

G.1 Regional Linkages (GFLRPC)

The following sections have been developed in fulfillment of the “Regional Significance/Linkages” section of the Strategic Development Plan for the Hamlet of Rush and the Honeoye Creek Greenway [Contract No: CO59942].

Assessment of Regional Significance of the Plan

The regional significance of the proposed Hamlet of Rush and Honeoye Creek Greenway is dictated in large part by the various linkages (physical and conceptual) that are either present or have the potential to be incorporated into the framework of the project. The proposed greenway, if implemented, would be an important link within the larger regional network of pedestrian/recreational trails, preserved green and open spaces, and protected public lands. When considered

in combination with surrounding residential developments, commercial centers, and the working agricultural landscape, an impressive and dynamic matrix of preserved landscapes becomes evident.

This greenway proposal, if implemented, would be another small yet critical component of the region’s ever-growing *green infrastructure*. Used in this context, the term green infrastructure refers to the “interconnected network of natural areas and other open spaces that conserves natural ecosystem values and functions, sustains clean air and water, and provides a wide array of benefits to people and wildlife.”¹ Among those benefits includes recreational opportunities for residents and visitors, an overall increase in quality of life, as well as economic development opportunities in the form of tourism potential and enhancement of property values.

A new connection between the Village of Honeoye Falls, the Hamlet of Rush and the Lehigh Valley Linear Park would help to further substantiate the current system of bicycle/pedestrian trails within the region. A successful regional trail system – measured in part by the number of users and frequency of use – depends in large part on the number and quality of trail interconnections. More connections facilitate the establishment of *critical mass* at a destination – a level of volume sufficient to stimulate positive results. Existing trail “trunk lines,” such as the Genesee Valley Greenway and the Erie Canalway National Heritage Corridor, would stand to benefit from and contribute to a Hamlet of Rush and Honeoye Creek Greenway. The effect would be symbiotic, facilitating the movement of recreational user groups to and from new and interesting destinations.

A greenway has the potential to incorporate important historical and cultural assets into its overarching preservation framework. Such assets can be stabilized, enhanced, maintained, and accentuated for public interpretation and notoriety. In doing so, the greenway is preserving and building upon a locale’s historical and cultural identity, thereby strengthening that of the region’s as well.

The proposed Hamlet of Rush and Honeoye Creek Greenway should therefore not only be considered in terms of the direct benefits to the surrounding communities and local user groups, but should be considered in terms of its role in supporting a regional framework of recreational opportunity, ecological protection and enhancement, economic development, and historical and cultural preservation. The end result is another step toward a more vibrant, competitive and livable Genesee-Finger Lakes Region.

¹ Benedict, Mark A. and Edward T. McMahon. Green Infrastructure: Linking Landscapes and Communities. Washington: Island Press, 2006. (1)

Linkages to Other Complimentary Facilities

When studied on a regional scale, a number of important linkages to the Hamlet of Rush and Honeoye Creek Greenway are readily apparent, while others are slightly more understated. Below is an extensive list of these physical linkages, as well as supporting programmatic and organizational frameworks that could potentially aid the implementation of the greenway.

Primary Transportation Corridors

- The study corridor is buffered by two major interstate highways: Interstate 90 is approximately 3.5 miles to the north and Interstate 390 lies directly west of the study area at the Hamlet of Rush. State Routes 251 (Scottsville-Rush Rd.), 65 (Clover St.), 15 (West Henrietta Rd.) and 15A (Rush-Lima Rd.) either intersect or closely border the study area. This system of transportation corridors provides direct linkages to a wide variety of tourist destinations within a 30 minute driving distance from the study corridor.
- State Bike Routes
 - There are no State Bike Routes in the vicinity of the study area.

Other Physical Linkages

- **Lehigh Valley Trail/Lehigh Valley North Branch**
 - Direct link to study area near Junction Road (parking facility), Town of Mendon
- **Genesee Valley Greenway**
 - Direct link by way of the Lehigh Valley Trail
- **Erie Canalway National Heritage Corridor**
 - Approximately 10 miles north in the City of Rochester; connected by way of the Genesee Valley Greenway/Genesee River
- **Genesee River**
 - As a paddling route, the Genesee River is directly linked to the Honeoye Creek, near Golah Road, Town of Rush

Conceptual Physical Linkages (Planned or Proposed)

- **Rush-Lima Road (State Route 15A) Rush Road to Plains Road**
 - Road segment has been classified as a potential “mid term” project for applying on-street bicycle accommodations in the On-Street Bicycle Facilities Opportunities Assessment report (GTC). This is a conceptual classification; no plans for road modification have been made at this point in time.
- **Honeoye Creek Regional Blueway Analysis (2008 – 2010)**
 - This project will likely analyze the Honeoye Creek for feasibility for blueway designation. The project will inventory and assess regional waterways for various attributes typical of successful blueway corridors, including access points, navigability and accommodations.

