Regional Rights-of-Way Study

GENESEE/FINGER LAKES
Regional Planning Council

Regional Rights-of-Way Study

2015

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Cover Photographs:
Top left: CSX Rail Corridor, Jefferson Road, Henrietta, NY, taken by Greg Albert, G/FLRPC;
Bottom left: Pittsford Trail System Corridor, French Road, Pittsford, NY, taken by Greg Albert, G/FLRPC;
Right: Utility Corridor East River Road, Rochester, NY, taken by Greg Albert, G/FLRPC

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1.0 Introduction/Project Background

The Genesee-Finger Lakes Regional Rights-of-Way study identified and analyzed Rights-of-Way corridors within the nine-county Genesee-Finger Lakes Region. Counties that were reviewed included: Genesee; Livingston; Monroe; Ontario; Orleans; Seneca; Wayne; Wyoming; and Yates. The objective of the study was to identify and analyze key rail and utility corridors in the Region that are no longer used for their original intent, note potential future uses and associated costs, and to develop corridor preservation strategies.

The inventory and analysis of each corridor is critical for the Region in order to identify and preserve corridors for preservation. In many instances Rights-of-Way corridors have been abandoned and become fragmented as adjoining land owners purchase pieces of the corridors, leaving the corridor divided and preventing opportunities for reuse as high costs and increased challenges limit the ability of a municipality to acquire the right-of-way corridor.

By identifying these corridors and developing preservation strategies before a corridor becomes fragmented, many of these corridors can be repurposed as recreational trails for bicycling, walking, and hiking; or as transit corridors for dedicated bus-routes, or light or high-speed rail, should the demand arise in the future.

2.0 Methodology

Corridors were identified utilizing several resources including Real Property Services data; the previously completed *Regional Rights-of-Way Preservation Action Plan: Abandoned Railroads*, which was prepared by the Genesee Transportation Council in 2005; and input from stakeholders within each of county.

Real Property Services (RPS) data was utilized to establish a series of draft corridors for comparison to the *Regional Rights-of-Way Preservation Action Plan* and to present to County stakeholders for feedback and comment. Corridors were identified through RPS data based upon site ownership and property class code information to identify parcels owned by utility companies; railroads; or public entities, such as municipalities or industrial development agencies. Property class codes used to identify rights-of-way corridors included a variety of categories including: vacant land; community services; industrial; and public services. The specific property class codes utilized are listed in Table 1.

Table 1: Regional Rights-of-Way Property Class Codes[1]

Property Class Code	Description	Property Class Code	Description
311	Residential Vacant Land	835	Community Antenna Television CATV Facility
312	Residential Land Including a Small Improvement	836	Telephone Outside Plant
314	Rural Vacant Lots of 10 Acres or Less	837	Cellular Telephone Towers
315	Underwater Vacant Land	842	Ceiling Railroad
321	Abandoned Agricultural Land	843	Nonceiling Railroad
322	Residential Vacant Land Over 10 Acres	847	Pipelines
323	Other Rural Vacant Lands	860	Special Franchise Property
331	Commercial Vacant with minor improvements	861	Electric and Gas
341	Industrial Vacant with minor improvements	862	Water
350	Urban Renewal or Slum Clearance	866	Telephone
380	Public Utility Vacant	867	Miscellaneous
682	Recreational Facilities	868	Pipelines
692	Roads, Streets, Highways and Parkways, including adjoining land	869	Television
740	Industrial Product Pipelines	870	Electric and Gas
741	Gas	871	Electric and Gas Facilities
742	Water	872	Electric Substations
743	Brine	873-877	Electric Power Generation Facilities
744	Petroleum Products	873	Gas Measuring and Regulation Station
749	Other	874	Electric Power Generation Facility-Hydro
820	Public Services (Water)	875	Electric Power Generation Facility-Fossil Fuel
821	Flood Control	876	Electric Power Generation Facility-Nuclear
822	Water Supply	877	Electric Power Generation Facility-Other Fuel
830	Public Services (Communication)	880	Electric and Gas Transmission and Distribution
831	Telephone	882	Electric Transmission Improvement
832	Telegraph	883	Gas Transmission Improvement
833	Radio	884	Electric Distribution- Outside Plant Property
834	Television other than Community Antenna Television	885	Gas Distribution- Outside Plant Property

[1]New York State Office of Real Property Services Assessor's Manual "Property Type Classification and Ownership Codes" September, 2006.

Draft maps were developed showing each of the parcels in the Region that had a property classification code from the table above. These maps were then updated by removing parcels that were not contiguous to any corridors and a corridor profile was developed for each remaining corridor. The corridor profiles contained information about the corridor including: length; location; description; ownership details; and whether or not gaps were present within the corridor. Meetings were held with each individual county to discuss the corridor profiles within their county and to solicit feedback on priority corridors, development pressures; corridor locations; and to review the accuracy of the initial draft corridors.

Based upon the feedback from the county meetings each of the corridors were reviewed and updated as needed to improve accuracy. Corridors were then further refined based upon comparisons with the *Regional Rights-of-Way Preservation Action Plan: Abandoned Railroads* and an additional round of stakeholder input, which was conducted electronically over e-mail.

The county corridors were then combined onto a regional map and combined with other county corridors where appropriate and given new numbers to identify each corridor regionally. The effort to consolidate corridors reduced the 98 county corridors to 78 regional corridors as many county corridors were actually segments of larger cross-county corridors.

Each of the 78 regional corridors was then evaluated utilizing the corridor rating system and identified as high-priority; low-priority; non-priority; or active trails. The following sections provide further detail on the evaluation process and our findings.

3.0 Corridor Rating System

A corridor rating system was developed in order to prioritize corridors for preservation. The following criteria were used:

- Feasibility of preservation- is it possible to preserve the corridor, i.e. the ownership of the corridor must not be fragmented amongst a large number of owners and it must not be in active use
- Ownership status- i.e., not 100% owned by government, public agency, or not-for-profit group
- Length/Size- what is the length and width of the corridor and what are the potential reuse options available i.e. trail, dedicated bus route, light-rail or high-speed rail
- Development pressures- is the corridor located in an area likely to see future development that may fragment the corridor
- Connectivity/Proximity- is the corridor located near activity centers, trails, or other transportation features
- References in existing plans- is the corridor identified in any local, regional, state, or federal plans
- Stakeholder input- was the corridor identified as a priority or non-priority by stakeholders

Each of the regional corridors were reviewed based upon the above seven factors and evaluated as high-priority; low-priority; active trail; or non-priority corridors.

All of the active railroad corridors within the Region were moved into the non-priority corridor classification based upon the feasibility of preservation criteria. While it is important to identify these corridors as potential long-term preservation opportunities should they become abandoned, their active use precludes the need to pursue preservation efforts in the near-term. Municipalities with rail corridors within their boundaries should be aware that there is a potential for these corridors to become abandoned, but in the near-term their preservation efforts should focus on priority corridors.

There were also several identified corridors that were owned by non-profit organizations or municipalities and operating as active trails. These corridors were identified as active trails based upon their ownership status on the corridor rating system and since they are actively being utilized and owned by the government or a not-for-profit group they are considered non-priority corridors.

Length/Size was also a key in the identification of many utility corridors as due to their limited size (some less than 1 mile in length) and their locations in many cases away from activity centers and other transportation features were identified as non-priority corridors.

Several of the identified corridors have been referenced in existing comprehensive plans and other state and regional plans, with these references helping corridors in being identified as priority corridors for preservation.

The rate of growth and development in the areas surrounding the corridors were also factored in to the prioritization of corridors as it would be less likely for developers to look to acquire corridor land in areas with low-rates of growth.

Stakeholder input was factored in to account for the factors that could not be quantified within the other categories. Stakeholders were able to provide insight into how the corridors were perceived within the municipality or county and what the potential reuse opportunities would be should the corridor become available.

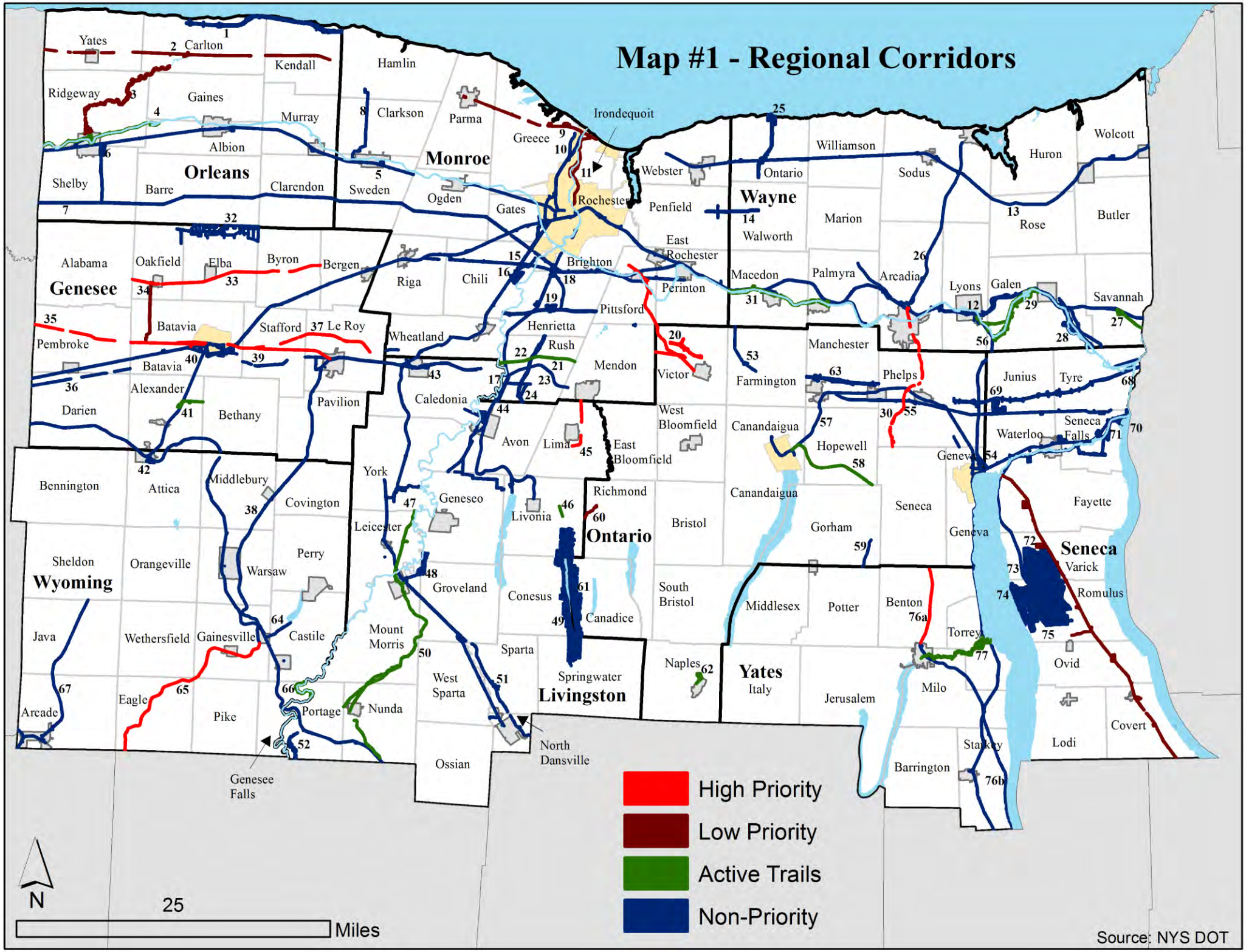
The corridor rating system evaluation for each of the corridors is outlined later on in this report.

4.0 Regional Corridors

Map #1- Regional Corridors on the following page displays the 78 corridors that were identified in our initial review based upon Real Property Services data; the previously completed *Regional Rights-of-Way Preservation Action Plan: Abandoned Railroads*, which was prepared by the Genesee Transportation Council in 2005; and input from stakeholders within each of county.

These 78 corridors were broken down based upon the corridor rating system into the following categories: high-priority (shown in dark red) low-priority (shown in light red); active trails (shown in green); and non-priority (shown in blue).

