

REGIONAL RIGHTS-OF-WAY PRESERVATION ACTION PLAN



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INTRODUCTION AND OVERVIEW

Purpose

The *Regional Rights-of-Way Preservation Action Plan* identifies key existing and potential right-of-way preservation opportunities in the nine-county Genesee-Finger Lakes region for future transportation options, as well as coordinated, achievable, and cost-effective preservation/acquisition strategies on a regional basis to secure these opportunities.

Background

The preservation of existing linear rights-of-way suitable for transportation purposes is a priority for this region in order to provide cost-effective transportation service options now and in the future. Intact linear corridors, such as those used (or once used) by railroads, trails, and utilities offer the potential to develop new transportation options. These options may include new rail corridors, multi-use trails, roadways, and dedicated transit or freight corridors. However, once all or some of an existing linear right-of-way has been sold to private interests and/or developed for non-transportation purposes, it is typically very challenging and expensive to reestablish the corridor or create a new one.

For the purposes of this plan, regional rights-of-way are defined as linear corridors, including but not limited to rail corridors (abandoned and active), utility corridors (electric, gas, sewer, water), and trail corridors that could serve a regional transportation function in the future.

A number of existing linear corridors in the region have been preserved by public entities. Some of these publicly owned corridors are currently utilized for transportation purposes, primarily multi-use trails, while other such corridors remain underutilized. Other corridors in the region are in private ownership, typically as active or abandoned railroad corridors or utility corridors.

In planning for an integrated transportation system consisting of roads, expressways, railroads, transit facilities, and multi-use trails, preparing for the future is of high importance. For this reason, the ability to preserve rights-of-way for future transportation options is key to maintaining this region's mobility advantages.

In April 1996, the Genesee Transportation Council (GTC) produced *Abandoned Railroad Rights-of-Way in the Rochester Genesee-Finger Lakes Region Status and Opportunities*. This report outlined criteria for rights-of-way preservation and recommended that the region make a commitment to preserving important regional rights-of-way.

The *Regional Rights-of-Way Preservation Action Plan* follows up on the recommendations of the 1996 report. The Action Plan contains a prioritized list of feasible corridor preservation opportunities that will focus the region's efforts in this regard. The

strategies identified through the Action Plan will be used to safeguard these corridors as appropriate.

This Action Plan

This Action Plan presents the findings of the Regional Rights-of-Way Preservation Study. The Study identified and prioritized potential corridor preservation candidates in the nine-county Genesee-Finger Lakes Region and developed strategies to facilitate their preservation by public and private entities alike.

This document begins with a step-by-step description of the Study's progression from start to finish. It details the findings of the Study, starting with corridor requirements by mode and following with the status of rights-of-way in the region. The Action Plan then provides a variety of strategies for preservation and acquisition of rights-of-way for transportation purposes as well as roles for various levels of government and other entities in the region.

STUDY PROCESS

The initial step in the development of the *Regional Rights-of-Way Preservation Action Plan* was to determine which rights-of-way would be studied. GTC staff concluded that ideally, all active and abandoned railroads, utility corridors, and other corridors (e.g., easements, paper streets, etc.) should be inventoried and evaluated for transportation purposes.

Given the limited resources available to conduct this Study, GTC staff determined that the main focus of the data collection would be on the abandoned railroads in the region. This allowed for a manageable set of corridors to inventory and evaluate. Other corridors could be studied through follow-on activities.

The next step was to determine what data would be collected for the corridors to be studied. GTC staff decided that the data to be collected would include length, width, and ownership status. Again, the breadth of data collected needed to be kept feasible, given resource constraints. To focus the extensive inventory efforts involved, GTC established corridor-screening criteria (e.g., minimum length, minimum width, etc.) that would be used to identify rights-of-way appropriate for future transportation purposes in the region. Ultimately, 63 corridors were identified and studied.

Utilizing real property tax information, GTC staff compiled data for all 63 corridors under study. Those corridors deemed "highly fragmented" or "completely lost" were immediately withdrawn from consideration due to the considerable difficulties involved in reassembling such a right-of-way. A classification system was developed to identify

feasible transportation options given the physical attributes of the remaining corridors. A framework for prioritizing corridors in the region was also developed.

POTENTIAL TRANSPORTATION USES OF RIGHTS-OF-WAY

The corridors identified in this Action Plan may take on any of a number of new roles in the future or they may remain as they are today. Potential transportation options for these corridors include new roads and highways, transit facilities such as busways or rail lines, and multi-use trails serving bicyclists, pedestrians, and other users. The conversion of rights-of-way will be determined based on transportation system user demand and the capacity of the existing system to meet this demand.

Not all rights-of-way may be suitable for transportation uses. The width, curve, and grade are all factors in determining what uses are appropriate. Also, the corridors may be located in dense areas inappropriate for new highway construction or in rural areas where such facilities are not needed in the foreseeable future. In such instances, it is expected that options for these corridors may not be exercised at this time or for years to come.

It is important to note that GTC is not encouraging the introduction of a particular transportation mode(s) into any corridor.

Appendix A provides a table outlining the requirements for the various transportation options.