Tourism

- **New York Wine Trails – “Northern Finger Lakes Section”**
 - There are no prominent wineries near the corridor study area. The Northern Finger Lakes Section of the system of New York Wine Trails does not intersect the corridor, although it does intersect the nearby Village of Geneseo along Interstate 390 and the City of Canandaigua along State Rt.

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20. Visit www.uncorknewyork.com for detailed information and maps on wineries and wine trails throughout New York State.

- **Other nearby points of interest:**

- New York Museum of Transportation/Rochester and Genesee Valley Railroad Museum (Henrietta, NY)
- Mendon Ponds Park (Mendon, NY)
- Oak Openings State Unique Area (Henrietta, NY)
- Powder Mills Park (Pittsford, NY)
- Tinker Nature Center (Henrietta, NY)
- Ganondagan State Historical Site (Victor, NY)

Programmatic Links

- **Historical/Cultural Preservation – State Initiatives**

- New York State Council on the Arts <http://www.nysca.org/public/home.cfm>
- New York State Department of Transportation (NYSDOT) <http://www.nysdot.gov>
- New York State Office of Parks, Recreation & Historic Preservation, State Historic Preservation Office (SHPO) <http://www.nysparks.state.ny.us/shpo>
- Preservation League of New York State <http://www.preservenys.org>

- **Historical/Cultural Preservation – Local/Regional Initiatives**

- The Arts & Cultural Council of Greater Rochester <http://www.artsrochester.org>
- Landmark Society of Western New York <http://www.landmarksociety.org>
- Genesee/Finger Lakes Regional Planning Council <http://www.gflrpc.org>

- **Environmental Conservation – State Initiatives**

- New York State Department of Environmental Conservation (NYSDEC) <http://www.dec.state.ny.us>
- Refer to *Protecting Water Resources through Local Controls and Practices* for an exhaustive list of water quality initiatives at the federal, state and local levels <http://gflrpc.org/Publications/LocalLaws/Guidebook.htm>

- **Environmental Conservation – Local/Regional Initiatives**

- Genesee Land Trust <http://geneseeandtrust.org>
- The Nature Conservancy – Central and Western New York Chapter <http://www.nature.org>

- **Trails, Greenways, and General Outdoor Recreation – State Initiatives**

- NYS DOT Transportation Enhancement Program <https://www.nysdot.gov/portal/page/portal/programs/tep>
- Parks and Trails NY <http://www.ptny.org/index.shtml>
- National Park Service <http://home.nps.gov/applications/parksearch/state.cfm?st=ny>
- Canal Society of New York State <http://www.canalsnys.org/>
- New York Parks and Conservation Association <http://www.nypca.org/>
- New York State Snowmobile Association <http://www.nyssnowassoc.org>
- I Love New York <http://www.iloveny.com>

- **Trails, Greenways, and General Outdoor Recreation – Local/Regional Initiatives**

- Genesee Transportation Council <http://gtcmpo.org>
- Genesee Region Trails Coalition <http://grtcinc.org/>

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- Genesee Valley Hiking Club <http://www.fingerlakestrail.org/gvhc.htm>
- Genesee Waterways Center <http://www.geneseewaterways.org/>
- Sierra Club: Rochester Regional Branch <http://newyork.sierraclub.org/rochester/>
- Genesee Valley Greenway <http://fogvg.org>
- Rochester Bicycling Club <http://www.rochesterbicyclingclub.com/WordPress/>
- Finger Lakes Trail Conference <http://www.fingerlakestrail.org/>
- Greater Rochester Visitors Association <http://www.visitrochester.com>
- Finger Lakes Visitors Connection Ontario County <http://www.visitfingerlakes.com>
- County Tourism Promotion Agencies, as applicable
- Local Chambers of Commerce, as applicable

Recommendations for Facilities and/or Programs

The Regional Blueway Analysis and other G/FLRPC projects may produce specific recommendations that come to bear on the project study area. Specific recommendations, however, require full knowledge of completed corridor inventories, field research, facilitated discussions, and other project findings. Readers may refer to Linkages to Other Complimentary Facilities and List of Plans and Studies with Policy Implications for further recommendations.