While the emphasis of this study is on the high-priority corridors, the non-priority corridors along with the active trails are shown on the map to provide a context of the full range of corridors that were reviewed and to identify corridors that may become abandoned in the long-

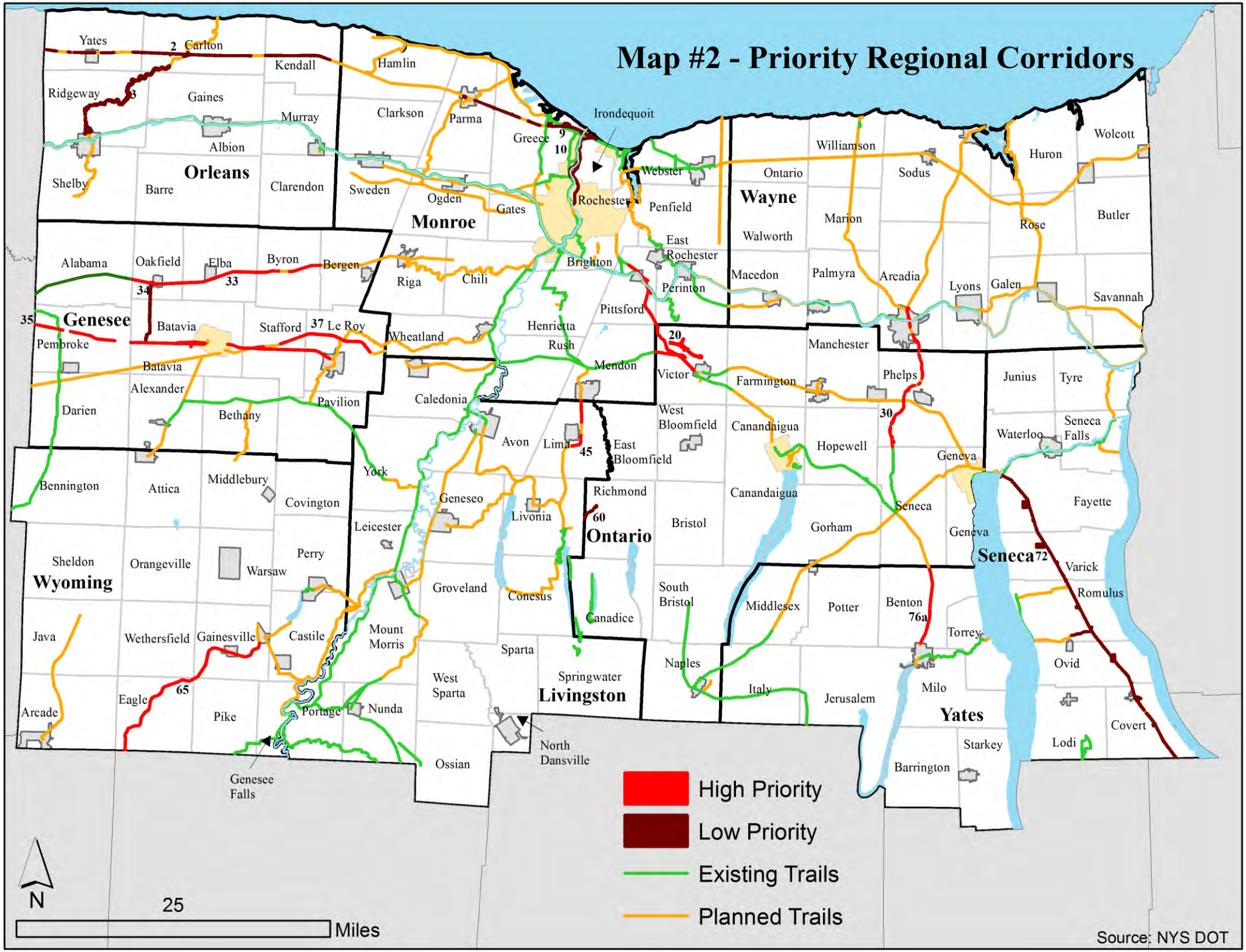

Map #1 - Regional Corridors
Yates
Carlton
Kendall
Ridgeway
Gaines
Murray
Albion
Orleans
Shelby
Barre
Clarendon
Hamlin
Clarkson
Parma
Monroe
Sweden
Ogden
Greece
Irondequoit
Rochester
Gates
Webster
Penfield
Williamson
Ontario
Wayne
Sodus
Huron
Wolcott
Walworth
Marion
Rose
Butler
East Rochester
Brighton
Perinton
Macedon
Palmyra
Arcadia
Lyons
Galen
Savannah
Alabama
Oakfield
Elba
Byron
Bergen
Genesee
Riga
Chili
Pittsford
Henrietta
Wheatland
Rush
Mendon
Victor
Manchester
Farmington
Phelps
Junius
Tyre
Pembroke
Batavia
Stafford
Le Roy
Alexander
Darien
Bethany
Pavilion
Caledonia
Avon
Lima
East Bloomfield
West Bloomfield
Canandaigua
Hopewell
Waterloo
Seneca Falls
Geneva
Bennington
Attica
Middlebury
Covington
York
Geneseo
Leicester
Livonia
Richmond
Ontario
Bristol
Gorham
Seneca
Fayette
Sheldon
Wyoming
Orangeville
Perry
Warsaw
Groveland
Conesus
Canadice
South Bristol
Middlesex
Potter
Benton
Varick
Romulus
Java
Wethersfield
Gainesville
Castile
Mount Morris
Sparta
West Sparta
Springwater
Livingston
Naples
Yates
Italy
Jerusalem
Milo
Torrey
Ovid
Arcade
Eagle
Pike
Portage
Nunda
Ossian
North Dansville
Genesee Falls
Barrington
Starkey
Lodi
Covert
High Priority
Low Priority
Active Trails
Non-Priority
N
25
Miles
Source: NYS DOT

term. These non-priority corridors and active trail corridors are touched upon briefly in this report, while a much greater emphasis is spent on the identified priority trail corridors.

4.1 Priority Corridors

Map #2- Priority Regional Corridors on the following page displays a total of sixteen (16) corridors which were identified as priority corridors within the Region. Eight (8) of these corridors were identified as high-priority and eight (8) were identified as low-priority based upon the corridor rating system. The high-priority corridors are shown in light red on the map and the low-priority corridors are show in dark red. Additionally the map displays existing and planned regional trails within the Region to help provide geographical context regarding the location of the priority corridors and how they relate to these trails. The existing regional trails are shown in green and the planned regional trails are shown in orange. These connections are especially important for those corridors which have been identified as potential multi-use trails in the future.

Detailed corridor profiles, which include land cover and zoning maps, are provided following Map #2 for each of the 8 high-priority corridors. Summary profiles for each of the 8 low-priority corridors are provided following the detailed corridor profiles.


Map #2 - Priority Regional Corridors
Yates
2
Carlton
Kendall
Hamlin
Ridgeway
3
Gaines
Murray
Clarkson
Parma
Irondequoit
Greece
9
10
Albion
Orleans
Shelby
Barre
Clarendon
Sweden
Ogden
Gates
Rochester
Webster
Penfield
Monroe
Williamson
Ontario
Sodus
Wayne
Huron
Wolcott
Marion
Rose
Butler
Walworth
East Rochester
Alabama
Oakfield
Elba
Byron
Bergen
Riga
Chili
Brighton
Macedon
Palmyra
Arcadia
Lyons
Galen
Savannah
Perinton
34
33
35
Genesee
Batavia
Stafford
37
Le Roy
Wheatland
Pittsford
Henrietta
Rush
20
Manchester
Pembroke
Batavia
Alexander
Mendon
Victor
Farmington
Phelps
Junius
Tyre
Darien
Pavilion
Caledonia
Bethany
West Bloomfield
Canandaigua
30
Seneca Falls
Waterloo
Avon
Lima
45
East Bloomfield
Hopewell
Geneva
York
Bennington
Attica
Middlebury
Covington
Richmond
Canandaigua
Fayette
Geneseo
Livonia
60
Ontario
Bristol
Seneca
Leicester
Gorham
Geneva
Sheldon
Orangeville
Perry
Warsaw
Wyoming
Seneca
72
Varick
Romulus
Groveland
Conesus
South Bristol
Middlesex
Potter
Benton
76a
Java
Wethersfield
Gainesville
Castile
Mount Morris
Canadice
Torrey
Sparta
Naples
Ovid
West Sparta
Springwater
Livingston
Italy
Jerusalem
Milo
Yates
Eagle
65
Arcade
Pike
Portage
Nunda
Starkey
Lodi
Covert
North Dansville
Ossian
Barrington
Genesee Falls
High Priority
Low Priority
Existing Trails
Planned Trails
N
25
Miles
Source: NYS DOT

4.1A High-Priority Corridors- Detailed Profiles

Corridor #20: Former Auburn Rail Corridor
Location: Town of Pittsford & Town of Victor
Northwest Endpoint: French Road, Town of Pittsford
Southeast Endpoint: Rawson Road, Town of Victor

Length: 10.7 Miles

Width: Ranges between 45' and 75'

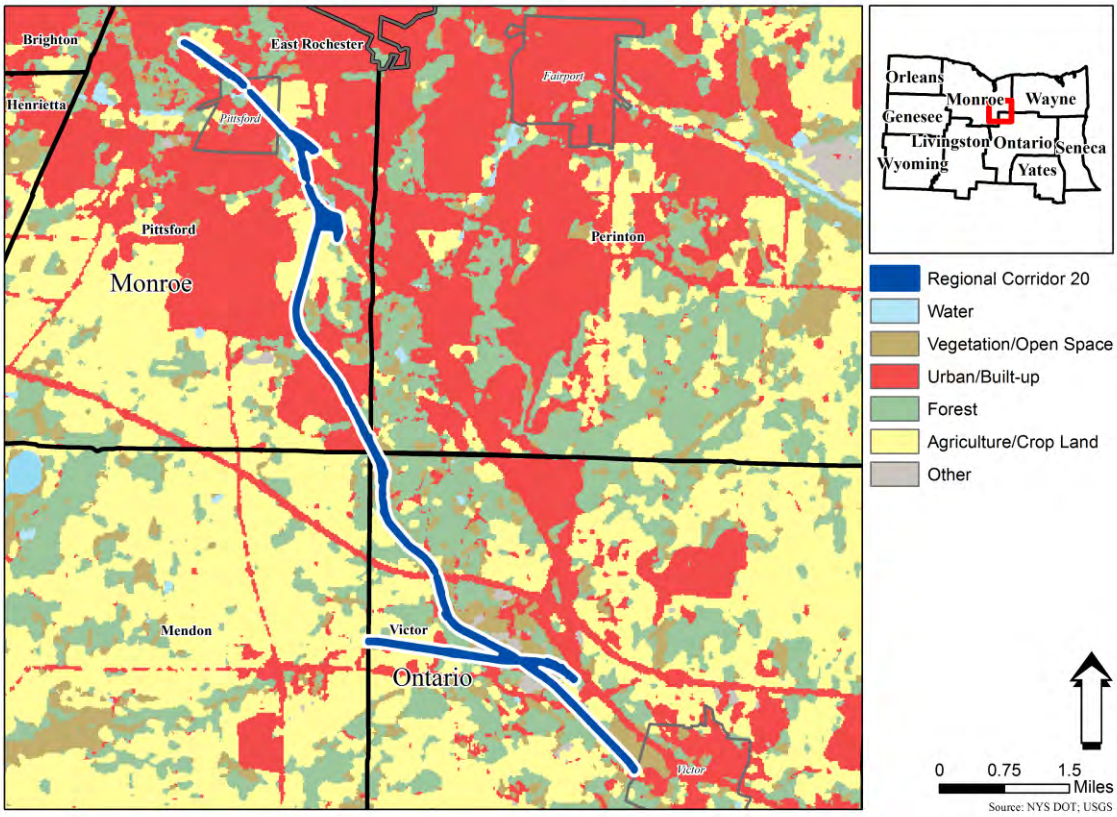
Status: Identified as high-priority corridor through stakeholder input; the completed feasibility study; and its connectivity/proximity to existing trails.

Detailed Description: The corridor is the abandoned Auburn rail line, within the Towns of Pittsford and Victor. A study[2] was completed in 2005 to determine the feasibility of a multi-use trail route that would operate primarily on the abandoned segment of the Auburn and Rochester railroad line.

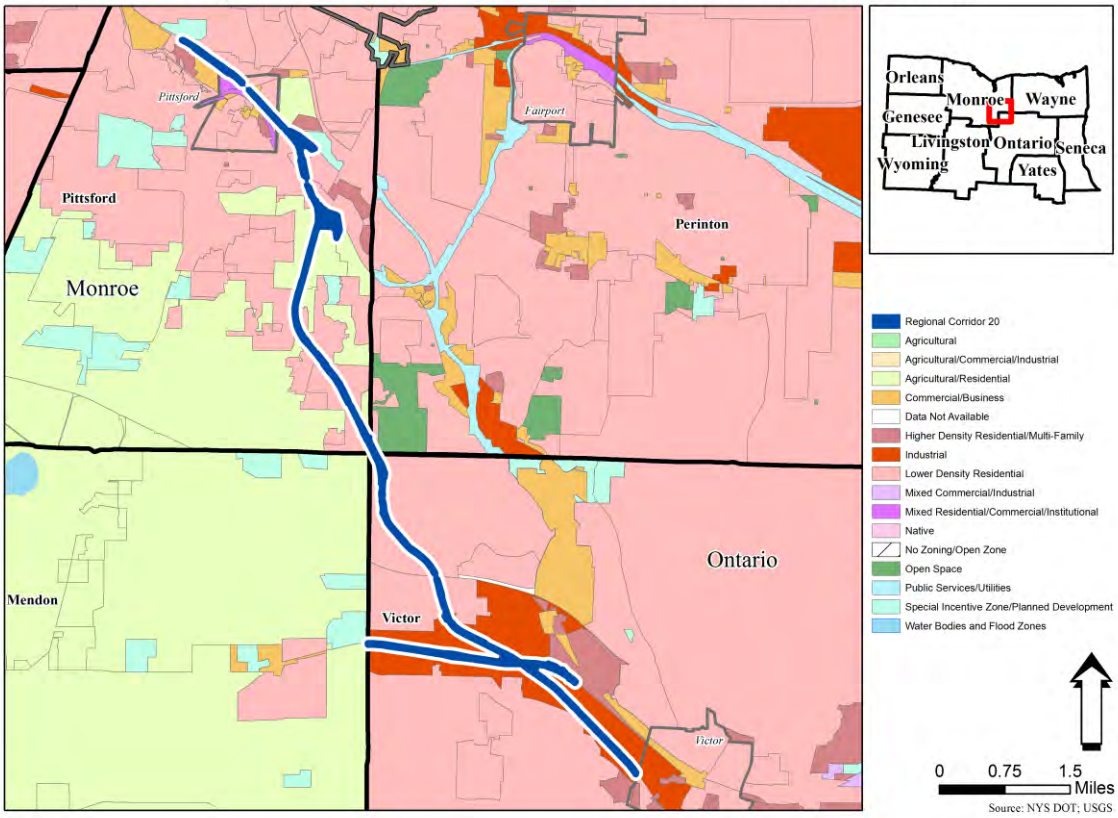
Within the Town of Pittsford the surrounding land cover is primarily "urban/built-up" and "agriculture/crop land" which shifts to "forest" as the corridor continues into the Town of Victor. Generalized municipal zoning surrounding the corridor includes primarily "agriculture/residential" and "lower density residential" along with a stretch classified as "industrial" within the Town of Victor. The corridor is also near Powder Mills Park in the Town of Pittsford, providing a potential opportunity to connect the corridor with the park.