INVENTORY OF RIGHTS-OF-WAY IN THE GENESEE-FINGER LAKES REGION

The next step in the process was to identify, evaluate, and prioritize corridors as preservation candidates in the nine-county region. Staff collected the data items discussed above for each candidate corridor. Field visits to the county Real Property Tax Services offices were required for those counties that do not maintain Geographic Information Systems (GIS) parcel data. All of the available data was thoroughly reviewed and maps were collected when necessary. A GIS database with associated attributes was developed for the *Regional Rights-of-Way Preservation Action Plan*.

Active and Abandoned Railroads

Over the past century, numerous rights-of-way in the region have come and gone. Where railroads once crisscrossed the region in every direction, there are now homes, businesses, farms, roads, trails, and vacant land. The number of active railroads

remaining in the region has been greatly diminished. Approximately 200 miles of active railroad have been abandoned.

Research conducted as part of this plan has found that while a large number of known rail rights-of-way in the region have been lost to development or sold off to private landowners, a large number of corridors remain feasible for preservation. A map and corresponding list of all of the candidate corridors in the region with a brief description of each is contained in Appendix B. The list is broken into two sections, those within the Rochester Transportation Management Area (TMA) and those outside the TMA, for classification purposes. A classification of this list based on the transportation mode(s) the corridors could serve, regardless of current/future need or demand, is presented in Appendix C.

PRIORITIZATION OF CORRIDORS FOR PRESERVATION

Based on an analysis of the data and options available, a prioritized list of corridors for preservation was developed. The following criteria were used:

- Feasibility of preservation (i.e., the ownership of the corridor must not be highly fragmented)
- Corridor ownership (i.e., not 100% owned by a government, public agency, or not-for-profit group)
- Transportation options available (i.e., if a trail is the only option, the corridor must be identified as near-term or mid-term in the Regional Trails Initiative)
- Level of threat (e.g., significant development pressures, deteriorating infrastructure condition, or frequent ownership changes)
- Connectivity/proximity (e.g., to activity centers and/or existing transportation features)

By comparing the candidate corridors against the criteria listed above, 18 “high-risk” and 17 “low-risk” corridors were developed. A map and corresponding list of these corridors is included in Appendix D.

STRATEGIES FOR RIGHT-OF-WAY ACQUISITION AND PRESERVATION

The overall objective of the *Regional Rights-of-Way Preservation Action Plan* is to develop coordinated, achievable, and cost-effective preservation and acquisition strategies on a regional level in order to secure existing and potential transportation opportunities. Right-of-way (i.e., corridor) preservation is important because without it the future

disruption of residents and businesses will likely be unavoidable and the cost of obtaining lands necessary for transportation facilities will be much higher.

Now is a prudent time to approach this issue in the Genesee-Finger Lakes Region. While it is too late to take action on a number of rights-of-way, current development pressures are continually encroaching upon the remaining highly valuable pieces of real estate. Quite a few rights-of-way are still intact, either unused or serving non-transportation needs. With the potential for increased traffic congestion coupled with increasing demand for trails and transit options, it is important that rights-of-way, particularly those located in established and high-growth areas, be preserved.

GTC researched right-of-way preservation and acquisition strategies to identify appropriate policies for this region. The strategies are designed to facilitate the preservation of priority rights-of-way by public and private entities alike.

GTC

As the designated Metropolitan Planning Organization (MPO) for the Genesee-Finger Lakes Region, GTC should include a corridor preservation element in its Long Range Transportation Plan to ensure that proper emphasis is placed on preservation needs. As the MPO, GTC should:

1. Identify preservation needs and establish priorities for preservation efforts;
2. Develop corridor preservation strategies;
3. Support and/or partner with local communities to pursue timely right-of-way preservation and acquisition activities as part of any corridor management plan;
4. Monitor and document the progress of preservation efforts.

The *Regional Rights-of-Way Preservation Action Plan* addresses numbers 1 and 2. Additional efforts will be necessary to advance numbers 3 and 4.

Local Governments

Past studies have found that coordination between state, regional, and local governments is critical to the success of corridor preservation actions. Coordination is important because transportation needs should be related to land use and development decision-making which, in New York State, takes place at the local level. Accordingly, local governments must initiate the actions necessary to preserve rights-of-way in the region.

The following is a list of recommended strategies for local municipalities to use in order to set the foundation for preserving rights-of-way:

- Include a section on rights-of-way preservation in the transportation element of the local comprehensive plan. This section would indicate future right-of-way needs for transportation purposes and a description of procedures to preserve them;
- Provide adequate resources for rights-of-way planning, preservation, and acquisition in order to optimize investments and minimize impacts on communities, natural resources, the physical environment and private property;
- Arrange for funding in a timely fashion when the opportunity to purchase a right-of-way presents itself. This is often the major obstacle to corridor preservation;
- Include all public and interested parties in any discussions.