List of Plans and Studies with Policy Implications**Local and Regional Plans and Studies (in no specific order)****Title: *Monroe County Agriculture and Farmland Protection Plan (1999)*****Source:** Monroe County Department of Planning and Development/Cornell Cooperative Extension**Link:** <http://www.monroecounty.gov/planning-farmland.php>**Description:**

The plan's goals are to preserve farmland and promote the agriculture industry. To provide a background to help achieve the plan's goals, an inventory was completed on past agricultural planning efforts in the County; trends and characteristics of the local agriculture industry; municipal, State, and Federal regulations related to agricultural land use; financial assistance and economic development programs and their relevance to the needs of agriculture; and cost of community services studies which identify property tax revenues generated by agricultural, residential, and nonresidential development versus the costs municipalities incur to provide public services to these land uses. Also, a survey was conducted of farmland owners to determine their perceptions and attitudes regarding farmland protection policy.

Next, using the Land Evaluation and Site Assessment (LESA) system coupled with economic theory as a template, factors associated with agricultural productivity, development pressure, and retention of land in agriculture were described and analyzed. Data for this analysis were provided by the Monroe County Real Property Tax Services and digital maps were provided by the Monroe County Department of Planning and Development.

(Executive Summary, i – ii)

Policy Implications:

Maintaining and enhancing the agricultural landscape in Monroe County can help to support an overall framework of aesthetically-pleasing landscapes and vistas. A working agricultural landscape can typically act as a supportive buffer to a recreational/open space landscape that is sought-after within greenway systems.

Title: *Long Range Transportation Plan (LRTP) (2004)***Source:** Genesee Transportation Council**Link:** <http://gtcmpo.org/Docs/LRTP.htm>**Description:**

The Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2005-2025 (LRTP: 2005-2025) provides a 20-year perspective of existing and projected transportation system capabilities, needs, and objectives, as well as recommended policies and actions to meet these objectives for the nine-county Genesee-Finger Lakes Region. (Introduction, www.gtcmpo.org)

Policy Implications:

This report provides a detailed overview of current conditions within the Greater Rochester region, as well as a brief summary of the regional transportation and industrial history of the region. The transportation system of the region is described in detail, including bicycle and pedestrian facilities. Recommendations pertaining to all major subject areas are also detailed.

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The *Long Range Transportation Plan* guides the development and implementation of the *Unified Planning Work Program* and the *Transportation Improvement Program*, which are described below.

Title: *Transportation Improvement Program (TIP)* (2007, updated every two years)

Source: Genesee Transportation Council

Link: <http://gtcmpo.org/Docs/TIP.htm>

Description:

The United States Department of Transportation requires that the metropolitan transportation planning process include the cooperative development of a TIP – a staged, multi-year program of projects. The TIP identifies the timing and funding of all highway, bridge, transit, intelligent transportation system, bicycle, and pedestrian transportation projects scheduled for implementation in the region during the next five years using federal transportation funds.

The 2007-2012 TIP includes transportation projects funded with approximately \$517 million of federal aid, supplemented by other state and local sources of funds. This region's TIP is developed cooperatively by GTC and the New York State Department of Transportation (NYSDOT). (Description taken from the general webpage summary, www.gtcmpo.org)

Policy Implications:

As stated above, the report identifies the timing and funding of all federally-funded transportation projects scheduled for implementation, based on a five-year cycle. The TIP may provide a source of funding for bicycle and pedestrian-related construction projects within the project study area.

Title: *Unified Planning Work Program (UPWP)* (2007, updated every two years)

Source: Genesee Transportation Council

Link: <http://gtcmpo.org/Docs/UPWP.htm>

Description:

The Unified Planning Work Program (UPWP) is the program of federally-funded transportation planning activities to be undertaken each year by GTC staff, its member agencies, and other jurisdictions in the Genesee-Finger Lakes Region. Projects must reflect the priorities and direction of the region as represented by the goals and objectives of the Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2005-2025 to be eligible for UPWP funds. The level of study for projects funded through the UPWP generally does not go beyond concept-level planning. UPWP funds cannot be used for preliminary engineering, final design, or construction projects. (Description taken from the general webpage summary, www.gtcmpo.org)

Policy Implications:

The UPWP provides a potential source of funding for transportation-related studies, which may include studies relevant to the project study area or to general pedestrian and bicycle planning subjects.

Title: *Regional Rights of Way Preservation Action Plan* (2005)

Source: Genesee Transportation Council

Link: <http://gtcmpo.org/Docs/PlansStudies/RegionalROW-PreservationActionPlan.pdf>

Description:

The Regional Rights-of-Way Preservation Action Plan identifies key existing and potential railroad 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. (Introduction, page 1)

Policy Implications:

This report provides detailed information (charts with corresponding maps) on regional railroad corridors. The study utilizes a classification system that facilitates the understanding of each corridor's potential for re-adaptation into the regional transportation network, which may involve pedestrian or bicycle uses. Strategies for right-of-way acquisition are also briefly outlined. Several corridors of significance featured in the report lie within the project study area.

