

PEOPLE

HISTORY

CULTURE

LANDSCAPE







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*The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.*

*El Consejo de Transporte de Genesee asegura completa implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohíbe la discriminación por motivo de raza, color de piel, origen nacional edad, género, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades que reciban asistencia financiera federal.*



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# Executive Summary



## Introduction

The Genesee-Finger Lakes Region is replete with picturesque landscapes, cultural destinations, and thriving communities. Already, a variety of trails serve the citizens and visitors to this unique area of the country. Counties, municipalities, the Genesee Transportation Council (GTC), and, importantly, community stakeholders, illustrate their commitment and excitement for a regional trail system by their efforts to build local trails and collaborate across the region to connect people with places.

In this Third Phase of the *Regional Trails Initiative*, the GTC and nine counties further solidify their commitment to create and maintain a world-class trail system that will serve the residents and visitors of the Finger Lakes region in the immediate future, and for years to come.

### PLAN VISION

The vision for the Genesee-Finger Lakes Trail System is to provide a well-connected network of trails that links the region's healthy, thriving communities, builds on the unique assets of the Genesee-Finger Lakes Region, and is safe and accessible for all.

### GOALS AND OBJECTIVES

The following goals and objectives will advance the community's vision for a sustainable trail network that promotes public health, protects the environment, provides connectivity, and enhances the quality-of-life of the Genesee-Finger Lakes Region.

## GOAL 1

### CONNECTIVITY

Develop a comprehensive, interconnected system of trails that will serve as a vital component of our region's transportation and recreation network.

#### Objectives

Connect communities, employment centers, and natural areas with trails that function as a complete system.

Utilize existing linear corridors (railroads, utility ROW's, waterways, etc.) in the development of a comprehensive trail system.

Implement a trail system that provides opportunities for low-cost recreation and active transportation.

Create broadly-understood and well-used linkages between destinations throughout the region to support economic development and tourism.

## GOAL 2

### HEALTH

Encourage active living through thoughtful trail planning and design, while considering the long-term health and environmental implications of routes and design choices.

#### Objectives

Create opportunities for the use of trails to increase physical activity and reduce the risk of chronic diseases and obesity.

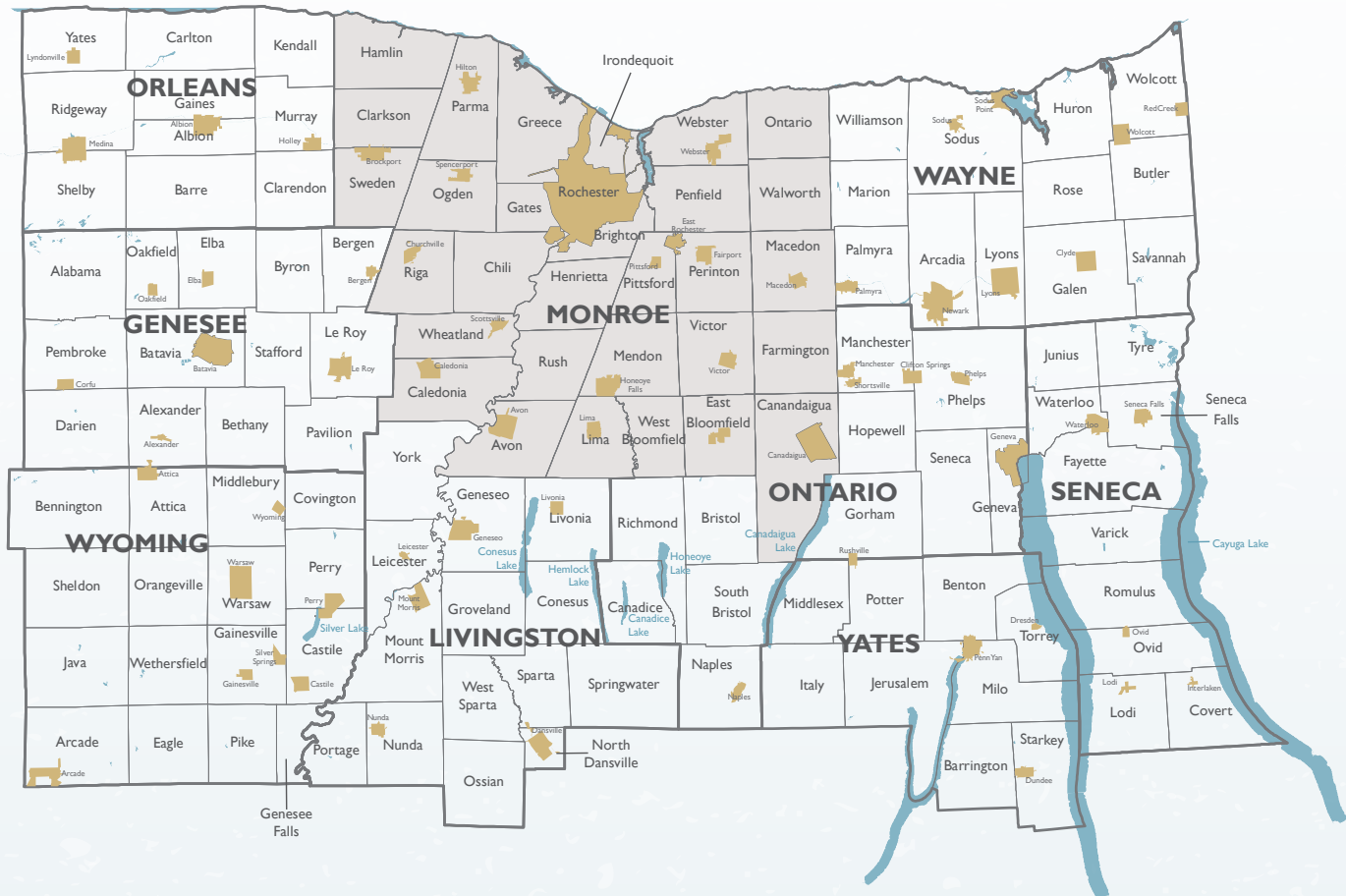
Decrease dependence on vehicles for short trips.

Provide opportunities for people to connect with and appreciate nature and the environmental quality of the region.

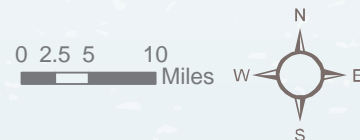
Develop a trail system that is sustainable over time by providing resource protection guidance, including information on methods and best management practices in trail, design, development, and management.



# Nine-County GTC Region and Rochester Transportation Management Area



- Counties
- Cities and Villages
- Municipalities
- Transportation Management Area (TMA)



Data obtained from the Genesee Transportation Council, Monroe County, Livingston County, Wayne County the City of Rochester, NYDOT, and the NYSGIS Clearinghouse. Map created July, 2014.



**GOAL  
3****ENGAGEMENT**

Encourage open communication, cooperation, and coordination among government and non-government entities including landowners, trail groups, and other organizations.

**Objectives**

Identify and consider the needs of all user groups when developing trails in the region.

Encourage participation and collaboration from all stakeholders, including property owners and inter-municipal partners to help ensure projects are implemented.

Identify and secure adequate funding for short-term maintenance and repairs and/or volunteers.

Promote federal, state, and local grant funding opportunities for trail development and partner with foundations and corporations for matching funds.

Encourage counties, cities, towns, and villages to include trails as an essential components in local infrastructure planning.

**GOAL  
4****SAFETY**

Develop a safe network that utilizes best practices and methods in trail design, development, and management.

**Objectives**

Create open and safe trails with access for emergency personnel.

Utilize appropriate wayfinding, signage, and lighting to create a sense of security for all users.

Educate the community on trail safety.

**GOAL  
5****EQUITY**

Develop a trail system that expands low-cost transportation choices, is accessible to all users, and meets or exceeds the standards and guidance of the Americans with Disabilities Act.

**Objectives**

Provide opportunities for all people to have easy access to trails.

Create and encourage the development of new trail opportunities close to where people live.

Strive to design new trails for maximum accessibility (where appropriate).

**Community Driven Process**

Project stakeholders, public participants, and planning consultants collaborated to develop the recommendations for the future trail system. The recommendations build upon the analysis of existing planning documents, public insight, and field visits. Public workshops and an online input map provided both in person discourse and specific trail alignment feedback. The diagram below summarizes the inputs involved in creating a regional network.

**Network Development**

The Regional Trails Initiative Update is comprised of a phased network of facilities that will expand the 500 plus mile trail system to more than 1,000 miles in an effort to connect communities, celebrate natural features, and enhance access to cultural destinations. The system will improve health for both people and the environment by providing recreation opportunities, active transportation corridors, and educational programming. As the gaps close, this trail network will be a world-class model for regional connectivity and a destination in and of itself.



## Trail Network Components

This plan unites the efforts of Phase 1 and Phase 2 to create a comprehensive nine county trails system. In some instances trails are recommended for surface upgrades; while other alignments may be removed from the regional network plan due to trail development and feasibility concerns. A data collection process was also undertaken to accurately record the existing and proposed local trails throughout each county. Key destinations were researched and documented to highlight places throughout the nine counties that can be connected with, and celebrated by, a regional trail system. Key components in the development of the trails system include:

### 1 TRANSPORTATION FOCUS

While there are extensive recreation-based trails throughout the region, this plan focuses on those trails used for transportation - for both daily utilitarian use and tourism. Motorized trail types, including snowmobile trails, are not included in the recommendation; instead they are used in this plan as key destinations.

### 2 COMPLEXITY + FEASIBILITY

The proposed trail network, in its third phase, is becoming more complex. Detailed studies of trail alignments have led to more specific alignments. These new, more refined alignments have been added to the network, and the previous conceptual lines have been removed. Alternately, some alignments have been removed completely due to fragmentation or feasibility studies indicating numerous barriers.

### 3 REGIONAL HUBS

Another key addition in this phase is the placement of "trail hubs." These hubs will serve as gateways to the regional trail system. Each hub should provide a level of amenities commensurate with being a major trailhead. Major trailheads/hubs include restrooms, parking areas for vehicles and trailers, potential access to camping or lodging, maps and kiosks, and signposts for the trail and its features. Minor trailheads/hubs usually include a map or kiosk of the trail network, connections to adjacent sidewalks or bicycle facilities, and shared parking. Minor trailheads are sometimes referred to as "walk-up" trailheads.

### 4 ON-ROAD GAP CLOSURES

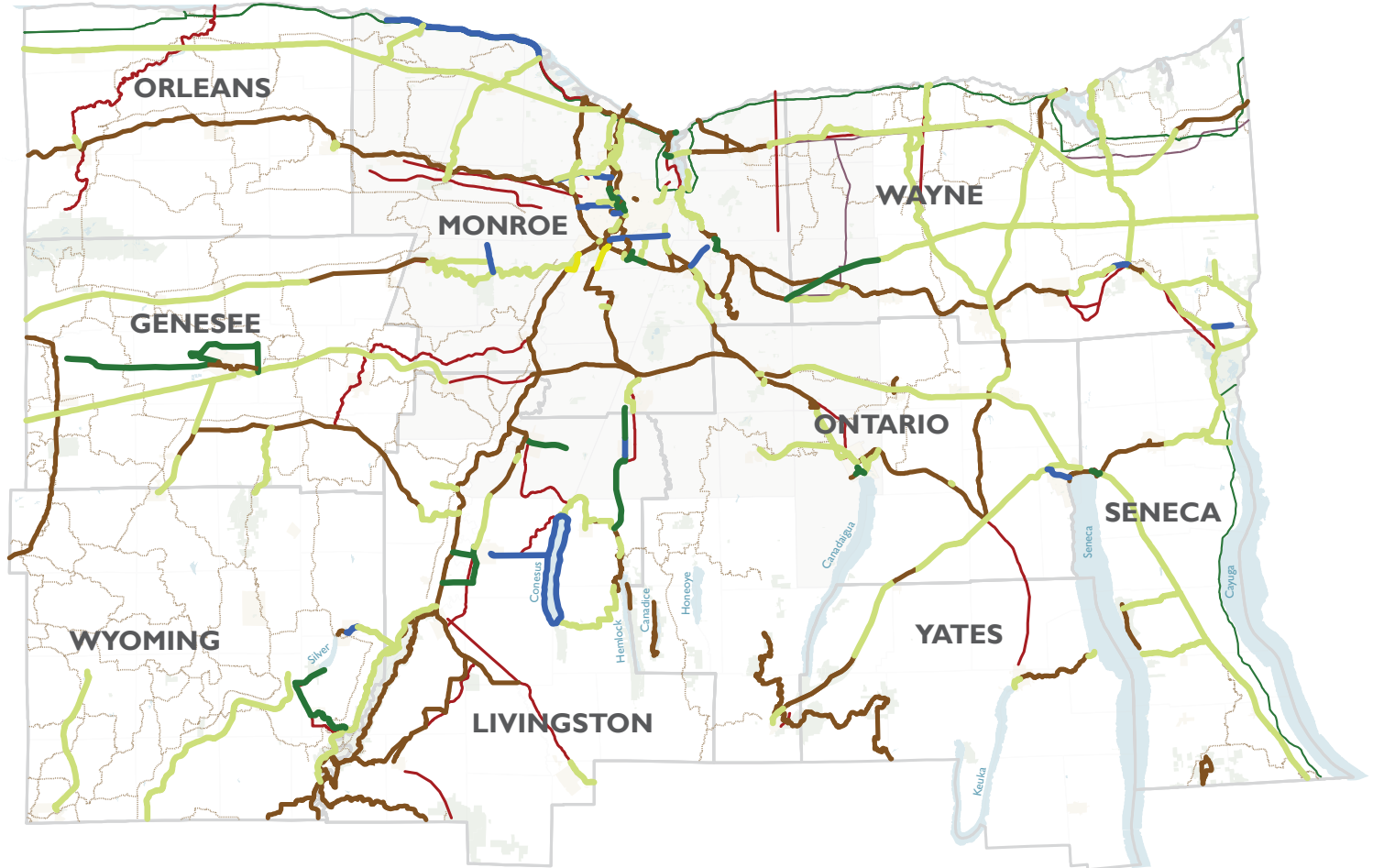
As the region embraces trails for transportation use, there is also a need to close gaps with on-road segments in key locations. In addition to typical trail types, alignments for on-road facilities are also depicted on the network maps. These gap closures emphasize the importance of

### 5 DESIGN GUIDANCE

Each trail type is suitable for the purpose of use (recreation / transportation / both), trail users, and environmental context. The following categories of documented existing conditions and network recommendations are present in this plan. Full descriptions and guidelines for development of planned and potential trails can be found in Appendix B: Design Guidelines.



# Phase 3 Recommendations Trails Marked For Removal\*\*



- Counties
- Municipalities
- Cities and Villages
- Major Parks
- Transportation Mgmt. Area (TMA)

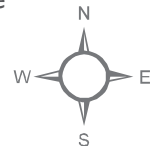
- ..... Snowmobile Trail
- Lake Ontario Wine Trail
- Scenic Byway
- Existing /Under Dev. Trail

## Phase III Recommended Trails

- Upgrade Surface Type
- Planned (previously planned trail)
- Potential (new trail opportunity)
- On-Road Trail
- Removed, No Longer Feasible

Data obtained from the Genesee Transportation Council, Monroe County, Livingston County, Wayne County, the City of Rochester, NYDOT, and the NYSGIS Clearinghouse. Map created May, 2015.

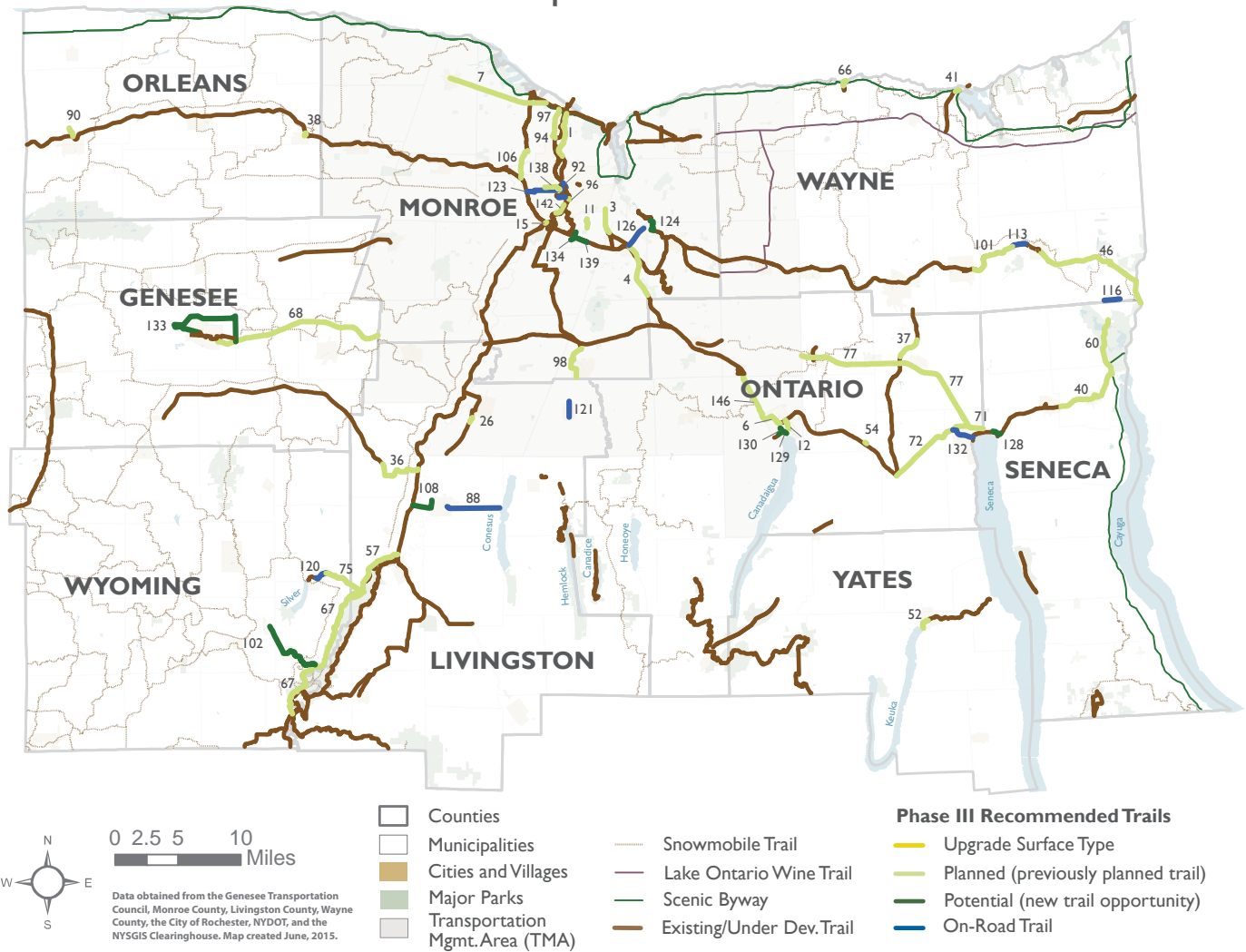
0 2.5 5 10  
Miles



*In some cases, the responsible recommendation is to remove trails from the system due to fragmentation or unrealistic land acquisition efforts. Alignments were also marked for removal when an alternate alignment provided a better, more feasible connection between two destinations.*

\*\*Please refer to large format map inserts for detailed alignments.