The following list contains a variety of methods available to local municipalities for the acquisition of rights-of-way:

- Purchase the right-of-way outright: direct fee (outright) purchase is the most commonly used form of right-of-way acquisition. Here, the municipal government acquires full title to the land and all rights associated with it. Full control of the property is granted and future protection is assured.
The outright purchase of land is perhaps the simplest means of corridor preservation. Purchased lands can be leased back to the former owners until they are needed for project construction. A drawback of this technique is that it requires an outlay of limited funds to preserve land for a future project instead of for a more immediate need;
- Employ incentive zoning. Density transfers could be used to persuade landowners or developers whose interests are impacted through right-of-way acquisition on their land. Density transfers allow landowners or developers to achieve the same overall density in a site, therefore the same economic benefit, but concentrate the development in land not acquired for the right-of-way;
- Purchase an easement to preserve a right-of-way without taking actual ownership of the property. Development would be restricted within the easement. This is typically done when a right-of-way is being purchased by a private entity and the easement price can be negotiated lower than the purchase price.
The advantages of easements are that the property remains on the tax roles, the cost is considerably less, and the easements can simply be allowed to expire if the corridor is not needed in the future. A disadvantage is that easements are not necessarily permanent and may expire prematurely;
- Utilize the land use “police power” of local governments (i.e., exactions from developers). This is preferable to outright purchase since current funds need not be diverted for long-term investments, the tax base is maintained, and land management burdens are not added to local governments;

- Use eminent domain to acquire lands needed for a specific transportation project. However without a specific project, property acquisition must be amicable and voluntary. Eminent domain is an unpopular avenue to take.

A county, a group of counties, or GTC could establish a regional transportation land bank and/or an associated land-banking fund as a resource for meeting future transportation needs or for meeting land-based environmental mitigation requirements. Land banking, which refers to the purchase of land by a local government for future use, may be needed where an opportunity exists to preserve an existing railroad corridor that may otherwise be abandoned.

As a guide, the *Model Ordinance and Amendments for protection of corridors and rights-of-way* produced by the Center for Urban Transportation Research at the University of South Florida is a helpful tool for local governments to base their specific ordinances on.

Utility Corridors

According to a 1994 Federal Highway Administration study, the majority of planned multi-use trails or transit lines were related to re-use of existing or planned abandoned railroad rights-of-way. The number of these rights-of-way that remain intact in the Genesee-Finger Lakes region is limited. To supplement these, alternative corridor preservation opportunities, namely utility corridors, should be considered to complement preservation of abandoned railroad corridors.

To this end, local governments should:

- Encourage or require the dual use of utility corridors for transportation and/or recreational purposes. For example, the comprehensive plan could call for supporting dedications and reservations of utility corridors for dual purposes that include the existing utility uses as well as for other functions such as greenbelts, bikeways, or transit corridors.
- Encourage future utility rights-of-way to be located along corridors desirable for transportation and/or recreational purposes. For instance, the comprehensive plan could encourage the incorporation of utility rights-of-way into lands adjacent to and paralleling waterways to allow for public use and prevent environmentally unfriendly development.

At the state or regional level, effective procedures should be developed to insure that, wherever possible, utility rights-of-way and other similar properties having value for transportation purposes may be made available for such uses.

Continuous utility corridors can be good opportunities for trail implementation, especially in rural areas. Corridors that are owned outright by the utility company are

preferable to those that hold easements over agricultural land because they see little active use.

NEXT STEPS

It may be difficult for local governments to imagine a time when these properties may be required to move people and goods, but the situation is all too common elsewhere. In the fast-growing states of the South and West, the ability to use preserved rights-of-way for transportation functions could save a significant sum of public funds in the construction of new passenger rail lines or trails through congested areas. This has emerged as a key transportation issue in the State of California.

This Action Plan identifies options for local governments who will make the decision whether to pursue preservation of rights-of-way for future transportation use. GTC will continue to encourage communities to consider employing the strategies contained in this Action Plan to acquire or otherwise preserve key linear rights-of-way, as appropriate.

APPENDIX A

TRANSPORTATION OPTIONS FOR RIGHTS-OF-WAY

Transportation Options for Rights-of-Way

Corridor Use		Minimum Corridor Width (ft.)	Desired Corridor Width (ft.)	Overhead Clearance (ft.)	Minimum Radius Curve (ft.)	Estimated Cost per Mile (\$)	Maximum Vertical Grade (%)
Bus Rapid Transit	One-way	15	20	15	N/A	13,500,000	N/A
	Two-way	28	35	15	N/A	13,500,000	N/A
Light Rail	Single-track	15	20	18	36-82	30,000,000	10
	Double-track	28	50	18	36-82	30,000,000	10
Commuter Rail	Single-track	17	N/A	26	N/A	N/A	N/A
	Double-track	34	N/A	26	N/A	N/A	N/A
Freight Rail	Single-Track	N/A	N/A	N/A	N/A	N/A	N/A
	Double-Track	N/A	N/A	N/A	N/A	N/A	N/A
Multi-Use Trail	Unpaved	14	20	10	N/A	45,000	5
	Rural, paved	14	20	10	N/A	125,000	5
	Urban, paved	16	20	10	N/A	125,000	5
	Rural Local	28	34	N/A	328	N/A	14
Two-Lane Road	Urban Local	28	34	N/A	262	N/A	15
	Rural Collector	30	40	N/A	640	N/A	10
Four-Lane Road	Urban Collector	30	40	N/A	705	N/A	11
	Rural Arterial (undivided)	51	63	N/A	820	N/A	7
	Rural Arterial (divided)	71	75	N/A	820	N/A	7
	Urban Principal (undivided)	48	52	N/A	919	N/A	N/A
Expressway	Rural (four-lane)	111	131	16	1,099	N/A	6
	Urban (four-lane)	85	104	14	1,099	N/A	6

