

**Part 1**  
**Operation, Management and Maintenance**



## Goals and Objectives

### Agency Mission

The mission of the Office of Parks, Recreation and Historic Preservation is to provide safe and enjoyable recreational and interpretive opportunities for all New York State residents and visitors and to be responsible stewards of our valuable natural, historic and cultural resources.

### Goals and Objectives of the Management Plan

#### Vision

The Genesee Valley Greenway State Park is a natural and historic transportation and recreation corridor extending from Rochester, NY to Hinsdale, NY that will be accessible to, used and enjoyed by the public and will provide an economic development opportunity for the communities along its length.

#### Management Goals

These goals guide the creation of policies and strategies in order to assure that the operation and management of the park reflects the highest intention in providing the public with a world class recreation facility while adhering to the agency mission.

##### *Public Use*

- Provide the public with recreational experiences (opportunities for walking, hiking, jogging, bicycling, horseback riding, nature observation, snow shoeing, cross country skiing, and snowmobiling) involving the natural and historic character of the Greenway corridor
- Increase access to and encourage recreational use of the Genesee River
- Provide access to other public resources
- Interpret the local and natural history of the Greenway corridor

##### *Resolve Real Property Issues*

- Identify and communicate boundaries through surveys and signage
- Identify and remove encroachments on Park property
- Create easements where needed
- Identify and remove issues of public access to park property and private access to private property
- Engage in public outreach to act as a good neighbor

##### *Resource Protection*

- Protect, preserve, promote, and link canal and other historic and cultural resources along the Greenway corridor
- Protect, preserve and enhance natural resources and maintain habitat linkages in the Greenway corridor
- Enhance the public's knowledge of natural, cultural and historic resources through outreach programs and educational opportunities

### *Community Involvement*

- Stimulate economic development through promotion of tourism and Greenway trail-related businesses
- Encourage and coordinate individual, group, and business contributions to Greenway development and enhancement
- Provide opportunities for community members, businesses and grass-roots organizations to participate in Greenway maintenance and promotional activities

### *Alternative Transportation*

- Provide a safe, alternative transportation route between and within communities
- Provide links with other regional trail systems
- Provide links with other transportation systems (bus, train, auto, etc.)

### *Staffing and Support*

- Provide dedicated staffing for development, operation and maintenance of the Greenway
- Establish an operating budget in OPRHP
- Establish capital funding within each region's capital plan as appropriate
- Provide help and encourage friend's group to seek additional funding in support of the Greenway

## **Immediate Priority – Address Discontinuities**

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The following discontinuities inhibit the goal of providing a continuous trail open to the public along the historic routes of the Genesee Valley Canal and Pennsylvania Railroad. In each case the agency is considering pursuing relief of the gaps in the trail through any legal means available to it.

### **Areas of Discontinuous Ownership**

#### **Town of Cuba**

**Concern:** The Genesee Valley Canal/ Pennsylvania Railroad corridor is privately owned from south of Jackson Hill Road to Route 86 in the Town of Cuba.

**OPRHP Action:** The Town has installed a trail open to the public on this section of the route. OPRHP and the Town are cooperating in the development of this trail as a continuous open space with the GVG.

#### **Town of Chili**

**Concern:** From Little Black Creek south to the CSX tracks in the Town of Chili, the corridor is owned by Genesee and Wyoming Railroad and is in active use.

**OPRHP Action:** The agency is pursuing alternate routes to connect the GVG. This is a critical objective as it will provide connection for the GVG with the City of Rochester trails and the Erie Canalway Trail.

### **Nunda and Swains**

**Concern:** Between Route 436 in Nunda and Swains, there are sections of the former Swains Branch rail corridor that are privately owned.

**OPRHP Action:** The agency will actively pursue alternate routes or acquisition to avoid this gap in trail ownership.

### **Town of Portage**

**Concern:** Between the Village of Nunda at Route 436 and Oakland Road in the Town of Portage, the original Genesee Valley Canal corridor, bypassed by the railroad, is privately owned.

**OPRHP Action:** The agency will actively pursue alternate routes or acquisition.

### **Town of Belfast**

**Concern:** In the Town of Belfast, a section of the Genesee Valley Canal corridor, bypassed by a 1922 relocation of the railroad, is privately owned.

**OPRHP Action:** The agency will actively pursue alternate routes or acquisition.

### **Contested Ownership**

**Concern:** State ownership of several sections of the Greenway is being contested by some adjacent landowners. Objections to title were filed with the State of New York at the time the State acquired the property from RG&E in 2000. One section is located in the Town of Nunda (between Pentegass and Creek Roads). Other parcels are located in the Town of Hume between Fillmore and the Allegany-Wyoming county line.

**OPRHP Action:** The remaining contested ownership cases will be actively pursued by OPRHP Legal and Real Property bureaus. OPRHP intends to defend its land ownership rights wherever challenged.

### **Encroachments**

**Concern:** Adjacent landowners have encroached on the state owned corridor at several locations along the length of Genesee Valley Greenway State Park. These encroachments take various forms such as storage of vehicles, sheds and other materials, installation of gates and posting of state land by private individuals.

**OPRHP Action:** OPRHP intends to defend the property rights of the people of the State of New York and will pursue all legal means necessary to clear encroachments. This will include OPRHP surveys of the Greenway legal boundaries, and requests for owners to remove items (gates, buildings, signage, etc.) that encroach on the Greenway property.