## Trail Project Recommendations Near-Term Implementation Window \*\*

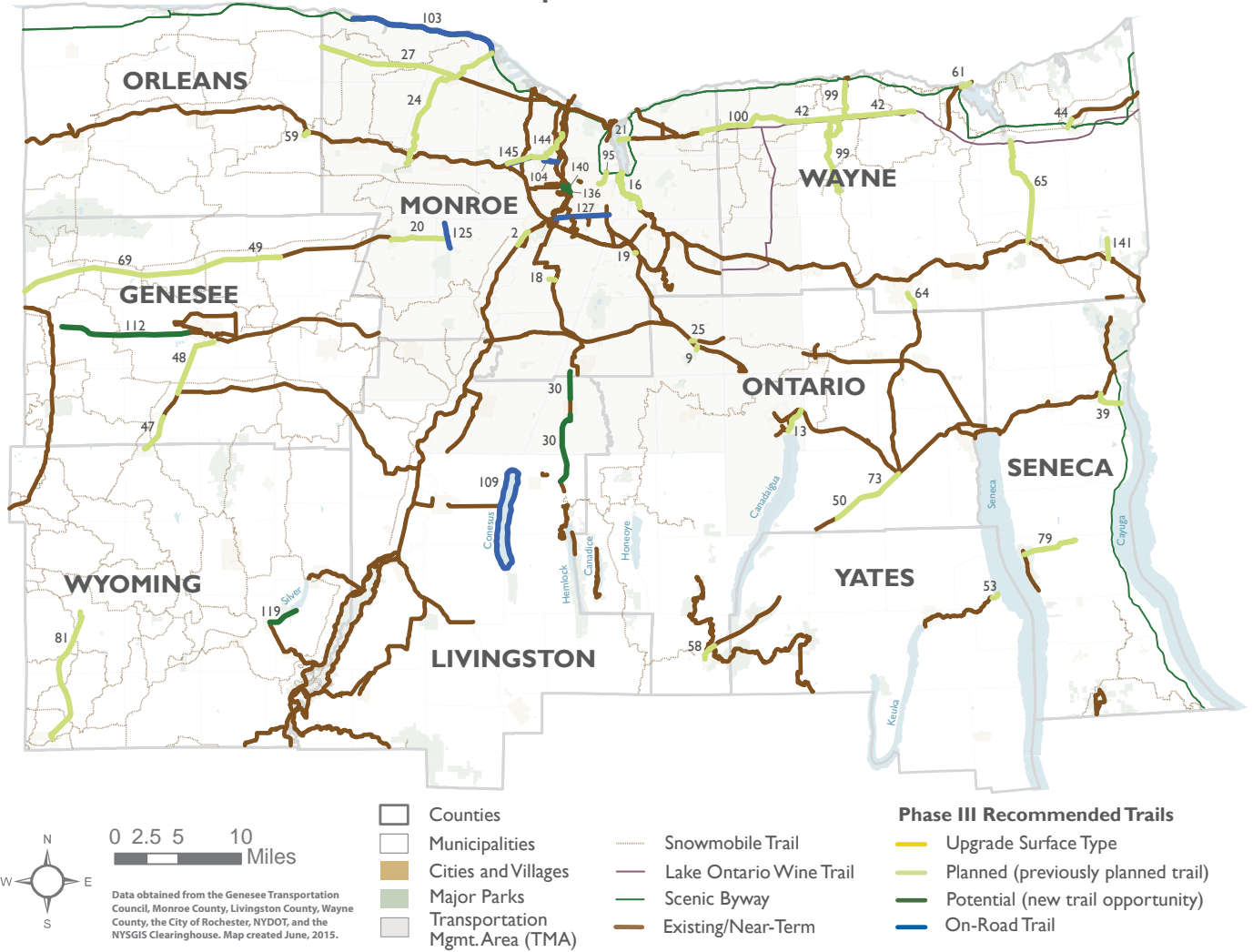


Near-term recommendations should be built or be in design development within five years (2015-2020).

\*\*Please refer to large format map inserts for detailed alignments.



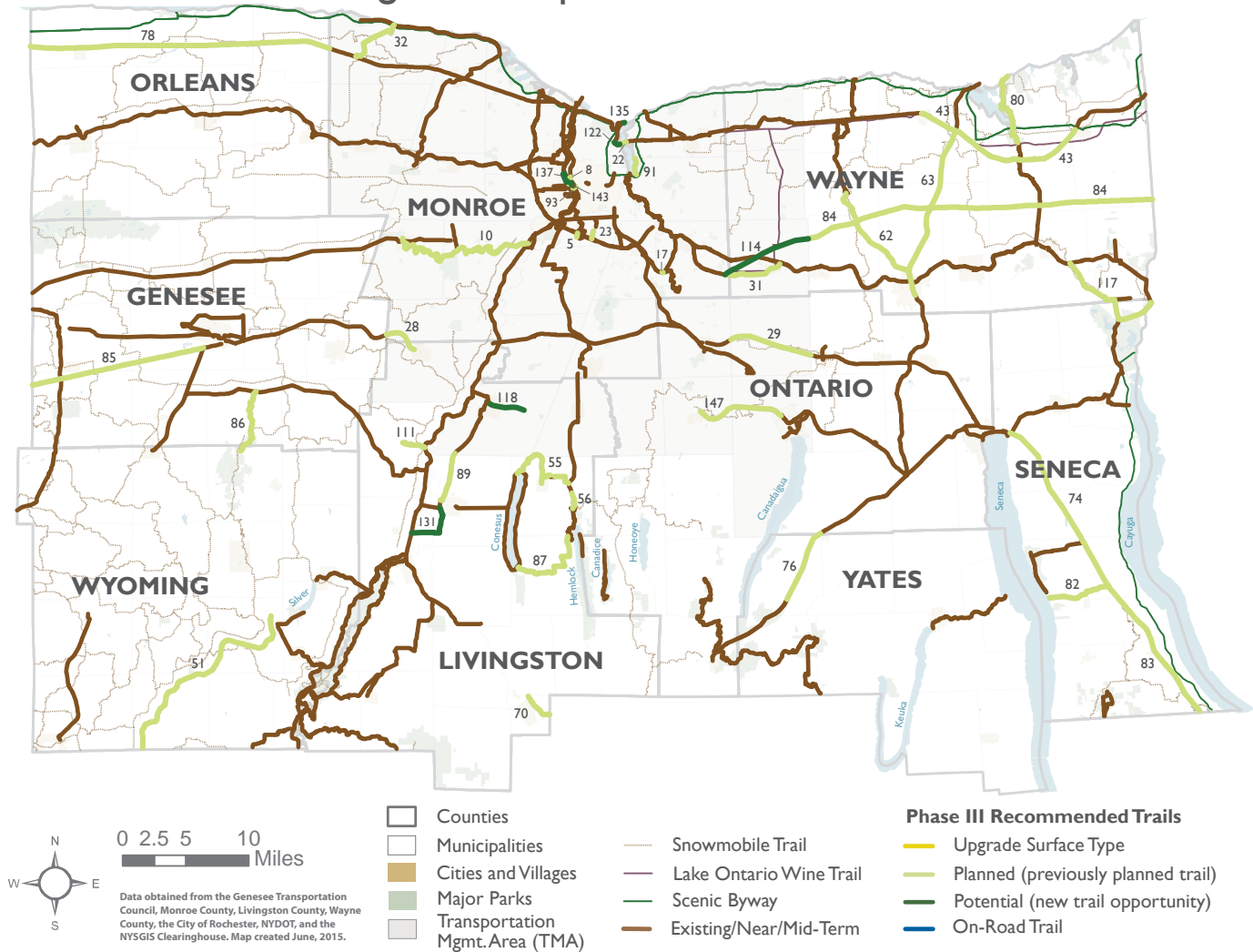
# Trail Project Recommendations Mid-Term Implementation Window\*\*



Mid-term recommendations should be built or be in design development within ten years (2020-2025). The map above illustrates all near-term recommendations have been built.

\*\*Please refer to large format map inserts for detailed alignments.

## Trail Project Recommendations Long-Term Implementation Window\*\*



Long-term recommendations are likely to be built after ten years (post 2025). The map above illustrates all near-term and mid-term recommendations have been built.

\*\*Please refer to large format map inserts for detailed alignments.



## Planning, Management, and Marketing Recommendations

In addition to trail alignment recommendations, this Plan offers recommendations that will enhance the brand of the regional trail system, provide opportunities to increase use, and elevate the consistency of quality experiences. Implementing the recommendations within this Plan will require leadership and dedication to trail development on the part of local government agencies. Most importantly, the local communities within the region need not accomplish the recommendations of this Plan by acting alone; success will be realized through collaboration with state and federal agencies, the private sector, and non-profit organizations.

### RECOMMENDATIONS AND FOLLOW-ON ACTIVITIES

The following tables lists recommendations and follow-on activities. Narrative descriptions can be found in Chapter 5.

Recommendations	Follow-On Activities
Zoning and Ordinances	Equity Analysis
Utility Easements	Health and Economic Impact Study
Corporate Sponsorships	Branding Strategy
Genesee-Finger Lakes Regional Trails App	Genesee-Finger Lakes Regional Trails Website
See-Click-Fix	Wayfinding Sign Package and Systemwide Placement Plan
"Pictures of You" - The Kodak Trail	"My Last Mile" Campaign
"Wine Along The Trail" and Pop-Up Beer Gardens	Design and Implementation of Branded Trail Amenities
Photo Scavenger Hunt - Power and Freight	Identify Key Areas for Trail Oriented Development
Develop a Trails Report Card	Establish a Series of Regional Hubs
Route Marking for Distance Events: Running, Cross Country Skiing, Pair with a Cause	Develop a Maintenance Check List By Season
Friends of the Trail Membership	Trail Counts and App Tracking
Guided Tours and Encouragement Walks/Rides	Design Guidelines Workshop



# Introduction



## Introduction

Trails are becoming signature components of our communities. Homeowners seek easy access and proximity, developers install connections, and businesses realize the value of being connected to walking and biking patrons. As active living emerges as a top priority for both millennials and seniors, a well connected system of trails enhances the attraction to live in a particular location. Health, economic development, transportation efficiency, and environmental stewardship are among the vast array of benefits a trail network contributes to society.

The Genesee-Finger Lakes Region is replete with picturesque landscapes, cultural destinations, and thriving communities. Already, a variety of trails serve the citizens and visitors to this unique area of the country. Counties, municipalities, the Genesee Transportation Council (GTC), and, importantly, community stakeholders, illustrate their commitment and excitement for a regional trail system by their efforts to build local trails and collaborate across the region to connect people with places.

In this Third Phase of the *Regional Trails Initiative*, the GTC and nine counties further solidify their commitment to create and maintain a world-class trail system that will serve the residents and visitors of the Finger Lakes region in the immediate future, and for years to come.

## Background and Purpose of the Plan

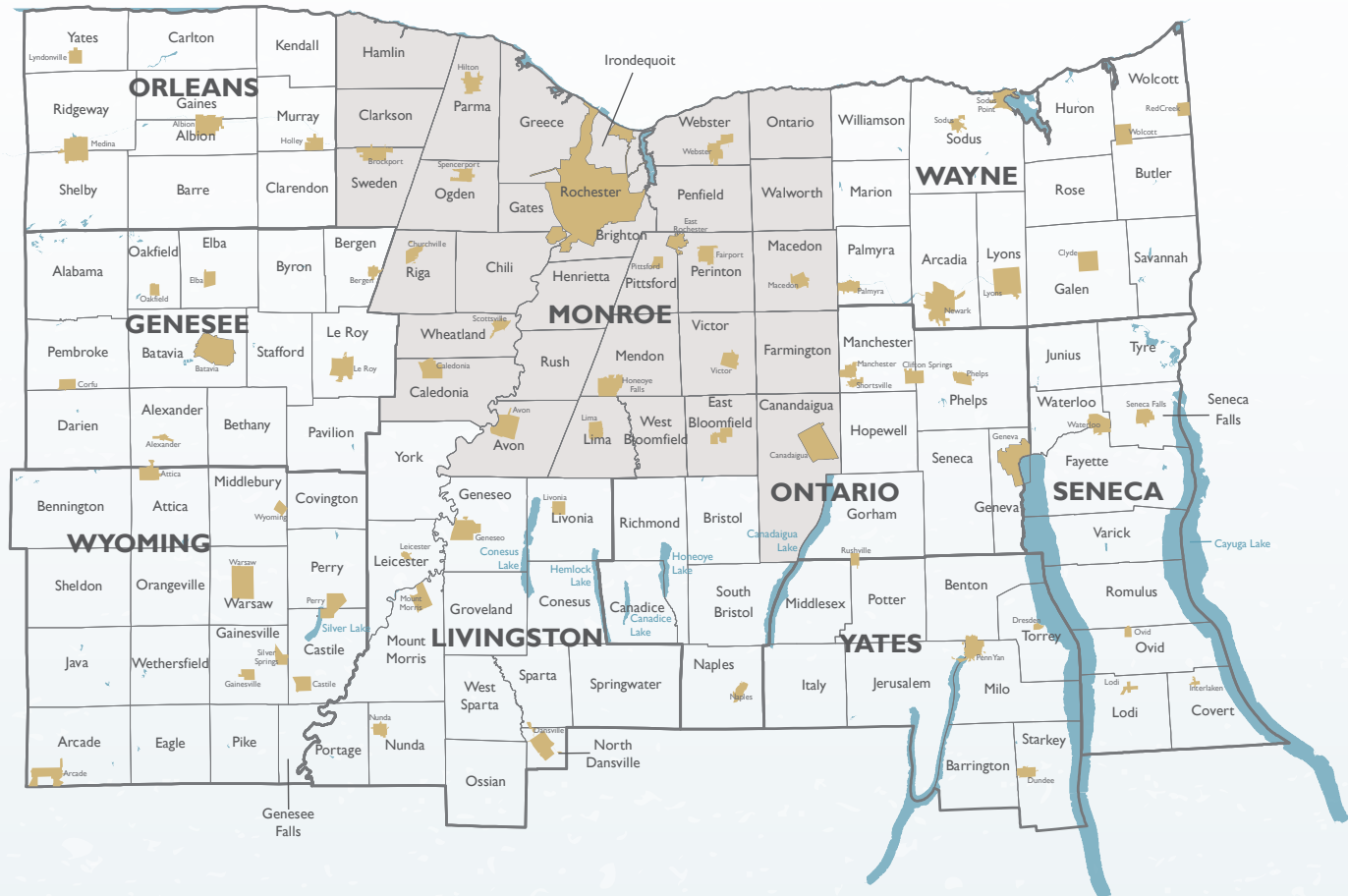
Phase 1 of the *Regional Trails Initiative* was adopted in August 2002. It focused primarily in the Transportation Management Area (TMA), which is limited to the City of Rochester, Monroe County, and the adjacent developed areas of Livingston, Ontario, and Wayne Counties. When Phase 1 of the *Regional Trails Initiative* was adopted, there was already an impressive

system of trails in place and a high level of community support. At that time the Genesee-Finger Lakes Region had a high demand for trail transportation and recreation, but the area lacked a coordinated strategy to develop an interconnected regional trails system. There was also a growing concern regarding the region's air quality and the potential of being classified as a non-attainment area for ground-level ozone. This prompted a shift in priorities towards the development of alternative modes of transportation, including a comprehensive trail network for safe and convenient bicycle and pedestrian circulation.

Phase 2 of the *Regional Trails Initiative* considers the existing and future trail needs of the entire non-TMA region. This includes Orleans, Genesee, Wyoming, Monroe, Livingston, Wayne, Ontario, Yates, and Seneca Counties. The purpose of Phases 1 and 2 of the RTI was to develop a comprehensive and achievable action plan for creating and maintaining a safe, accessible, and highly functional regional trails system that is fully integrated with the existing transportation system. The trail system is now a nationally recognized, distinguishing feature of this region. Phase 2 has provided community leaders with both short-term and long-term recommendations as well as a framework for creating a network of trails that accomplishes the following:

- Provides safe, healthy, and economical transportation options for all ages, abilities, and incomes as well as close-to-home recreational opportunities;
- Contributes to this region's efforts to improve air quality;
- Constitutes a critical element of overall efforts to improve the attractiveness of this region and its ability to attract and retain the skilled workforce it needs to prosper.

# Nine-County GTC Region and Rochester Transportation Management Area



- Counties
- Cities and Villages
- Municipalities
- Transportation Management Area (TMA)

0 2.5 5 10  
Miles



Data obtained from the Genesee Transportation Council, Monroe County, Livingston County, Wayne County the City of Rochester, NYDOT, and the NYSGIS Clearinghouse. Map created July, 2014.



Phase 3, the *Regional Trails Initiative Update (RTI Update)*, brings together Phase 1 and 2 as it defines a coordinated strategy for expanding the existing multi-use trail network at the local municipal level while supporting regional trail system connectivity and accessibility. The intent of Phase 3 is to create a network of shared use paths for pedestrians, bicyclists, and other primarily human-powered trail users that allows for effective transportation. The region is located at the crossing of significant trails including the Erie Canalway Trail and the Genesee Valley Greenway. In addition to these landmark trails, local communities are actively creating projects that will connect the entire region via a network of paths that will become the benchmark for regional trail systems.

Phase 3 of the *RTI Update* was initiated in 2014. The purpose of Phase 3 was to create one unifying plan for the nine-county region (See map on page 1-4). This phase included an inventory of existing and planned conditions; public discussion of the trail system's issues, needs, and opportunities; and development of a recommended regional trail system, including trail design guidance. One component of this plan was to evaluate proposed trail alignments and gauge feasibility based on existing studies and field analysis; thereby removing some trails from the proposed network to create a more feasible representation of potential build-out.

## Plan Vision, Goals and Objectives

As part of the planning process, the Steering Committee, with input from the public, defined a vision for the trails system and a set of goals that will guide future trail development efforts within the region.

## PLAN VISION

The vision for the Genesee-Finger Lakes Trail System is to provide a well-connected network of trails that links the region's healthy, thriving communities, builds on the unique assets of the Genesee-Finger Lakes Region, and is safe and accessible for all.

## GOALS AND OBJECTIVES

The following goals and objectives will advance the community's vision for a sustainable trail network that promotes public health, protects the environment, provides connectivity, and enhances the quality-of-life of the Genesee-Finger Lakes Region.

### GOAL 1

### CONNECTIVITY

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### Objectives

Connect communities, employment centers, and natural areas with trails that function as a complete system.

Utilize existing linear corridors (railroads, utility ROW's, waterways, etc.) in the development of a comprehensive trail system.

Implement a trail system that provides opportunities for low-cost recreation and active transportation.

Create broadly-understood and well-used linkages between destinations throughout the region to support economic development and tourism.