APPENDIX B

INVENTORY OF ABANDONED RAILROAD RIGHTS-OF-WAY IN THE GENESEE-FINGER LAKES REGION

Inventory of Abandoned Railroad Rights-of-Way in the Genesee-Finger Lakes Region				
ID	Corridor Name	Corridor Location (County)	Length (mi.)	Description
1	Baltimore & Ohio - Charlotte Line	Monroe	2.1	This mostly intact corridor runs from Stonewood Avenue to the active CSX rail line north of the Lake Ontario State Parkway
2	Baltimore & Ohio - Charlotte Line (Riverfront Spur)	Monroe	0.9	This intact corridor runs from the active RG&E-owned rail line east towards the Genesee River. The portion from Lake Avenue to Turning Point Park is part of the Genesee Riverway Trail system.
3	Erie RR - Attica Line	Livingston	9.7	This fragmented corridor runs from the Genesee County Line to the active Livonia Avon & Lakeville rail line in the Village of Avon. The portion between the Genesee Valley Greenway and the Village of Avon has been donated for use as a trail spur.
4	Erie RR - Attica Line	Monroe	5.1	This mostly intact corridor runs from downtown Rochester to the active Livonia Avon & Lakeville rail line south of Jefferson Road in the Town of Henrietta. The bridge over the Genesee River has been recommended for rehabilitation as a pedestrian bridge.
5	Erie RR - Mt Morris Line	Livingston	4.2	This somewhat intact corridor runs from an active private rail spur south of Spring Street in the Village of Avon to the Genesee Town Line.
6	Lehigh Valley RR - Hemlock Line	Livingston, Monroe	10.3	This mostly fragmented corridor runs from "Rochester Junction" near Plains Road in the Town of Mendon to the Livonia Avon & Lakeville rail line.
7	Lehigh Valley RR - Rochester Line	Monroe	6.1	This intact corridor runs from "Rochester Junction" near Plains Road in the Town of Mendon to the active Livonia Avon & Lakeville rail line south of Lehigh Station Road in the Town of Henrietta. This corridor is under development as the Lehigh Valley Multi-Use Trail.

Inventory of Abandoned Railroad Rights-of-Way in the Genesee-Finger Lakes Region				
ID	Corridor Name	Corridor Location (County)	Length (mi.)	Description
8	Lehigh Valley RR - Rochester Line	Monroe	2.0	This intact corridor runs from Brighton-Henrietta Townline Road to Court Street in downtown Rochester. Much of this corridor is used as a multi-use trail and has been studied as a potential transit corridor.
9	Lehigh Valley RR Main Line	Livingston, Monroe, Ontario	29.0	This mostly intact corridor runs from the Genesee County Line in Wheatland to the Ontario County IDA's rail line near Routes 96 and 251 in the Town of Victor. The segment from the Genesee River to the Victor Town Line is used as the Lehigh Valley Linear Trail.
10	New York Central - Auburn Line	Monroe, Ontario	23.1	This mostly intact corridor stretches from Highland Avenue in the City of Rochester to the existing Finger Lakes Railway line near West Avenue in the City of Canandaigua. This corridor has been studied as a potential multi-use trail.
11	New York Central - BeeBee Running Track	Monroe	7.2	This intact corridor runs from the abandoned rail line north of Lake Shore Boulevard in the Town of Irondequoit to Brown Street in the City of Rochester. This corridor has been studied as a multi-use trail.
12	New York Central - Falls Road Line	Monroe	12.2	This intact corridor runs from the active Falls Road rail line east of Owens Road in the Town of Sweden to the existing CSX rail line just east of Route 390 in the Town of Gates. This corridor has been studied as a potential transit corridor.
13	New York Central - Hojack Line	Monroe	18.6	This mostly intact line runs from the Orleans County Line in the Town of Hamlin to the active CSX rail line just east of Dewey Avenue in the Town of Greece. This corridor has been recommended for use as a multi-use trail.
14	New York Central - Hojack Line	Monroe	4.1	This fragmented corridor runs from the Port of Rochester to the Irondequoit Bay outlet. The status of the Swing Bridge over the Genesee River is in question. The Seabreeze-Charlotte Trail is planned for a large portion of this corridor.

Inventory of Abandoned Railroad Rights-of-Way in the Genesee-Finger Lakes Region				
ID	Corridor Name	Corridor Location (County)	Length (mi.)	Description
15	New York Central - Hojack Line	Monroe	5.3	This mostly intact corridor runs from the Irondequoit Bay outlet to the active Ontario Midland rail line just west of Holt Road in the Town of Webster.
16	New York Central - Peanut Line	Livingston, Monroe, Ontario	35.2	This mostly fragmented corridor runs from the Genesee County Line to the active Finger Lakes Railway line just north of Gibson Street in the City of Canandaigua.
17	New York Central - West Shore Line	Wayne	6.5	This somewhat intact corridor runs from the CSX Main line just west of Canandaigua Road in the Town of Macedon to the Palmyra Town Line.
18	New York Central - West Shore Line	Monroe	5.7	This somewhat intact corridor runs from the active CSX line just west of Union Street (Route 259) in the Town of Chili to the Genesee County Line.
19	New York State Railways (Subway)	Monroe	3.3	This intact corridor runs from near Driving Park / Lagrange Avenues to the subway tunnel portal near Brown Street in downtown Rochester. This corridor does not include the tunnel, which is slated to be filled, and has been viewed as a potential transit corridor.
20	Pennsylvania RR - Canandaigua Line	Ontario	1.2	This intact corridor runs from the active Finger Lakes Railway line north of Ontario Street in the City of Canandaigua to the Hopewell Town Line.
21	Pennsylvania RR - Rochester Branch	Livingston, Monroe	20.9	This intact corridor runs along the Genesee River from the York Town Line to Ford Street in the City of Rochester. This corridor is currently in use as a multi-use trail (Genesee Valley Greenway / Genesee Riverway Trail).