### **Missing sections of trail/rail bed**

**Concern:** Erosion has destroyed or degraded several sections of the corridor. Most notable are the areas within the Sonyea State Forest in the Towns of Groveland and Mt. Morris, in the Town of Hume, in the Town of Caneadea, and near Rockville Lake in the Town of Belfast. In the Towns of New Hudson and Cuba, beaver activity has caused flooding of part of the trail.

**OPRHP Action:** The agency is actively engaged in developing plans to correct erosion wherever possible. Several eroded sections are under repair as this plan is being written (November 2013). Beaver activity is being mitigated through removal of the Beavers under a permit with the DEC and consistent with OPRHP policy on Fish and Wildlife Management (OPRHP 2010b)

**Concern:** Sections of the corridor are missing in the Towns of Cuba and Hinsdale due to construction of Interstate 86. In the hamlet of Houghton, the Greenway is obstructed by RG&E substations located in the middle of the corridor at the north and south ends of the community.

**OPRHP Action:** The agency is pursuing detours and alternative trail routing to avoid these obstacles.

## **Operation, Management and Maintenance of the Greenway**

The following sections outline the strategies that will be followed by the agency and its partners in order to manage and maintain the Greenway in a manner that is consistent along its entire length and in keeping with the principles of land stewardship which is part of the OPRHP mission and the Greenway Goals and Objectives. Final decisions regarding any operational or management policy are reserved for OPRHP and its duly authorized employees and representatives.

A primary goal of the management of the greenway is to open the entire length to public use. In light of that goal, priority will be given to eliminating obstacles to public use of public lands that make up the greenway.

### **Entities Responsible for Greenway Operation, Management and Maintenance**

OPRHP, as owner of the land and in its role as representing the welfare of the people of the State of New York, will have ultimate responsibility for the operation and management of the Greenway, including the trail and all resources associated with it in the corridor.

OPRHP will enter into agreements with volunteer organizations, local governments, state agencies and others who are interested in assisting the agency with specific management activities such as adoption of sections of the trail, trail ambassador activities, enforcement and maintenance activities. One significant agreement is in existence at this time; an MOA between OPRHP and the Friends of the Genesee Valley Greenway (FOGVG). (Appendix J)

### **Encroachments and Boundary Line Surveys**

OPRHP will uphold its right to jurisdiction over the Greenway lands and to clear obstacles, both legal and physical, which inhibit the free and clear use of the greenway for the public at large. The integrity and continuity of the corridor will be protected and preserved. It is recognized that this may be dependent on the practicality, availability of resources, and impacts to the environment.

#### **Priorities**

1. Removal of Encroachments. OPRHP will continue to work with land owners to remove all encroachments (buildings, fences, parking lots, lawns, signs, vehicles, and etc.) on the trail which will liberate sections of Greenway for public use. OPRHP will use all legal means in its rights to proceed in this priority goal.
2. Settlement of Property Disputes. OPRHP will continue to work with land owners to settle all property ownership disputes and retain control of property which is under its jurisdiction. OPRHP will undertake to survey disputed properties and, if necessary, will use all legal means to clarify its ownership where appropriate.

#### **Strategy**

A boundary line survey and permanent marking of the boundary lines of the Greenway corridor should be undertaken. Priority for this activity will be given to segments of the greenway where boundary lines and ownership disputes inhibit that segment from public use.

### **Erosion and Wash Outs**

The agency will take necessary and prudent steps to protect the greenway land and associated resources from the forces of wind and water causing erosion. Priority will be given to washed-out areas that result in unusable sections of trail.

### **Unopened Sections of Trail**

Sections of the Greenway, mostly south in Allegany and Cattaraugus counties, are not open due to a variety of conditions. Some of these are overgrown vegetation on the trail, disputed ownership, loss of stabilized rail bed, and inaccessibility for trail construction. It is the intention of OPRHP to make available the entire length of the Greenway to the public.

### **Strategy**

Where sections are in public ownership and are not open because of overgrown vegetation on the trail route, the agency will remove vegetation according to a priority schedule that will be developed after completion of this plan. Volunteers and Adopt-a-Trail partners will be sought out to help with the removal of vegetation. Sections with other constraints will be assessed and opened according to the strategies defined in other sections of this plan as soon as possible.

### **Risk Management**

The intent is to provide a safe an experience within the limits of the natural and historic setting. Users will be notified through signage and informational brochures that the Greenway is a natural area and they accept certain risks by using it.

## Trail Design

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### Trail Design References

- *The Guide for the Development of Bicycle Facilities*, produced by the American Association of State Highway and Transportation Officials 2012 Fourth Edition (AASHTO; 2012)
- *Trails for the Twenty-first Century*, produced by the Rails to Trails Conservancy, (Flink et.al, 2001)
- *Canalway Trail Design and Maintenance Guidelines*, (Chishti, 2003)
- *Greenways: A Guide to Planning, Design and Development* (Flink and Searns, 1993) will serve as references for trail design
- *Trail Standards and Guidelines for NY State Parks* at:  
<http://nysparks.com/recreation/trails/technical-assistance.aspx>

Typical trail cross sections are found in Appendix A.

### General Guidelines

Throughout its length, the Genesee Valley Greenway State Park will provide continuous travel and tread way in as natural a setting as possible. Wherever possible recreational development will reflect the character of and will be integrated into the landscape. Grading and landform modifications will be as minimal as possible. Accommodations for visitor use (such as comfort facilities, benches, pocket parks, etc.) will also be of low density and subordinate to the natural characteristics of the landscape.

### Trail Surface (Treadway)

The intent is to create a smooth, stable, firm, fine material surface for all permitted trail activities and which is ADA compliant. Where the existing fine black cinders of the rail bed are available and practical they will be used as the top layer of the trail surface.