**GOAL  
2**

**HEALTH**

Encourage active living through thoughtful trail planning and design, while considering the long-term health and environmental implications of routes and design choices.

**Objectives**

Create opportunities for the use of trails to increase physical activity and reduce the risk of chronic diseases and obesity.

Decrease dependence on vehicles for short trips.

Provide opportunities for people to connect with and appreciate nature and the environmental quality of the region.

Develop a trail system that is sustainable over time by providing resource protection guidance, including information on methods and best management practices in trail, design, development, and management.

**GOAL  
3**

**ENGAGEMENT**

Encourage open communication, cooperation, and coordination among government and non-government entities including landowners, trail groups, and other organizations.

**Objectives**

Identify and consider the needs of all user groups when developing trails in the region.

Encourage participation and collaboration from all stakeholders, including property owners and inter-municipal partners to help ensure projects are implemented.

Identify and secure adequate funding for short-term maintenance and repairs and/or volunteers.

Promote federal, state, and local grant funding opportunities for trail development and partner with foundations and corporations for matching funds.

Encourage counties, cities, towns, and villages to include trails as an essential components in local infrastructure planning.

**GOAL  
4**

**SAFETY**

Develop a safe network that utilizes best practices and methods in trail design, development, and management.

**Objectives**

Create open and safe trails with access for emergency personnel.

Utilize appropriate wayfinding, signage, and lighting to create a sense of security for all users.

Educate the community on trail safety.



**GOAL  
5**
**EQUITY**

Develop a trail system that expands low-cost transportation choices, is accessible to all users, and meets or exceeds the standards and guidance of the Americans with Disabilities Act.

**Objectives**

Provide opportunities for all people to have easy access to trails.

Create and encourage the development of new trail opportunities close to where people live.

Strive to design new trails for maximum accessibility (where appropriate).

## The Planning Process

The Genesee Transportation Council (GTC) serves as the lead agency for the *Regional Trails Initiative Update (RTI Update)* and is utilizing a team approach to foster the development of the Plan. Partners include the following:

- City of Rochester
- Finger Lakes Health Systems Agency
- Genesee County
- Genesee Transportation Council
- Greater Rochester Visitors Association
- Livingston County
- Monroe County
- NYS Canal Corporation
- NYS Department of Transportation (NYSDOT)
- Ontario County
- Orleans County
- Rochester-Genesee Regional Transportation Authority (RGRTA)

- Rochester Cycling Alliance
- Seneca County
- Wayne County
- Wyoming County
- Yates County

A Steering Committee of community leaders from the organizations listed above was established to guide the *RTI Update*. These groups can help to serve as champions for the regional trails system, following-on after completion of this planning effort and working together to spur the funding and implementation of its recommendations.

The Steering Committee provided input to the overall vision of the study. The project team conducted an inventory of the study area (including review of existing plans and maps), and led a week-long field visit, which included discussions with stakeholders and on-the-ground documentation of field conditions. While the project team gathered information about the plans and the landscape (see Chapter 2, Existing Conditions), the public process generated feedback on how the trail system should be planned, developed, maintained, and promoted.

## PUBLIC INPUT OPPORTUNITIES

The engagement methods used to craft the needs assessment and recommendations of this plan were aimed at developing and maintaining project communication, identifying target audiences, maximizing participant exchange, and providing accurate, timely records and reports. Comments and feedback were solicited through two rounds of Public Input.

Public Input Round One included the distribution of press releases, Facebook posts, emails to stakeholders, two open houses, information on

the project website, an online map, and intercept interviews in the field. A total of 235 people responded to the survey, which was accessible online and via hardcopies distributed throughout the region. The goals for round one were to establish an understanding of the needs of trail users and determine potential new alignments to connect the regional system. Discussions were framed around overall goals for the system with the purpose of verifying existing trail alignments, vetting potential alignments for inclusion in the Update, documenting the condition of trails, identifying gaps in the system, and identifying safe on-road connections and roadway crossings.

Round Two of the Public Involvement process focused on a review of the existing and planned network as well as public feedback on the prioritization of planned and potential routes. The project website was updated, a new online map with route surveys was created, and three open houses were held across the study area. Based on the vision and goals of the plan, the network was refined by the public. Participants in the online mapping process and open houses provided insight into which trails should be built in the short-, mid-, and long-term.



*Several opportunities were available across the region for the community to share their thoughts and needs with the project team.*

## FEEDBACK FROM THE PUBLIC PROCESS

The first round of public input was integral in updating the current status of the trail system. Many citizens and stakeholders verified existing built trails and provided descriptions of trail conditions. A key finding from the survey was the desire to use trails more often, with 91 percent of those surveyed noting they would use trails more often if they could easily walk or bike to one from their home or workplace. This is not only important to the GTC, but also to the participating communities. The public clearly supports additional local trails, spur trails, bicycle facilities, and sidewalks to enhance their access to the regional system. Approximately 77 percent documented they use trails for walking and hiking while another 72 percent stated they bicycle on trails. This emphasizes the importance of accommodating multiple users and providing widths and amenities for recreation and transportation. Following the preference of recreation was the use of trails for commuting to work. Other areas of importance revealed by the public process were the need to create awareness of the trail system and closing gaps to make the network more useful. Further supporting the need for enhanced awareness was the feedback that the most important trail amenities are directional signs and mile markers. These are useful tools for both recreation as well as for those who use trails for transportation.

The second round of public input created an opportunity for citizens to view the recommended network and discuss their needs for particular connections in the short-, mid-, and long-term. Discussions between the project team and among community members spurred additional recommendations and follow-on tasks such as conducting a bicycle study in areas with high percentages of Mennonite or Amish communities.

## Definition of a Trail

For the purpose of the *RTI Update*, the team and steering committee focused on non-motorized, shared-use trail development. The parameters for defining “trail” for this plan was determined by the steering committee as a focus on transportation related trails. This does not remove the recreational purposes from trails, rather the main goal of this plan was to focus on those transportation networks that will provide connections across the region. The *RTI Update* emphasizes building a network of “cross-regional” trails which will pass through counties, towns, cities, and other areas to set the stage for more localized efforts connecting citizens, businesses, and visitors with key destinations.

A regional trail is defined by its length, multi-jurisdictional alignment, and connection to regionally significant features. Regional trails are commonly shared-use trails used for transportation and recreation. Users can share space on one wide trail tread or be separated onto multiple treads. Regional trails may be terrestrial, for use by a broad spectrum of bicyclists and pedestrians, or aquatic, for use by paddlers.

## GREENWAYS DEFINED

Some communities use the term “greenway” and “trail” interchangeably. However, greenways can be defined as more than corridors for human access. Greenways are defined as linear natural areas or open spaces which may be suitable for trails and public access. Some greenways in the Genesee-Finger Lakes Region may not be suitable for trail development; these greenways benefit the community by remaining undeveloped open spaces and providing valuable buffers, environmental preserves, or wildlife habitats. Other Greenway corridors are in urban environments, along abandoned railroad lines,



or utility corridors. These corridors may offer potential opportunities to reconnect the built environment with the natural environment. The *RTI Update* focused on the transportation trail elements that may also be within greenways.

#### CONSIDERATIONS FOR TRAIL DEVELOPMENT WITHIN ENVIRONMENTALLY SENSITIVE GREENWAYS:

- Avoid the fragmentation of small habitats.
- Select alignments so as to minimize the number of stream crossings.
- Find opportunities for restoration of poor water quality, habitat areas, and/or stream restoration.
- Choose construction materials with little to no toxicity.
- Follow existing contours to the greatest extent possible. Avoid constructing trails along fall lines that are prone to erosion and may present maintenance issues over time.
- Wetlands should be avoided, but where they cannot be, the trail should be aligned across the narrowest point and should use elevated tread materials to minimize ecosystem disturbance.
- Use natural dispersed infiltration systems, such as vegetated swales or infiltration strips to manage stormwater.
- Native plants should be used for landscaping as much as possible.
- Invasive species should be controlled or removed. This may require ongoing efforts.
- Stormwater best management practices should be implemented wherever possible.
- Provisions should be made for the circulation and/or migration of local fauna.

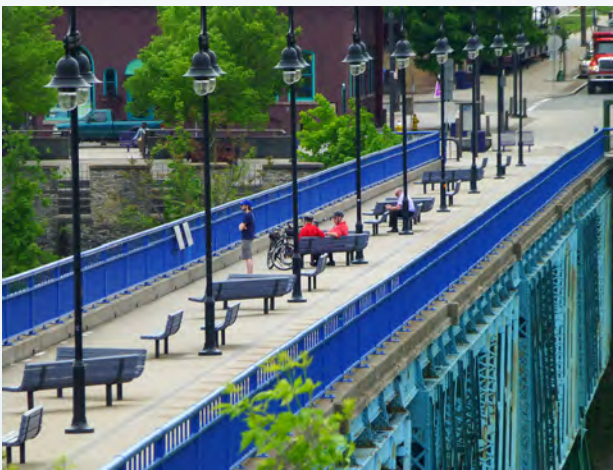
- Sensitive areas, such as wetlands, should be protected using railings, causeways, and/or alternative trail alignments.
- At logical locations, local flora and fauna should be interpreted for educational purposes.

## The Value of a Regional Trail Network

A connected system of trails provides many economic, ecological, and social benefits for all residents and visitors, whether or not they use the trails network.

### ECONOMIC BENEFITS

The economic benefits of trails are generated from several sources and accrue to many groups, including residents, businesses, and government agencies. First, trails increase adjacent property values, which benefits property owners as well as local government agencies that see increased



High Falls, Rochester NY. Pedestrian bridge provides opportunities for economic development while contributing to the character of Rochester.

property tax revenues. Second, trails attract both businesses and tourists, spurring economic development that benefits all residents. Finally, trails are less expensive to construct than roadways and allow residents to travel by bike or foot, saving money on gas and car maintenance.

### TRAILS INCREASE REAL PROPERTY VALUES

There are many examples that affirm the positive connection between trails, walkability, and property values<sup>1</sup>. Residential properties will realize a greater gain in value the closer they are to trails and greenspace. In a survey of home buyers by the National Association of Realtors and the National Association of Home Builders, trails ranked as the second most important

community amenity out of a list of 18 choices<sup>2</sup>. Similarly, the 2009 report “Walking the Walk” by CEOs for Cities, which looked at 94,000 real estate transactions in 15 markets, found that in 13 of those markets, higher levels of “walkability” were directly linked to higher home values<sup>3</sup>.

### TRAILS SPUR ECONOMIC GROWTH

Trails create positive economic impacts from tourism and recreation-related revenue. Trails and greenways create opportunities for construction and maintenance, recreation rentals (such as bicycles, kayaks, and canoes), recreation services (such as shuttle buses, ferry services, and guided tours), historic preservation, restaurants, and lodging. The industry rule of thumb is that for



Geneva, NY. Trails leading into downtowns will contribute to vibrant mainstreets and prosperous businesses.

1 American Planning Association. (2001). How Cities use Parks for Economic Development

2 National Association of Realtors and National Association of Home Builders. (2002). Consumer's Survey on Smart Choices for Home Buyers.

3 Rails to Trails Conservancy. (2005). Economic Benefits of Trails and Greenways.

every one dollar of investment, there is a three dollar return on that investment, if not more<sup>4</sup>. In Morgantown, West Virginia, the 45-mile Mon River trail system is credited by the Convention and Visitors Bureau for revitalizing an entire district of the city, with a reported \$200 million in private investment as a direct result of the trail<sup>5</sup>.

### TRAILS OFFER TRANSPORTATION COST SAVINGS

Communities that invest in trail systems will be better prepared to accommodate shifting modes of travel, especially as driving becomes more expensive. Provided there are viable alternatives to driving, Americans are willing to change their travel habits, as shown during the dramatic increases in gas prices in 2008. According to the Rails to Trails Conservancy and the Bikes Belong Coalition, *"Every day, more commuters switch to public transportation, bicycling and walking in places where prior infrastructure investments have made these options safe and convenient."*<sup>6</sup> Surveys by the Federal Highway Administration show that Americans are willing to walk as far as two miles to a destination and bicycle as far as five miles. A complete system of trails in the Genesee-Finger Lakes, combined with other

bicycle and pedestrian infrastructure, will offer viable opportunities for walking and biking to homes, workplaces, schools, parks, downtowns, and cultural attractions.

When looking at the returns on investment noted above, it is also important to put into perspective the massive differences in costs inherent in the transportation decisions we make, both as individuals and as a region. Consider the individual costs associated with various forms of transportation. Walking is virtually free and the cost of operating a bicycle is far less than operating a car. A study cited by the Victoria Transport Policy Institute found that households in automobile-dependent communities devote 50 percent more of their income to transportation (more than \$8,500 annually) than households in communities with more accessible land use and more multimodal transportation systems (less than \$5,500 annually).

### ECOLOGICAL BENEFITS

Greenway trails are important for linking conservation, recreation, and transportation. As such, they must be developed and maintained in ways that avoid negative impacts to the ecological resources of the area. Greenways can protect and link fragmented habitats and provide opportunities for protecting plant and animal species. Trails and greenways reduce air pollution by two significant means: first, they protect large areas of plants that create

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4 NCDOT and ITRE. (2006). *Bikeways to Prosperity: Assessing the Economic Impact of Bicycle Facilities*.

5 Rails to Trails. (Danzer, 2006). *Trails and Tourism*.

6 Active Transportation for America: The Case for Federal Investment in Bicycling and Walking. 2008.



oxygen and filter air pollutants, such as ozone, sulfur dioxide, carbon monoxide, and airborne particulate; second, they provide enjoyable and safe alternatives to the automobile, thus reducing the burning of fossil fuels. Greenways improve water quality by creating a natural buffer zone that protects streams, rivers, and lakes, preventing soil erosion and filtering pollution caused by agricultural and road runoff.

## SOCIAL BENEFITS

Trails throughout the nine-county study area will contribute to the overall health of residents by offering people attractive, safe, and accessible places to bike, walk, hike, jog, skate, canoe, and kayak. In short, regional trails will create better opportunities for active lifestyles. The design of our communities—including towns, subdivisions, transportation systems, parks, trails, and other public recreational facilities—affects people's ability to reach the recommended 30 minutes each day of moderately-intense physical activity (60 minutes for youth). According to the Centers for Disease Control and Prevention (CDC), *"Physical inactivity causes numerous physical and mental health problems, is responsible for an estimated 200,000 deaths per year, and contributes to the obesity epidemic."*<sup>7</sup> In the 2013 Gallup-Healthways Well-Being Index, the Rochester region ranked 100 out of 189 Metropolitan Statistical Areas in the Physical Health category<sup>8</sup>.

Trails, greenways, and open space can serve as connections to local heritage by preserving historic places and by providing access and better understanding through interpretation.

Finally, greenways and trails provide opportunities for people to interact with one another outside of work and their immediate neighborhood. Positive interaction (such as through exercising, strolling, or even just saying 'hello') among people from a wider community helps to build trust and awareness of others, which strengthens the overall sense of community.

7 U.S. Department of Health and Human Services, Centers for Disease Control and Prevention. (1996). Physical Activity and Health: A Report of the Surgeon General.

8 U.S. Department of Health and Human Services, Centers for Disease Control and Prevention. (2002). Guide to Community Prevention Services.



Existing Conditions



## Overview

The counties of Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates have all made significant progress in recent years to create more livable communities and support the active transportation and recreation demand of the region. The planning, development, and management of trails and greenways as identified in Phase 1 and Phase 2 of the Regional Trails Initiative Plan have played a key role in such efforts.

The region has well-established, high-quality natural and historic destinations throughout the area. These attractions have the potential to be connected through trails and greenways supported by community groups, business leaders, elected officials, and local government departments. The region has developed a network of trails to encourage active transportation, recreation, and connections to unique cultural and natural amenities. To date there are:

- Approximately 500 miles of existing trails and greenways, and
- Over 70 miles of on-road trail connections.

Impressive highlights of the system include:

- The Erie Canal Trail is a continuous 78.8-mile trail through the region and will ultimately connect across the state,
- The Genesee Valley Greenway is over 80 miles with a support group, the Friends of the Genesee Valley Greenway, that hosts a web page with significant trail information,
- An extensive network of trails is present throughout Rochester which connects to the surrounding communities, and
- The regional trail system provides various opportunities to connect people with Lake Ontario.

- There are also many opportunities for improvement and new trail connections to consider. The purpose of this chapter is to outline the existing conditions of the region and identify opportunities and constraints to inform the Plan's recommendations and implementation.

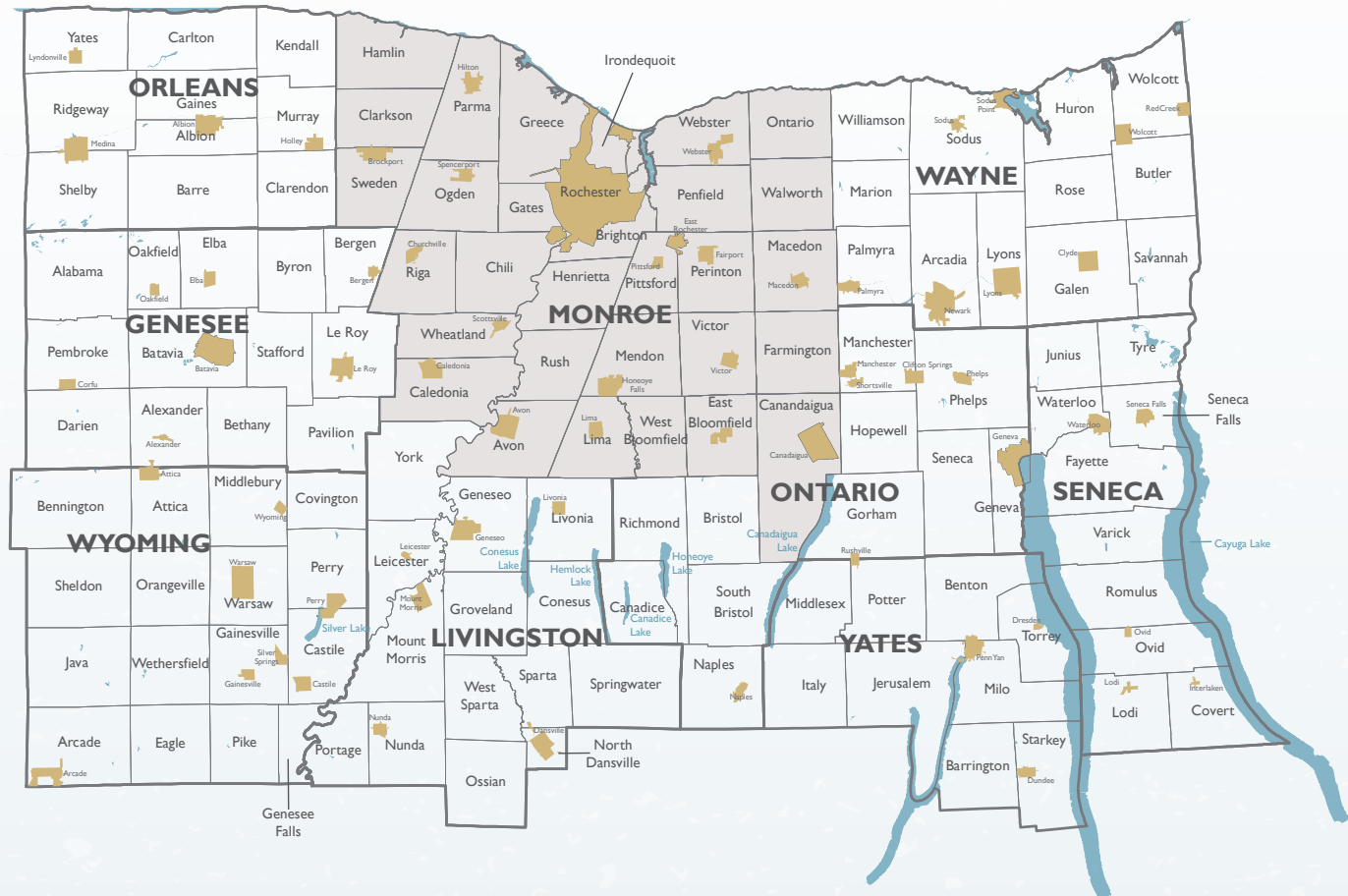
## Study Area

The study area for Phase 3 of the Genesee-Finger Lakes Regional Trails Initiative encompasses the nine counties of Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates that make up the Genesee Transportation Council (GTC) Planning Region. This area includes the Rochester Transportation Management Area (TMA) studied in Phase I of this plan and the non-TMA region studied in Phase II of this plan.