Inventory of Abandoned Railroad Rights-of-Way in the Genesee-Finger Lakes Region				
ID	Corridor Name	Corridor Location (County)	Length (mi.)	Description
22	Pennsylvania RR - Rochester Branch (Industrial Spur)	Monroe	1.7	This somewhat intact corridor runs from the CSX Main line just south of Buffalo Road to the Genesee Valley Greenway, south of Scottsville Road in the City of Rochester and Town of Chili.
23	Rochester & Eastern Interurban RR	Monroe, Ontario	10.5	This corridor is completely lost.
24	Rochester & Eastern Interurban RR	Ontario	2.1	This mostly intact corridor runs from Main Street in the City of Canandaigua to the Hopewell Town Line. Much of this corridor is in use as a multi-use trail (Ontario Pathways).
25	Rochester & Sodus Bay Interurban RR	Monroe, Wayne	19.9	This highly fragmented corridor runs from East Main Street in the City of Rochester to the Williamson Town Line.
26	Rochester, Lockport & Buffalo RR	Monroe	19.7	This intact corridor runs from the Orleans County Line in the Town of Sweden to Route 390 in the Town of Gates; paralleling the Falls Road rail line (#12). A tourist railroad operates in the corridor from the Orleans County line to the Village of Brockport.
27	Rochester Syracuse & Eastern Interurban RR	Monroe, Wayne	15.6	This highly fragmented corridor runs from the I-490 interchange with Commercial Street in the Town of Pittsford to the Palmyra Town Line.
28	Baltimore & Ohio - Rochester Line	Wyoming	6.4	This highly fragmented corridor runs from the active Rochester & Southern rail line just east of Main Street in the Village of Silver Springs to Center Street in the Village of Perry.

Inventory of Abandoned Railroad Rights-of-Way in the Genesee-Finger Lakes Region				
ID	Corridor Name	Corridor Location (County)	Length (mi.)	Description
29	Delaware Lackawanna & Western Main Line	Genesee, Livingston	32.5	This fragmented line runs from the Erie County Line in the Town of Darien to the active Genesee & Wyoming rail line near Old State Road in the Town of York. This corridor has been considered for use as a multi-use trail.
30	Delaware Lackawanna & Western Main Line	Livingston	9.8	This mostly intact corridor runs from the active Dansville & Mount Morris rail line near the intersection of Routes 63 & 258 in the Town of Groveland to the Steuben County Line in the Town of North Dansville.
31	Erie RR - Attica Line	Wyoming	13.2	This highly fragmented line runs from the active Arcade & Attica rail line just north of Perry Road in the Town of Java to the active Norfolk Southern rail line east of Exchange Street Road in the Town of Attica.
32	Erie RR - Attica Line	Genesee	7.3	This intact corridor stretches from the active Norfolk Southern rail line just south of Telephone Road in the Town of Alexander to the existing Depew Lackawanna & Western rail line near Evans Street in the City of Batavia.
33	Erie RR - Attica Line	Genesee	10.5	This somewhat intact corridor runs from the existing Depew Lancaster & Western rail line near Evans Street in the City of Batavia to the existing Rochester & Southern rail line just east of North Street in the Village of LeRoy
34	Erie RR - Attica Line	Livingston	22.1	This fragmented corridor runs from the Steuben County Line in the Town of Springwater to Main Street in the Village of Livonia.
35	Erie RR - Cuba Line	Livingston	3.8	This intact corridor runs from the existing Norfolk Southern rail line near Springbook Road in the Town of Portage to the Allegheny County Line.

Inventory of Abandoned Railroad Rights-of-Way in the Genesee-Finger Lakes Region				
ID	Corridor Name	Corridor Location (County)	Length (mi.)	Description
36	Erie RR - Mt Morris Line	Livingston	10.3	This highly fragmented corridor runs from the Genesee Valley Greenway just east of Main Street in the Village of Mount Morris to the Avon Town Line.
37	Livonia, Avon & Lakeville RR	Livingston	4.5	This intact corridor runs from Main Street in the Village of Livonia to the active Livonia Avon & Lakeville rail line just south of the Avon Town Line.
38	Lehigh Valley RR - Auburn Line	Seneca	13.8	This intact corridor runs from the abandoned rail line just east of Route 96A in the Town of Fayette to the Cayuga County Line in the Town of Seneca Falls. A multi-use trail along the Cayuga-Seneca Canal is planned for much of this corridor.
39	Lehigh Valley RR - Hemlock Line	Livingston	4.6	This highly fragmented corridor runs from near Main Street in the Hamlet of Hemlock to the Lima Town Line.
40	Lehigh Valley RR - Ithaca Line	Seneca	27.2	This intact corridor stretches from the active Finger Lakes Railway line in the Town of Waterloo to the Tompkins County Line in the Town of Covert.
41	Lehigh Valley RR - Naples Line	Ontario, Yates	29.6	This somewhat intact corridor runs from near West Avenue in the Village of Naples to the abandoned rail line east of North Genesee Street in the City of Geneva. A portion of this corridor is in use as the Lehigh Valley Rail Trail.
42	Lehigh Valley RR - Ovid (Willard) Line	Seneca	4.4	This mostly intact corridor runs from the abandoned rail line near the Hamlet of Hayts Corners to just west of CR 132 near the Hamlet of Willard.