When it is determined that a new trail surface is required either on a newly opened section of the Greenway or a repair of existing Greenway it will be constructed with proper sub-grade, drainage and stone dust treadway (as detailed in Appendix A). This includes where:

- The original fines (cinders) are not available or cannot be used
- The trail surface is disturbed by previous or current construction
- New trail needs to be constructed where rail bed does not exist (such as on former canal towpath)

### Trail Dimensions

The American Association of State Highway Transportation Officials (AASHTO) recommends that a multi-use trail be cleared to at least 10 feet wide and 12 feet in height. The Genesee Valley Greenway State Park will be cleared and maintained to 12 feet wide with two foot wide shoulders on either side and 12 feet high wherever possible. See detail in [Appendix A](#).

## ADA Compliance

The Greenway will be open and accessible to persons of all abilities. The Americans with Disabilities Act (ADA) and its 2010 revisions (ADA 2013), along with the Architectural Barriers Act (ABA) of 1968 (and the final ABA rule on multi-use trails, 2013) and the Rehabilitation Act of 1973; Title V, Section 504, have important positive effects on the manner in which people with disabilities are accommodated equally in recreational pursuits. The ADA is a comprehensive law prohibiting discrimination against people with disabilities in, among other issues, use of accommodations. For more complete description of the effects of this act see [Appendix L](#)

## Signage and Kiosks

Signs and Kiosks are important amenities which provide Park users with information of many types about the Park. This information can include location and wayfinding, environmental education, cultural interpretation, Greenway rules and regulations, maps, who to contact for information or emergency services, and community services off the trail in nearby population centers. Properly designed and located, signs and kiosks are the public's first way of understanding and using the Greenway.

### Signs

All signs and their locations will be approved by the regional office before being posted. All signs will conform to any statewide trail sign guidelines as to design, installation and materials. (OPRHP 2010a) Only OPRHP staff and volunteers operating under an agreement with OPRHP may install the approved signs. Specifications for each type of sign are found in [Appendix D](#).

All signs used on the trail will show the OPRHP logo and other organization logos (such as the FOGVG) as decided in MOU's and other operation and maintenance agreements.

The following signs will be used on the trail:

- Logo Signs showing the GVG State Park Logo, OPRHP Logo and others as appropriate
- Trail mileage markers showing number of miles from the north terminus of the Greenway
- Information signs identifying the land as the Genesee Valley Greenway State Park and providing contact information will be placed at road intersections, trailheads, periodically along the trail and in other locations as deemed necessary by OPRHP or partner organizations
- Signs indicating trail difficulty information for self-evaluation by users needing ADA accessibility
- Stop signs and street names at road crossings (can be installed on the gates)
- Warning signs for road, driveway and other crossings
- Interpretive signage at locations of particular natural or historic interest
- Regulatory signs and Trail Etiquette signs at trailheads, road crossings and wherever deemed necessary by OPRHP or partner organizations.
  - Regulatory signs will indicate, but not be limited to:
    - Exclusion of motor vehicles
    - Prohibited activities
    - Pets must be on leash

- No alcoholic beverages
- Operating hours
- Trail Etiquette Signs will indicate:
  - Right of way hierarchy (bikes yield to pedestrians and both yield to equestrians)
  - Stay to the right, pass on the left
  - Announce yourself before passing
  - Other trail etiquette guidelines as needed
- Adopt-a-Trail signs identifying the organization volunteering to maintain the section of the trail. These signs will also show a phone number for calling about information about the Adopt-a-Trail program and for trail users to report trail problems. ([Appendix D](#)).

### **Interpretive Signs**

FOGVG will work with OPRHP Historic Sites Bureau, local historians and historical societies, OPRHP Environmental Management Bureau, NYS Natural Heritage Program, local naturalists, college departments and others to develop interpretive signage panels for the length of the Greenway. The panels will interpret the natural and historic resources associated with the Greenway corridor.

All interpretive signage will be approved by the appropriate state park region and will conform to the regional and statewide OPRHP signage guidelines.

### **Kiosks**

Informational kiosks will be placed at selected trailheads, parking areas and other places approved by OPRHP. Other organizations may suggest other kiosk placements.

Kiosks will be designed and installed according to OPRHP specifications (See Appendix B). Variations to these specifications must be approved by the OPRHP regional office. Kiosks can be constructed and installed by OPRHP staff, partner organizations such as the FOGVG and other volunteers with the permission of the appropriate state park region.

Kiosks will display regulatory, informational, maps and location signs plus any other interpretive or promotional signs approved by OPRHP. Information presented at the Kiosks will include:

- Map of the entire trail and more detailed map of sections between trail heads.
- Trail rating based on ADA guidelines
- Rules and Regulations
- Nearby services – accommodations, restaurants, bike shops
- Trail Etiquette

Table 6 in Appendix E shows proposed locations for Kiosks. These locations were determined by the FOGVG, DEC, OPRHP partnership prior to the development of this management plan. Final locations of Kiosks and other trail amenities may vary as more experience with the Greenway is gained.

### **Gates**

All gates will be designed to prohibit access by trucks and cars, but allow permitted uses to enter the trail.

The gates will have a lock system which can be opened to allow access by emergency vehicles, maintenance vehicles, and other authorized vehicles. There will be one common method for unlocking the gates along the entire length of the trail. This method may be by combination lock or key lock or other suitable method.

The gates will be installed at all road crossings unless topography or other constraint prevents such installation. See [Appendix C](#) for typical gate design.