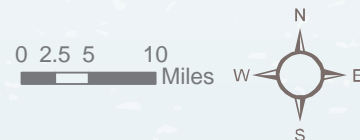
The region is rich in natural heritage and deeply rooted in history. Formed by glacial ice sheets during the Pleistocene epoch, the region has a diverse range of physical variations and unique natural destinations. The scouring glaciers widened and deepened existing river valleys, creating many lakes and unique geologic amenities. These physical variations complement the diverse composition of cities, towns, villages, and hamlets settled throughout the region. The analysis and recommendations of this Plan were influenced by the character and potential for each community within the study area, with the intent to create a single vision for the entire region.



# Nine-County GTC Region and Rochester Transportation Management Area



- Counties
- Cities and Villages
- Municipalities
- Transportation Management Area (TMA)



Data obtained from the Genesee Transportation Council, Monroe County, Livingston County, Wayne County, the City of Rochester, NYDOT, and the NYSGIS Clearinghouse. Map created July, 2014.

## Regional Trails Initiative Phase 1 and 2 Update

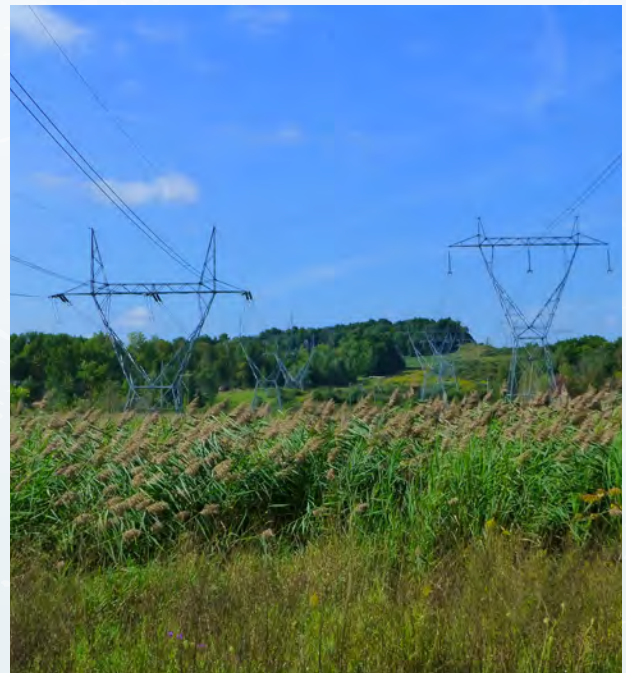
The implementation efforts of Phase 1 and Phase 2 of the Regional Trails Initiative created a framework of trails that constitute a baseline network for this study to elevate the trail system to world-class status. Long-distance facilities such as the Erie Canal Trail, the Genesee Valley Greenway, and the Lehigh Valley Trail act as regional conduits for recreation and transportation. Shorter trails act as local conduits to attractions and provide critical links to the regional circulation routes. As the system grows and becomes more intimately connected to places where people live, work, and play, the

regional trail system will begin to have more fine-grained local level connectors. A hierarchy will emerge with true regional trails, local conduits, and neighborhood connectors.

Presently, there are approximately 507 miles of existing trails in the nine county area with varying natural, unpaved, paved, and on-road facilities. There are also approximately 26 miles of trails that are classified as under development and are poised to become part of the trail system in the near future. The map below illustrates the existing and under development trails throughout the region. See page 2-6 for an existing and underdevelopment trail map.

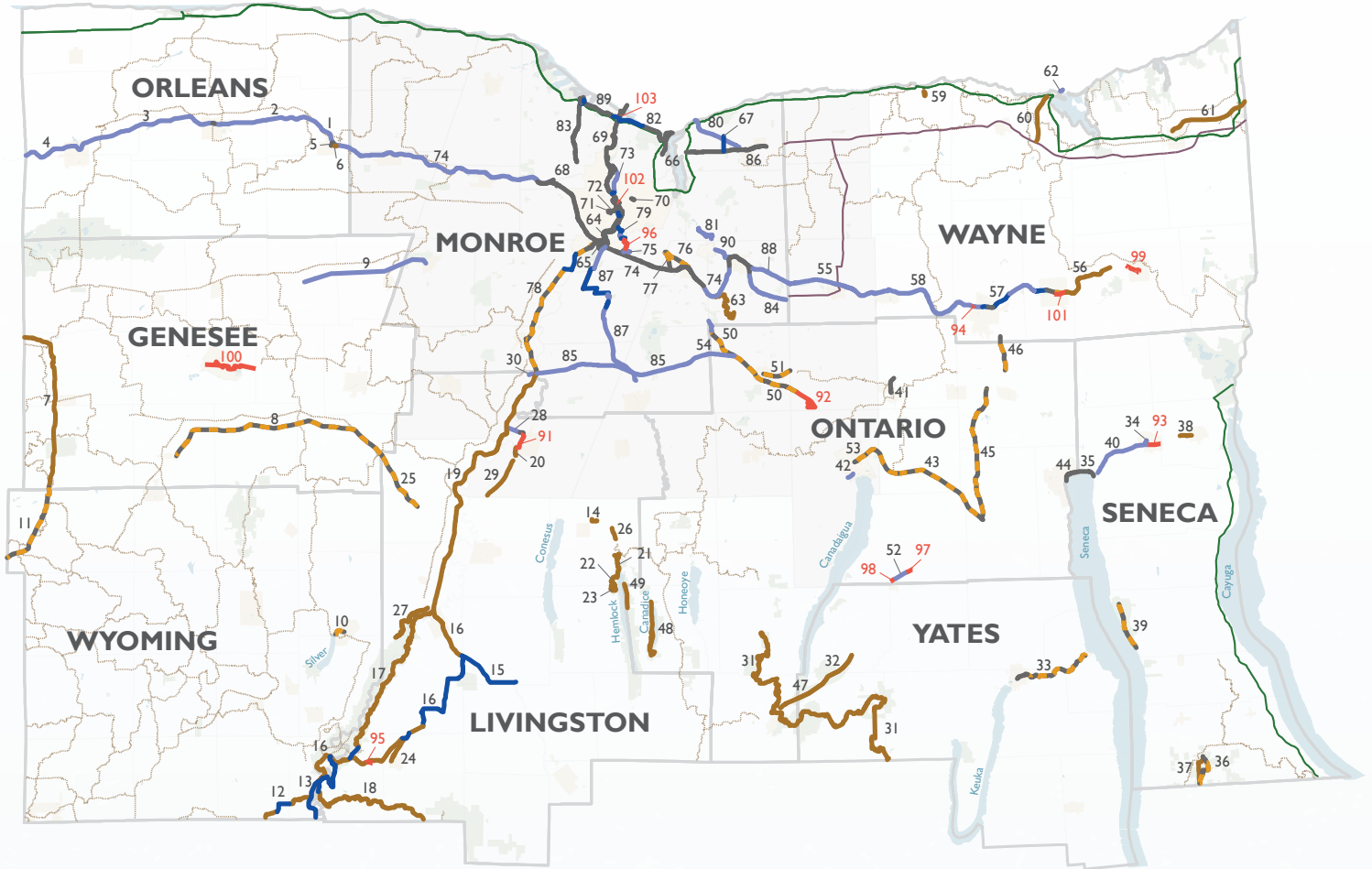


*As trails across the region are expanded and developed, a hierarchy of alignments will emerge. The main Regional Circulation Route will connect across counties and link communities. Conduits are those trails that feed into the larger system. These Conduits provide cross-community connections. Neighborhood and Local Connectors branch off of the Conduits connecting into downtowns and neighborhoods.*



*As the system grows, utility corridors like this one along the Erie Canal Trail in Wayne County can provide excellent Regional Circulation and Conduit routes.*

# Existing Trails and Trails Under Development



- |                                 |                         |                                            |
|---------------------------------|-------------------------|--------------------------------------------|
| Counties                        | Major Parks             | Existing Natural Trail (grass, dirt)       |
| Municipalities                  | Snowmobile Trail        | Existing Trail (varied surface)            |
| Cities and Villages             | Lake Ontario Wine Trail | Existing Unpaved Trail (gravel, stonedust) |
| Transportation Mgmt. Area (TMA) | Scenic Byway            | Existing Paved Trail (asphalt, concrete)   |
|                                 | Trail Under Development | Existing On-Road Trail                     |

Data obtained from the Genesee Transportation Council, Monroe County, Livingston County, Wayne County, the City of Rochester, NYDOT, and the NYSGIS Clearinghouse. Map created May, 2015.

0 2.5 5 10  
Miles





## ORLEANS COUNTY EXISTING TRAILS

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
1	"Canalway Trail - Monroe/ Orleans County Line to Village of Holley"	Monroe/Orleans County Line to Holley northern village line	1.6	Stone Dust, Asphalt in village	Pedestrian, bicycling, skating (on paved section)	Town of Murray; Village of Holley	NYC Canal Corporation	Orleans
2	"Canalway Trail - Village of Holley to Village of Albion"	Holley northern village line to Main Street in the Village of Albion	9.5	Stone Dust	Pedestrian, bicycling	Town of Murray; Town of Gaines; Village of Albion	NYC Canal Corporation	Orleans
3	"Canalway Trail - Village of Albion to Village of Medina"	Main Street in the Village of Albion to Bank Street in the Village of Medina	10.3	Stone Dust	Pedestrian, bicycling	Town of Gaines; Town of Ridgeway; Village of Medina	NYC Canal Corporation	Orleans
4	Canalway Trail - Village of Medina to Orleans/Niagara County Line	Bank Street in the Village of Medina to the Orleans/Niagara County Line	4.6	Stone Dust	Pedestrian, bicycling	Village of Medina; Town of Ridgeway; Town of Shelby	NYC Canal Corporation	Orleans
5	Holley Bicycle Trail - Segment 1	Frisbee Terrace trailhead branching to two trails, connecting to East Ave. and east into Canal/Village property	0.6	Asphalt	Pedestrian, bicycling, skating (on paved section)	Village of Holley	Village of Holley	Orleans
6	Waterfalls Park Trail	Waterfalls Park west and northwest to scenic overlook of existing waterfalls	0.2	Natural, dirt	Pedestrian, bicycling	Village of Holley; Town of Murray	Village of Holley	Orleans

## GENESEE COUNTY EXISTING TRAILS

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
7	"Finger Lakes Trail - Conservation Branch"	North through the T. of Darien from Wyoming Co. line, Darien Lakes State Park, T. of Pembroke, and then west in northern Pembroke to county line	12.8	Natural, grass, dirt	Hiking	Town of Pembroke; Town of Darien	Finger Lakes Trail Conference	Genesee
8	"Groveland Secondary Trail - Genesee County Section"	Village of Alexander to Genesee/ Livingston County Line (Town of Pavilion)	16.8	Large ballast, grass, dirt	Snowmobiling, XC skiing, pedestrian, bicycling	Village of Alexander; Town of Alexander; Town of Bethany; Town of Pavilion	NYSDEC	Genesee
9	West Shore Trail	Town of Byron into Monroe County to Village of Churchville	9.0	Natural, rock	Pedestrian	Town of Byron; Town of Bergen; Town of Riga; Village of Churchville	Town of Byron; Town of Bergen	Genesee; Monroe

## WYOMING COUNTY EXISTING TRAILS

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
10	Silver Lake Outlet Trail	"Federal Street, Village of Perry (by the dam) to Walker Road (near Silver Lake)"	0.9	Gravel, dirt	Pedestrian	Village of Perry	Village of Perry	Wyoming
11	"Finger Lakes Trail - Conservation Branch (Wyoming County Segment)"	"Southwest corner of Bennington northwest through the Town of Bennington, crossing NYS Route 354"	6.6	Varies	Hiking	Town of Bennington	Town of Pennington	Wyoming
12	Finger Lakes Trail - Livingston/Wyoming County to Wyoming/Allegany County	Livingston/Wyoming County line to Town of Pike and Wyoming/Allegany County line	6.0	Cinders, grass, stone dust	Pedestrian	Town of Genesee Falls; Town of Pike	Finger Lakes Trail Conference	Wyoming
13	Genesee valley Greenway - Livingston/Wyoming County to Wyoming/Allegany County	Livingston/Wyoming County line to Wyoming/ Allegany County line	3.2	Cinders, grass, stone dust	Pedestrian	Town of Genesee Falls	NYSOPRHP; NYSDEC; Friends of the Genesee Valley Greenway	Wyoming

## LIVINGSTON COUNTY EXISTING TRAILS

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
14	Beardsley Trail	Northeast of the Village of Livonia	0.5	Natural	Pedestrian, bicycling	Town of Livonia	Town of Livonia	Livingston
15	Genesee Valley Greenway - Route 36 to 258	On-road connection from natural surface Genesee Valley Greenway in the Town of Mount Morris to Route 63 in the Town of Groveland	4.0	On-road	Pedestrian, bicycling	Town of Mount Morris; Town of Groveland	NYS DOT; Livingston County Highway; Town of Groveland	Livingston
16	Genesee Valley Greenway - Mount Morris to Wyoming County	Village of Mount Morris to junction with Finger Lakes Trail - Letchworth section, including Portageville detour, to the Wyoming/Livingston County line	28.1	Grass, cinder, stone dust, and portions on-road	Pedestrian, bicycling, XC skiing, equestrian, Snowmobiling	Town of Mount Morris; Village of Mount Morris; Town of Nunda; Town of Portageville; Village of Portageville	NYSOPRHP; NYSDEC; Friends of the Genesee Valley Greenway	Livingston
17	Finger Lakes Trail - Letchworth Section	Village of Mount Morris to junction with the Genesee Valley Greenway	15.3	Grass, cinders, some stone dust	Pedestrian, bicycling, XC skiing, equestrian	Town of Mount Morris; Village of Mount Morris; Town of Portageville	NYSOPRHP; Finger Lakes Trail Conference	Livingston
18	Finger Lakes Trail - Portageville to Allegany County Section	Village of Portageville to the Livingston/Allegany County line	11.9	Dirt, grass, some on-road	Pedestrian, XC skiing, bicycling	Town of Portageville; Village of Portageville	Finger Lakes Trail Conference	Livingston
19	Genesee Valley Greenway - Moroe/Livingston to Mount Morris	Monroe/Livingston County line to Village of Mount Morris	20.9	Grass, cinders, some stone dust	Pedestrian, bicycling, XC skiing, equestrian, snowmobiling	Town of York; Town of Leicester; Town of Mount Morris; Village of Mount Morris; Town of Caledonia	NYSDEC; Friends of the Genesee Valley Greenway	Livingston
20	Old Mill Road Trail	Avon Driving Park to Mill Road	0.6	Cinders and grass	Bicycling, walking, XC skiing	Town of Avon; Village of Avon	Town of Avon; Village of Avon	Livingston
21	Hemlock Lake Trails - Bur Oak and Walnut	Trails connect on Rix Hill Road in Hemlock Canadice State Forest, Bur Oak Trail to the north and Walnut Trail to the south	2.5	Unknown natural surface	Pedestrian, bicycling, XC skiing	Town of Livonia	Hemlock Lake State Forest	Livingston
22	Blank Road Trail	A looping trail network between Branch Road and Hemlock Lake with two trailheads located off Branch, one 1/4 mile north of Niver town line Road and one 1/4 mile south of Niver TL Road	1.5	Unknown natural surface	Pedestrian, bicycling, XC skiing	Town of Conesus	Hemlock Lake State Forest	Livingston
23	Mission Road Trail	Trailhead east off Mission Rd. 1/2 mile south of Niver Townline Rd.; trail extends east toward Hemlock Lake with short loop at end of trail	0.5	Unknown natural surface	Pedestrian, bicycling, XC skiing	Town of Conesus	Hemlock Lake State Forest	Livingston
24	Genesee Valley Greenway - Nunda Connector Trail	Trail connection between the Genesee Valley Greenway and the Village of Nunda	1.9	Grass, cinders	Pedestrian, bicycling, XC skiing, equestrian, snowmobiling	Town of Nunda; Village of Nunda	NYSDEC; Friends of the Genesee Valley Greenway	Livingston
25	Groveland Secondary Trail - Livingston County Section	Livingston/Genesee County Line to Dow Road near the hamlets of Greigsville and Retsof	4.8	Grass, gravel	Pedestrian, bicycling, XC skiing, equestrian (unofficially), snowmobiling	Town of York	NYSDEC; Friends of the Genesee Valley Greenway	Livingston

## LIVINGSTON COUNTY EXISTING TRAILS (CONTINUED)

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
26	Kinney Creek Trail	From Route 20A along Kinney Creek to Big Tree Road	0.8	Unknown natural surface	Pedestrian, bicycling	Town of Livonia	Town of Livonia	Livingston
27	Highbanks Trail	In Letchworth State Park on north side of Genesee River, runs from Letchworth State Park Road to Gibsonville Road	4.5	Grass	Pedestrian, bicycling, XC skiing	Town of Leicester	Office of Parks, Recreation, & Historic Preservation	Livingston
28	Erie Attica Railroad Trail	From Genesee Valley Greenway to Village of Avon	1.3	Stone dust, asphalt	Pedestrian, bicycling, XC skiing, equestrian, snowmobiling	Town of Caledonia; Town of Avon; Village of Avon	Town of Caledonia; Village of Avon	Livingston
29	Railroad Bed Trail	Avon/Genesee town line to Ahartee Lane	4.2	Unknown natural surface	Pedestrian, equestrian, XC skiing	Town of Avon	Genesee Valley Conservancy	Livingston
30	Lehigh Valley Trail - Livingston County	From intersection of Genesee Valley Greenway and Lehigh Valley Trail to West River Road	0.5	Stone dust	Pedestrian, bicycling, XC skiing	Town of Caledonia	Mendon Foundation	Livingston