Inventory of Abandoned Railroad Rights-of-Way in the Genesee-Finger Lakes Region				
ID	Corridor Name	Corridor Location (County)	Length (mi.)	Description
43	Lehigh Valley RR Main Line	Genesee	29.1	This highly fragmented corridor runs from the Erie County Line in the Town of Darien to the Monroe County Line in the Town of LeRoy.
44	Lehigh Valley RR Main Line	Ontario	15.0	This fragmented corridor runs from the active Finger Lakes Railway line just east of the Village of Shortsville to the active Norfolk Southern rail line just east of the Geneva City Line.
45	Lehigh Valley RR Main Line	Seneca	12.5	This highly fragmented corridor runs from the Schuyler County Line to the active Finger Lakes Railway line east of Sampson State Park in the Town of Romulus.
46	New York Central - Hojack Line	Orleans	23.7	This mostly intact corridor runs from the Niagara County Line in the Town of Yates to the Monroe County Line in the Town of Kendall.
47	New York Central - Hojack Line	Wayne	6.1	This intact corridor runs from the active Wayne County IDA rail line just east of Lake Avenue in the Village of Wolcott to the Cayuga County Line just north of the Village of Red Creek.
48	New York Central - Peanut Line	Genesee	8.7	This somewhat fragmented line runs from the active CSX rail line east of Cedar Street in the City of Batavia to the active Rochester & Southern line just west of Lake Street (Route 19) in the Village of LeRoy.
49	New York Central - Peanut Line	Genesee	12.7	This intact corridor runs from the Erie County Line in the Town of Pembroke to the active Depew Lancaster & Western rail line south of Route 33, just west of the Batavia City Line.

Inventory of Abandoned Railroad Rights-of-Way in the Genesee-Finger Lakes Region				
ID	Corridor Name	Corridor Location (County)	Length (mi.)	Description
50	New York Central - Penn Yan Line	Yates	6.9	This intact corridor runs from Keuka Lake Outlet in the Village of Penn Yan to the active Norfolk Southern rail line in the Village of Dresden. Most of this corridor is in use as a multi-use trail (Keuka Outlet Trail).
51	New York Central - West Shore Line	Wayne	23.9	This somewhat fragmented corridor runs from the Macedon Town Line in the Town of Palmyra to the Cayuga County Line in the Town of Savannah.
52	New York Central - West Shore Line	Genesee	28.5	This intact corridor traverses Genesee County from the Erie County Line in the Town of Alabama to the Monroe County Line in the Town of Bergen.
53	Pennsylvania RR - Canandaigua Line	Ontario	9.7	This mostly intact corridor runs from the active Finger Lakes Railway line just north of CR 4 in the Town of Canandaigua to the abandoned rail junction near Route 245 in the Hamlet of Stanley.
54	Pennsylvania RR - Nunda Branch	Livingston	2.5	This mostly intact corridor runs from the Genesee Valley Greenway just west of Creek Road in the Town of Nunda to the Village of Nunda, just south of Portage Road.
55	Pennsylvania RR - Rochester Branch	Livingston, Wyoming	40.0	This intact corridor stretches from the Allegheny County Line in the Town of Genesee Falls to the Caledonia Town Line and is currently in use as a multi-use trail (Genesee Valley Greenway).
56	Pennsylvania RR - Sodus Point Line	Ontario, Wayne, Yates	23.7	This somewhat fragmented corridor runs from the active Finger Lakes Railway line just north of Bellona Station Road in the Town of Benton to the active Wayne County IDA rail line just west of Murray Street in the Village of Newark.

Inventory of Abandoned Railroad Rights-of-Way in the Genesee-Finger Lakes Region				
ID	Corridor Name	Corridor Location (County)	Length (mi.)	Description
57	Pennsylvania RR - Sodus Point Line	Wayne	7.4	This mostly intact corridor runs from the active Ontario Midland rail line just south of Route 104 in the Hamlet of Wallington to Greig Street in the Village of Sodus Point. This corridor is planned to be used as a multi-use trail.
58	Pennsylvania RR - Sodus Point Line	Wayne	8.7	This mostly intact corridor runs from the active Wayne County IDA rail line just east of Murray Street in the Village of Newark to the Hamlet of Marion, just west of Main Street. This corridor is planned for use as a multi-use trail.
59	Rochester & Eastern Interurban RR	Ontario	12.1	This corridor is completely lost.
60	Rochester & Sodus Bay Interurban RR	Wayne	17.7	This corridor is completely lost.
61	Rochester & Southern RR	Wyoming	18.0	This intact corridor runs from the Allegheny County Line in the Town of Eagle to the active Rochester & Southern rail line on the north side of the Village of Silver Springs.
62	Rochester, Lockport & Buffalo RR	Orleans	24.7	This intact corridor runs from the Niagara County Line in the Town of Shelby to the Monroe County Line in the Town of Clarendon. This corridor is in use as a tourist railroad.
63	Rochester Syracuse & Eastern Interurban RR	Wayne	32.1	This corridor is completely lost.