[2] http://www.gtcmpo.org/Docs/PlansStudies/AuburnLine_Rail-To-Trail_FeasibilityStudy.pdf

Map #3 - Regional Corridor # 20 Land Cover



Map #4 - Regional Corridor # 20 Generalized Municipal Zoning



Corridor #20 Ownership Details: Thirteen (13) parcels, totaling 414 acres

Owner	Property Class Code	Description	Number of Parcels
COMIDA	330	Vacant Land Located in Commercial Areas	1
Town of Pittsford	340	Vacant Land Located in Industrial Areas	1
RG&E	380	Public Utility Vacant Land	3
Town of Victor	682	Recreational Facilities	1
Town of Pittsford	682	Recreational Facilities	1
Town of Victor	822	Water Supply	1
RG&E	870	Electric and Gas	2
RG&E	874	Electric Power Generation Facility Hydro	1
RG&E	882	Electric Transmission Improvements	1

Corridor #20 Recommendations: The location and size of the corridor position it well for re-use as a multi-use trail. The feasibility study completed in 2005 estimated costs at approximately $3,700,000 for full build out of the trail along the entire corridor. While these costs may have changed over the past decade they are a good starting point for the capital that would be needed to complete the transformation of the corridor into a mixed-used trail.

While some of the corridor parcels are already owned by The Towns of Pittsford and Victor, an agreement would need to be reached with RG&E in order to access the parcels that they currently own. In the long-term should RG&E seek to abandoned their use of the parcels along the corridor, each municipality can consider acquisition of the parcels to maintain trail access.

Corridor #30: Ontario Pathways Corridor
Location: Town of Arcadia, Village of Newark, Town of Phelps
North Endpoint: Just west of Bloom Rd, Village of Newark
South Endpoint: Border between Town of Phelps and Town of Seneca

Length: 12.4 Miles

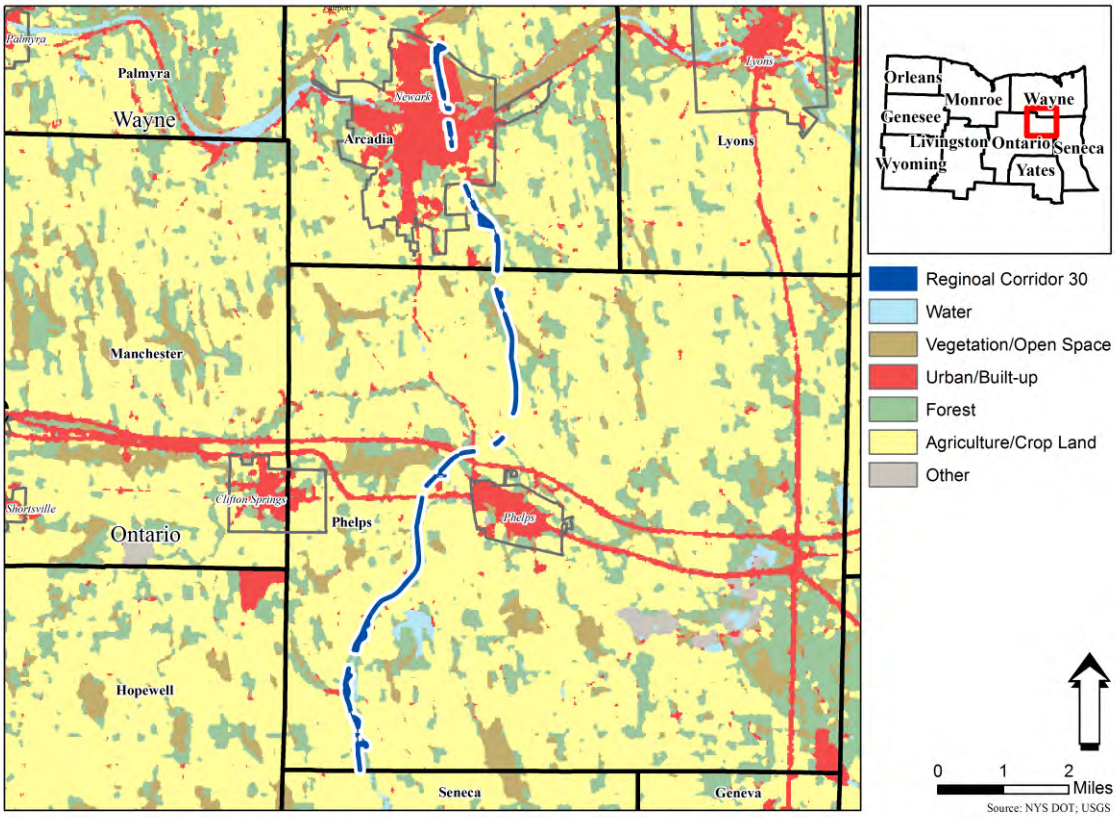
Width: Ranges between 75’ and 100’

Status: Identified as high-priority corridor due to its active use as a trail and the need to eliminate gaps within the trail. Its connectivity between the Village of Newark and the Village of Phelps also strengthens its position as a high-priority corridor.

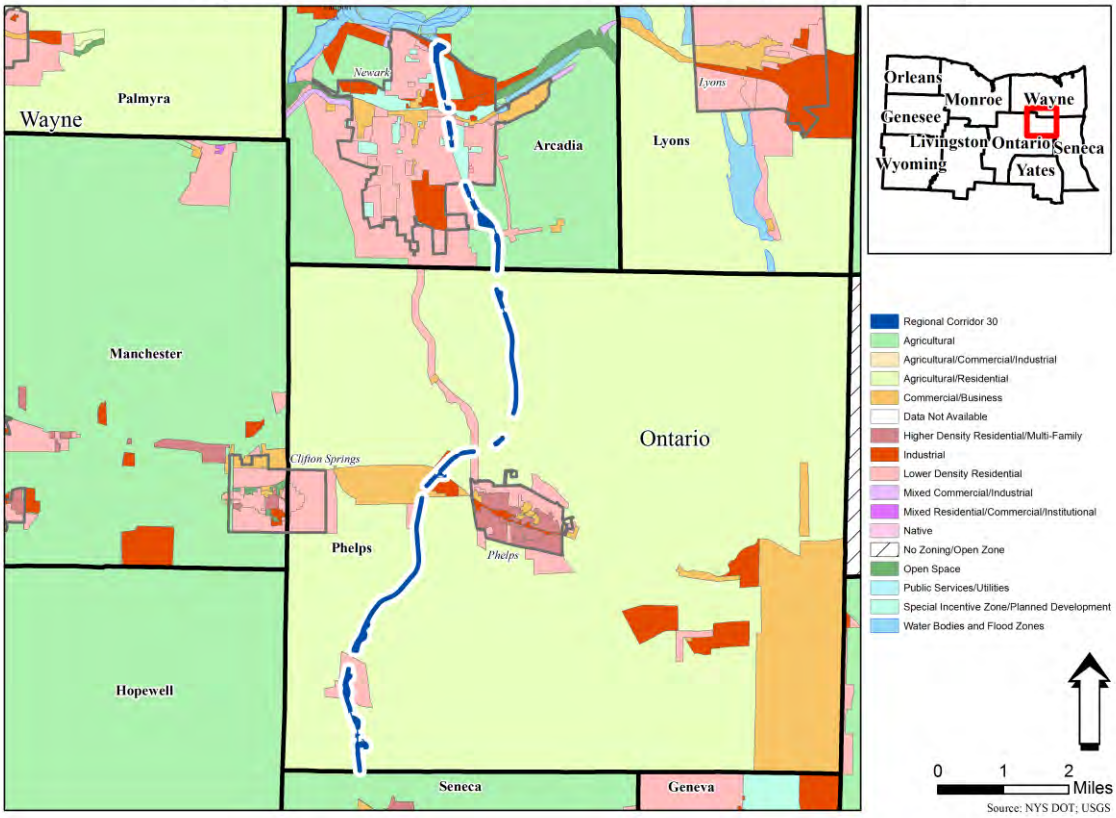
Detailed Description: The Ontario Pathways corridor is located within the Towns of Phelps and Arcadia and the Village of Newark. The corridor is an abandoned railroad, predominately owned by Ontario Pathways with the purpose of rail to trail. Some gaps in the trail still remain.

The surrounding land cover is primarily “agriculture/crop land” with some “forest” with “urban/built-up” within the Village of Newark. Generalized municipal zoning surrounding the corridor includes primarily “agriculture/residential” and “lower density residential” along with a small stretch of the Town of Phelps, which is classified as “commercial/business” and “industrial.”

Map #5 - Regional Corridor # 30 Land Cover



Map #6 - Regional Corridor # 30 Generalized Municipal Zoning



Corridor #30 Ownership Details: Twenty-one (21) parcels, totaling 151 acres

Owner	Property Class Code	Description	Number of Parcels
Private Owner	322	Residential Vacant Land Over 10 Acres	1
Ontario Pathways	323	Other Rural Vacant Land	8
Private Owners	323	Other Rural Vacant Land	2
Ontario Pathways	330	Vacant Land Located in Commercial Areas	1
Private Owner	330	Vacant Land Located in Commercial Areas	1
Private Owner	340	Vacant Land Located in Industrial Areas	2
Wayne County	340	Vacant Land Located in Industrial Areas	1
Ontario Pathways	682	Recreational Facilities	1
Town of Phelps	822	Water Supply	1
Ontario County IDA/Finger Lakes Rail	843	Nonceiling Railroad	2
NYSEG	872	Electric Substation	1

Corridor #30 Recommendations: Portions of this abandoned rail corridor have already been acquired by Ontario Pathways and are currently in use as a mixed-use trail, operating from the Hamlet of Stanley north to the Hamlet of Orleans, within Ontario County. North of Orleans the trail is blocked by private property and detours before continuing north to Phelps[3]. The gap in the trail amounts to approximately 2.8 mile detour between Route 96 to Gifford Road in the Town of Phelps. The trail currently ends approximately 1 mile south of the Village of Newark.

In order to close the gap in the trail and to extend it out to the Village of Newark acquisition/access is needed on a variety of parcels, many of which are owned by private owners. Absent of an easement to continue the trail across private property, Ontario Pathways can pursue acquisition of the property, though the high cost of purchase may preclude this option.

If an easement is granted to the property, establishing and maintaining the trail can be led by Ontario Pathways. Costs range greatly for trail construction, but a conservative estimate would be $45,000 per mile[4], resulting in a project cost of approximately $171,000 to close the 2.8 mile detour and extend the trail the 1 mile north to the Village of Newark. This number may change greatly depending on the amount of labor that volunteers would be able to contribute and the condition of the trail property.

[3] http://www.ontariopathways.org/Info.htm
[4] GTC Regional Rights-of-Way Preservation Action Plan 2005.

Corridor #33: Former West Shore Railroad Corridor
Location: Town of Elba, Town of Oakfield, Town of Byron
West Endpoint: Macumber Road, on Oakfield-Alabama town line
East Endpoint: Byron-Bergen town line

Length: 15.1 Miles

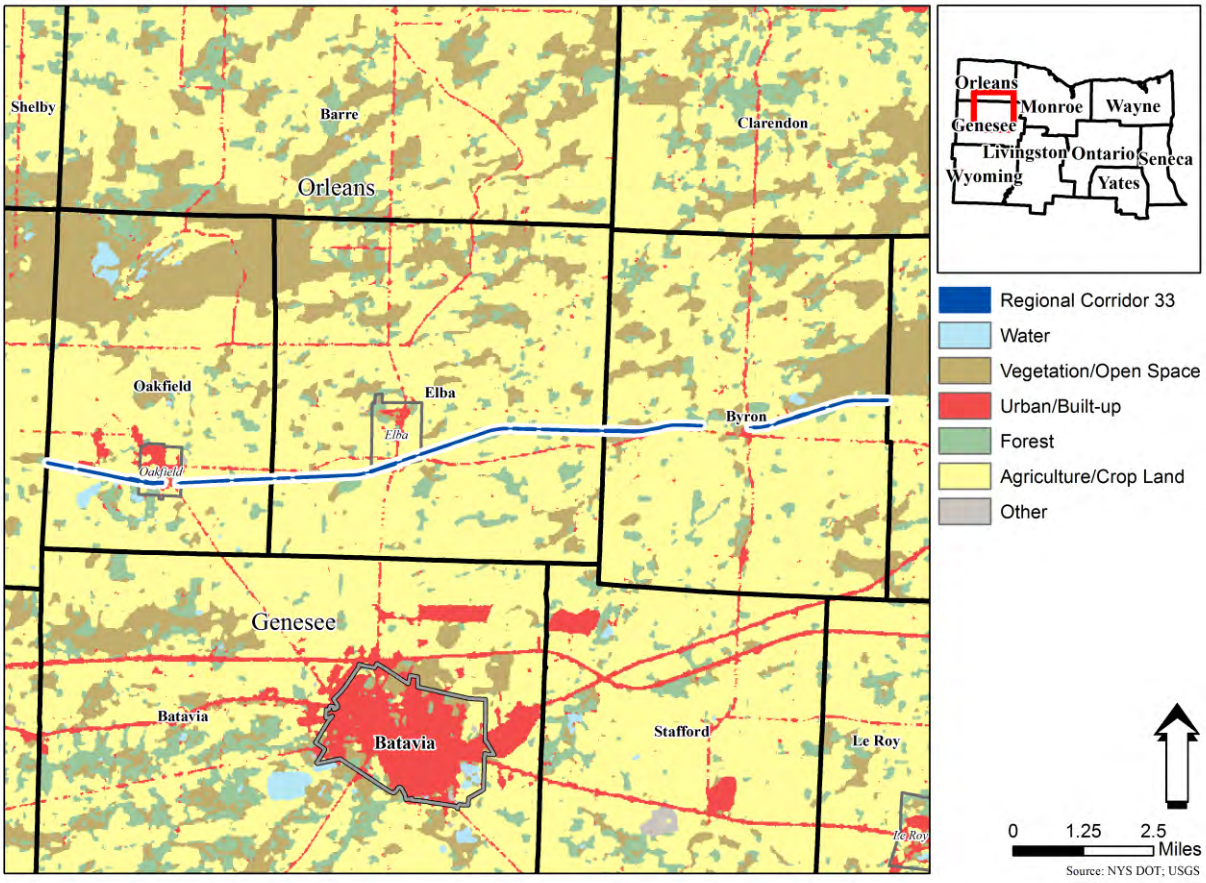
Width: 100'

Status: Identified as a high-priority corridor due to its length and its identification as a potential high speed rail alternative route.