## YATES COUNTY EXISTING TRAILS

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
31	Finger Lakes Trail - Bristol Hills Section (Yates County segment)	Ontario/Yates County line (Naples/Italy) to Steuben/Yates County line	10.5	Dirt, grass	Pedestrian, XC skiing	Town of Italy; Town of Jerusalem	Finger Lakes Trail Conference	Yates
32	Lehigh Valley Trail - Naples (Yates County Section)	Ontario/Yates County line (Naples/Italy) to Caywatrd Cross Road, Town of Middlesex	5.1	Grass, cinder, some large ballast	Pedestrian, bicycling, XC skiing	Town of Italy; Town of Jerusalem	NYSDEC	Yates
33	The Outlet Trail	Brown Street in the Village of Penn Yan to Seneca Street in the Village of Dresden	6.2	Grass, cinder	Pedestrian, bicycling, XC skiing, equestrian, snowmobiling	Village of Penn Yan; Town of Torrey; Village of Dresden	Friends of the Outlet, Inc.	Yates



## SENECA COUNTY EXISTING TRAILS

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
34	Vern's Way	In Village of Waterloo, from Seneca River to Route 20	0.3	Stone dust	Pedestrian, bicycling	Village of Waterloo	Village of Waterloo	Seneca
35	Seneca Lake State Park Trail	Swimming area on east side of Seneca Lake State Park to the Geneva Waterfront Trail	1.6	Asphalt	Pedestrian, bicycling, skating	Town of Waterloo	NYSOPRHP	Seneca; Ontario
36	Interlaken Trail (FLT Branch)	Parmeter Road to Seneca Road	2.1	Dirt	Pedestrian, XC skiing	Town of Lodi	USDA Forest Service; Finger Lakes Trail Conference	Seneca
37	No-Tan-Takto-Trail	Parmeter Road to Seneca Road	2.5	Dirt, gravel, mowed grass	Pedestrian, XC skiing, equestrian (except March - May), snowmobiling	Town of Lodi	USDA Forest Service	Seneca
38	Frank J. Ludovico Sculpture Trail	Bridge Street to the western Village line	1.2	Grass	Pedestrian, bicycling	Village of Seneca Falls	Ludovico Sculpture Trail NPO	Seneca
39	Sampson State Park Multi-Use Trail	Trail follows the main park road from the camping area south through the park where it becomes a separate gravel-surfaced trail to park's southern boundary near Willard	4.1	Asphalt; gravel	Pedestrian, bicycling, XC skiing	Town of Romulus; Town of Ovid	NYSOPRHP	Seneca
40	Cayuga - Seneca Canal Trail - Geneva to Waterloo	Multi-use trail along the NYSEG-owned abandoned railroad corridor that parallels the Cayuga Seneca Canal (south side of the Canal) and Routes 5 & 20 between the existing City of Geneva Lakefront Trail to Route 96 in the Village of Waterloo.	4.5	Gravel, stone dust	Pedestrian, bicycling, XC skiing, equestrian	Town of Waterloo; Village of Waterloo	Town of Waterloo	Seneca

## ONTARIO COUNTY EXISTING TRAILS

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
41	Manchester Gateway	From Route 96 to Water Street	1.7	Asphalt	Pedestrian, bicycling, skating	Village of Manchester	Village of Manchester	Ontario
42	Canandaigua Route 20 Trail	From Middle Cheshire Road to West Lake Dr	0.5	Stone dust	Pedestrian, bicycling, skating	City of Canandaigua; Town of Canandaigua	City of Canandaigua	Ontario
43	Ontario Pathways - Canandaigua to Stanley	Canandaigua Trail to Hamlet of Stanley	5.9	Grass, cinders	Pedestrian, bicycling, XC skiing, equestrian	Town of Canandaigua; Town of Hopewell; Town of Seneca	Ontario Pathways, Inc.	Ontario

## ONTARIO COUNTY EXISTING TRAILS (CONTINUED)

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
44	Geneva Waterfront Trail	Seneca Lake State Park/Trail to Castle Street area along Seneca Lake Waterfront	0.9	Paved	Pedestrian, bicycling, skating	City of Geneva	City of Geneva	Ontario
45	Ontario Pathways - Stanley to Phelps	Hamlet of Stanley to Route 96 in Town of Phelps	10.2	Grass, cinders	Pedestrians, bicycling, XC skiing, equestrian	Town of Seneca; Town of Phelps	Ontario Pathways, Inc.	Ontario
46	Ontario Pathways - Phelps to Arcadia, Segment 2	Gifford Road, Town of Phelps to Sweed Road, Town of Arcadia (just south of Silver Hill Road)	2.7	Grass, cinders	Pedestrians, bicycling, XC skiing, equestrian	Town of Phelps	Ontario Pathways, Inc.	Ontario
47	Lehigh Valley Trail - Naples (Ontario County Section)	Rt. 21, just north of the Village of Naples to Ontario/Yates County line	2.1	Grass, cinders	Pedestrian, bicycling, XC skiing, equestrian	Town of Naples; Village of Naples	NYSDEC	Ontario
48	Canadice Forest Trails	Southwest Canadice Trail, Canadice South Loop Trail, and Canadice Forest Road Trail in Canadice Forest.	6.4	Unknown natural surface	Pedestrian, bicycling, XC skiing	Town of Canadice	Hemlock Lake State Forest	Ontario
49	North Forest Road Trail	Follows East Lake Rd. south from Rt. 15A near the intersection of 15A and Rix Hill Rd. along the eastern perimeter of the lake	1.7	Unknown natural surface	Pedestrian, bicycling, XC skiing	Town of Canadice	Hemlock Lake State Forest	Ontario
50	Auburn Line Trail	Trail from Boughton Hill Road through the southern portion of the Village of Victor to Wolson Road in Monroe County	5.3	Asphalt and stone dust	Pedestrian, bicycling, XC skiing	Town of Victor; Town of Farmington; Village of Victor	Town of Victor; Victor Hiking Trails	Ontario
51	Lehigh Valley Trail - Victor Section	Rail with trail section from Victor/Farmington town line to Route 444 in Village of Victor	2.0	Cinders, grass	Pedestrian, bicycling, XC skiing	Village of Victor; Town of Victor	Town of Victor; Victor Hiking Trails	Ontario
52	Lehigh Valley Rail Trail - Rushville to Gorham	Convert a section of the former Lehigh Valley RR - Naples Line corridor within the Village of Rushville and Town of Gorham into a multi-use trail between State Route 245 and Blodgett Road	1.0	Stone dust	Pedestrian, bicycling, XC skiing	Village of Rushville; Town of Gorham	Village of Rushville	Ontario
53	Canandaigua Downtown Rail-with-Trail	Construction of a trail on the other half of the active Finger Lakes Railroad Corridor in downtown Canandaigua between the Ontario Pathways Trail (near Smith Road) and Buffalo Street	0.9	Varies	Pedestrian, bicycling, XC skiing	City of Canandaigua; Town of Canandaigua	City of Canandaigua	Ontario
54	Lehigh Valley Linear Trail - Victor Section Upgrade and Accessibility Improvements	Upgrading of the surface, width, and amenities on Lehigh Valley Railroad Trail (Victor Section), including the construction of an ADA-compliant ramp connection to the Auburn Trail (Victor Section)	1.7	Stone dust	Pedestrian, bicycling, XC skiing	Town of Victor	Town of Victor	Ontario

## WAYNE COUNTY EXISTING TRAILS

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
55	Canalway Trail - Wayne County	Monroe/Wayne County line (Perington) to Village of Palmyra	6.8	Stone dust	Bicycling, pedestrian, XC skiing	Town of Macedon; Village of Macedon; Town of Palmyra; Village of Palmyra	NYS Canal Corporation	Wayne
56	Canalway Trail - Lyons to Galen	Route 14, Village of Lyons to Old Route 31 where it connects on-road	3.7		Bicycling, pedestrian, XC skiing	Town of Lyons; Village of Lyons; Town of Galen	Wayne County	Wayne
57	Canalway Trail - Newark to Lyons	Trail from Palmyra/Arcadia town line through the Village of Newark and along the canal to the Village of Lyons at Route 31	8.6	Asphalt, stone dust, and on-road	Bicycling, pedestrian, XC skiing, skating	Village of Newark; Town of Arcadia; Village of Lyons; Town of Lyons	NYS Canal Corporation	Wayne
58	Canalway Trail - Palmyra to Arcadia	Multi-use path along Erie Canal towpath from Macedon/Palmyra town line through the Village of Palmyra to the Palmyra/Arcadia town line.	7.0	Stone dust	Bicycling, pedestrian, XC skiing	Village of Palmyra; Town of Palmyra	NYS Canal Corporation	Wayne
59	Bicentennial Trail	Multi-use loop trail within the 35-acre Town-owned parcel south off Maken Road	0.6	Dirt	Bicycling, pedestrian, XC skiing, equestrian	Town of Williamson	Trailworks, Inc	Wayne
60	Wallington to Sodus Point Trail - Section 1	A multi-use Trail on an abandoned rail corridor from the hamlet of Wallington to the Malt House in the Village of Sodus Point	3.5	Grass	Bicycling, pedestrian, XC skiing, equestrian	Town of Sodus; Village of Sodus Point	Town of Sodus	Wayne
61	Wolcott to Cato Trail	A multi-use trail along the abandoned RG&E railroad corridor from the Wayne/Cayuga County line to Village of Wolcott	5.9	Grass, dirt	Bicycling, pedestrian, XC skiing, equestrian	Town of Wolcott; Village of Wolcott; Village of Red Creek	Town of Wolcott; Village of Wolcott; Village of Red Creek	Wayne
62	Wallington to Sodus Point Trail - Section 2	Trail along existing Wickham Boulevard	0.2	Stone dust	Bicycling, pedestrian, XC skiing	Village of Sodus Point	Village of Sodus Point	Wayne



## MONROE COUNTY EXISTING TRAILS

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
63	Crescent Trail	The Canalway Trail through the Town of Perinton neighborhood to Woodcliff Drive along Route 250	3.9	Grass, dirt	Bicycling, pedestrian, XC skiing	Town of Perinton	Town of Perinton	Monroe
64	University of Rochester Footbridge	Asphalt bridge across the Genesee River connecting the Genesee Riverway Trails	0.1	Asphalt	Bicycling, pedestrian, skating	City of Rochester	City of Rochester	Monroe
65	Genesee Valley Park Trail (Red Creek)	Trail in the Genesee Valley County Park connecting to the Canalway Trail via the Olmstead Bridge	0.7	Asphalt	Bicycling, pedestrian, skating	City of Rochester	City of Rochester	Monroe
66	Route 590 Titus-Seabreeze Trail	Paved trail along Route 590 from Rudman Drive to Lake Road	1.8	Asphalt	Bicycling, pedestrian, skating	Town of Irondequoit	Town of Irondequoit	Monroe
67	Hard Road Trail	On-road trail from the Route 104 Corridor Trail along Hard Road to Klem Road, connecting to the Hojack Trail	1.1	Asphalt	Bicycling, pedestrian, skating	Town of Webster	Town of Webster	Monroe
68	Junction Lock Connector	From existing Canalway Trail to Ridgeway Avenue	0.3	Stone dust, asphalt	Bicycling, pedestrian, skating	Town of Greece	Town of Greece	Monroe
69	Genesee Riverway Trail	West side - Connection to Genesee valley Greenway in Town of Chili north to Lyell Avenue bridge crossing, Genesee River Pedestrian bridge to Lake Ontario. East side - Canalway Trail in south Rochester north to Court St, Upper Falls Terrace Park, Smith Street to Genesee River Pedestrian Bridge, and El Camino Trail to Seneca Park	23.5	Asphalt	Bicycling, pedestrian, skating	City of Rochester	City of Rochester	Monroe
70	Union Street Railroad Bridge Trail	Trail from Scio Street past Union Street North	0.2	Asphalt	Bicycling, pedestrian, skating	City of Rochester	City of Rochester	Monroe
71	Susan B Anthony Trail	Trail from Route 33 to Troup Street Playground	0.1	Asphalt	Bicycling, pedestrian, skating	City of Rochester	City of Rochester	Monroe
72	Heritage Trail	Trail from Genesee River and Genesee Riverway Trail along Route 31 and 33 to Sus B. Anthony Park	1.1	Asphalt	Bicycling, pedestrian, skating	City of Rochester	City of Rochester	Monroe
73	El Camino Trail	On-road and stone dust trail connecting eastern segments of the Genesee Riverway Trail	2.0	Stone dust, asphalt	Bicycling, pedestrian, skating	City of Rochester	City of Rochester	Monroe
75	Brighton Town Park Trail	From Brighton Town Park to Existing Canalway Trail	0.9	Stone dust, asphalt	Bicycling, pedestrian, skating	Town of Brighton	Town of Brighton	Monroe
76	Auburn Line Trail - Pittsford Section	Route 96/North Main Street (Village of Pittsford) to Route 65	2.0	Cinders, grass	Bicycle, pedestrian	Town of Pittsford; Village of Pittsford	Town of Pittsford; Village of Pittsford	Monroe
77	Erie Canal Towpath Trail	Canalway Trail (south of French Road) to Spring House Restaurant	1.4	Stone dust, grass	Bicycling, pedestrian, XC skiing	Town of Pittsford	Town of Pittsford	Monroe
78	Genesee Valley Greenway	Genesee Valley park south to Monroe/Livingston County boundary, on-road segment in Town of Chili to cross active railroad tracks	12.1	Cinders, grass, asphalt	Bicycling, pedestrian, XC skiing, snowmobiling, equestrian	City of Rochester; Town of Chili; Town of Wheatland; Village of Scottsville	NYSDEC; Friends of the Genesee Valley Greenway	Monroe
79	Canalway Trail Connection - Highland Park	Partial paved, sidewalk, and stone dust trail from the Rochester/Brighton line through Highland Park connecting to Genesee Riverway Trail	1.7	Stone dust, asphalt	Bicycling, pedestrian, skating	City of Rochester	City of Rochester	Monroe
80	Hojack Trail	Trail from Lake Road to Route 104 Corridor Trail	4.2	Stone dust	Bicycling, pedestrian, XC skiing	Town of Webster	Town of Webster; Friends of Webster Trails	Monroe
81	Irondequoit Trail	Trail from Penfield Road through Linear Park to Perinton/Penfield town line	1.8	Stone dust	Bicycling, pedestrian, XC skiing	Town of Penfield	Town of Penfield	Monroe
82	Irondequoit Lakeside Trail	Multi-use and on-road trail the former Rochester Running Track railroad corridor and Lakeshore Boulevard	4.1	Asphalt	Bicycling, pedestrian, skating	Town of Irondequoit	Town of Irondequoit	Monroe

## MONROE COUNTY EXISTING TRAILS (CONTINUED)

Map ID	Trail Name	Trail Limits	Approx. Mileage	Trail Surface	Allowed Trail Uses	Jurisdiction(s)	Trail Management Responsibility	County(s)
83	Route 390 Trail	Lake Ontario State Parkway to Route 104 (West Bridge Road)	6.4	Asphalt	Bicycle, pedestrian, skating	Town of Greece	Town of Greece	Monroe
84	RS&E Trolley Trail	Monroe/Wayne County line to Canalway Trail on Cobbs Lane	4.3	Stone dust	Bicycle, pedestrian, XC skiing	Town of Perinton	Town of Perinton	Monroe
85	Lehigh Valley linear Trail	Trail from the Genesee Valley Greenway on the Monroe/Livingston County line to the Monroe/Ontario County line	13.2	Stone dust	Bicycle, pedestrian, XC Skiing	Town of Rush; Town of Mendon	Monroe County	Monroe
86	Route 104 Trail	Bay Road to Salt Road through the Village of Webster	6.1	Asphalt	Bicycling, pedestrian, skating	Town of Webster; Village of Webster	Town of Webster	Monroe
87	Lehigh Valley Multi-Use Trail	On and off-road trail from Great Bend Park to existing Canalway Trail across Interstate 390	13.4	Stone dust, asphalt	Bicycling, pedestrian, skating	Town of Brighton; Town of Henrietta; Town of Rush; Town of Mendon	Town of Brighton; Town of Henrietta; Town of Rush; Town of Mendon	Monroe
88	Lyndon Road Pedestrian Trail Ramps	Accessible ramps to connect Lyndon Road to the Canalway Trail at the new Lyndon Road Bridge	0.1	Stone dust	Bicycling, pedestrian	Town of Perinton	Monroe County	Monroe
89	Lake Ontario State Parkway Trail - Section 1	On and off-road Trail adjacent to the Lake Ontario State Parkway between the Genesee River /Riverway Trail to the Route 390 Trail	2.9	Asphalt	Bicycling, pedestrian, skating	City of Rochester; Town of Greece	City of Rochester	Monroe
90	RS&E Trolley Trail - Canalway Trail to East Rochester	Trail connection from Legion Eyer Park in East Rochester to the Canalway Trail in the Village of Fairport	1.5	Stone dust	Bicycling, pedestrian	Village of East Rochester; Town of Perinton	Town of Perinton	Monroe

## TRAILS UNDER DEVELOPMENT (AS OF THE WRITING OF THIS PLAN)

Map ID	Trail Name	Trail Description	Approx. Mileage	Jurisdiction(s)	Implementing Agency	Surface Type	County
100	Ellicott Trail	Construct a trail including on and off-road segments between Pearl Street in the City of Batavia and Batavia Stafford Towline Road in the Town of Batavia.	4.9	Village of Batavia; Town of Batavia	Town of Batavia	Varies	Genesee
91	Erie-Attica Railroad Connector Trail	Trail connection from existing Erie-Attica Railroad Trail along River Street and Spring Street to Old Mill Road Trail.	1.4	Village of Avon; Town of Caledonia	Village of Avon	Paved Surface	Livingston
95	Genesee Valley Greenway - Deep Cut Trail	Rehabilitate a .8 mile section of the former Genesee Valley Canal towpath, including the correction of several steep grades and significant drainage problems, between Letchworth State Park and the former Oakland Locks	0.5	Town of Portage	Office of Parks, Recreation, & Historic Preservation	Natural	Livingston
93	Cayuga-Seneca Canal Trail (Waterloo Section)	Construct a multi-use trail along the NYSEG-owned abandoned railroad corridor that parallels the Cayuga-Seneca Canal (south side of the Canal) and Routes 5 & 20 from Route 96 to the eastern Village line in the Village of Waterloo	0.9	Village of Waterloo	Village of Waterloo	Stone Dust	Seneca
92	Auburn Line Trail Connector - Phase 1	Extension and upgrading of the Auburn Line Trail from the existing trail to the Farmington/Canandaigua town line	3.0	Town of Farmington	Town of Farmington	Stone Dust	Ontario
97	Lehigh Valley Rail Trail - Robert E. Moody (Gorham segment)	Convert a section of the former Lehigh Valley RR - Naples Line corridor within the Town of Gorham into a multi-use trail between State Route 245 and Blodgett Road	0.5	Town of Gorham	Town of Gorham	Stone Dust	Ontario
98	Lehigh Valley Rail Trail - Robert E. Moody (Rushville segment)	"Convert a section of the former Lehigh Valley RR - Naples Line corridor within the Village of Rushville into a multi-use trail between State Route 245 and Blodgett Road"	0.3	Village of Rushville	Village of Rushville	Stone Dust	Ontario
94	Edgett Street Pedestrian Bridge	Rehabilitate the former Edgett Street one-lane vehicular bridge for pedestrian and bicycle traffic between Route 31/Cannery Row commercial area to the Newark Industrial Park on Barker Parkway and Westshore Boulevard	0.1	Village of Newark	Village of Newark	Wood	Wayne
99	Canalway Trail (Reid Road to Village of Clyde)	"Develop a multi-use trail along the original canal towpath south of Old Route 31 from Reid Road to Route 414 in the Village of Clyde"	1.0	Village of Clyde; Town of Galen	Town of Galen	Stone Dust	Wayne
101	Canalway Trail (Lyons to Galen)	"Route 14, Village of Lyons to Reid Road on the south side of Route 31"	0.8	Village of Lyons	Village of Lyons	Grass	Wayne
96	Highland Park - Canalway Trail Connection	Connection from Bike Route 5 through Highland Park to paved trail connection to the Canalway Trail in Brighton Town Park	1.3	Town of Brighton	Town of Brighton	Stone Dust	Monroe
102	Brewery Line Trail Upgrades	Upgrade trail from the Pont-DeRennes bridge south utilizing the recently acquired rail corridor. Provide connectivity to Upper Falls Terrace Park and St. Paul Street (grant received for design and construction).	0.2	City of Rochester	City of Rochester	Asphalt	Monroe
103	Train Bridge Overlook	Adaptive reuse of the remnant abutment and trestle of the recently demolished, historic CSX Railroad Swing Bridge for a scenic river overlook (grant received for design and construction).	0.1	City of Rochester	City of Rochester	Asphalt	Monroe



## Field Analysis

The project team conducted field analysis during the week of September 8th, 2014. Analysts split into teams of two, with each team being responsible for conducting fieldwork for specific areas in the region. Field work consisted of three components: 1) cataloguing the characteristics of the existing and under development trail network, 2) surveying the proposed trail alignments recommended in Phase 1 and Phase 2, and 3) identifying new potential trail alignments to close gaps in the system and connect people with key destinations. Prior to field analysis, a matrix and map were created of existing planning efforts. These tools were used to guide the team through potential alignment changes, alert the team of studies already indicating a trail is no longer feasible, and provide background for trails that have advanced from potential to planned.