APPENDIX C

POSSIBLE USES FOR PRIORITY ABANDONED RAILROAD RIGHTS-OF-WAY

Possible Uses for Priority Abandoned Railroad Rights-of-Way

ID	Corridor Name	Transportation Options							
		Multi-Use Trail	2-Lane Road	4-Lane Road	Expressway	Bus Rapid Transit	Light Rail	Commuter Rail	Freight Rail
1	B&O Charlotte Line	X	X			2-way		2-track	
2	B&O Charlotte Line - Riverfront Spur	X	X			2-way			
3	Erie RR - Attica Line	X	X						
4	Erie RR - Attica Line	X							
5	Erie RR - Mt Morris Line	X							
6	Lehigh Valley RR - Hemlock Line	X	X	X		2-way			X
7	Lehigh Valley RR - Rochester Line	X	X	X		2-way			X
8	Lehigh Valley RR - Rochester Line	X	X			2-way	2-track		
9	Lehigh Valley RR Main Line	X	X						X
10	NYC Auburn Line	X				1-way	1-track		
11	NYC BeeBee Running Track	X				2-way	2-track		X
12	NYC Falls Road Line	X				2-way	2-track	2-track	
13	NYC Hojack Line	X	X			2-way	2-track		
14	NYC Hojack Line	X							
15	NYC Hojack Line	X	X						
16	NYC Peanut Line	X	X			2-way	2-track	2-track	
17	NYC West Shore Line	X	X	X					X
18	NYC West Shore Line	X	X					2-track	X
19	NYS Railways (Subway)	X				2-way	2-track	2-track	
20	Pennsylvania RR - Canandaigua Line	X							
21	Pennsylvania RR - Rochester Branch	X	X			2-way			
22	Pennsylvania RR - Rochester Branch (Industrial Spur)	X	X			2-way	2-track		
23	Rochester & Eastern Interurban RR	T h i s C o r r i d o r i s C o m p l e t e l y L o s t							
24	Rochester & Eastern Interurban RR	X				2-way	2-track	2-track	
25	Rochester & Sodus Bay Interurban RR	T h i s C o r r i d o r i s H i g h l y F r a g m e n t e d							
26	Rochester, Lockport & Buffalo RR	X				2-way	2-track	2-track	
27	RS&E Interurban RR	T h i s C o r r i d o r i s H i g h l y F r a g m e n t e d							
28	B&O Rochester Line	T h i s C o r r i d o r i s H i g h l y F r a g m e n t e d							
29	DL&W Main Line	X							X
30	DL&W Main Line	X	X						
31	Erie RR - Attica Line	T h i s C o r r i d o r i s H i g h l y F r a g m e n t e d							
32	Erie RR - Attica Line	X							X
33	Erie RR - Attica Line	X							X
34	Erie RR - Attica Line	X	X	X		2-way	2-track	2-track	X

Possible Uses for Priority Abandoned Railroad Rights-of-Way

ID	Corridor Name	Transportation Options							
		Multi-Use Trail	2-Lane Road	4-Lane Road	Expressway	Bus Rapid Transit	Light Rail	Commuter Rail	Freight Rail
35	Erie RR - Cuba Line	X							X
36	Erie RR - Mt Morris Line	T h i s C o r r i d o r i s H i g h l y F r a g m e n t e d							
37	Livonia, Avon & Lakeville RR	X							X
38	Lehigh Valley RR - Auburn Line	X	X						
39	Lehigh Valley RR - Hemlock Line	T h i s C o r r i d o r i s H i g h l y F r a g m e n t e d							
40	Lehigh Valley RR - Ithaca Line	X	X						X
41	Lehigh Valley RR - Naples Line	X	X						X
42	Lehigh Valley RR - Ovid (Willard) Line	X							
43	Lehigh Valley RR Main Line	T h i s C o r r i d o r i s H i g h l y F r a g m e n t e d							
44	Lehigh Valley RR Main Line	X							
45	Lehigh Valley RR Main Line	T h i s C o r r i d o r i s H i g h l y F r a g m e n t e d							
46	NYC Hojack Line	X	X						
47	NYC Hojack Line	X	X						X
48	NYC Peanut Line	X							X
49	NYC Peanut Line	X							X
50	NYC Penn Yan Line	X							X
51	NYC West Shore Line	X	X						
52	NYC West Shore Line	X							X
53	Pennsylvania RR - Canandaigua Line	X							
54	Pennsylvania RR - Nunda Branch	X							
55	Pennsylvania RR - Rochester Branch	X							X
56	Pennsylvania RR - Sodus Point Line	X							
57	Pennsylvania RR - Sodus Point Line	X							X
58	Pennsylvania RR - Sodus Point Line	X							X
59	Rochester & Eastern Interurban RR	T h i s C o r r i d o r i s C o m p l e t e l y L o s t							
60	Rochester & Sodus Bay Interurban RR	T h i s C o r r i d o r i s C o m p l e t e l y L o s t							
61	Rochester & Southern RR	X							X
62	Rochester, Lockport & Buffalo RR	X				2-way		2-track	X
63	RS&E Interurban RR	T h i s C o r r i d o r i s C o m p l e t e l y L o s t							