### **Crossing Traffic**

#### **Public Roads**

All road crossings will be indicated on the trail with signs before the crossing. The signs will indicate that there is a road crossing ahead and indicate that trail users should stop at the road crossing, look both ways and only cross the road when safe. Stop signs will be placed on the gates on the sides facing the trail as well as the name of the road.

#### **Private Roads, Driveways and Farm Roads**

Signs indicating crossings ahead will be installed on the trail to alert trail users. Users of private roads have right of way over trail traffic but, whenever possible, will be asked to stop and look both ways and only cross or use the trail when clear of trail traffic. OPRHP and partner organizations provide “Trail Crossing Ahead” signs to landowners with private crossings. They will be requested to optionally install the signs on their property.

### **Parking Areas**

Parking Areas will only be constructed on lands owned or leased by OPRHP or where OPRHP has secured a permanent easement. The location, capacity and design of all parking areas must be approved by OPRHP. Parking areas will comply with all zoning, land use and environmental regulations. Wherever possible, green infrastructure will be used to mitigate stormwater runoff.

Locations recommended for parking areas are found in [Appendix E](#). In the future, after usage patterns have been established a need for addition parking, other locations may be proposed by OPRHP or by partner organizations.

### **Benches**

Benches will be installed along the trail at locations approved by OPRHP. The benches will be designed according to OPRHP specifications available at the regional office. If alternate bench designs are used they must be approved by the appropriate regional office before being installed. Volunteers may build and install benches, but the installation must be inspected by a qualified OPRHP staff person.

Benches will be inspected at least once each year for structural integrity and utility. Benches which do not pass inspection for use on the trail will be repaired or replaced. Inspections may be done by OPRHP staff or volunteers from partner organizations who have been instructed in the proper method of inspection.

### **Boat Launches**

All boat launches will be hand carry and will be designed according to OPRHP specifications available at the regional headquarters. [Appendix E](#) indicates proposed locations for hand carry boat launches. Additional locations will be considered on a case by case basis.

### **Pocket Parks**

Pocket parks consisting of a small mowed land area with a bench and/or picnic table and possibly a kiosk or interpretive signage will be located at places of historic or scenic interest. All pocket parks will be designed and built according to OPRHP specifications available at the regional offices. Design of pocket parks must be approved by OPRHP. [Appendix E](#) indicates proposed locations for Pocket Parks.

Pocket parks will contain no structures within 10 feet of the nearest edge of the tread way of the trail and will be designed so as not to impede travel along the trail by any allowed uses and by maintenance and emergency vehicles.

### **Sanitary Facilities**

Sanitary facilities will be installed at selected locations along the trail and at locations where a primitive tent site may be located. Toilets will be designed according to OPRHP standards. Priority will be given to the use of composting toilets given the lack of connection to municipal sewers and the expense of installing septic systems. [Appendix E](#) indicates proposed locations for sanitary facilities.

### **Primitive Tent Sites**

Camping will only be allowed by permit at designated primitive tent sites. Permits will be obtained at the park office.

Primitive tent sites are only being considered in areas where community facilities are not within reasonable distance of the trail. They will be primitive, bivouac type areas, accessed from the trail and equipped only with composting toilets and fire rings. Tents will be pitched at least ten feet away from the nearest edge of the tread way and will, in no way, obstruct travel along the trail. [Appendix E](#) indicates proposed locations for Camping.

Efforts will be made to encourage private individuals or municipalities to undertake development of campgrounds.

## Greenway Maintenance

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The intent of maintenance is to preserve the Greenway, throughout its length, in a condition that allows patrons to utilize its recreational, historic and natural resources. The Greenway will also be maintained in a sustainable way, utilizing methods which promote a balance between development and natural habitat, and which use, wherever possible, green infrastructure and renewable energy sources.

The following constitutes a greenway maintenance manual which includes guidelines for maintenance of all aspects of the greenway.

### Responsible Parties

OPRHP has ultimate responsibility for the maintenance of the Greenway. In acting as the primary maintainer of the trail, OPRHP may enter into agreements with organizations, municipalities, other state agencies and corporations that will foster adoption of sections of the trail for the purpose of trail maintenance.

OPRHP is responsible for major capital repairs and construction projects as well as large scale trail maintenance such as cleaning of culverts or removal of large trees overhanging the trail.

### Adopt-a-Trail Program

The management of Adopt-a-Trail groups will be conducted according to existing OPRHP practices. They may be administered collectively by an organization under the supervision and management of the park manager.

The Friends of the Genesee Valley Greenway (FOGVG) will establish and coordinate a volunteer Adopt-a-Trail program along the entire length of the trail. This program will offer opportunities to local committees, businesses, service clubs, user groups, families, individuals and others to adopt sections along the entire trail so that volunteers can participate in various trail improvements and assist with general maintenance. FOGVG will coordinate this Adopt-a-Trail program under the supervision of the regional park office and in accordance with a Memorandum of Agreement with OPRHP ([Appendix J](#)). OPRHP, FOGVG and trail adopters will work cooperatively to ensure that all open sections of Greenway are overseen by a trail adopter.

### Maintenance Standards

Maintenance procedures will follow and maintain generally accepted maintenance techniques and standards to maintain the Greenway elements. Examples of these accepted techniques may be found in other trail maintenance guidelines such as the *Canalway Trail Design and Maintenance Guidelines* (NYS Canal Corporation 2003) and similar examples.

The purpose of these maintenance guidelines is to provide the trail maintainers with a handbook for maintaining the trail in order to fulfill the goal of providing a Greenway trail that is consistently safe and enjoyable to use.

Furthermore, proper maintenance of the trail will encourage the trail users to treat the Greenway with respect; understanding that the Park is an important part of the community through which it passes and is maintained with pride.