Cataloguing the existing and under development trail network consisted of ground-truthing each trail and becoming familiar with the conditions of the corridor and how it interacts with the regional network. Trail length, width, surface type, transects, condition, amenities, and opportunities and constraints were some of the variables noted during field work. These notes serve as a repository for the GTC and local municipalities to use when assessing the 2014 status of an existing or under development trail. Additionally, recommended improvements for each trail were established based on fieldwork discoveries. These improvements include actions such as improving roadway crossings, adding

signage, and upgrading the trail surface, and are intended to function as small improvements for the GTC, local municipalities, and various stakeholders to consider when improving a facility.

Surveying the proposed trail alignment consisted of travelling to the recommended corridor and verifying whether the alignment was feasible and how critical it is to the regional network. Adjacent land use, property ownership, and geography were some of the factors considered when assessing a proposed trail alignment. If the recommended corridor was considered impractical, the team surveyed the area to locate alternative routes that were more probable considering the opportunities and constraints. Select trail segments were also considered for removal as a recommendation if the corridor was isolated, if there was a lack of interest or key destination, overall impracticality, or if the trail wasn't deemed a priority for the regional network.

Identification of new alignments involved an exploration of on- and off-road routes. Potential for off-road routes included canals, utility corridors, and areas with expansive road right-of-way. This Phase of the study also concentrated on closing gaps with on-road connections. As field constraints dictated the termination of trails, the team explored the potential of adding bicycle facilities and sidewalks along streets. These facilities will begin to close gaps and become the last mile connection to the regional system.

The result of the field analysis is a comprehensive dataset of the existing, under development, and proposed trail segments in the nine county region. The data gathered in the field was layered with input from stakeholders, municipal staff, and the public to consider the many opportunities and challenges of completing a world-class system.

## Key Discoveries

Prior to embarking on field analysis, the team reviewed past planning documents to gain an understanding of alignment modifications, opportunities, constraints, and potential new facilities to field verify. The team created a map and chart with details that would enhance their understanding of each county's trail system. A field analysis matrix was created with the GTC's input to record discoveries. The matrix included trail names, opportunities, constraints, recommendations, existing trail conditions, and guidance for how to improve, expand, or modify existing, planned, and potential routes. The information below summarizes the key findings discovered in each county.

### GENESEE COUNTY

#### OPPORTUNITIES:

- Implementation Potential - Many of the planned/potential trails have cleared and level corridors.
- Attica Line Rail Trail - The planned/potential Attica Line Rail Trail offers strong destination connectivity, and added transportation and recreation opportunities for the City of Batavia, Alexander and Attica (Wyoming County) communities.
- Ease of Implementation - Some segments of the planned/potential trails are located on publicly owned land.

#### CHALLENGES:

- Land Acquisition Challenges - Many segments of the planned/potential trails are located on private property.
- Costs and Impacts to Consider - Many of the planned/potential trails cross wetlands or creeks and require bridge rehabilitation or new infrastructure.
- Support for Removal and Longer-Term Phasing - If built, some of the planned/potential trails may offer little recreational or transportation value.
- Perception and Current Use - Some community members prefer maintaining rights-of-way as informal ATV trails and oppose building publicly-accessible multi-use trails (bicyclists and pedestrians only).

## LIVINGSTON COUNTY

### OPPORTUNITIES:

- Genesee Valley Greenway - The existing greenway travels through the county and provides a major, well-established connection to the City of Rochester and Letchworth State Park. The greenway exists as a major recreation and transportation trail and numerous opportunities exist to connect nearby villages and further improve the connectivity of the county.
- Geneseo as a Potential Trail Hub - The Village of Geneseo is positioned to be a natural trail hub for Livingston County. Home to an active downtown and the State University of New York at Geneseo, the Village has opportunities to connect to the Genesee Valley Greenway, the Erie Attica Trail, and to Conesus Lake.
- Natural Amenities - Livingston County is well known for its natural amenities, providing access to the Letchworth State Park (the "Grand Canyon of the East"), Rattlesnake Hill State Wildlife Management Area to the south, and Hemlock-Canadice State Forest, Conesus Lake, and Hemlock Lake to the east. These areas are natural magnets for active recreation and implementing or improving trail connections should be a top priority.

### CHALLENGES:

- Roadway Crossings - Many proposed trails in the county will require crossing high speed roadways. Developing a trail network to the east will require navigating across Interstate 390 and Highway 20A.
- Village and County Coordination - Aside from the Genesee Valley Greenway, existing trails are primarily isolated and in small segments. It will take a high level of coordination between the county, towns, and villages to further develop a regionally connected trail network.
- On-Road Trail and Conflicts - The Genesee Valley Greenway loop at the Letchworth State Park transitions from a natural trail to a long on-road segment. Diverting trail users on-road creates conflicts with motorists and is an abrupt transition from the rest of the greenway.



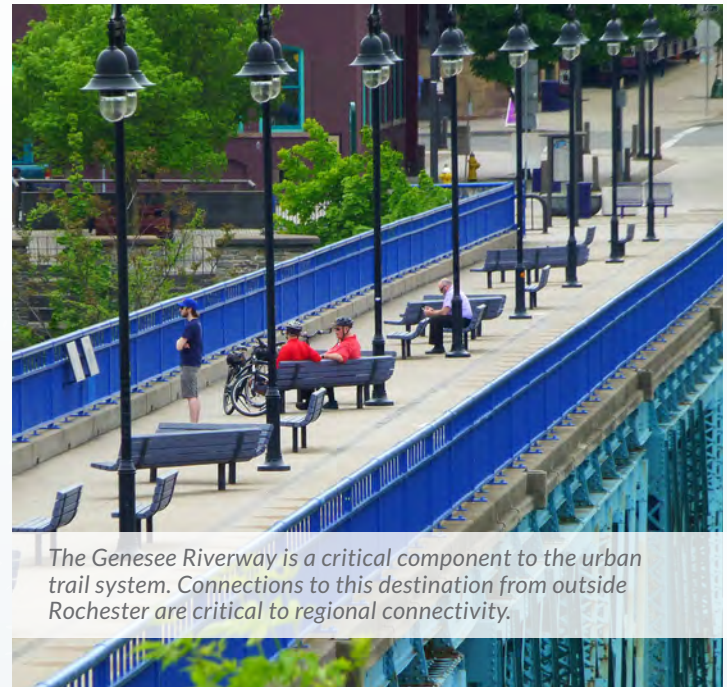
*The roadway crossing in Culyerville could be improved with a high visibility crosswalk and signage to alert motorists of trail users entering the roadway.*



## MONROE COUNTY

### OPPORTUNITIES:

- Natural Scenic Areas – Monroe County and the City of Rochester have an abundance of high-quality scenic areas, including views from the High Falls, views of Lake Ontario, and many scenic parks throughout the area, such as Genesee Valley Park, Seneca Park, and Lucien Morin Park. Connections to scenic areas throughout the county can be woven into the trail system.
- Historic and Cultural Attractions – The City of Rochester and many of the surrounding communities, such as Brockport and Spencerport, have attractive historic architecture on the National Register of Historic Places that can draw trail-based tourism. Other attractions, like the Susan B. Anthony House and the Brown's Race Historic District, are key landmarks for the regional trail system.
- Transportation, Economic, and Cultural Hub - Rochester is within Monroe County and home to local and global businesses, universities, and cultural attractions. The regional airport and Amtrak stations are also located here, making Monroe County the gateway to the Finger Lakes Region.
- Existing Trails – There is a substantial amount of existing trail infrastructure to expand upon. Examples include the Genesee Valley Greenway, the Erie Canal Heritage Trail, and the trail bridges throughout the area, including those in Genesee Valley Park and the Pont De Rennes Pedestrian Bridge downtown.



*The Genesee Riverway is a critical component to the urban trail system. Connections to this destination from outside Rochester are critical to regional connectivity.*

### CHALLENGES:

- Private Property - Prospective trail corridors identified and studied in previous plans, such as along the Black Creek Stream Corridor, have included numerous individual property owners that might be directly impacted. This situation is not unique to Monroe County and presents a challenge in many areas where similar land use patterns occur.
- Missing Links – There are short missing links to otherwise long stretches of high quality trails. These include missing sections of the Genesee Valley Greenway towards the south end of the Rochester airport, missing trail links along the riverfront in Downtown Rochester, where trail users are diverted on-road, and others.
- Difficult Connections - Major highways, topography, and industrial areas pose challenges to trail connectivity. Examples include crossings for I-390, I-490 and I-590; grade changes and steep slopes along the Genesee River and Irondequoit Bay; and large industrial sites and railroad facilities converging near Ridge Rd.

## ONTARIO COUNTY

### OPPORTUNITIES:

- Former Rail Lines – Several former rail lines including the Lehigh Valley rail, the Penn-Central rail, and Peanut rail line follow flat grades, are generally clear of development, connect nearly every community in Ontario County, and criss-cross a stunning Ontario County landscape. These former rail lines serve as excellent trail development opportunities.
- Stanley Junction as a Potential Trail Hub – This historic railroad junction already serves as a trailhead for two existing Ontario Pathways trails with several other connectivity possibilities to other Ontario County communities.
- Geneva as a Potential Trail Hub – Already a destination on Seneca Lake, Geneva has several trail connection possibilities. Seneca Lake State Park in Geneva on the shores of Seneca Lake could serve as a trail hub with an existing trail already in place.

### CHALLENGES:

- Downtown Connectivity – While several former rail lines are ripe for trail development throughout Ontario County, connections to downtown destinations will need further consideration. A combination of on-road and off-road bicycle and pedestrian infrastructure will need to be analyzed. An example would be linking the former Lehigh Valley rail line to Seneca Lake State Park through downtown Geneva.
- Trail Development and Maintenance – While extensive trail opportunities exist across Ontario County, trail development and maintenance will need to be coordinated across several local jurisdictions.
- Acquisition – While several former rail lines follow flat grades, are generally clear of development, connect nearly every community in Ontario County, and would provide bicycle/pedestrian access to the beautiful Ontario County landscape, property ownership of these former rail lines has reverted to adjacent property owners and is fragmented. This will serve as a challenge in trail development efforts.





## ORLEANS COUNTY

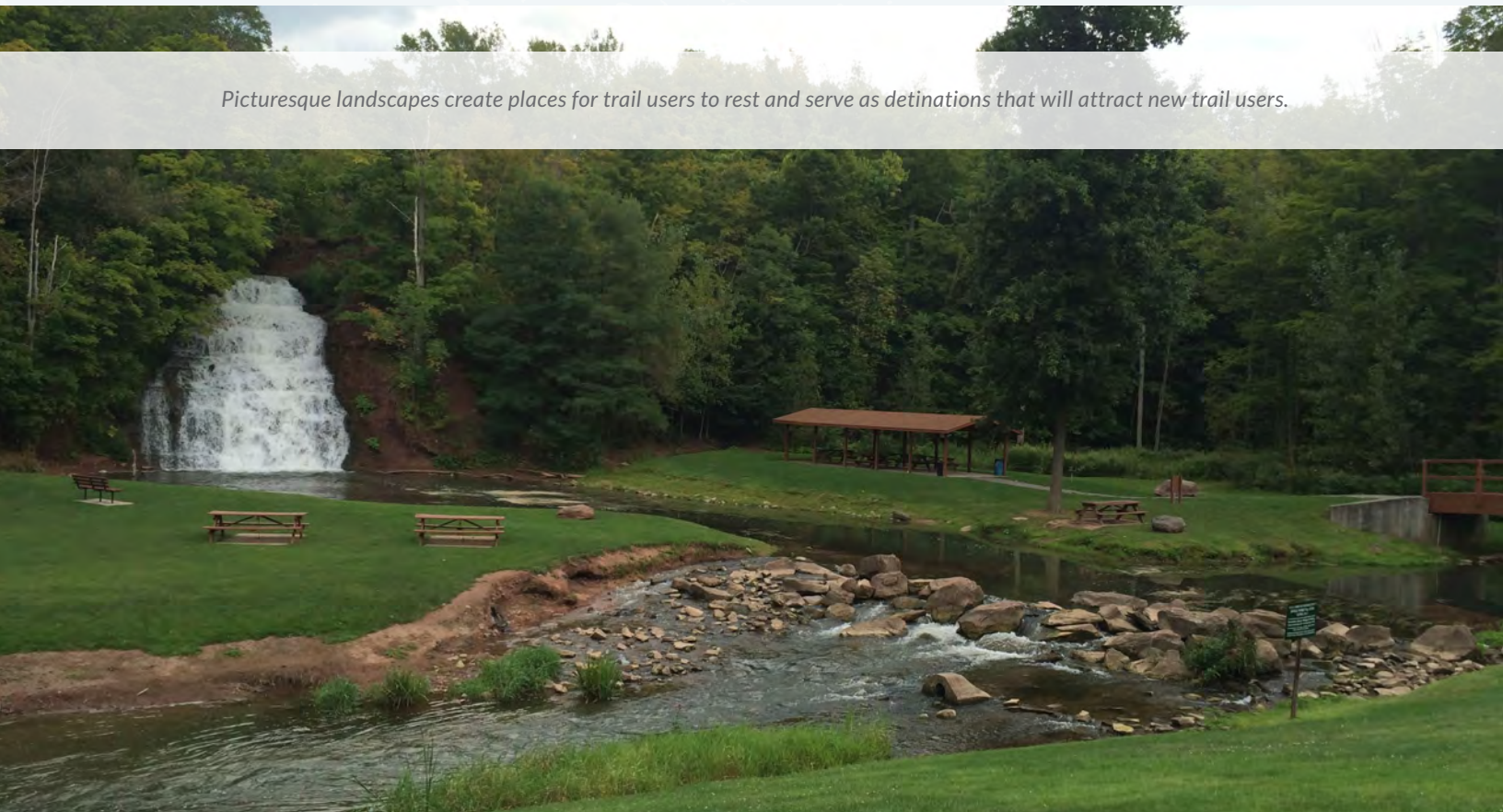
### OPPORTUNITIES:

- Implementation Potential - Many of the planned/potential trails have cleared and level corridors.
- Lake Ontario State Parkway Trail - If built, the Lake Ontario State Parkway Trail could greatly increase public recreational opportunities and allow for better use of the right-of-way than the current design.
- Glenwood Lake Connector Trail - If built, the Erie Canal - Glenwood Lake Connector Trail could offer increased recreational opportunities, provide access to scenic areas, and connections to destinations (e.g. Village of Medina, Town of Ridgeway, and the existing Erie Canalway Trail).
- Ease of Implementation - Some segments of the planned/potential trails are located on publicly owned land.

### CHALLENGES:

- Land Acquisition Challenges - Some segments of the planned/potential trails are located on privately owned land.
- Perception and Current Use - Some community members prefer maintaining rights-of-way as informal ATV trails and oppose building publicly-accessible multi-use trails (bicyclists and pedestrians only).
- Hojack Trail - If built, the Hojack Corridor Rail Trail crossing at Oak Orchard Creek requires bridge rehabilitation or new infrastructure.
- Multi-Type User Challenges - Conflict between motorized and non-motorized trail users.

*Picturesque landscapes create places for trail users to rest and serve as destinations that will attract new trail users.*





## SENECA COUNTY

### OPPORTUNITIES:

- Cayuga-Seneca Canal Trail – The developing Cayuga-Seneca Canal Trail nearly connects to Seneca Lake State Park and Geneva, Waterloo, Seneca Falls, Cayuga Lake, and the Montezuma National Wildlife Refuge. Connecting these destinations is a significant opportunity for Seneca County. Linkages to the Blueway Trail system in Cayuga lake also present an opportunity for connecting hikers and bicyclists with water access.
- Montezuma National Wildlife Refuge as a Trail Hub – Considering the eastern extension possibilities of the Canalway Trail and Cayuga-Seneca Canal Trail as well as regional connectivity toward Auburn and Syracuse, the Wildlife Refuge could become a regional trail hub serving several regional trails and destinations (walking and biking within the Refuge are restricted in some areas - communicating appropriate access will be paramount).
- Former Lehigh Valley Rail Line – The former Lehigh Valley rail line traverses northwest/southeast through the heart of Seneca County and links to the Cayuga-Seneca Canal Trail. This trail opportunity could serve as the spine of a trail network through scenic and rural Seneca County with connection possibilities to Sampson State Park, Ovid, and Lodi.