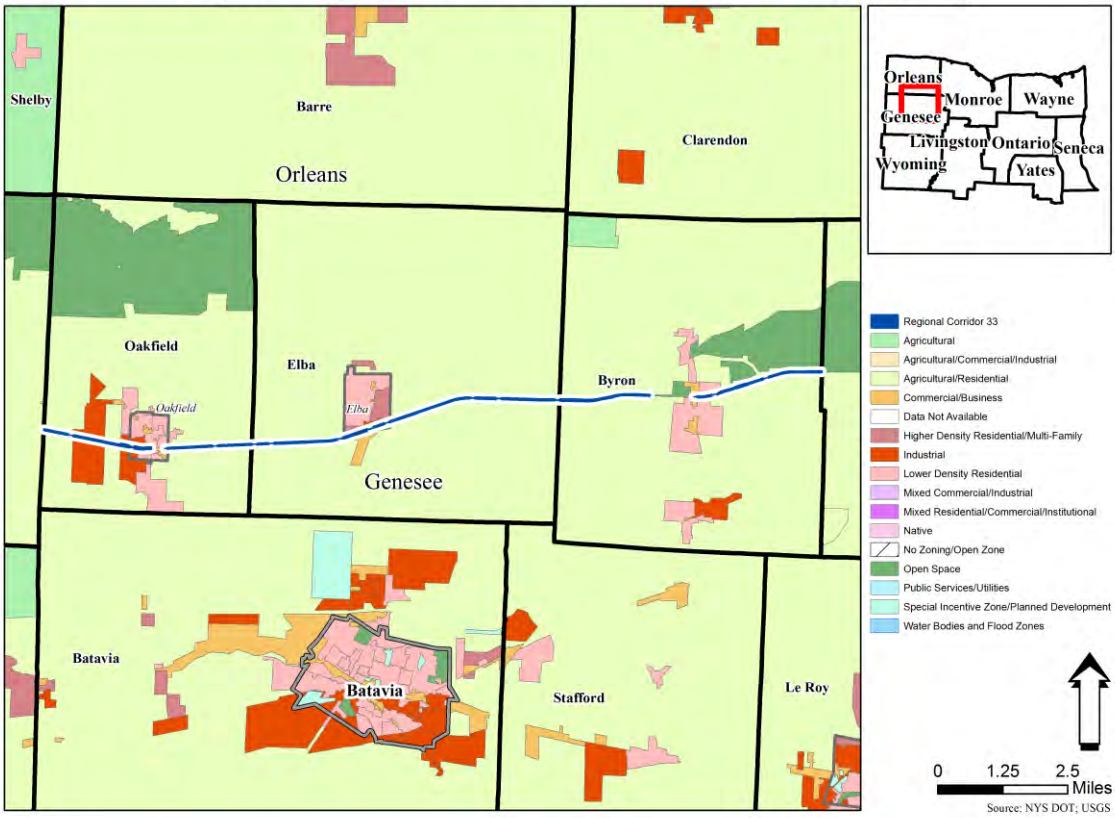
Detailed Description: The corridor is the abandoned West Shore Railroad line within the Towns of Oakfield, Elba, and Byron. The corridor consists of vacant parcels, many of which are privately owned. The corridor was identified as a possible high speed rail alternative route in a recent study.

The surrounding land cover is primarily "agriculture/crop land" with small areas of "urban/built-up" in the Village of Oakfield and "vegetation/open space" in the Town of Byron. Generalized municipal zoning surrounding the corridor includes some "industrial" areas within the Town and Village of Oakfield and the Village of Elba and primarily "agriculture/residential" and "lower density residential" along the reminder of the corridor.

Map #7 - Regional Corridor # 33 Land Cover



Map #8 - Regional Corridor # 33 Generalized Municipal Zoning



Corridor #33 Ownership Details: Twenty-one (21) parcels, totaling 191.8 acres

Owner	Property Class Code	Description	Number of Parcels
Private Owner	321		1
Private Owners	323	Other Rural Vacant Land	7
Town of Byron	323	Other Rural Vacant Land	4
Private Owners	330	Vacant Land Located in Commercial Areas	4
Private Owners	340	Vacant Land Located in Industrial Areas	5

Corridor #33 Recommendations: The former west shore railroad corridor has been identified as a potential high speed rail alternative route across Genesee County. Property easements or acquisition would need to take place with 17 of the 21 parcels along the corridor under private ownership. Per mile costs to construct the high speed rail corridor range greatly between $2.8 million per mile to $33.7 million per mile depending on the desired maximum speed which would range from 90 mph 125 mph[5]. The urgency and desire of New York State to establish a high speed rail corridor across the state has fluctuated over the past decade, impacted based on the priorities of the administration and the availability of funding. The high cost of establishing high speed rail and the large number of private owners owning portions of this corridor, it is unlikely that it will be chosen as a high speed rail corridor, none the less the corridor is one to monitor should funding become available at the state or federal level for high speed rail.

[5] http://ftp.dot.state.tx.us/pub/txdot-info/rail/high_speed/system-summaries/empire-corridor.pdf

Corridor #35: Niagara Mohawk Utility Corridor
Location: Town of Pembroke, Town of Batavia, Town of Stafford, Town of LeRoy, City of Batavia
West Endpoint: Genesee County-Erie County border in the Town of Pembroke
East Endpoint: Wright Avenue, Village of LeRoy

Length: 24.0 Miles

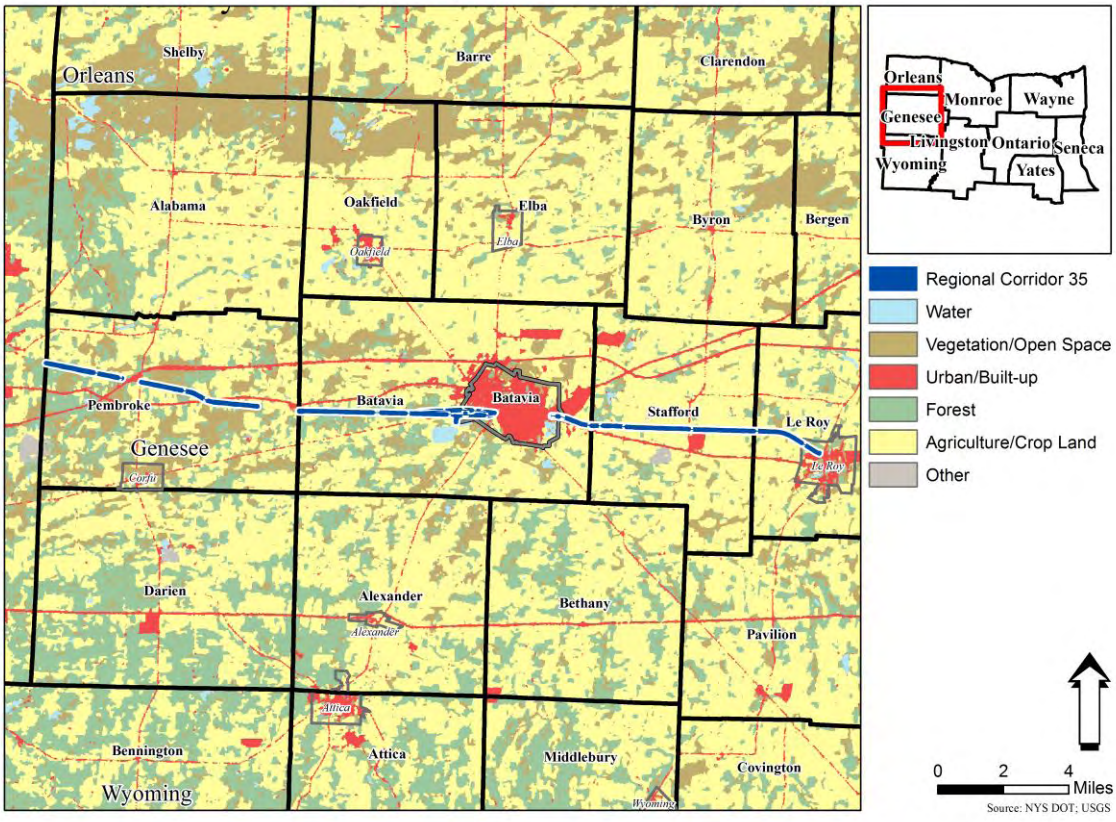
Width: Ranges between 80' and 100'

Status: Identified as a high-priority corridor based upon stakeholder input; length of the corridor; and connectivity of the corridor between multiple activity centers across the county.

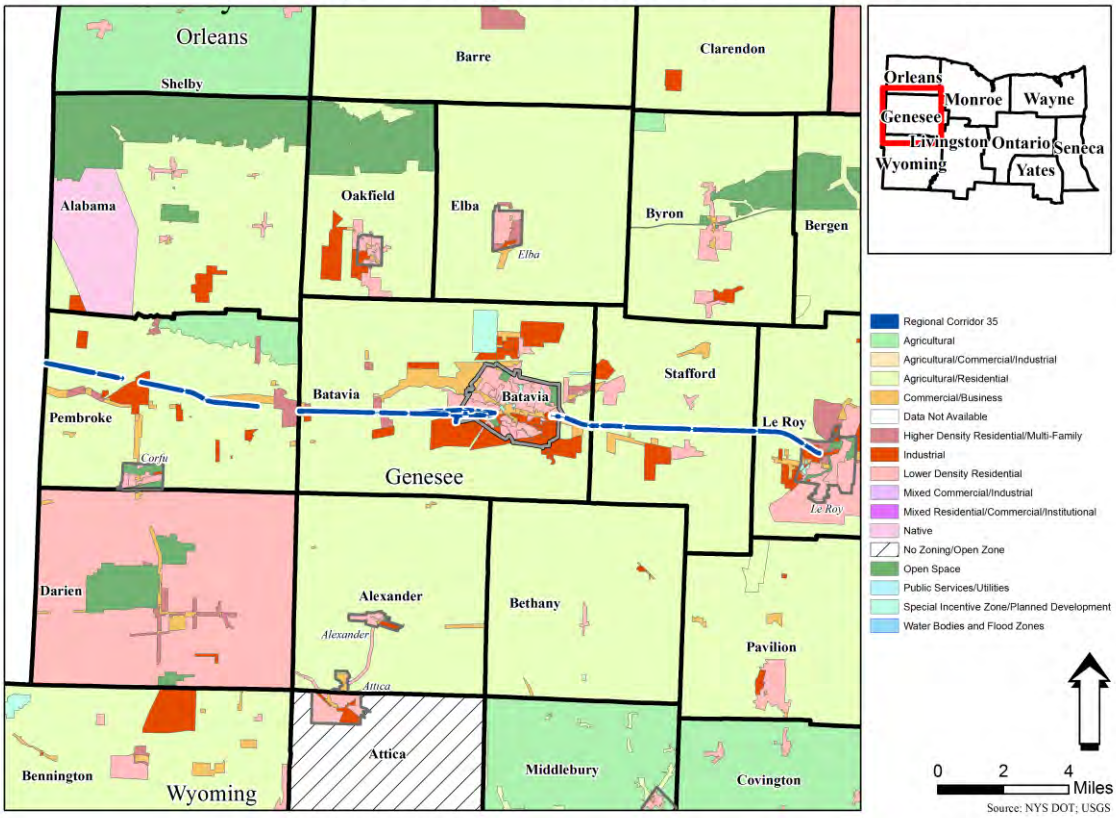
Detailed Description: The corridor is an active Niagara Mohawk utility corridor within the Towns of Pembroke, Batavia, Stafford, and LeRoy, and the City of Batavia. The corridor presents an opportunity for connection with Williams Park in the City of Batavia along with Emery Park, in the Town of Stafford and the Genesee River within the Village of LeRoy.

The surrounding land cover is primarily "forest", "agriculture/crop land", and "urban/built-up" in the City of Batavia. Generalized municipal zoning surrounding the corridor includes primarily "agriculture/residential" with some "industrial" zones areas within the Town of Pembroke and the Village of LeRoy. The City of Batavia is predominately zoned "lower density residential" in the area of the corridor, with some small "industrial" and "commercial/business" sections.

Map #9 - Regional Corridor # 35 Land Cover



Map #10 - Regional Corridor # 35 Generalized Municipal Zoning



Corridor #35 Ownership Details: Thirty-eight (38) parcels totaling, 261.6 acres

Owner	Property Class Code	Description	Number of Parcels
Genesee County	323	Other Rural Vacant Land	1
City of Batavia	330	Vacant Land Located in Commercial Areas	1
Private Owners	330	Vacant Land Located in Commercial Areas	5
Niagara Mohawk Power Corporation	380	Public Utility Vacant Land	4
Niagara Mohawk Power Corporation	861	Electric and Gas	1
Niagara Mohawk Power Corporation	882	Electric Transmission Improvement	2
Genesee & Mohawk Valley Railroad Company	N/A	N/A	4
Niagara Mohawk Power Corporation	N/A	N/A	20

Corridor #35 Recommendations: The Niagara Mohawk Utility Corridor presents an opportunity for the establishment of a multi-use trail in the Towns of Pembroke, Batavia, Stafford, LeRoy and the City of Batavia. The 24.0 mile corridor has potential for connections with Williams Park in the City of Batavia, Emery Park in the Town of Stafford, and the Genesee River in the Village of LeRoy. A majority of the corridor is owned by the Niagara Mohawk Power Corporation, presenting the potential for an agreement for access to the land for purpose of a trail, or at the very least an intact corridor should the corridor become abandoned by Niagara Mohawk Power Corporation in the future. Based upon the conservative estimate of $45,000 per mile[6], establishing a trail along the entire length of the corridor would cost an estimated $1,080,000.