Specific specifications for Greenway maintenance follow.

### **Maintenance Inspections**

Specific maintenance inspection recommendations:

- An inspection checklist will be provided to all entities responsible for trail inspection including OPRHP staff, FOGVG volunteers and Adopt-a-Trail groups
- The trail will be inspected frequently enough to insure the safety of trail users. Inspections should include, at least, the condition of the trail surface, native and planted vegetation, trail amenities, fences, bollards, gates and instances of erosion
- Trail inspections during heavy use periods should be scheduled to account for the anticipated increase in use
- Trails will be inspected soon after heavy storm events to identify areas of trail surface erosion, debris and any other hazards
- Any hazards to trail users should be reported immediately to the park manager
- Development of a volunteer trail ranger program is recommended in order to facilitate trail inspections and hazard reporting

### **Trail Clearance**

The Greenway trail tread will be maintained to 12 feet wide with a 12 foot height clearance and minimum 2 foot shoulders on each side of the trail surface. For typical cross section see [Appendix A](#).

Maintaining trail clearances will be the responsibility of all partners. Major clearing of fallen trees, large limbs and other tasks which need specialized or motorized equipment will be the responsibility of OPRHP or municipal public works departments. Brush clearing and light duty removal of encroaching limbs which may be removed with hand pruning equipment will be the duty of Adopt-a-Trail groups. OPRHP and municipal public works departments may provide dump trucks or other vehicles to haul away brush and branches.

Brush will be hauled away and disposed of properly. Where the width of the Greenway allows, some brush may be used off the side of the trail to enhance habitat.

### **Trail Surface**

Trail surface maintenance will consist of keeping the existing surfacing a smooth, continuous path in order to facilitate use of all permitted activities, and to maintain compliance with ADA requirements of grade, stability, firmness and cross slope. Erosion, washouts, or trail surface disturbance due to improper or too much trail use will be corrected as soon as possible to restore trail safety.

Where these disturbances are minor, requiring only raking, rolling, or shoveling; volunteer labor, as from an Adopt-a-Trail group may be employed. Where extensive work is required to

repair or re-build major erosion or washouts the work will be done by OPRHP maintenance crews or others approved by OPRHP. See Appendix A for detailed standards for repair of existing and construction of new trail.

Specific trail surface maintenance recommendations:

- Trail treadway and shoulder width will be maintained and should be free from encroaching grass, weeds or other vegetation or obstructions
- The trail surface (whether cinders, grass or stonedust) will be maintained to allow safe and enjoyable use for allowed activities
- All trail surface erosion will be repaired as soon as possible
- Trail surface deterioration, such as loss of gravel, potholes, mud encroachment, asphalt deterioration, or other causes will be repaired as soon as possible, but safety of the users should be a primary consideration when timing or planning for this work
- Trail surface will be kept free of tree roots and the results of tree roots uplifting the surface

### **Signage**

Signage is a major component of the Greenway. Signs provide information to patrons on a variety of matters. Their maintenance is important to the enjoyment and safety of all trail users. The recommendations here pertain to free standing signs as well as signs in kiosks and on gates.

Specific signage recommendations:

- Signs will be maintained in a graffiti free condition
- Signs will be legible
- Faded signs will be replaced
- Signs will be updated when information changes
- Signs will be kept free of obstructing vegetation or other obstructions
- It is recommended that volunteers produce and maintain a signage inventory, indicating existing signs and the information they provide and a list of needed signs

### **Information Racks**

Where they exist, usually at trail heads, parking areas and kiosks, information racks provide an opportunity to inform patrons about recreation opportunities in surrounding areas. This is an important part in maintaining the Park's role as a partner in the community.

Specific information rack recommendations:

- Information racks will be filled and maintained with current information
- Information racks will be kept in proper repair and graffiti free

### **Site Furniture, Kiosks, Gates and Other Amenities**

Amenities add to the user experience. They provide information, rest, and security on the Greenway. As such they will be maintained in an excellent condition.

Specific site amenity recommendations:

- Site furniture will be inspected periodically to insure that they are safe to use
  - They will be in an un-broken condition, free of graffiti and carving
  - If wood, they will be free from splinters
  - If painted, they will be free from peeling and fading paint
- Amenities will be maintained to provide the services for which they were designed, for instance - gates should operate properly, bollards, benches and kiosks should work as intended

### **Litter and Trash Removal**

Although the Greenway is a carry in-carry out facility trail inspectors will remove litter where it is found. Presence of large items, tires, vehicles, discarded furniture and similar items will be reported to the park manager and enforcement, and removed using OPRHP resources.

### **Restrooms**

- A plan for maintaining restrooms in clean and operating condition will be in place before locating them on the trail
- Adopt-a-Trail groups may be involved in maintenance of restrooms
- Restrooms will be placed on the trail where motor vehicles can access them for service. (Access by golf cart or similar vehicle may not be enough for proper service)

### **Landscape Plantings**

Plantings will be maintained by OPRHP and volunteers. Specific landscape plantings recommendations:

- Ornamental plantings will use native plant materials as is OPRHP policy
- Encroaching plants and branches will be pruned to maintain the clearances as recommended in the design guidelines.
- It is recommended that agreement be made with a local garden club or other service organization to maintain landscape plants that need special maintenance such as watering, weeding, mulching and etc. These groups can also design and install the planting of perennials and annuals.

### **Mowing**

The trail and shoulders will be mowed at least twice per year. Landscaped areas, pocket parks, campsites, parking areas and other off-trail amenities will be mowed as often as necessary to keep them at a 2" height.