APPENDIX D

PRIORITIZED RIGHTS-OF-WAY FOR PRESERVATION IN THE GENESEE-FINGER LAKES REGION

Prioritized Rights-of-Way for Preservation in the Genesee - Finger Lakes Region				
ID	Corridor	Location	Length (mi.)	Status
High-Risk				
1	B&O RR - Charlotte Line	City of Rochester, Town of Greece	2.1	Mostly Intact
3	Erie RR - Attica Line	Towns of Avon, Caledonia, Village of Avon	1.8	Intact
6	Lehigh Valley RR - Hemlock Line	Towns of Lima, Mendon, Village of Honeoye Falls	5.7	Fragmented
10	New York Central RR - Auburn Line	City of Rochester, Towns of Brighton, Pittsford, Perinton, Victor, Canandaigua, Villages of Pittsford, Victor	23.1	Mostly Intact
11	New York Central RR - BeeBee Running Track	City of Rochester, Town of Irondequoit	7.2	Intact
12	New York Central RR - Falls Road Line	Towns of Sweden, Ogden, Gates, Village of Spencerport	12.2	Intact
13b	New York Central RR - Hojack Line	Towns of Greece, Parma; Village of Hilton	7.8	Mostly Intact
15	New York Central RR - Hojack Line	Town of Webster	0.4	Intact
22	Penn RR - Rochester Branch Industrial Spur	City of Rochester, Towns of Chili, Gates	1.7	Somewhat Intact
37	LA&L RR	Town of Livonia, Village of Livonia	4.5	Intact
38	Lehigh Valley RR - Auburn Line	Village of Seneca Falls	3.3	Mostly Intact
40a	Lehigh Valley RR - Ithaca Line	Towns of Waterloo, Fayette, Varick, Romulus	11.3	Intact
41a	Lehigh Valley RR - Naples Line	City of Geneva, Towns of Seneca, Geneva	3.6	Fragmented
44	Lehigh Valley RR - Main Line	City of Geneva, Towns of Manchester, Phelps, Geneva, Village of Clifton Springs	14.1	Mostly Intact

Prioritized Rights-of-Way for Preservation in the Genesee - Finger Lakes Region				
ID	Corridor	Location	Length (mi.)	Status
48	New York Central RR - Peanut Line	City of Batavia, Towns of Batavia, Stafford, LeRoy, Village of LeRoy	9.2	Fragmented
51a	New York Central RR - West Shore Line	Towns of Arcadia, Lyons; Villages of Newark, Lyons	5.5	Fragmented
51b	New York Central RR - West Shore Line	Towns of Galen, Savannah	6.5	Fragmented
56a	Penn RR - Sodus Point Line	Town of Arcadia; Village of Newark	2.6	Fragmented
Low-Risk				
9	Lehigh Valley RR - Main Line	Town of Caledonia, Village of Caledonia	6.5	Somewhat Intact
13a	New York Central RR - Hojack Line	Towns of Hamlin, Parma, Village of Hilton	10.8	Mostly Intact
18	New York Central RR - West Shore Line	Towns of Riga, Chili, Village of Churchville	5.7	Mostly Intact
27	New York Central RR - West Shore Line	Town of Macedon	1.8	Intact
28	B&O RR - Rochester Line	Towns of Castile, Gainesville, Village of Silver Springs	2.1	Intact
30	DL&W RR - Main Line	Towns of North Dansville, Sparta, Groveland, Village of Dansville	9.8	Mostly Intact
32	Erie RR - Attica Line	City of Batavia, Towns of Alexander, Batavia, Village of Alexander	7.2	Intact
39	Lehigh Valley RR - Hemlock Line	Town of Livonia	2.7	Mostly Intact
40b	Lehigh Valley RR - Ithaca Line	Towns of Romulus, Ovid, Covert; Village of Interlaken	15.9	Intact
41b	Lehigh Valley RR - Naples Line	Towns of Naples, Italy, Middlesex, Gorham, Seneca; Villages of Naples, Rushville	26	Mostly Intact

Prioritized Rights-of-Way for Preservation in the Genesee - Finger Lakes Region				
ID	Corridor	Location	Length (mi.)	Status
46	New York Central RR - Hojack Line	Towns of Yates, Carlton, Kendall, Village of Lyndonville	23.7	Mostly Intact
47	New York Central RR - Hojack Line	Town of Wolcott, Villages of Wolcott, Red Creek	6.1	Intact
49	New York Central RR - Peanut Line	Towns of Pembroke, Batavia	12.7	Intact
52	New York Central RR - West Shore Line	Towns of Alabama, Oakfield, Elba, Byron, Bergen, Villages of Oakfield, Elba	28.5	Intact
56b	Penn RR - Sodus Point Line	Towns of Benton, Seneca	6.5	Fragmented
58	Penn RR - Sodus Point Line	Towns of Marion, Palmyra, Arcadia, Village of Newark	7.4	Mostly Intact
61	Rochester & Southern RR	Towns of Eagle, Pike, Gainesville, Villages of Gainesville, Silver Springs	18	Intact