Corridor #37: Stafford/LeRoy Abandoned Rail Corridor
Location: Town of Stafford, Town of LeRoy
West Endpoint: Seven Springs Road, Town of Stafford
East Endpoint: North of Gulf Road, Town of LeRoy

Length: 9.7 Miles

Width: 100’

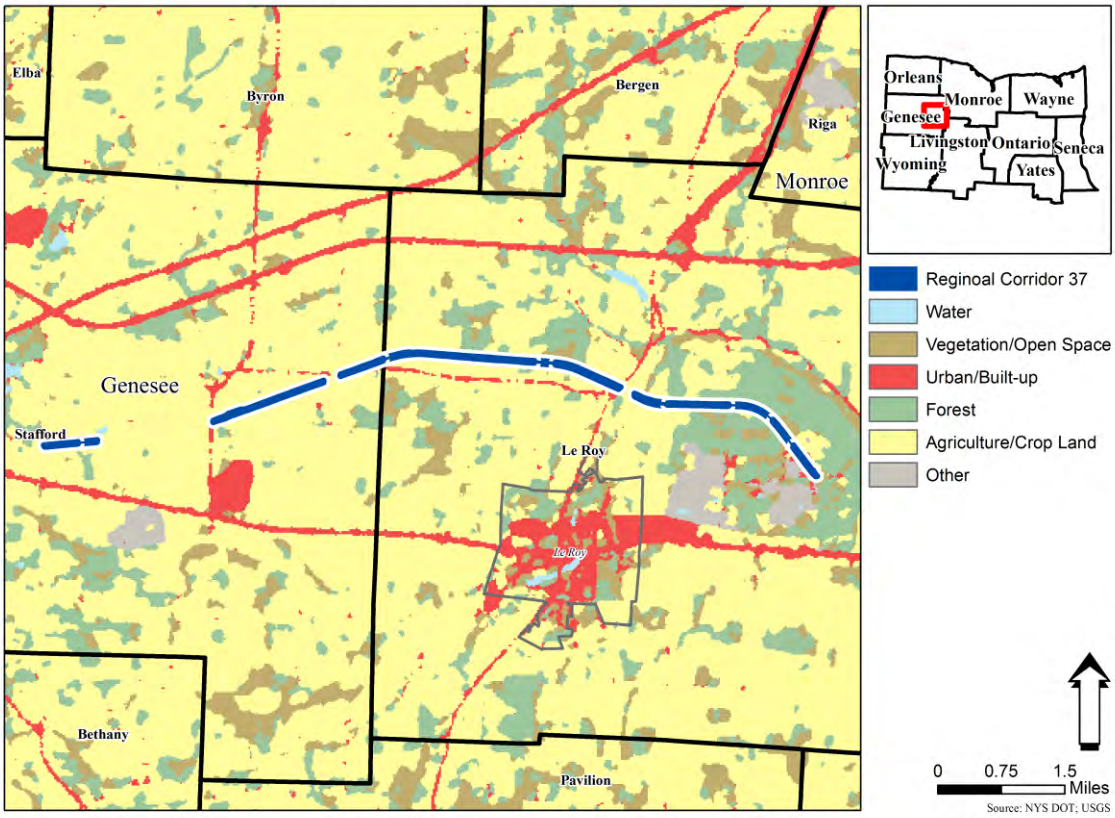
Status: Identified as a high-priority corridor based upon stakeholder input; its connectivity with the Ellicott Trail and its identification as a potential trail corridor in the Regional Trails Initiative project.

Detailed Description: The corridor is an abandoned rail corridor within the Towns of Stafford and LeRoy. The corridor is primarily vacant land with the opportunity for connections with the Ellicott Trail. The Ellicott trail begins at Pearl Street in the City of Batavia and extends approximately 4.6 miles eastbound to Seven Springs Road in the Town of Batavia.

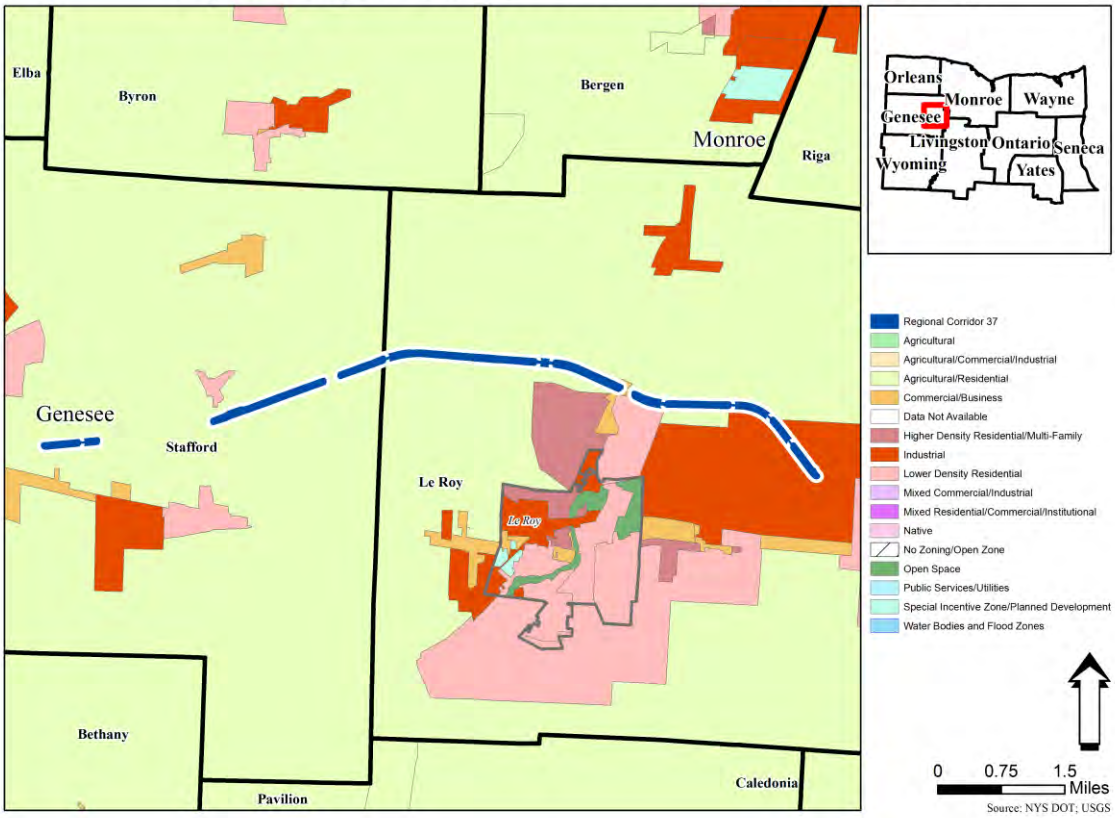
Surrounding land cover is primarily “agriculture/crop land” with some “forest” within the Town of LeRoy. Generalized municipal zoning was primarily “agriculture/residential” with some of the corridor area in the Town of LeRoy zoned as “industrial”.

[6]GTC Regional Rights-of-Way Preservation Action Plan 2005.

Map #11 - Regional Corridor # 37 Land Cover



Map #12 - Regional Corridor # 37 Generalized Municipal Zoning



Corridor #37 Ownership Details: Twelve (12) parcels, totaling 119.7 acres

Owner	Property Class Code	Description	Number of Parcels
Private Owners	323	Other Rural Vacant Land	5
Lehigh Valley Railway Company	323	Other Rural Vacant Land	2
Private Owners	340	Vacant Land Located in Industrial Areas	2
Private Owners	341	Industrial Vacant with Minor Improvements	1
Private Owners	692	Roads, Streets, Highways and Parks, Including Adjoining Land	2

Corridor #37 Recommendations: The abandoned rail corridor presents an opportunity for the establishment of a multi-use trail in the Towns of Stafford and LeRoy. The 9.7 mile corridor has the potential to connect with the Ellicott Trail, which begins at Pearl Street in the City of Batavia and extends close to 5 miles eastbound to Seven Springs Road in the Town of Batavia, approximately 1 mile west of where this corridor begins in the Town of Stafford. Much of the corridor has been fragmented and is now in the hands of a 10 different private owners making re-purposing of the corridor difficult. In addition to establishing easements to each property the municipalities would also be faced with an estimated cost of $436,500 to establish the 9.7 miles of the corridor as a multi-use trail, based upon the estimate of $45,000 per mile[7].

Corridor #45: Lima Abandoned Railroad Corridor
Location: Town of Lima
North Endpoint: Village of Honeoye Falls-Town of Lima border
South Endpoint: Route 15A, Town of Lima

Length: 4.1 Miles

Width: 150’

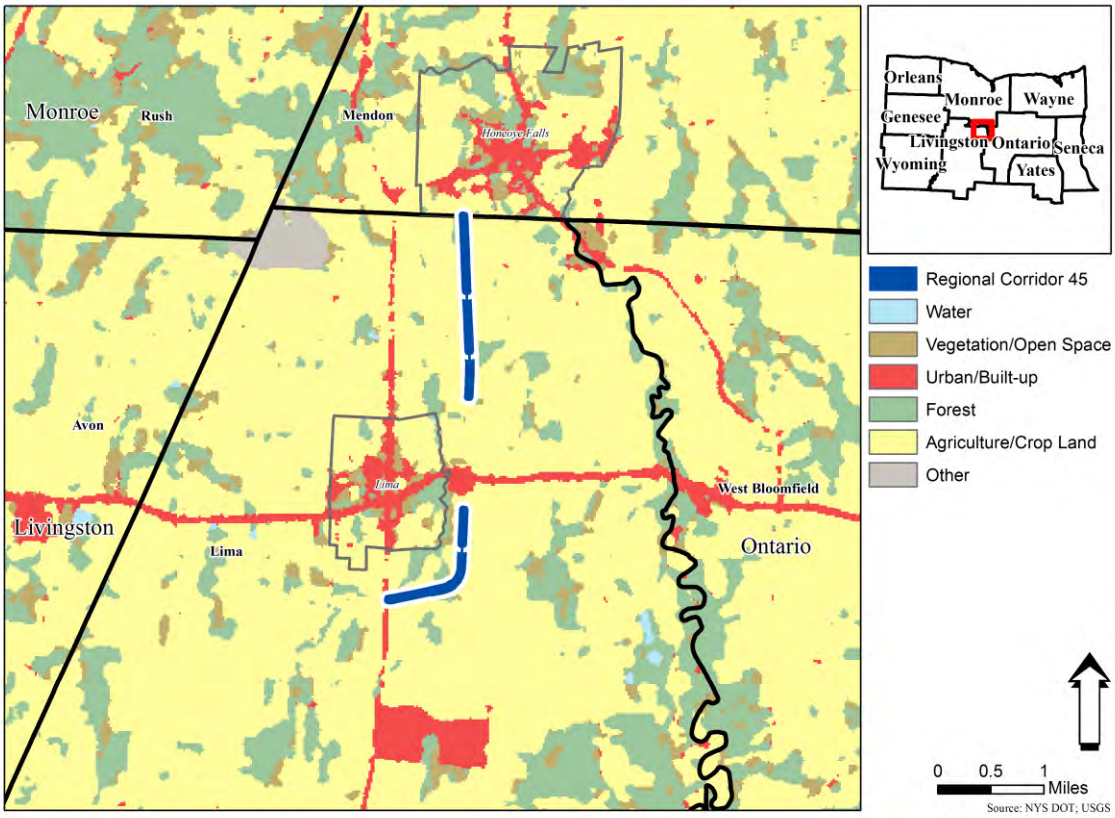
Status: Identified as a high-priority corridor due to its inclusion in the Town of Lima Comprehensive Plan and its ownership status in the hands of private owners.

Detailed Description: The corridor is an abandoned railroad corridor within the Town of Lima. The Town has identified the corridor within their Comprehensive Plan as a potential location for multi-use trails. Currently the property is owned by several different private owners and is classified as vacant property.

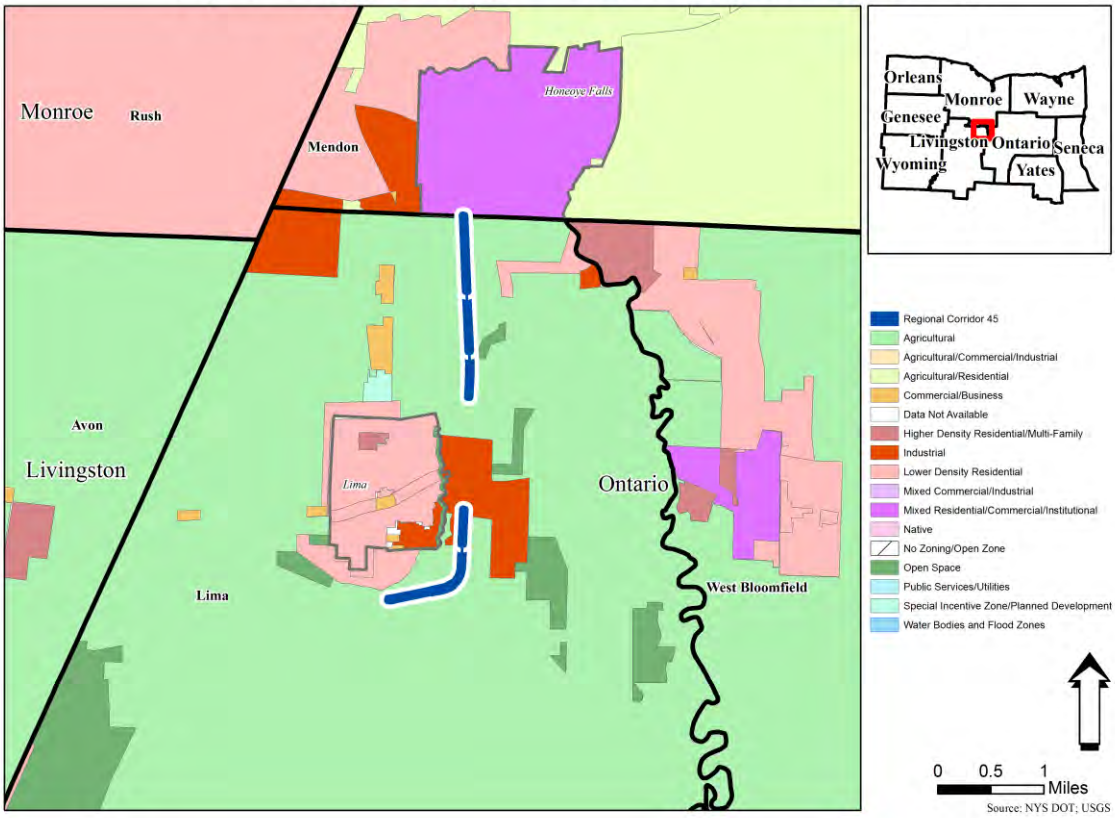
Surrounding land cover for the corridor is almost entirely “agriculture/crop land” with only a small amount of “forest” and “vegetation/open space”. Generalized municipal zoning in the areas surrounding the corridor is almost exclusively “agricultural” with only a small piece of the corridor in an area zoned as “industrial.”