Mowing may be done by OPRHP crews or others as approved by OPRHP. Volunteers may mow sections of the trail and lawn areas in all Greenway amenities. Such mowing may be done as part of the Adopt-a-Trail program.

Specific mowing recommendations:

- Trail shoulders will be kept at a height which is conducive to trail user safety as the shoulders are intended for use by persons who need to either step off the trail or use the shoulder to get around slower users or obstacles

- Lawn areas around kiosks, pocket parks, benches and etc. will be kept to a maximum of 2 inches
- Mowing frequency will vary throughout the growing season to achieve these recommendations

### **Vegetation Removal**

Unwanted vegetation such as herbaceous and woody weeds and exotic invasive species will be removed from the Greenway by hand pulling, shoveling, etc. wherever possible and practical. In general these tasks may be accomplished by volunteers under the direction of OPRHP staff or approved representatives. OPRHP or municipal public works departments may provide vehicles for hauling away brush and plant debris.

In some cases OPRHP may elect to engage in selective vegetation removal and/or pest control activities (following the agency's policy on reduced pesticide use) where necessary to protect natural, recreational or historic resources; to address public health and safety, (for example to reduce exposure to plants such as poison ivy or giant hogweed); or in areas where vegetation control is needed but where terrain or other factors make mechanical methods impractical.

### **Erosion**

Erosion of the trail surface or other parts of the Greenway cause hazardous conditions and loss of property and usable trail. Areas of erosion will be inspected and repaired as soon as possible. Causes of the erosions will be determined and removed and/or repaired.

Specific erosion recommendations:

- Erosion to the trail surface, shoulders, base course, sub base or surroundings that causes a hazard to trail users should be reported to the park manager and fixed as soon as possible
- If the cause of the erosion is drainage design or other correctable situation, the cause should be eliminated
- Erosion which is found during inspections which is not trail related but which presents a hazard to surrounding structures such as the canal, roads, bridges, etc. should be reported to the agency in charge of that structure

### **Graffiti and Vandalism**

Specific graffiti and vandalism recommendations:

- Graffiti will be removed and vandalism repaired as soon as possible after its discovery. This helps to maintain the cared for appearance of the trail and sends a message to the perpetrators that their work will not be tolerated.
- If at all possible, the persons causing the vandalism should be the ones to fix it or clean it under the supervision of trail authorities. This will need to be worked out with local law enforcement agencies.

## Rules and Regulations

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The Genesee Valley Greenway State Park will operate and be managed according to the New York State Parks Rules and Regulations. These rules and regulations are found in Parts 370 through 378 of Chapter I of Subtitle I of Title 9 of the *Official Compilation of Codes, Rules and Regulations of the State of New York* (9 NYCRR 370-378). They have been adopted pursuant to subdivision 8 of section 3.09 of the Parks, Recreation and Historic Preservation Law.

The GVG will also operate under other rules and regulations that have been, or will be, adopted by the Genesee and Allegany State Park Regions.

### Enforcement

#### Role of Enforcement Agencies

Ensuring the safety of trail users and adjacent landowners is a high priority for OPRHP and its partners. OPRHP will encourage cooperation between enforcement agencies along the entire length of the trail. These agencies will include the State Park Police, the State Police, county sheriffs and local police forces as well as other first responders such as fire companies, volunteer fire companies, and EMTs.

#### Emergency Action Plan

OPRHP will develop a written emergency action plan that will be available for all enforcement agencies and at the park manager's office.

### Trail Uses

The Agency and its partners will continue to monitor the trail to ensure that trail usage rules are being followed. They will be assisted when necessary by enforcement agencies.

### Permitted Uses

The following activities are allowed on the greenway trail except in restricted areas:

- hiking
- bicycling
- cross-country skiing
- snowshoeing
- horseback riding, leading horses and horse drawn vehicles such as buggies (see OPRHP Statewide Rules Part 377 (c) The use or riding of saddle horses.)
- domestic animals under control of a leash not to exceed 6 feet
- in line skating\*
- launching of hand carry boats\*
- fishing (must obtain applicable statewide fishing license if required)
- camping with OPRHP permit\*\*
- snowmobiling (also see OPRHP Statewide Regulations Part 377.1 (l))\*
  - In order for snowmobiles to be used on federal transportation enhancement funded trails such as the Greenway proper snow conditions must exist

- (OPRHP Statewide Regulations Part 377.1 (3)) and a local ordinance must be in place allowing snowmobile use. (23 U.S.C. 217 (h)).
- Snowmobiling will be allowed from Ballantyne Road in the Town of Chili, Monroe County south to Portageville. Snowmobiling will be prohibited north of Ballantyne Road in the Town of Chili and from Portageville in the Town of Genesee Falls, Wyoming County to Houghton in the Town of Caneadea, Allegany County. Changes in areas of snowmobile use will be made only after public meeting(s) are held in the counties where the affected sections are located.
  - Snowmobile use on the trail before 10PM. \*\*

Notes:

1. Temporary changes in allowable activities may be necessary due to trail conditions and concern for public safety.
2. All required permits may be obtained at the Genesee Park Regional Headquarters in Letchworth State Park.