### CHALLENGES:

- Geography – Water and wetlands through the Montezuma National Wildlife Refuge will serve as challenges for trail development.
- Property Issues – While the former Lehigh Valley rail line generally follows flat grades, is generally clear of development, and connects through the heart of scenic and rural Seneca County, property ownership of this former rail lines has reverted to adjacent property owners and is fragmented.



*Trail connections through the rural areas of Seneca County can connect residents and visitors to Seneca Falls, creating an economic hub for the county.*

## WAYNE COUNTY

### OPPORTUNITIES:

- Canalway Trail Connectivity – The existing Canalway Trail currently links Macedon, Palmyra, and Newark with completed and developing sections that will eventually link Lyons and Clyde continuing to the east. It serves as the backbone of the trail network in Wayne County. Many opportunities exist to develop connections from the Canalway Trail into northern Wayne County and south into Ontario County.
- Feasibility Studies – The Route 104 Corridor Trail Feasibility Assessment and Design Recommendations and the Pultneyville to Marion Trail Feasibility Study provide key next steps for sections of trail development in Wayne County.
- Sodus Point – Sodus Point serves as a Lake Ontario Waterfront destination. Providing a trail link through Sodus Point, connecting to the existing Wallington to Sodus Point Trail and continuing trail connections to the Canalway Trail and along the Route 104 corridor is a strong opportunity to bolster bicycle tourism and local trail use in Wayne County.
- Newark as a Potential Trail Hub – As the largest community in Wayne County with the Canalway Trail bisecting it east and west, excellent trail connectivity opportunities exist in Newark. Linking to the existing Ontario Pathways Trail to the south and continuing trail expansion toward the lakefront should be high priorities.



*Lake Road in Pultneyville is already traveled by bicyclists. Connecting this hamlet, and other hamlets, towns, and villages, with the trail system will increase visitorship to towns along the lake.*

### CHALLENGES:

- Roadway Crossings – Route 104 is a high speed, higher traffic volume roadway corridor that will be a challenge for trail crossings.
- Geography – Stream and wetland crossings serve as challenges for trail design and implementation in several locations along the Route 104 corridor and between Wallington and Sodus Point.
- Property Issues – The preferred alternative for Phase II of the Pultneyville to Marion Trail Feasibility Study will need increased public support for implementation. As trail alignments cross a mosaic of public and private property, public support and coordination across local agencies will be key components of implementation.



## WYOMING COUNTY

### OPPORTUNITIES:

- Natural Destinations - Letchworth State Park and Silver Lake are natural destinations in the county. The existing trail connection in Perry to Silver Lake has the opportunity to be expanded, connecting the lake with downtown Perry and then to Letchworth State Park. As of this writing, a feasibility study for the link from Silver Lake to Letchworth State Park, via the Village of Perry, is underway. There also exists ample right-of-way along Park Road in Letchworth State Park to facilitate the development of a sidepath through the west side of the state park.
- Snowmobile Trails - There is a large network of snowmobile trails established in flat, cleared corridors in the region. Coordinating with representative agencies and groups in the area could be a key component to establishing a large network of multipurpose trails in the region.
- Land Use - Much of Wyoming County is rural and devoted to dairy farming and timber production. As a result, property rights concerns may be easier to navigate due to the lower intensity use of the land. Public support and agency coordination will still need to be key components of implementation.

### CHALLENGES:

- Coordination with Railroad Companies - Many rails-with-trails opportunities exist in the county to provide direct, cost-effective connections. While many of these corridors seem suitable for a rails-with-trails project, coordination with active rail lines can be a long process. A high level of coordination and public support will be needed to implement these connections.
- Population Density - Much of the county is rural and lacks connectivity between villages. Developing a regional trail network in this area will be difficult due to the distance of connecting trails and limited resources. A high level of coordination among local, state, and federal agencies will be necessary to pool resources for implementation.



*Providing connection through and to Letchworth State Park will enhance the marketability of the regional trail system as the network of trails that connects significant natural and cultural resources.*



## YATES COUNTY

### OPPORTUNITIES:

- Outlet Trail Connectivity – The existing Outlet Trail connecting Penn Yan and Dresden is close to connecting both Keuka Lake and Seneca Lake directly. Further analysis of on and off-road bicycle and pedestrian facilities will be needed through Penn Yan and Dresden to make this link complete.
- Former Rail Lines – Two former rail lines, the Lehigh Valley rail and the Penn-Central rail line, serve as key connection opportunities through Yates County. An existing section of the Lehigh Valley rail trail is found northeast of Naples. Continuing to develop these rail trail opportunities will be significant next steps in bicycle and pedestrian accessibility to the scenic landscape of Yates County and local communities.

### CHALLENGES:

- Geography – Water and wetlands between the western terminus of the Outlet Trail in Penn Yan constrain trail connectivity to Keuka Lake.
- Property Issues – While the former Lehigh Valley rail line and Penn-Central line generally follow flat grades, are generally clear of development, connect Penn Yan, Naples, and Rushville to Stanley Junction, and would provide bicycle and pedestrian access to the beautiful Yates County landscape, property ownership of these former rail lines has reverted to adjacent property owners and is fragmented.



*Penn Yan, and other communities, already recognize the value of pairing trails with economic development.*

## Existing Plan Review

Numerous plans, feasibility studies, and guidelines have addressed topics related to trails and greenways in the nine county study area. Many of these documents address improvements to existing facilities and examine the feasibility of creating and connecting new trails through the region. They all represent efforts to improve the regional trail network and provide valuable insight and background to the development of this Plan.

The following documents have been reviewed and summarized as they relate to existing conditions and future needs for trails and greenways. For further information, please consult the reviewed document in its entirety.

### REGIONAL TRAILS INITIATIVE FINAL REPORT & ACTION PLAN - PHASE I (2002)

The Phase I plan focused primarily on the Rochester TMA, which was limited to the City of Rochester, Monroe County and the urbanized areas of Livingston, Ontario and Wayne Counties. The plan was intended to serve as a road map for making the greater Rochester area a national model for bicycling and walking. The plan provides a snapshot of level of trail installation (built and under development) at the time as well as the goals and vision for the regional trails network. A key goal of the plan was to develop a regional trail system that would attract a broad variety of people, connect communities, link important destinations, and help overcome barriers to walking and bicycling. The plan reported significant public engagement and input to the project.

### REGIONAL TRAILS INITIATIVE FINAL REPORT & ACTION PLAN - PHASE II (2004)

Phase II of the Regional Trails Initiative considered the existing and future trail needs of the entire non-TMA Region. The non-TMA region comprises the Genesee-Finger Lakes region covering the counties of Genesee, Livingston, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates minus the City of Rochester, Monroe and the urbanized areas of Livingston, Ontario, and Wayne Counties. The plan focused on the potential transportation purposes served by local trails. In particular, all existing, planned, or proposed trails that may be suitable for conversion to multiuse trails with transportation benefits were documented as part of Phase II. In addition, potential multiuse trail connections to single use and recreation-only trails were also identified in an effort to support the development and functionality of the region's trail network.

### NEW YORK STATEWIDE TRAILS PLAN (2010)

The New York Statewide Trails Plan provides the overall vision, goals and objectives for the creation of a statewide trails system. The plan discusses the benefits of the trail system to the state, existing trends and trail framework, issues and strategies, implementation, and funding opportunities. The goals of the plan are as follows:

- Cultivate the development of a statewide trails system
- Provide opportunities for all New Yorkers to have easy access to trails

- Increase education and promote the use of trails
- Advance environmental resource protection and sustainability
- Promote communication and cooperation among all government entities, user groups, and landowners involved in trails
- Further research and aid in the planning and management of trails
- Provide adequate funding and support for trail projects

### **GTC BICYCLE AND PEDESTRIAN SUPPORTIVE CODE LANGUAGE TECHNICAL MEMORANDUM (2007)**

The memorandum provided land use code language and zoning recommendations for the development of bicycle and pedestrian facilities. Adjacent land use, roadway classification, sidewalk improvements, and various policy and design considerations were discussed in the technical document.

### **LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN (2013)**

This plan provides an overview of goals and strategies to improve transportation connectivity in Livingston County. Goals pertaining to cyclists and pedestrians include closing gaps in trail networks, encouraging active transportation through marketing, pedestrian-level lighting improvement, and several other engineering solutions.

### **REGIONAL RIGHTS-OF-WAY PRESERVATION ACTION PLAN (2005)**

This plan identifies and prioritizes potential corridor preservation candidates in the Genesee-Finger Lakes Region (all nine counties), lists available methods for acquisition of rights-of-way, and develops strategies to facilitate their preservation by public and private entities.

### **AUBURN LINE RAIL-TO-TRAIL FEASIBILITY STUDY (2005)**

A feasibility study was conducted for a multi-use trail route on an abandoned segment of the Auburn and Rochester railroad line. The study includes a design and construction estimate for the conversion to a trail, recommends that the route closely follows the original alignment within the railroad right-of-way, and suggests that a uniform standard or logo be created to brand the Auburn Trail.

### **ERIE CANAL-GLENWOOD LAKE CONNECTOR TRAIL FEASIBILITY STUDY (2009)**

The feasibility study recommends a multi-use trail connecting the Erie Canalway Trail in the Village of Medina with the waterfront park along Glenwood Lake in the Town of Ridgeway.

### **ERIE-LACKAWANNA RAILROAD BRIDGE AND TRAIL FEASIBILITY STUDY (2008)**

The study describes concept-level planning and design for a railroad bridge connection between the east and west bank of the Genesee Riverway Trails. The study recommends using the abandoned historic Erie-Lackawanna Railroad Bridge over the Genesee River. This railroad to pedestrian bridge conversion was later completed by the City of Rochester.

### **GENESEE RIVERWAY TRAIL (DOWNTOWN TO LOWER FALLS PARK) FEASIBILITY STUDY (2006)**

The feasibility study discusses extending the Genesee Riverway Trail from Downtown Rochester to Lower Falls Park. The trail would eliminate a key 2.75 mile gap in the Genesee Riverway Trail (GRT), and by filling the gap, the trail system between Lake Ontario and Letchworth State Park will be 85% complete. The GRT will be 95% complete in Rochester once this segment and another project in Charlotte are complete. This segment will provide a link between Lake Ontario and the Erie Canal Heritage Trail.



### **I-590 BICYCLE/PEDESTRIAN BYPASS FEASIBILITY STUDY (2009)**

The study looks at a conceptual trail connecting Brighton Town Hall Complex to the Erie Canal (at Meridian Center Park). This facility would address the need for a trail traveling west/northwest into Rochester and would serve both transportation and recreation needs for the area. The corridor would connect Fairport, East Rochester, and Pittsford to downtown Rochester. The northernmost segment of the recommended alignment is currently under development by the Town of Brighton.

### **IRONDEQUOIT CREEK VALLEY MULTI-USE TRAIL FEASIBILITY STUDY (2008)**

The study analyzes the proposed 4.8 mile multi-use trail following Irondequoit Creek from Panorama Plaza at Penfield Road to the south end of Irondequoit Bay, near Empire Boulevard. The proposed trail connects to the existing 1.3-mile segment of multi-use trail that follows the creek from Panorama Plaza to Channing H. Philbrick Park.

### **LAKEVILLE-LIVONIA TRAIL FEASIBILITY STUDY (2006)**

The feasibility study assessed the viability of a 6.4 mile rail trail in Livingston County. The proposed trail will provide a transportation and recreation link as it connects through on and off-road trail segments.

### **LEHIGH VALLEY CORRIDOR ACQUISITION AND RAIL-TO-TRAIL CONVERSION FEASIBILITY STUDY (2009)**

The study looked at the feasibility of a multi-use trail connecting Village of Honeoye Falls with the existing Lehigh Valley Trail. The Lehigh Valley Trail is an important east-west recreational corridor that would be an important connection for Honeoye Falls.

### **LEHIGH VALLEY RAILROAD MULTI-USE TRAIL FEASIBILITY STUDY (2008)**

The study evaluates the feasibility of a multi-use trail utilizing the former Lehigh Valley Railroad (LVRR) alignment from the intersection of the Genesee Valley Greenway Trail to the Village of Caledonia. This trail link was recommended for further study as part of the Regional Trails Initiative Plan. The original goal was to link the Genesee Valley Greenway and an existing section of the Lehigh Valley Multi-Use Trail with the Village of Caledonia. The recommended alternative would extend the LVRR Trail from its existing terminus at the Genesee Valley Greenway to River Road along the former LVRR alignment. The recommended alternative has been constructed, providing important access to the Genesee Valley Greenway.

### **NEW YORK CENTRAL WESTSHORE BRANCH TRAIL FEASIBILITY STUDY (2008)**

The feasibility study looked at completing a 12.25 mile multi-use trail utilizing the former New York Central Railroad's West Shore alignment from the Village of Churchville in Monroe County to

the Byron-Elba townline in Genesee County. The recommended alternative calls for the construction of a single treadway from North Street in Churchville to the Byron-Elba townline. A shared use, on-road section utilizing Fitch Street as a connector between NY Route 36 (Main Street) and North Street in the Village of Churchville is proposed.

### **OATKA CREEK TRAIL FEASIBILITY STUDY (2006)**

The study assessed the feasibility of a multi-use trail along Oatka Creek. After collecting input, it was determined that constructing the segment of trail in the Town is not advisable at this time. It is recommended that if Buttermilk Falls is developed into a public park in the future, the trail segment in the Town should be reconsidered.

### **PULTNEYVILLE TO MARION TRAIL FEASIBILITY STUDY (2012)**

A study analyzing a Pultneyville to Marion Trail connecting the Hamlets of Pultneyville, Williamson and Marion with new (off-road) shared use paths and signed shared roadway facilities. The Pultneyville to Marion Trail is planned to act as a connection between smaller trail systems as well as connect to existing and planned trails in the larger regional trail network.

### **ROUTE 104 CORRIDOR TRAIL FEASIBILITY STUDY (2011)**

The study is an analysis and concept-level design for a 17-mile multi-use trail in the Route 104 Corridor in the Towns of Webster, Ontario, Williamson, and Sodus in Monroe and Wayne Counties. The study looked at several alternative routes, with the railroad Trail being preferred.

### **HIGHLAND PARK - CANALWAY TRAIL CONNECTOR STUDY (2004)**

The study looked at connecting the Town of Brighton and the City of Rochester to both the Canalway Trail and Genesee Riverway Trail (GRT). The Trail will likely utilize both public and private lands, including existing streets or ROWs which will require signing and probably other upgrades. This study explores trail alignment alternatives such as utilization of existing trails and sidewalks in Highland Park and Mt. Hope Cemetery (the City of Rochester) and the University of Rochester. The recommended alternative from this study is under development.

### **ERIE-ATTICA RAILROAD BRIDGE AND TRAIL FEASIBILITY STUDY (2007)**

This study assessed the feasibility of the conversion of a former railroad bridge to a pedestrian bridge and the construction of a trail to connect the Village of Avon with the Genesee Valley Greenway. The bridge and trail have been constructed.

### **AUBURN TRAIL CONNECTION TO ONTARIO PATHWAYS FEASIBILITY STUDY (2013)**

The purpose of this study was to evaluate the feasibility of constructing the Auburn Trail Connector, a multi-use trail through the Towns of Farmington and Canandaigua and the City of Canandaigua. Results indicate that the Auburn Trail Connector is feasible, with some challenges. The recommended trail alignment is a combination of off-road, on-road and sidepath trail sections. A portion of the recommended trail alignment is currently under development.

### **IRONDEQUOIT SENECA TRAIL FEASIBILITY STUDY (2013)**

This study assessed the feasibility of developing a 3.6-mile multi-use trail along the eastern side of the Genesee River from St. Paul Boulevard through Seneca Park to the O'Rorke Bridge in the Town of Irondequoit. The trail is designed to link the existing El Camino Trail with the existing Irondequoit Lakeside Multi-Use Trail. The recommended location for the northern part of the trail is in the abandoned CSX railroad corridor. This trail segment follows the railroad corridor from Thomas Avenue to Seneca Park Avenue for 1.6 miles.

### **URBAN TRAIL LINKAGES - EASTMAN AND GENESEE RIVERWAY TRAILS PLANNING AND PRELIMINARY DESIGN STUDY (2013)**

This study looks at the feasibility of two distinct but interrelated trail concepts: The first, an off-road alternative to the existing Genesee Riverway Trail on-road segment; and the second, the Eastman Trail, linking the planned Route 390 Trail extension to the Genesee Riverway Trail via the Eastman Business Park. The proposed trails would be designed for both transportation and recreation. Both trails examined in this Study have impacts on the regional trail network and would form parts of a large-scale trail loop system serving Rochester and the Town of Greece.

### **CITY OF GENEVA LAKEFRONT/DOWNTOWN CONNECTIVITY STUDY (2010)**

The purpose of this study was to explore safe and effective alternatives to facilitate movement of pedestrians and cyclists across and along New York State Routes 5 & 20 within the study area, thus reconnecting Geneva's lakefront to its downtown. Several recommendations were listed including road diets, improved wayfinding, and multi-use trail connections.

### **LIVINGSTON COUNTY TRANSPORTATION CONNECTIVITY PLAN (2013)**

The development of this plan included an existing conditions inventory and baseline analysis, a system needs assessment, the development of alternatives and recommendations, and an implementation action plan. Action items included closing gaps in trails, and developing connections between transportation, culture, and tourism through trail development.

### **TOWN OF PENFIELD BICYCLE FACILITIES MASTER PLAN (2008)**

The Bicycle Master Plan summarizes information from the analysis and planning studies for the Town of Penfield. Recommendations for improvements were made in four categories: On-Road Improvements, Off-road Improvements, Bike Facilities at Destinations, and Policies and Programs.



## BIKEWALKBRIGHTON (2012)

This document is a bicycle and pedestrian master plan for the Town of Brighton. The Plan evaluated 43.6 miles of roads in the Town of Brighton, as well as road and trail connections with the Town of Penfield, Town of Pittsford, Town of Henrietta and the City of Rochester. Connections to the University of Rochester Medical Center and the River Campus, Rochester Institute of Technology, and the Brighton campuses at the Monroe Community College were also assessed. The plan is intended to coordinate with major roadway improvement projects and private development projects. The plan also evaluated connections between parks, open space, recreational trails, and intercampus trails linking local universities.

## Existing Advocacy Groups and Supporting Organizations

As the trail system grows, it is critical to understand the key stakeholders, decision makers, and supporters. The following is a list of trail groups and affiliated organizations throughout the region that are invested in the development and maintenance of trails (listed in alphabetical order). These groups should be consulted during any trail planning effort as well as throughout the design and implementation process. Following the development of any trail, these groups are also the first resource for monitoring maintenance, establishing “friends

of” groups, and providing volunteers for events, clean up days, and safety ambassadors.