[7] GTC Regional Rights-of-Way Preservation Action Plan 2005.

Map #13 - Regional Corridor # 45 Land Cover



Map #14 - Regional Corridor # 45 Generalized Municipal Zoning



Corridor #45 Ownership Details: Five (5) parcels, totaling 37.8 acres

Owner	Property Class Code	Description	Number of Parcels
Private Owners	323	Other Rural Vacant Land	4
Private Owners	340	Vacant Land Located in Industrial Areas	1

Corridor #45 Recommendations: The abandoned rail corridor within the Town of Lima has been identified as a potential trail opportunity for the Town of Lima, connecting Spring Brook with the Village of Honeoye Falls. The Town of Lima Comprehensive Plan identifies the "development of linear parks along Spring Brook and Honeoye Creek[8]" as a medium-term (3-5 years) goal for the Town and Village.

One challenge of this particular abandoned rail corridor is that its ownership status is entirely private. While each of the parcels within the identified corridor is currently classified as vacant, access to the property or ownership acquisition would be needed in order for them to operate in the future as a multi-use trail. In addition there is also an approximate 1 mile gap in the corridor currently exists and is in active use as manufacturing facility.

Should the Town of Lima pursue development of a trail along this corridor a conservative estimate of the total cost would be approximately $184,500 for the 4.1 mile corridor (which includes the approximate 1-mile gap) based upon the estimate of $45,000 per mile[9] in addition to any land acquisition costs they may face.

Corridor #65: Rochester & Southern Abandoned Rail Corridor
Location: Town of Gainesville, Town of Eagle
Northeast Endpoint: Boughton Road, Village of Silver Springs
Southwest Endpoint: County Line Road, Wyoming County-Allegany County border

Length: 18.1 Miles

Width: 60'

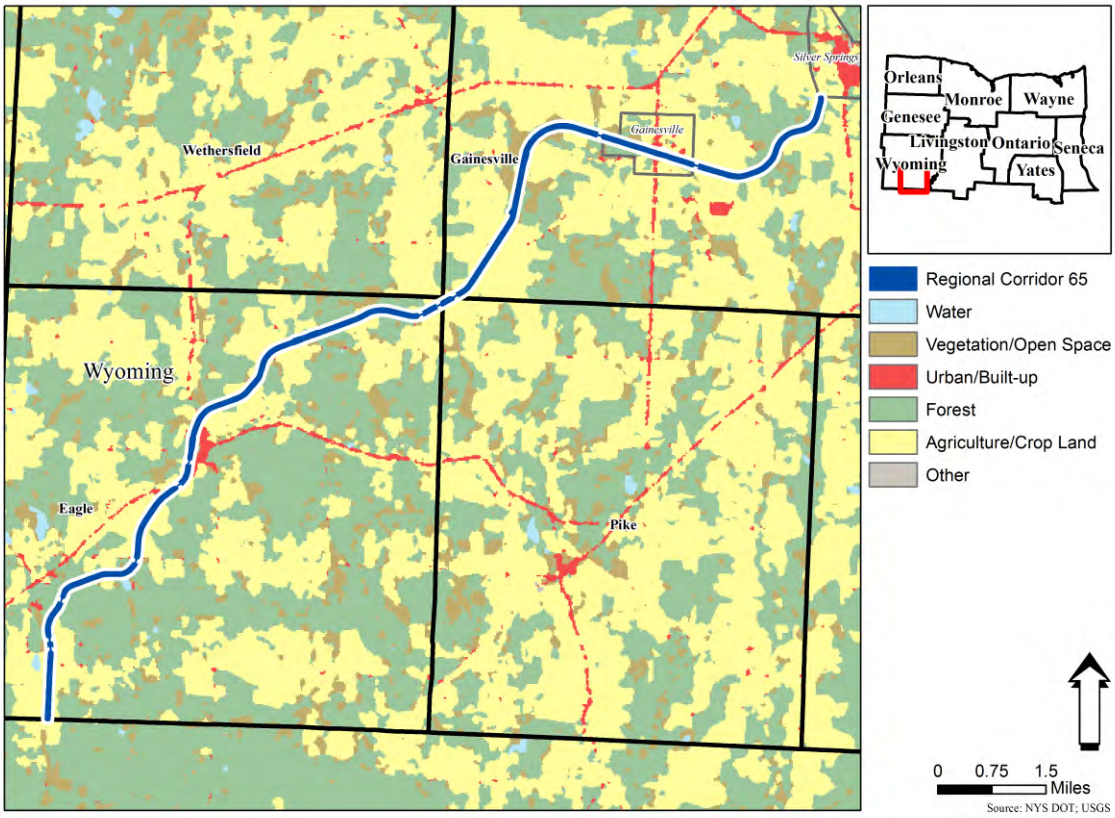
Status: Identified as a higher-priority corridor based upon stakeholder input; its length; and its connectivity between the Village of Gainesville, Village of Silver Springs, and the Town of Eagle. Feasibility of preservation is also a key aspect of the corridor as most of the corridor is still owned by the railroad.

Detailed Description: The corridor is the abandoned Rochester & Southern Railroad corridor within the Towns of Gainesville and Eagle. Much of the corridor is classified as vacant property.

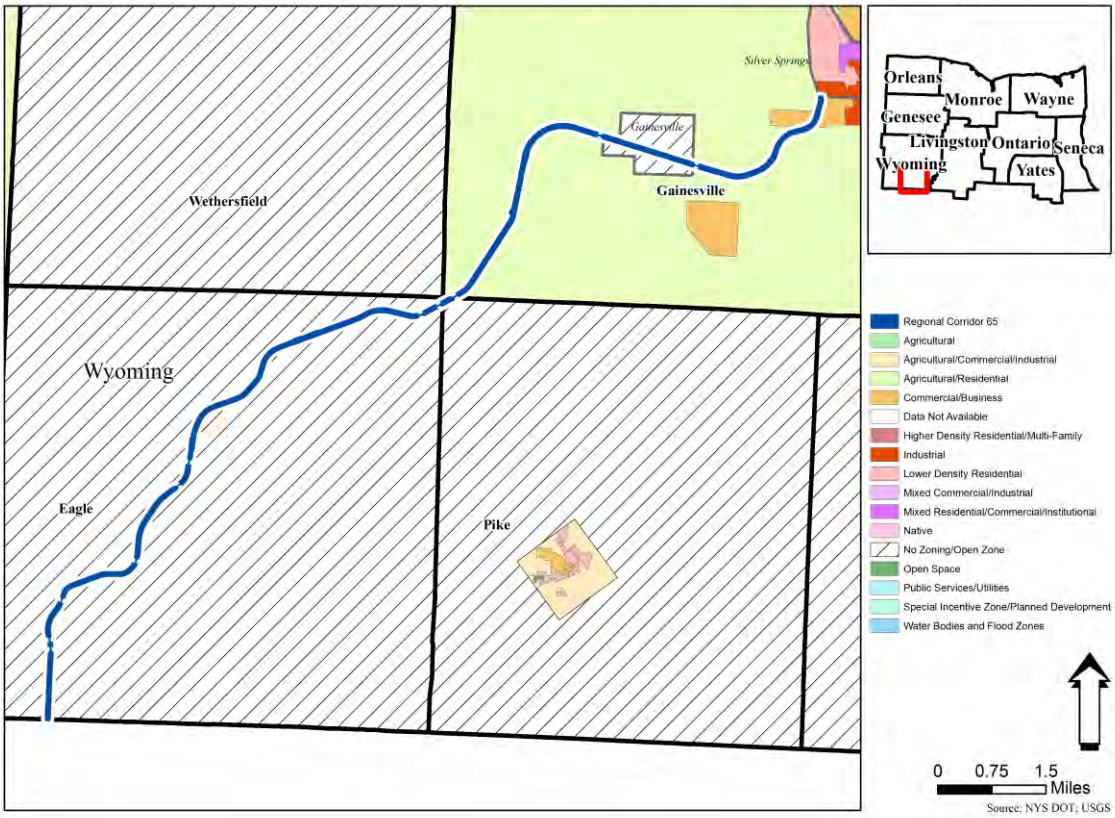
Surrounding land cover for the corridor is primarily "agriculture/crop land" and "forest" with small areas of "urban/built-up" in the Town of Eagle and the Village of Gainesville. Generalized municipal zoning is "agriculture/residential" and "commercial/business" surrounding the corridor in the Town of Gainesville, The Town of Eagle and Village of Gainesville do not have zoning in place.

[8]Town of Lima and Village of Lima Comprehensive Plan, 2008.
[9] GTC Regional Rights-of-Way Preservation Action Plan 2005.

Map #15 - Regional Corridor # 65 Land Cover



Map #16 - Regional Corridor # 65 Generalized Municipal Zoning



Corridor #65 Ownership Details: Seventeen (17) parcels, totaling 997.9 acres

Owner	Property Class Code	Description	Number of Parcels
Baltimore & Ohio Railroad Company	330	Vacant Land Located in Commercial Areas	2
Rochester & Southern Railroad	330	Vacant Land Located in Commercial Areas	8
Town of Eagle Water District	330	Vacant Land Located in Commercial Areas	1
Private Owner	330	Vacant Land Located in Commercial Areas	1
Rochester & Southern Railroad	340	Vacant Land Located in Industrial Areas	1
Rochester & Southern Railroad	843	Nonceiling Railroad	3
National Fuel Gas Distribution Corporation	883	Gas Transmission Improvement	1

Corridor #65 Recommendations: The abandoned Rochester & Southern Railroad corridor presents an opportunity for preservation and re-use of the corridor within the Towns of Gainesville and Eagle. The corridor is already an active snowmobile trail during the winter months providing connections with the Village of Perry and the Village of Arcade in Wyoming County and access to trails in Allegany County as well.

The corridor presents a unique opportunity for preservation as there is only one private owner along the corridor, with the remaining owners consisting of the Town of Eagle, National Fuel and the Rochester & Southern and Baltimore & Ohio Railroads. Establishing the corridor as a multi-use trail would cost an estimated $814,500 based upon the estimate of $45,000 per mile[10] along the 18.1 mile corridor.

[10] GTC Regional Rights-of-Way Preservation Action Plan 2005.

Corridor #76A: Abandoned Finger Lakes Rail Corridor
Location: Town of Benton
North Endpoint: Kashong Switch Road, Town of Benton
South Endpoint: Just north of the Village of Penn Yan-Town of Benton border

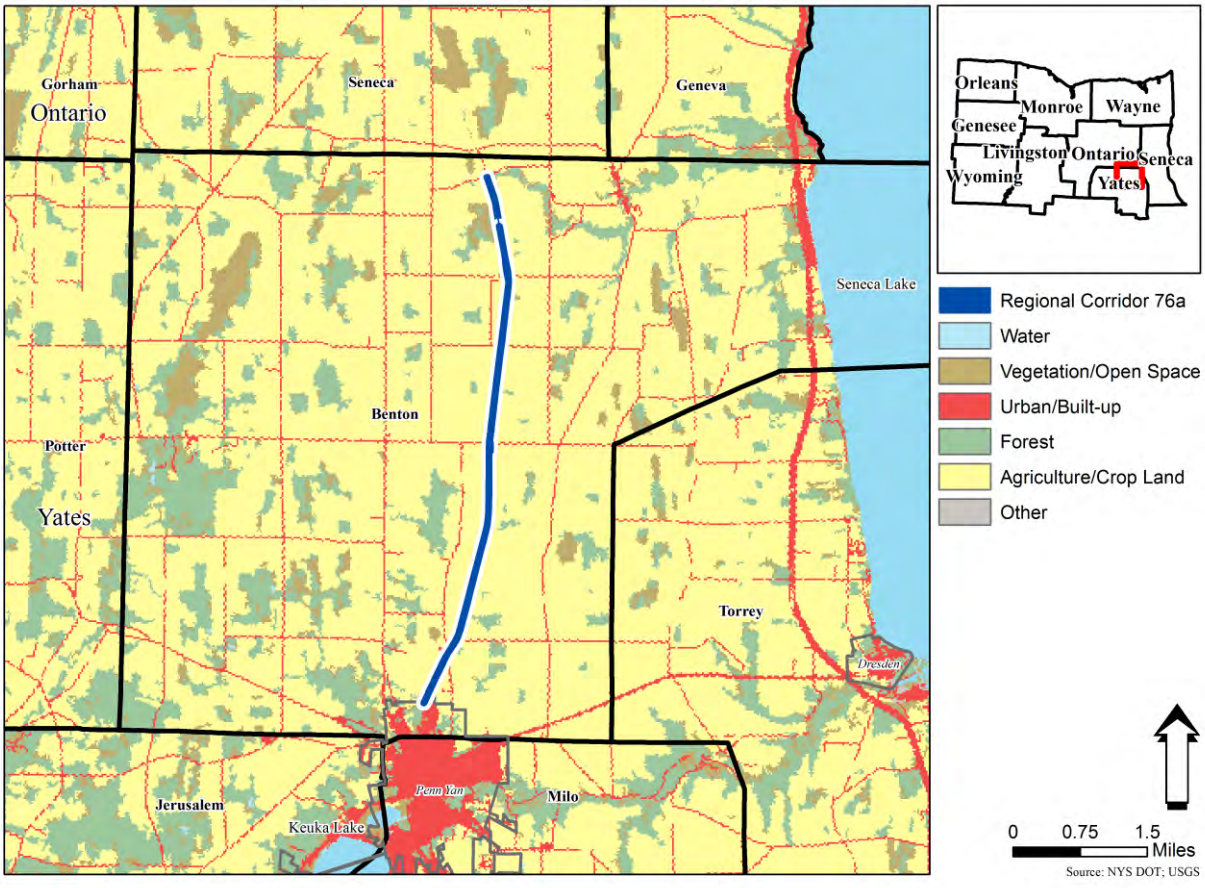
Length: 5.4 Miles

Width: 70'