\* In designated areas only

\*\* In designated camping areas with OPRHP permit only

### Prohibited Uses

The following activities are not allowed on the greenway trail:

- Operation of motorized vehicles
- Motorized vehicles are not permitted on trails and pedestrian walkways. Exceptions include:
  - maintenance and emergency vehicles
  - snowmobiles; when snow conditions and State or local regulations permit
  - motorized wheelchairs
  - electric bicycles; when State or local regulations permit
- Under current regulations carrying firearms is not allowed but current regulations are under evaluation
- Discharge of any weapon, firearm, or a bow and arrow on, from, or across the trail
- Oil and gas leasing (as per “OPRHP Policy on the Development of Oil and Gas Resources in State Parks and Historic Sites” dated October 16, 2009)

### Hours of Operation

The Greenway and trail will be open from 6AM to 10PM year round. Operation of snowmobiles after dark requires a permit from OPRHP (available at the Genesee Regional Park Headquarters in Letchworth State Park) and may be restricted in certain areas in order to reduce disturbances to adjacent property owners. The Greenway trail section within Letchworth State Park is open the same hours as the park – 6AM to 11PM.

## **Right of Way**

### **Road Crossings**

Vehicular traffic on crossing roads and highways has the right of way over Greenway trail traffic. Signs placed on the trail will alert trail users of upcoming crossings.

### **Private Roads, Driveways and Farm Roads**

Trail users have the right of way at private crossings but signs placed on the trail will alert trail users to upcoming private crossings. Trail users should use prudence, and yield to farm equipment and other vehicles which need to cross the trail at private crossings.

## Habitat Management

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The greenway will continue to be recognized and, where possible, enhanced, as a biological corridor, linking various types of habitat and providing a pathway for wildlife to move between habitats.

Information and management recommendations from biological and habitat surveys will be used in future plans and actions for the Greenway.

Activities and management actions on the trail will be consistent with protection of habitat and adjacent natural communities and will be implemented in a manner that is consistent with the environmental sustainability goals of the Agency.

### Wildlife

Populations will be protected, conserved and maintained. Nuisance species which may need to be controlled in areas where their activity adversely impacts public use of the trail or which are adversely impacting native species and populations will be dealt with appropriately on a case by case basis.

Where the habitat is appropriate and in conjunction with adjacent landowners, bird boxes and bat houses will be installed in order to enhance various wildlife species populations and provide environmental interpretation.

### Fish

In all cases the greenway will be managed in a way so as to protect water quality and maintain populations of fish and other aquatic wildlife. This includes applying best management practices to all construction and repairs to reduce erosion and siltation, and following all DEC guidelines and regulations for work in or near waterways

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### Flora

In addition and in conjunction with OPRHP policies on vegetation management, the Greenway management strategies will

- maintain and enhance diversity of native plant species through removal of invasive species and encouragement and planting of native species
- eradicate non-native and invasive species where appropriate
- encourage growth of tree canopy in areas where possible and desirable
- control vegetation where it may block public use of the greenway or damage or impair historic structures and scenic vistas
- control poison ivy in high recreational use areas, for public safety

All designs and plants lists for plantings in the Greenway need to be approved by the appropriate state park region before installation. New plantings will be selected based on the following criteria:

- Native to the area
- Suitability of characteristics of growth and habitat
- Opportunity to reintroduce native species that may be absent

OPRHP and its partners will encourage cooperation with educational institutions and other volunteers to label plants and describe and interpret the natural history at various locations along the trail.

### **Rare and Endangered Species of Plants and Animals**

The agency and its partners will establish an inventory of rare and endangered species in the Greenway. The New York Natural Heritage program has added the Genesee Valley Greenway State Park to its list of state parks to be assessed in the 2014 season. Assistance will also be sought from local college students and from volunteers under the Adopt-a-Trail program.

While these assessments are ongoing, efforts will be made to protect all rare, threatened, or endangered species on a case by case basis. Where practical, in those areas where a comprehensive inventory has not yet been conducted, a field check of existing resources will be undertaken prior to beginning construction projects.

### **Watershed and Water Quality Protection**

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Best management practices will be followed for any construction activities and will be in compliance with all federal and state regulations and standards. OPRHP and its partners will work with other agencies dedicated to research, monitoring and education within the Genesee and Allegheny River watersheds.

### **Cultural Resources**

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The agency and its partners, local municipalities and other state agencies recognize that the Greenway and its associated lands contain significant cultural and archeological resources.

#### **Historic Resources**

##### **Inventory of Historic Structures**

Efforts will be undertaken to survey the location and condition and assess the significance of the historic canal and railroad resources located within the corridor. Survey information and historical research may be used to nominate the corridor for inclusion in the State and National Register of Historic Places.

##### **Review of Development Projects**

All Greenway development work will be conducted in a manner that ensures the proper protection, preservation, and interpretation of the elements included in the determination of Nation Register eligibility for the Genesee Valley Canal, Pennsylvania Railroad, Rochester

Branch, and Nunda (Swains Branch) Railroad. These elements include, but are not limited to stone culverts, locks, waste weirs, bridge abutments, canal prism, any other buildings, foundations, structures, artifacts, and land forms in order to ensure the public's ability to appreciate the technique and historical significance of these resources. All work will be reviewed by SHPO under Section 106 of the National Historic Preservation Act of 1966 and conducted in accordance with Secretary of Interior Guidelines for Rehabilitation of Historic Structures.

Certain categorical exclusions from this review will be instituted for actions such as replacement of trail surfacing, utility placement, bridge construction on existing abutments, culvert replacement or other construction in already disturbed areas.

### **Archaeological Resources**

OPRHP and the State Museum will be consulted in any instance where the New York State Site Locations Map indicates an archaeologically sensitive site may exist in an area where construction activity is proposed.

### **Additional Land Acquisition**

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Acquisition of additional land will be considered on the basis of natural or historic resource protection, recreation opportunities, connectivity between the Greenway and the Genesee River and other criteria as deemed appropriate by the Commissioner and the Genesee and Allegany State Park Regional Directors. OPRHP will only work with willing land owners in acquiring new lands for the Park.