- Adirondack Mountain Club Genesee Valley Chapter
- Cayuga-Seneca Canal Trail Association
- Conkey Cruisers
- Crescent Trail Association
- Cyclotour Guidebooks
- Finger Lakes Cycling Club
- Finger Lakes Trails Conference
- Friends of the Genesee Valley Greenway
- Friends of the Keuka Outlet Trail
- Friends of Webster Trails
- Genesee Regional Off-Road Cyclists
- Genesee Valley Cycling Club
- Genesee Valley Hiking Club
- NYS Trails Council
- Ontario Pathways
- Parks & Trails New York
- Penfield Trails Committee
- Rochester Bicycling Club
- Trail Works
- Victor Hiking Trails
- Reconnect Rochester
- Rochester Cycling Alliance





Needs Assessment



## Overview

The Genesee-Finger Lakes area has one of the most impressive trail systems in the country. With abundant opportunities to connect people with healthy lifestyles, and a growing interest in using trails for transportation to reach daily needs and cultural resources, the demand on each trail is increasing and so too is the need for additional alignments. This need has been clearly articulated by community members who attended open house meetings and provided input through the web-based survey and mapping exercises. The information in this section summarizes the process used to solicit input from the public and analyze existing data to identify gaps and barriers throughout the system.

A Demand Analysis provides a general understanding of expected activity in the regional environment by combining categories representative of where people **live, work, play, access public transit, and attend school** into a composite sketch of demand. This estimated demand is one way to identify the need for trails investment. Mode share is also used to analyze trends in transportation by bicyclists and people who walk. Coupled with public feedback, this data informs the prioritization of future trail implementation and the needs of current and future trail users.

## Demand Analysis

The “Live Work Play” demand analysis conducted for this Plan involved scoring geographic areas according to factors related to regional demand for trails. The model functions as a tool to display regional demand and to guide fieldwork when assessing priority connections and access.

## METHODOLOGY

The scoring method for the demand model is a function of density and proximity. Scores reflect relative impact on walking or bicycling to and from census block corners that are located adjacent to the features used in the analysis. As such, scores are represented as density patterns of census block corners within a ¼ mile of each other. Subsequently, the scores are effectively a result of two complementing forces: **distance decay** – the effect of distance on spatial interactions yields lower scores for features over ¼ mile away from other features; and **spatial density** – the effect of closely clustered features yields higher scores. Scores will increase in high feature density areas and if those features are close together. Scores will decrease in low feature density areas and if features are further apart. In essence, the score is the intersection of distance and density. Thus, on the maps shown below, the highest density/usage/activity locations (shown in red) do not represent specific physical facilities, but rather represent relative higher use zones as calculated above.

Categories are scored on a scale of 1 – 5 based on density and proximity and then assigned weighted multipliers to reflect the relative influence categories have on pedestrian and bicyclists activity.

**Where people live** includes 2010 census block level population density information. These locations represent potential trip origin locations. More trips can be made in areas with higher population density if conditions are suitable. **Where people work** mainly represents trip ends, for people working in the Genesee-Finger Lakes area regardless of residency. Its basis



is 2010 total employment by census block. Depending on the type of job, this category can represent both trip attractors (i.e., retail stores or cafes) and trip generators (i.e., office parks and office buildings) in terms of base employment population. It is therefore also used in the where people play category by overlaying with specific job types, such as retail. **Where people learn** represents where students K-12, at community college, or at university go to school. **Where people play** is a combination of varied land use types and destinations. Overlays such as retail destinations and parks contribute to this category. **Where people access transit** is assessed by location of transit stops. This category accounts for the transit stops within a 1/4 mile of each other.

## DEMAND ANALYSIS RESULTS

Combining the live, work, play, learn, and transit analyses results in a composite demand map that displays the estimated demand for walking and bicycling in the region. The composite analysis shows the highest demand for walking and bicycling is in downtown Rochester, with high concentrations of demand radiating outward from the city center. Municipalities such as Geneva, Canandaigua, Batavia, East Rochester, Geneseo, Newark, Brockport, and Victor have similar pockets of high demand but are less sprawling due to city and village size. This suggests that there is a high demand for walking and bicycling in the urbanized areas, which supports the need to connect community to community.



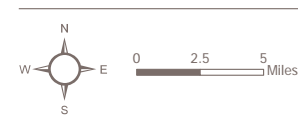
# Demand Analysis Results

Genesee-Finger Lakes Regional Trails Initiative Update

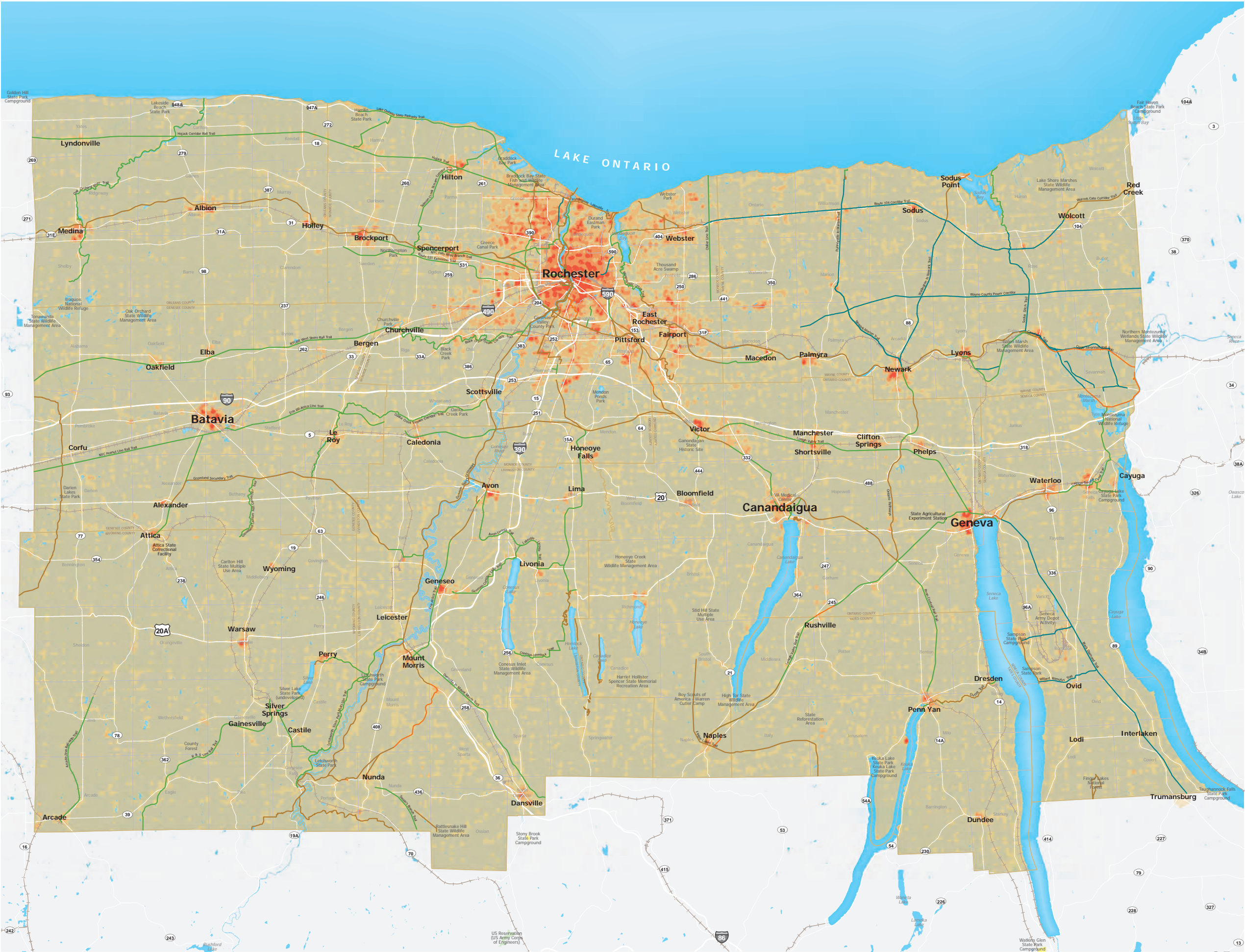
**Regional Trail Network**

- Existing
- Under Development
- Planned/Prospective
- Potential/Proposed

**Estimated Walking/Biking Demand**



Data obtained from the Genesee Transportation Council, Monroe County, Livingston County, Wayne County the City of Rochester, NYDOT, and the NYSGIS Clearinghouse. Map created July, 2014.





# GENESEE COUNTY Existing and Planned Trail Network

## Genesee-Finger Lakes Regional Trails Initiative Update

### Regional Trail Network by Surface Type (Responsible agency shown in red)

- Paved Surface (Asphalt, concrete)
- Natural Surface (Grass, dirt)
- Unpaved Surface (Gravel, stone dust)
- On-Road
- Surface Type Varies
- Unknown Surface Type

### Other Trails

- Other Local Trail
- Scenic Byway
- Lake Ontario Wine Trail
- State Bike Route

### Planned and Proposed Regional Trail Network

- Under Development
- Planned/Prospective
- Potential/Proposed

### Points of Interest

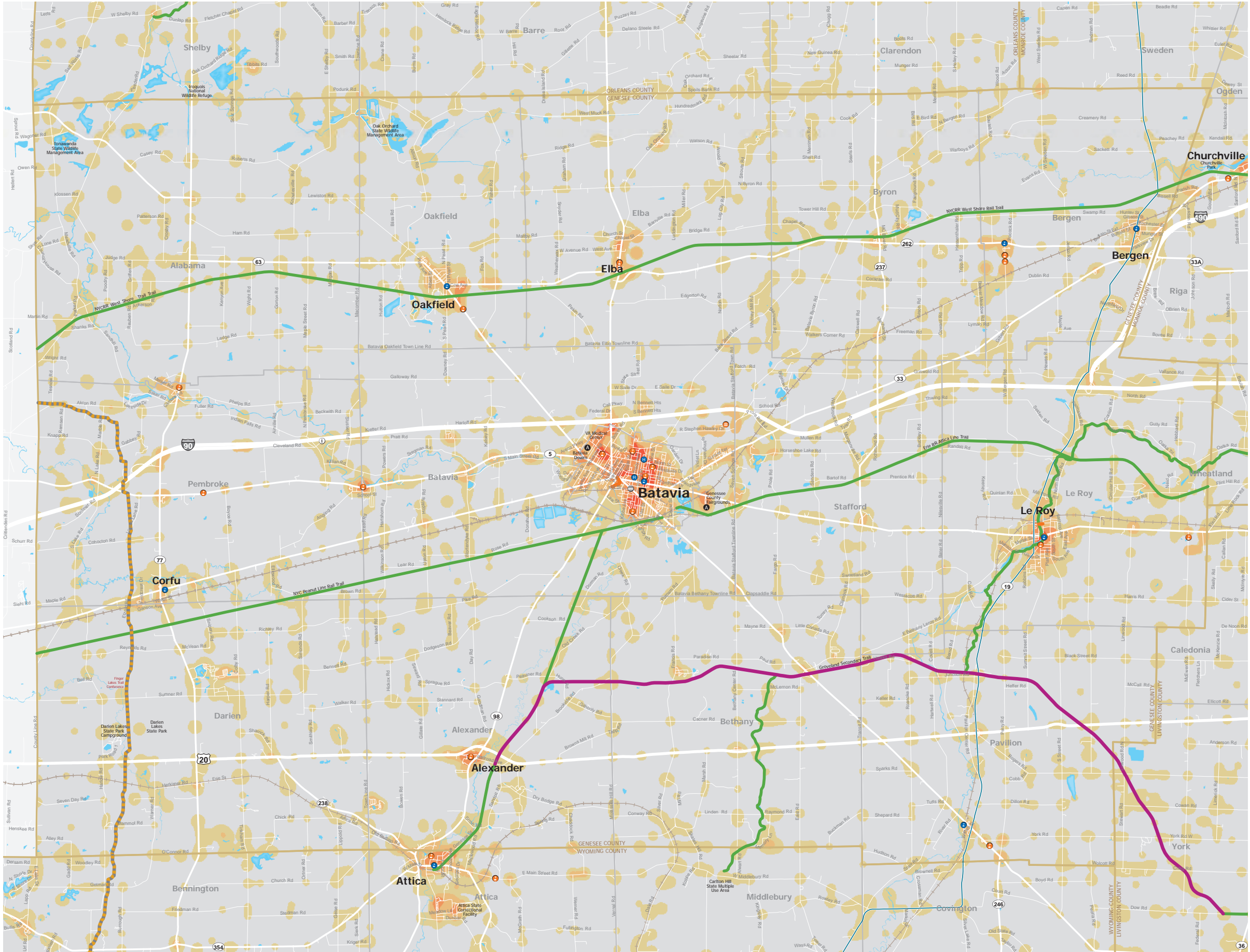
- Trail Works Trail
- Trailhead
- Proposed Trailhead
- Parking Area
- Bus Station
- Campground
- Attraction
- Tourist Info
- College
- School
- Hospital
- Library

### Estimated Bicycle & Pedestrian Demand

- Higher
- Lower
- County Boundary
- Town Boundary
- Study Area



Data obtained from the Genesee Transportation Council, Monroe County, Livingston County, Wayne County, Genesee County, Ontario County, the City of Rochester, NYDOT, and the NYSGIS Clearinghouse. Map created July, 2014.





# GREATER ROCHESTER Existing and Planned Trail Network

## Genesee-Finger Lakes Regional Trails Initiative Update

### Regional Trail Network by Surface Type (Responsible agency shown in red)

- Paved Surface (Asphalt, concrete)
- Natural Surface (Grass, dirt)
- Unpaved Surface (Gravel, stone dust)
- On-Road
- Surface Type Varies
- Unknown Surface Type

### Other Trails

- Other Local Trail
- Scenic Byway
- Lake Ontario Wine Trail
- State Bike Route

### Planned and Proposed Regional Trail Network

- Under Development
- Planned/Prospective
- Potential/Proposed

### Points of Interest

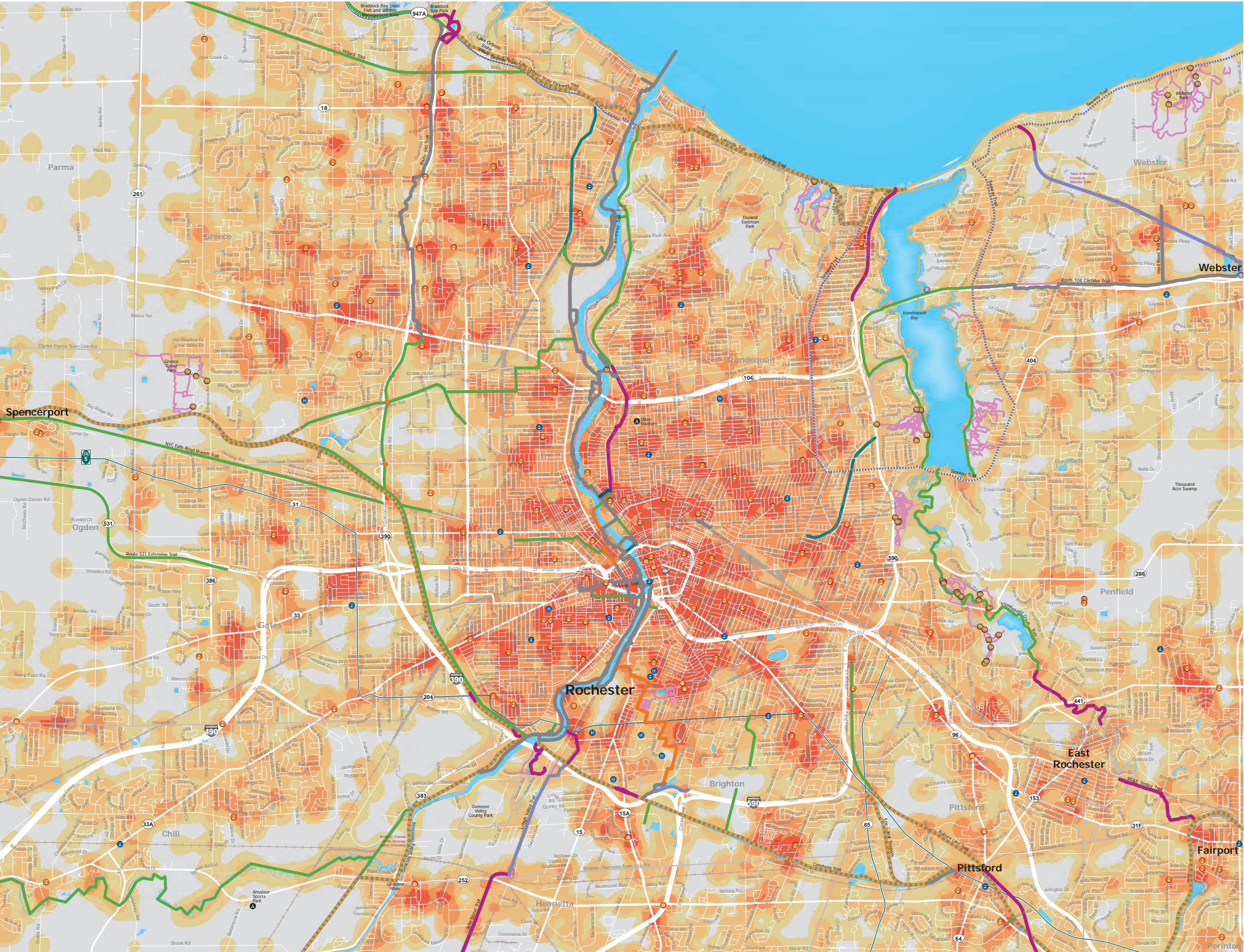
- Trail Works Trail
- Trailhead
- Proposed Trailhead
- Parking Area
- Bus Station
- Campground
- Attraction
- Tourist Info
- College
- School
- Hospital
- Library

### Estimated Bicycle & Pedestrian Demand

- Higher
- Lower
- County Boundary
- Town Boundary
- Study Area



Data obtained from the Genesee Transportation Council, Monroe County, Livingston County, Wayne County, Genesee County, Ontario County, the City of Rochester, NYDOT, and the NYSGIS Clearinghouse. Map created July, 2014.





MONROE COUNTY  
Existing and Planned  
Trail Network

Genesee-Finger Lakes Regional  
Trails Initiative Update

Regional Trail Network by Surface Type  
(Responsible agency shown in red)

- Paved Surface (Asphalt, concrete)
- Natural Surface (Grass, dirt)
- Unpaved Surface (Gravel, stone dust)
- On-Road
- Surface Type Varies
- Unknown Surface Type

Other Trails

- Other Local Trail
- Scenic Byway
- Lake Ontario Wine Trail
- State Bike Route

Planned and Proposed Regional Trail Network

- Under Development
- Planned/Prospective
- Potential/Proposed

Points of Interest

- Trail Works Trail
- Trailhead
- Proposed Trailhead
- Parking Area
- Bus Station
- Campground
- Attraction
- Tourist Info
- College
- School
- Hospital
- Library

Estimated Bicycle & Pedestrian Demand

- Higher
- Lower
- County Boundary
- Town Boundary
- Study Area



Data obtained from the Genesee Transportation Council, Monroe County, Livingston County, Wayne County, Genesee County, Ontario County, the City of Rochester, NYDOT, and the NYSGIS Clearinghouse. Map created July, 2014.