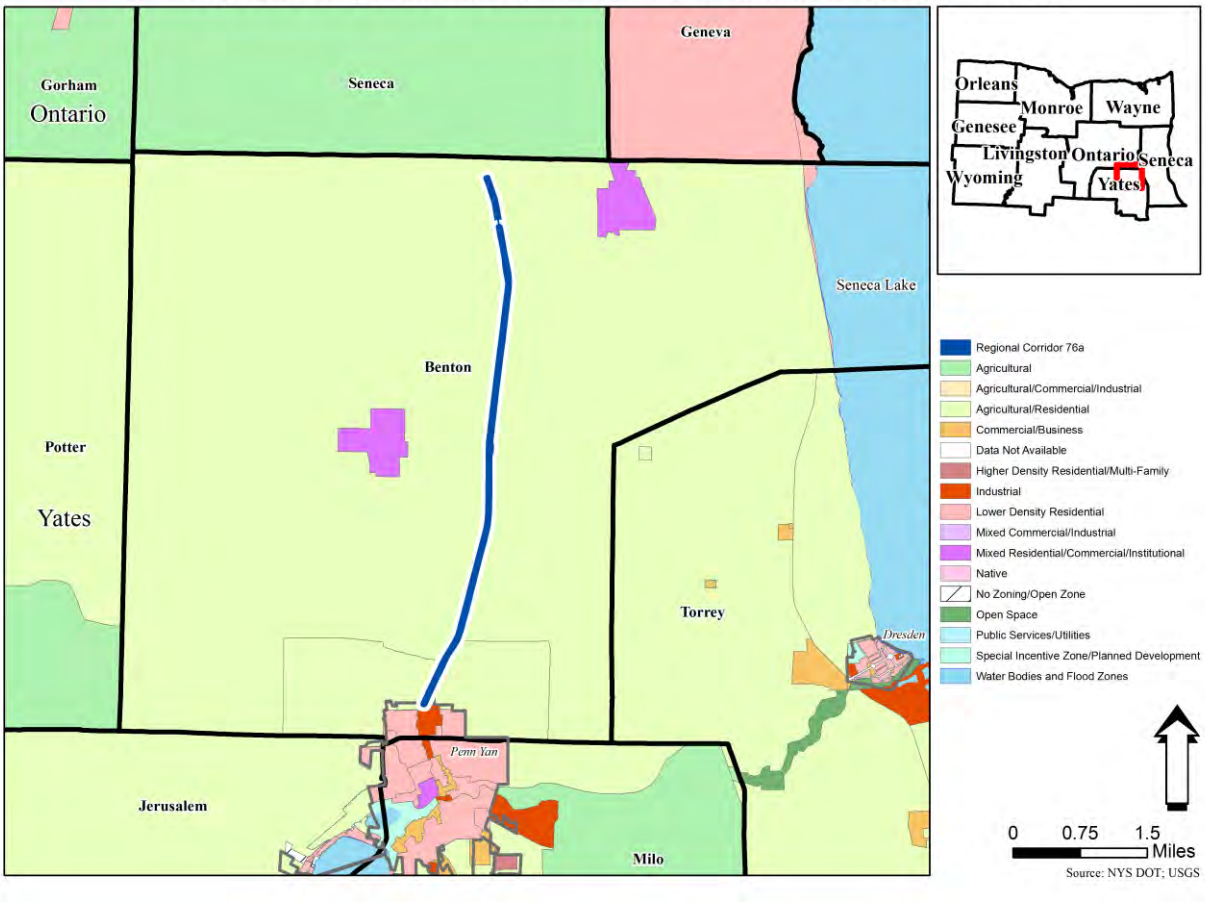
Status: Identified as a high-priority corridor due to its length, its potential connectivity with existing trails; and its ownership status, as there is only one owner for the corridor making it easier for preservation and acquisition efforts.

Detailed Description: The corridor is the abandoned Finger Lakes Rail corridor in the Town of Benton. The corridor provides connection with the Village of Penn Yan and potentially with the Keuka Outlet Trail. Surrounding land cover is "agriculture/crop land" and generalized zoning is "agricultural/residential" covering the length of the corridor.

Map #17 - Regional Corridor # 76a Land Cover



Map #18 - Regional Corridor # 76a Generalized Municipal Zoning



Corridor #76A Ownership Details: Two (2) parcels, totaling 56.5 acres

Owner	Property Class Code	Description	Number of Parcels
Private Owner	323	Other Rural Vacant Land	1
Yates County IDA	843	Nonceiling Railroad	1

Corridor #76A Recommendations: The abandoned Finger Lakes Rail Corridor extends from the Village of Penn Yan border north through the Town of Benton and ends near the border between the Town of Benton and the Town of Seneca. Almost the entire corridor is owned by a private farm with the parcel classified as "other rural vacant land". Long-term there is potential to connect the corridor with the existing Keuka Outlet Trail, which connects the Village of Penn Yan with the Village of Dresden and Seneca Lake.

The cost to establish a multi-use trail along the abandoned Finger Lakes Rail corridor would be approximately $243,000 based upon the estimated cost of $45,000 per mile[11] for the 5.4 mile corridor. With a private owner owning almost the entire length of the corridor acquisition costs would also need to be factored in or an access agreement reached.

[11] GTC Regional Rights-of-Way Preservation Action Plan 2005.

4.1B Low-Priority Corridors- Summary Profiles

Corridor #2: "HO-Jack" Line Corridor
Location: Town of Carlton, Town of Kendall, Town of Yates

Length: 22.6 Miles

Detailed Description: Abandoned rail line in north Orleans County. Much of the corridor has become fragmented over time with some gaps along with a number of private owners.

Corridor was identified as a low-priority corridor based upon stakeholder input; length; and connectivity across the municipalities of Yates, Carlton, and Kendall. It was not rated higher as a result of the fragmented aspect of the corridor and the large number of owners who control the corridor.

Corridor #3: Oak Orchard Creek Corridor
Location: Village of Medina, Town of Ridgeway, Town of Carlton

Length: 12.65 Miles

Detailed Description: This wetland corridor loops through the Village of Medina before running northeast through the Towns of Ridgeway and Carlton. The corridor is owned by Erie Boulevard Hydropower and Niagara Mohawk Power Corporation. Due to its location along the Oak Orchard Creek there is limited development pressure in the area, though the location also provides opportunities for recreational kayak launch points.

Corridor was identified as a low-priority corridor based upon stakeholder input, feasibility of preservation, and the connectivity with the Oak Orchard Creek. The limited development pressure and its active use as a utility corridor also factored in to it not being rated as a high-priority corridor.

Corridor #9: Penn-Central Line Corridor
Location: Town of Parma, Town of Greece, Village of Hilton

Length: 7.65

Detailed Description: Abandoned Penn Central Railroad line; corridor is fragmented with a number of parcels now in private ownership. Portions of the corridor are owned by RG&E and Monroe County Water Authority.

Corridor was identified as a low-priority based upon its potential connection to the Genesee Riverway Trail. Its fragmented nature and large number of private owners limited it from being identified as a high-priority corridor.

Corridor #10: Abandoned CSX Line Corridor
Location: City of Rochester, Town of Irondequoit

Length: 5.69 Miles

Detailed Description: Former CSX rail line on the east side of the Genesee River, including part of Turning Point Park in the City of Rochester.

Corridor was identified as low-priority due to its connectivity with existing parks and the Genesee River. The corridor is also near the Seneca Park Zoo. Much of the corridor is identified as vacant property with some of the corridor still classified as Non-Ceiling Railroad. Its fragmented nature and large number of private owners limited it from being identified as a high-priority corridor.

Corridor #25: Ontario Utility Corridor
Location: Town of Ontario

Length: 5.75 Miles

Detailed Description: A portion of the corridor is a State funded Snowmobile route. The corridor is an electric utility corridor owned by Rochester Gas & Electric and Ginna Nuclear Power Plant.

Corridor was identified as low-priority due to the north-south geography of the trail and its connectivity with Lake Ontario, but its current ownership status and its active use as a utility corridor currently limited it from being identified as a high-priority corridor.

Corridor #34: Former Batavia-Oakfield Railroad Corridor
Location: Town of Batavia, Town of Oakfield
Length: 4.9 Miles

Detailed Description: Corridor is a former rail corridor, which is now an active utility corridor owned by Niagara Mohawk. There is potential for re-use of the corridor in the future as a multi-use trail.

Corridor was identified as a low-priority corridor by stakeholder input and its connectivity to the Village of Oakfield. Limited options for re-use/redevelopment due to current use as utility corridor, but ownership status makes preservation feasible in the future should the corridor become abandoned.

Corridor #60: Richmond Water Supply Corridor
Location: Town of Richmond

Length: 1.3 Miles

Detailed Description: This corridor runs through the Hemlock Lake watershed in the Town of Richmond in western Ontario County, ultimately connecting with Hemlock Lake. Parcels are owned by Rochester City Waterworks and present opportunity for public trail in the future.

Corridor was identified as a low-priority corridor based upon stakeholder input and connectivity to the Hemlock Outlet and ultimately to Hemlock Lake.

Corridor #72: Former Geneva-Ithaca Railroad Corridor
Location: Town of Waterloo, Town of Fayette; Town of Varick; Town of Romulus, Town of Ovid, Town of Covert

Length: 28.3 Miles

Detailed Description: Abandoned rail corridor across Seneca County. Feasibility study for a trail along the corridor was completed in 2000, but it has not gone any further. The corridor is fragmented in several locations with much of the corridor owned by private land owns.

Corridor was identified as low-priority corridor based upon stakeholder input, the completed feasibility study, the corridor length, and the connectivity amongst a number of Seneca County Towns. Its fragmented ownership status and the limited desire for development of a trail amongst current property owners limited it from being identified as a high-priority corridor.

5.0 General Recommendations

There are many available funding sources that can help municipalities preserve rights-of-way corridors and repurpose them for other transportation activities. In the Genesee-Finger Lakes Region much of this repurposing, in the short-term, will consist of multi-use trails for walking, running, hiking or cycling, as there is limited demand in the Region currently for bus rapid transit, light rail, additional commuter and/or freight rail, two-lane or four-lane roads, or new expressways. However in the long-term, demand for those other modes of transportation may increase and preservation of these corridors today may position municipalities and counties to address those new needs in the future.

It is important to keep in mind that once corridors are fragmented, as many within the Region already are, it is difficult and cost prohibitive to acquire the property and also finance the development of trails or other transportation corridors. Funding is available from a variety of sources to help contribute to these efforts though, including: the Recreational Trails Program, which provides funding for recreation trails including: hiking, bicycling, snowmobiling and other uses[12]; the Transportation Improvement Program, which identifies the timing and funding of transportation projects in the region that are using federal transportation funding[13]; Moving

[12] http://www.fhwa.dot.gov/environment/recreational_trails/
[13] http://www.gtcmpo.org/Docs/TIP.htm

Ahead for Progress in the 21st Century (MAP-21) program[14]; Snowmobile Trail Grant Program[15]; and New York State Community Development Block Grant program[16]. Counties and municipalities can also contribute directly to projects or seek assistance from area private foundations and community donations to help bring projects to completion. In order to determine the appropriate funding options, each project should be evaluated based upon its own merits. There is truly no one-sized fits all approach when it comes to rights-of-way preservation and repurposing.

In addition to funding, municipalities should review zoning regulations to ensure any future development is compatible with local regulations. This point can be addressed through updates to municipal comprehensive plans to ensure that the desire for trail development or transportation corridor development is reflected and considered in guiding future development.

Lastly, the unique nature of rights-of-way projects and the potential liability issues of owners allowing public access to their property can result in a difficult situation for all parties involved. To that end it is important for municipalities to work closely with property owners throughout the process to ensure that everyone's concerns are addressed and everyone's needs are met.

