of the New York State Parks System is to partner with key philanthropic organizations. Within western New York, The Ralph C. Wilson, Jr. Foundation is one such organization.

The project team worked with the Ralph C. Wilson Foundation during the design and development of the Empire State Trail. Several of these donor recognition strategies have been adopted by the Genesee Valley Greenway. These examples use the Ralph C. Wilson, Jr. Foundation as an example of appropriate donor recognition, but these same strategies can be used with other funding organizations if the opportunity presents itself. Three strategies are offered within this document for inclusion on projects that are within the GVG.

The first option is a simple 24-inch by 18-inch dedication sign with a message about Ralph Wilson. This sign could be mounted to a two post system, and placed at heavily used gateways and trailheads.

A second option for donor recognition could be with a mountable bronze plaque. These 18-inch by 14-inch plaques could be fixed to boulders at gateways, trailheads or other access points, or even mounted to bridge rails, fences or other features funded by a donor.

In 1959, Ralph C. Wilson, Jr. founded the Buffalo Bills and forever formed a bond with the people of Western New York. Throughout his 55-year ownership of the team, he cemented his legacy not only through his contributions to the game of football, but also through his countless charitable endeavors.

Prior to passing in 2014, Mr. Wilson requested that a significant share of his estate, including the sale of the team, be used to continue his lifetime commitment to the people of Western New York. In 2018, the Ralph C. Wilson, Jr. Foundation committed $200 million split equally across the Western New York and Southeast Michigan regions to support the development of signature legacy parks and regional trails. The initiative supports the foundation’s efforts to connect people and communities, encourage healthy lifestyles, and promote economic growth.
OTHER WAYFINDING ELEMENTS

There are several other wayfinding elements, such as mile markers, vehicle entry signs, information kiosks and on-road trail blazing, that have not been standardized in the guidance documents. However there is inconsistency across the length of the greenway that should be rectified to provide a unified look and messaging across the Genesee Valley Greenway.

These include mile markers, vehicle entry signs, information kiosks and on-road trail blazing.

**Mile Markers**

There are currently two types of mile markers being used. The more historically accurate mile marker built from an 8”x8” post should be the standard. Recently installed 4”x4” posts should be phased out in preference for the 8”x8” standard.

**GUIDANCE**

- Place mile-markers so that no part of the post is closer than 2’-0” from the edge of the trail.
- The height of the markers should be consistent across the entire trail.
- If placed within a road right-of-way drill holes through the base of the post to conform to NYSDOT breakaway standards.
Vehicle Entry Signs

Vehicle Entry Signs (VES) are used to mark the driveway entrance to gateways, trailheads or other access points. They are used to consistently brand and market the GVG’s presence and provide a clear indication of where major entry and access points are located.

For the most part, VES on the GVG are inconsistent in style, appearance, and use. For instance, many of the current signs reflect a style that was developed by the New York State Department of Environmental Conservation. It is recommended that the GVG develop a consistent, clear wayfinding system that includes a VES which matches the visual character proposed in the Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package, September 2020.

GUIDANCE

• Establish a clear VES standard template that meets OPRHP design guidance, and matches the design typology introduced in the September 2020, Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package

• Sign shall be placed outside of the right-of-way. If placed within a road, provide accommodation for break away bases to conform to NYSDOT standards.

• Place sign perpendicular to road and within the visual field of approaching vehicles in both directions of travel.

• Sign should never be placed within the sight triangle of turning vehicles leaving a parking area or driveway

Interpretive Signage

Interpretive displays provide greenway and trail users with information about the path, wildlife, vegetation, history, and the significance of elements along the corridor. Interpretive displays may also be combined with public art and sculpture opportunities along the path. Interpretive displays are typically installed at gateways, trailheads, vistas, or notable points along the trail. Interpretive signs primarily serve an informational or educational function. These signs should be clear, easy to understand, and engaging. Local historians or experts should be consulted when preparing content. Signs should also be weather-proof or protected from the elements and secured to the ground.
GUIDANCE

- Develop interpretive sign templates so that content developed for different projects is displayed in a graphically similar way.
- Develop an interpretive sign plan to confirm the park wide message and story is told in a complete and thorough manner without redundancy.
- Expand the sign family proposed in the September 2020, Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package to inform graphic templates.
- The positioning of the sign should be based on existing site context and be oriented within a clear view of the feature being described.
- Provide a minimum of two feet of clearance from the edge of the sign to the edge of the travel way (four feet to provide ADA accessibility)
- Signs along paved portions of the trail should be placed in paved bump outs to allow wheelchair accessibility. If space permits, locate one or two benches adjacent to the sign and oriented toward the relevant vistas

Directional Signage

There are currently directional signs on the GVG that have been introduced in the Mt. Morris area. These signs meet the standards described for all signage in the NYS Parks System, in the Trails Technical Document #2, Trail Signage Guidelines for the New York State Park System, April 29, 2010 (Updated March 2015). However they do not aesthetically meet the setting, rural character or the precedence developed in Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package (September 2020).

GUIDANCE

- Develop fingerboard directional sight that matches the design and aesthetic precedence in the Genesee Valley Greenway Trail Improvements, Trail Node Concepts & Wayfinding Package to inform graphic templates
COMPREHENSIVE ACCESS PLAN

**On-Road Confirmation Blazes**

The on-road sections of the Genesee Valley Greenway are poorly marked and difficult to follow. The sign below illustrates a typical on-road sign blaze, which does not meet MUTCD standards, uses a non-MUTCD compliant directional arrow and is placed too low to the ground.

At the present time the Genesee Valley Greenway uses a single blaze style to represent on-road and off-road trail sections. However, the current standard white confirmation blaze with the green logo does not meet MUTCD requirements. The current blaze should be updated to meet MUTCD requirements for on-road sections of the trail.

**GUIDANCE**

- Confirmation blazes should be installed so that bicyclists have sufficient time to comprehend the sign and change course, if necessary.
- Blazes may be added to existing sign supports after permission has been obtained from the owner of the sign.
- 18-inch by 18-inch square sign with MUTCD/NYSDOT green background and a white logo

An illustration of the 18”x18” square sign with MUTCD/NYSDOT green background and a white logo
Kiosks

The GVG has developed an information kiosk that conforms to OPRHP standard guidance. A recent installation in Mt. Morris is highlighted at right. In the future, all information kiosks along the GVG should be designed and constructed to conform to this style.

GUIDANCE

- All lumber to be pressure treated or eastern white cedar, locally sourced
- Provide benches on either side
- Lockable cabinet
- Provide a minimum of six feet of pedestrian circulation space around entire structure
- Install in locations where there is nearby seating and bicycle parking