Acquisition by fee or easement may be explored for the following goals:

- Areas for camping
- Riverbank areas for Genesee River watershed protection and/or connectivity to the Greenway
- Land needed to address trail development problems or sections of trail discontinuity
- Land to provide additional fishing rights or boat launches
- Land along the feeder canals
- Additional corridors to provide trail links
- Historic structures
- Elements of the canal and railroad corridor not presently in public ownership

### **Promotion and Marketing**

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FOGVG will be responsible for the majority of promotional efforts. They will work in conjunction with OPRHP and other State agencies involved in tourist promotion such as the Departments of State and Economic Development, county tourism agencies, county highway departments and others involved in local map production and distribution, local Chambers of Commerce, the Genesee Regional Trails Coalition, Parks & Trails New York, and other trail user groups and guide book authors.

- OPRHP will include the Genesee Valley Greenway State Park within their public informational materials, such as their web sites, list of land resources within OPRHP regions, and any other publications highlighting land resources available for public use.
- OPRHP will assist FOGVG in producing and distributing current maps.
- FOGVG will develop Greenway trail guides for sale.
- FOGVG and OPRHP will maintain websites for the Greenway and continue to develop links to sites of other attractions and partners.

## Implementation Timetable and Cost Projections

### Implementation Timetable

Implementation of strategies and trail development presented in this plan will occur over an extended period. The pace of this implementation will be dependent on budgetary priorities of OPRHP and New York State. Private funding and grants from governmental and private sources may contribute to accelerating the implementation schedule. The following table (Table XX) is to be used for illustrative purposes only and is not meant to convey the idea that actions have been scheduled for future realization.

**Table 1 Proposed Implementation Timetable**

Actions	Complete in		
	Phase 1 (1-5 years)	Phase 2 (6-10 years)	Phase 3 (11-15 years)
Trail Development	Ongoing		
Trail Maintenance	Ongoing		
Signage	X	X	X
Regulatory	X		
Interpretive	Ongoing		
Mile Markers	X	X	X
Gates	X	X	X
Bridges	X	X	X
Culverts	X	X	X
Parking Areas	X	X	
Benches	X	X	
Pocket Parks	X	X	X
Sanitary Facilities	X	X	X
Tent Sites		X	
Rules and Regulations	X		
Law Enforcement	Ongoing		
Location of Rare and Endangered Species	X		
Historic, Cultural and Archaeological Resources	X		
Stabilization and Restoration of Culverts	X	X	
Inventory of Fish and Wildlife	X		
Watershed Protection	Ongoing		
Research Interpretation And Public Education	Ongoing		
Promotion	Ongoing		

Actions	Complete in		
	Phase 1 (1-5 years)	Phase 2 (6-10 years)	Phase 3 (11-15 years)
Public Participation	Ongoing		
Encroachment, License And Easement Resolution	X	X	
Land Acquisition	X	X	X
Boundary Line Marking And Maintenance	X	X	X

### Cost Projections

Table 2 Cost Projections

ACTIONS	PROJECTED COSTS
<b>ADMINISTRATIVE AND OPERATIONAL STAFF</b>	\$300,000/yr.
<b>EQUIPMENT PURCHASE</b>	
5 Pickup Trucks	\$100,000
2 Snowmobiles	\$14,000
2 Tractors w/ mowers & trailers	\$200,000
2 Gators	\$10,000
Misc. Equipment	\$10,000
Maintenance	\$20,000
<b>SANITARY FACILITIES - 15</b>	
CONSTRUCTION	\$1,875,000
MAINTENANCE	\$75,000/yr.
<b>GATES</b>	
CONSTRUCTION & INSTALLATION	\$83,000
MAINTENANCE	\$5,000/yr.
<b>SIGNS</b>	
PURCHASE & INSTALLATION	\$5,000
MAINTENANCE	\$5,000/yr.

ACTIONS	PROJECTED COSTS
<b>KIOSKS - 27</b>	
CONSTRUCTION	\$81,000
MAINTENANCE	\$5,000/yr.
<b>BRIDGES - 9</b>	
CONSTRUCTION	\$1,600,000
Cold Creek	
Caneadea Creek	
Oil Creek	
Portageville	
Fillmore – 19A	
South of South Road	
3 Girder Bridges Redecked	
Sonyea	
MAINTENANCE	\$10,000/yr.
<b>CULVERTS</b>	
CONSTRUCTION/REHABILITATION/ STABILIZATION	\$TBD
MAINTENANCE	\$10,000/yr.
<b>BENCHES - 42</b>	
PURCHASE & INSTALLATION	\$10,000
<b>MILE MARKERS</b>	
PURCHASE & INSTALLATION	\$15,000
<b>POCKET PARKS - 15</b>	
DESIGN & INSTALLATION	\$150,000
MAINTENANCE	\$3,000/yr.

ACTIONS	PROJECTED COSTS
<b>PARKING AREAS - 27</b>	
CONSTRUCTION	\$135,000
MAINTENANCE	\$12,000/yr.
(including snowplowing)	
<b>BOUNDARY LINES</b>	
LOCATING & MARKING	\$500,000
<b>LOCKS</b>	
CONSTRUCTION/REHABILITATION/ STABILIZATION	\$15,000
MAINTENANCE	\$10,000/yr.

**Sources of Funding**

- OPRHP Budget
- Grants such as Transportation Enhancements Program and Recreational Trails Program
- Donations – public, private, corporate