[14] http://www.fhwa.dot.gov/MAP21/
[15] http://nysparks.com/grants/snowmobile-trail/default.aspx
[16] http://www.nyshcr.org/Programs/NYS-CDBG/

Appendix A: Non-Priority Corridor Summary Profiles

Corridor #1: Lake Ontario State Parkway **Location:** Town of Carlton, Town of Kendall **Length:** 12.75 Miles	**Description:** Lake Ontario State Parkway within Orleans County. Corridor provides traffic access to Lakeside Beach Park. Bridge closed in winter along NYS Route 98. Limited development pressures in the area and the parkway is owned by the State of New York.
Corridor #5: Falls Road Railroad Company **Location:** Town of Ridgeway, Town of Albion, Town of Murray, Town of Sweden, Town of Parma, Village of Brockport **Length:** 42.5 Miles	**Description:** Active Rail; Falls Road Railroad Company
Corridor #6: Orleans Utility Corridor **Location:** Town of Shelby, Town of Ridgeway **Length:** 4.5 Miles	**Description:** High tension power lines utility corridor, limited connectivity between activity centers or trail connections.
Corridor #7: Orleans-Monroe Utility Corridor **Location:** Town of Shelby, Town of Barre, Town of Clarendon, town of Sweden, Town of Ogden, Town of Gates, Town of Chili **Length:** 48.9 Miles	**Description:** East-West power line corridor through Orleans County and parts of Monroe County. Limited connectivity between activity centers or trail connections.
Corridor #8: Clarkson Utility Corridor **Location:** Town of Clarkson, Town of Hamlin **Length:** 6.3 Miles	**Description:** Utility corridor with limited connectivity between activity centers or trail connections.
Corridor #11: Rochester CSX/Rochester Southern Railroad Corridor **Location:** City of Rochester **Length:** 10.3 Miles	**Description:** Active Rail: CSX and Rochester Southern Railroad Corridor

Corridor #12: Genesee, Monroe, Wayne, CSX Corridor **Location:** Town of Darien, Town of Pembroke, Town of Batavia, City of Batavia, Town of Stafford, Town of Byron, Town of Bergen, Town of Riga, Town of Chili, City of Rochester, Town/Village of East Rochester, Town of Macedon, Town of Palmyra, Town of Arcadia, Town of Lyons, Town of Galen, Town of Savannah **Length:** 110.7 Miles	**Description:** Active Rail: CSX Corridor
Corridor #13: Former Xerox Line/Active Midland Railroad Corridor **Location:** Town of Webster, Village of Webster, Town of Ontario, Town of Williamson, town of Sodus, Town of Rose, Town of Wolcott **Length:** 41.8 Miles	**Description:** Former Xerox rail line in the Town/Village of Webster, Active Rail east through Wayne County operated by Ontario Midland Railroad Corporation.
Corridor #14: Penfield/Walworth Utility Corridor **Location:** Town of Penfield, Town of Walworth **Length:** 3.1 Miles	**Description:** Utility corridor with limited connectivity between activity centers or trail connections.
Corridor #15: Southern Monroe County CSX Corridor **Location:** Town of Riga, Town of Chili, Town of Henrietta, Town of Pittsford, Town of Perinton **Length:** 23.2 Miles	**Description:** Active CSX line across southern Monroe County
Corridor #16: Rochester & Southern Railroad Corridor **Location:** Town of Gates, Town of Wheatland, City of Rochester, Town of Chili, Town of Caledonia, Town of York, Town of Leicester, Town of Mount Morris, Town of Groveland, Town of West Sparta, town of Sparta, Town of North Dansville **Length:** 54.7 Miles	**Description:** Active rail, Rochester & Southern Railroad Corporation

Corridor #17: Livonia, Avon & Lakeville Railroad Corridor **Location:** Town of Henrietta, Town of Rush, Town of Avon, town of Livonia **Length:** 28.3 Miles	**Description:** Active railroad, Livonia, Avon & Lakeville Railroad Corporation.
Corridor #18: Henrietta Railroad Extension Corridor **Location:** Town of Henrietta **Length:** 12.1 Miles	**Description:** Active railroad, Livonia, Avon & Lakeville Railroad Corporation
Corridor #19: New York State Thruway Corridor **Location:** Town of Henrietta **Length:** 7.3 Miles	**Description:** Corridor running parallel to the New York State Thruway in the Town of Henrietta
Corridor #22: I-390 Corridor **Location:** Town of Rush **Length:** 11.2 Miles	**Description:** Corridor running parallel to I-390 in the Town of Rush
Corridor #23: Niagara Mohawk Corridor **Location:** Town of Rush **Length:** 5.75 Miles	**Description:** Abandoned railroad corridor, currently owned by Niagara Mohawk Power Corporation. Corridor is location of power lines with limited connections to existing trails or activity centers present.
Corridor #24: Town of Rush Utility Corridor **Location:** Town of Rush **Length:** 5.0 Miles	**Description:** Two small utility corridors in the Town of Rush owned by Niagara Mohawk Power Company. Limited connectivity between activity centers or trail connections.
Corridor #26: Sodus/Arcadia Ontario Midland Rail Corridor **Location:** Town of Sodus, Town of Arcadia **Length:** 15.0 Miles	**Description:** Active railroad, Ontario Midland Railroad Corporation, portion of corridor north of 104 is abandoned rail with limited connects to activity centers.
Corridor #28: Galen Utility Corridor **Location:** Town of Galen, Town of Savannah **Length:** 8.5 Miles	**Description:** Fragmented utility corridor. Limited connectivity between activity centers or trail connections.

Corridor #32: Oak Orchard Wetland Corridor **Location:** Town of Oakfield, Town of Elba **Length:** 6.8 Miles	**Description:** Wetlands in Oak Orchard Watershed District, limited opportunities for repurposing.
Corridor #36: Darien/Corfu Abandoned Rail Corridor **Location:** Town of Darien, town of Corfu **Length:** 8.0 Miles	**Description:** Fragmented abandoned rail corridor, no discussions or plans concerning potential reuse or repurposing.
Corridor #38: Rochester Southern Railroad/Norfolk Southern Rail Corridor **Location:** Town of LeRoy, Town of Pavilion, Town of Covington, Town of Middlebury, Town of Warsaw, Town of Gainesville, Town of Castile, Town of Genesee Falls **Length:** 36.9 Miles	**Description:** Active Railroad Corridor, Rochester & Southern Railroad Corporation and Norfolk Southern Railway Corporation.
Corridor #39: Niagara Mohawk Utility Corridor **Location:** Town of Stafford **Length:** 3.7 Miles	**Description:** Utility Corridor in the Town of Stafford, limited opportunities to connect with existing trails or activity centers.
Corridor #40: Alexander Utility Corridor **Location:** Town of Alexander, Town of Batavia **Length:** 7.2 Miles	**Description:** Utility Corridor in the Towns of Alexander and Batavia, limited opportunities to connect with existing trails or activity centers.
Corridor #42: Wyoming County Norfolk Southern Corridor **Location:** Town of Darien, Town of Alexander, Town of Attica, Town of Bethany, Town of Middlebury, Town of Warsaw, town of Gainesville, Town of Portage, Town of Nunda **Length:** 50.4 Miles	**Description:** Active Railroad corridor, Norfolk Southern Railway Corporation.
Corridor #43: Caledonia Rochester & Southern Railroad Corridor **Location:** Town of Caledonia **Length:** 7.7 Miles	**Description:** Active Railroad corridor, Rochester & Southern Railroad Corporation

Corridor #44: Livingston County Utility Corridor **Location:** Town of Livonia, Town of Geneseo, Town of Avon, Town of Livonia **Length:** 11.3 Miles	**Description:** Utility corridor with no recreational or transportation opportunities. Limited opportunities to connect with existing trails or activity centers.
Corridor #48: Salt-Mine Rail Siding Corridor **Location:** Town of Leicester, Town of Groveland, Town of Geneseo **Length:** 3.0 Miles	**Description:** Active railroad to salt mines; no potential in the area for redevelopment
Corridor #49: Hemlock Lake State West Forest Corridor **Location:** Town of Springwater, Town of Conesus, Town of Livonia **Length:** 7.7 Miles	**Description:** State forest area along Hemlock Lake, limited opportunities to connect with existing trails or activity centers.
Corridor #51: Dansville/Sparta Corridor **Location:** Town of North Dansville, Town of Sparta **Length:** 9.1 Miles	**Description:** Fragmented corridor, no trail discussion along this corridor has occurred; limited opportunities to connect with existing trails or activity centers.
Corridor #52: Portage Wildlife Management Corridor **Location:** Town of Portage **Length:** 2.5 Miles	**Description:** Wildlife management area in the Town of Portage, All private ownership in the area, limited development pressure with limited road access to the area.
Corridor #53: Farmington Utility Corridor **Location:** Town of Farmington **Length:** 4.0 Miles	**Description:** Utility corridor with high tension power lines; limited opportunities to connect with existing trails or activity centers.
Corridor #54: Ontario/Yates Rail Corridor **Location:** Town of Victor, Town of Farmington, Town of Manchester, Town of Phelps, City of Geneva, Town of Geneva, Town of Benton, Town of Torrey, Town of Milo, Town of Starkey **Length:** 46.8 Miles	**Description:** Active railroad, Finger Lakes Rail, from Geneva south the track is owned by Norfolk Southern with Finger Lakes Rail having trackage rights

Corridor #55: Phelps Utility Corridor **Location:** Town of Phelps **Length:** 12.0 Miles	**Description:** High-tension power line corridor extending west at least through the Town of Phelps, limited opportunities to connect with existing trails or activity centers.
Corridor #56: Norfolk Southern Rail Corridor **Location:** City of Geneva, Town of Geneva, Town of Phelps, Town of Junius, town of Galen, Town of Lyons **Length:** 19.5 Miles	**Description:** Railroad corridor, Norfolk Southern Line, currently out of service, but line is not abandoned.
Corridor #57: Finger Lakes Rail Corridor-Canandaigua **Location:** City of Canandaigua **Length:** 7.0 Miles	**Description:** Active Rail, Finger Lakes Railway Corporation.
Corridor #59: Gorham Flood Control Corridor **Location:** Town of Gorham **Length:** 2.4 Miles	**Description:** Flood control parcels in the Town of Gorham, not suitable for redevelopment or repurpose.
Corridor #61: Hemlock Lake East State Forest Corridor **Location:** Town of Canadice **Length:** 6.3 Miles	**Description:** State forest area along Hemlock Lake, limited opportunities to connect with existing trails or activity centers.
Corridor #63: Ontario County Thruway Corridor **Location:** Town of Manchester, Town of Phelps **Length:** 14.4 Miles	**Description:** Corridor running parallel to the New York State Thruway in the Towns of Manchester and Phelps. Fragmented corridor.
Corridor #64: Former Gainesville/Castile Rail Corridor **Location:** Town Gainesville, Town of Castile **Length:** 2.4 Miles	**Description:** Abandoned rail spurt to Silver Lake, limited opportunities to connect with existing trails or activity centers

Corridor #67: Arcade & Attica Rail Corridor **Location:** Town of Sheldon, Town of Java, Town of Arcade **Length:** 15.0 Miles	**Description:** Active rail corridor, Arcade & Attica Railroad Corporation.
Corridor #68: Junius/Tyre Northern Utility Corridor **Location:** Town of Junius, Town of Tyre **Length:** 12.8 Miles	**Description:** Utility corridor running parallel with New York State Thruway. Limited opportunities to connect with existing trails or activity centers.
Corridor #69: Junius/Tyre Southern Utility Corridor **Location:** Town of Junius, Town of Tyre, Town of Waterloo, Town of Seneca Falls **Length:** 11.5 Miles	**Description:** Utility corridor running across northern Seneca County. Limited opportunities to connect with existing trails or activity centers.
Corridor #70: Waterloo/Seneca Falls Finger Lakes Rail Corridor **Location:** Town of Waterloo, Town of Seneca Falls **Length:** 12.5 Miles	**Description:** Active rail corridor, Finger Lakes Railway Corporation.
Corridor #71: Fayette/Seneca Falls Abandoned Rail Corridor **Location:** Town of Fayette, Town of Seneca Falls **Length:** 13.8 Miles	**Description:** Abandoned rail corridor, with tracks no longer in place; sculpture trail along part of corridor; several studies have been completed with $1.6 million identified as cost to bring trail to fruition. Not a priority corridor and not practical for redevelopment.
Corridor #73: Finger Lakes Railway Corridor **Location:** Town of Fayette, Town of Seneca Falls **Length:** 13.1 Miles	**Description:** Active rail to the Seneca Army Depot, Finger Lakes Railroad Corporation
Corridor #75: Seneca Army Depot Corridor **Location:** Town Varick, Town of Romulus **Length:** 3.7 Miles	**Description:** Active Rail Corridor on western edge of Seneca Army Depot; Finger Lakes Railway Corporation.

Corridor #76B: Finger Lakes Corridor/Penn Yan-Watkins Glen Corridor **Location:** Village of Penn Yan, Town of Milo, Town of Torrey, Town of Starkey **Length:** 17.9 Miles	**Description:** Active rail corridor between the Village of Penn Yan and Watkins Glen, Finger Lakes Railway Corporation.

Appendix B: Active Trail Corridor Summary Profiles

Corridor #4: Erie Canal Trail **Location:** Town of Ridgeway & Town of Albion **Length:** 10.2 Miles	**Description:** Active portion of the Erie Canal Trail
Corridor #21: Lehigh Valley Trail **Location:** Town of Rush **Length:** 5.8 Miles	**Description:** Portion of the Lehigh Valley Trail within the Town of Rush.
Corridor #27: West Shore Trail **Location:** Town of Savannah **Length:** 2.5 Miles	**Description:** Active West Shore Trail in the Town of Savannah
Corridor #29: Erie Canal Trail **Location:** Village of Lyons, Town of Lyons, Town of Galen **Length:** 10.0 Miles	**Description:** Active portion of the Erie Canal Trail
Corridor #31: Erie Canal Trail **Location:** Town of Macedon, Town of Palmyra **Length:** 9.8 Miles	**Description:** Active portion of the Erie Canal Trail
Corridor #41: Groveland Secondary Trail **Location:** Town of Alexander **Length:** 1.6 Miles	**Description:** Portion of the Groveland Secondary Trail, an active horse trail with Genesee County.
Corridor #46: Kinney Creek Trail **Location:** Town of Livonia **Length:** 0.8 Miles	**Description:** Kinney Creek Trail in the Town of Livonia.
Corridor #47: Genesee Valley Greenway Trail **Location:** Town of Leicester **Length:** 5.24 Miles	**Description:** Portion of the Genesee Valley Greenway Trail in the Town of Leicester

Corridor #50: Genesee Valley Greenway Trail **Location:** Town of Nunda, Town of Mount Morris, Town of Groveland **Length:** 15.1 Miles	**Description:** Greenway trail; limited connections between the Town of Groveland and the Village of Nunda currently. Connections possible in the future with Alleghany County.
Corridor #58: Ontario Pathways Trail **Location:** City of Canandaigua, Town of Hopewell, Town of Gorham, Town of Seneca **Length:** 11.7 Miles	**Description:** Ontario Pathways Rail to Trail in Ontario County.
Corridor #62: Naples Local Trail **Location:** Village of Naples **Length:** 0.8 Miles	**Description:** Local Trail within the Village of Naples.
Corridor #66: Genesee Valley Greenway Trail/ Genesee Blueway Trail/Letchworth Trail/North Country Trail **Location:** Town of Genesee Falls **Length:** 2.9 Miles	**Description:** Connection of 4 different trail heads within the Town of Genesee Falls in Wyoming County.
Corridor #74: Sampson Park **Location:** Town of Romulus **Length:** 5.2 Miles	**Description:** Veterans Cemetery/Sampson Park corridor, Active recreational corridor.
Corridor #77: Keuka Outlet Trail **Location:** Village of Dresden, Town of Torrey, Town of Milo, Village of Penn Yan **Length:** 6.5 Miles	**Description:** Keuka Outlet Trail connecting the Village of Dresden and Village of Penn Yan.