Title: *Regional Development Analysis (2004)*

Source: Genesee/Finger Lakes Regional Planning Council

Link: <http://gflrpc.org/Publications/Build-Out.htm>

Description:

The Regional Development Analysis identifies anticipated land use patterns in the region. This project was the next step to the 2001-2002 Unified Planning and Work Program (UPWP) Regional Development Analysis which collected and analyzed all regional municipal land use regulation and control documents including zoning, subdivision, site plan and other local land use laws.

A mathematical process used data on existing land use, potential future land use (zoning), and constraints to development, to determine the land available for development and the zoning capacity of the towns, cities, and villages in the nine-county Genesee-Finger Lakes Region. Zoning capacity is the amount of development that could legally occur given current zoning regulations in the municipality. (Executive Summary, page 1)

Policy Implications:

The *Regional Development Analysis* can provide baseline information pertaining to the actual rate of residential and commercial development within the project study area as well as the relative potential for future residential and commercial development within the study area.

Title: *Auburn Line Rail-To-Trail Feasibility Study (2005)*

Source: Genesee Transportation Council/Bergmann Associates

Link: http://gtcmppo.org/Docs/PlansStudies/AuburnLine_Rail-To-Trail_FeasibilityStudy.pdf

Description:

The purpose of this study is to provide the Village of Pittsford and the Towns of Pittsford, Perinton and Victor, in cooperation with the Genesee Transportation Council (GTC), a feasibility study for a multiuse trail route that primarily utilizes the abandoned segment of the Auburn and Rochester railroad line, including a design and construction cost estimate.

The study involved an analysis of:

- the existing characteristics of the former rail corridor;

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- the presentation of potential alignments and features to the Stakeholder Committee and public;
- the integration of feedback into the preliminary design; and,
- the creation of a comprehensive guide for future development of a multiuse trail.

(Executive Summary, page 1)

Policy Implications:

While the proposed Auburn Line rail-to-trail project is a corridor of greater length than the Rush/Honeoye corridor, the study area nonetheless contains many similar characteristics to the Rush/Honeoye project study area. Furthermore, site analysis and corridor recommendations within the feasibility study may be useful to Rush/Honeoye project stakeholders. The study area for the Auburn Line Rail to Trail is located in relative near proximity to the Rush/Honeoye corridor, involving the municipalities of the Towns of Pittsford, Perinton and Victor and the Village of Pittsford. Each project has the potential to complement the other through the establishment of a broader trail network with increased routes and connections, thereby increasing trail users and overall critical mass. This proposal does not involve direct linkages to the regional trail network, however.

Title: *Regional Atlas (2005)*

Source: Genesee/Finger Lakes Regional Planning Council

Link: <http://gflrpc.org/Publications/RegionalAtlas.htm>

Description:

The Regional Atlas was developed to analyze, summarize, and illustrate socio-economic, demographic, and transportation information for the Genesee/Finger Lakes Region.

The Regional Atlas (and associated products) provide a central location for the socio-economic, demographic, transportation, and land use data regularly used by the Genesee Transportation Council (GTC), Genesee/Finger Lakes Regional Planning Council (G/FLRPC), and their member agencies. The study area is the nine-county Genesee/Finger Lakes Region.

The products of this project are a Regional Atlas (produced in both hard copy and digitally on CD), County-Level Profiles, and archived data and analysis results. These products analyze and summarize current conditions and regional trends; the results are presented in tabular and graphic formats (as appropriate).

Policy Implications:

[No specific policy implications.]

Title: *Finger Lakes Land Use project (ongoing)*

Source: Genesee/Finger Lakes Regional Planning Council

Link: <http://gflrpc.org/FLLU.htm>

Description:

Genesee/Finger Lakes Regional Planning Council is undertaking a wide-ranging project dealing with the changing development and landscape patterns across the region including agricultural viability, farm and woodland fragmentation, residential and commercial development, and the effect these changes have on the environment and landscape of the region.

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The project will address the issues of growth, development, changing land use patterns, open space, and the effects this has on our natural (i.e. lakes, streams, woods, etc.) and cultural (i.e. farms, villages, cities, etc.) landscapes. The project is divided into two main components: (1) data gathering, compilation and analysis of various regional indicators and (2) outreach, education, and assistance to municipalities. For the outreach, education, and assistance to municipalities segment of the project, Genesee/Finger Lakes Regional Planning Council will be able to directly work with several municipalities in the region; a procedure for collaborating with municipalities that are interested and committed to the process will be developed. G/FLRPC will be able to assist communities that are interested in developing and/or revising related land use plans and controls and land use best management practices.
(Description taken from project website)

Policy Implications:

Development of “regional indicators” may inform project considerations. Indicators will include extensive mapping of regional open space resources, which may further inform considerations within the case study area.

Title: *Regional Land Use Monitoring Reports* (published annually, 1999 – present)

Source: Genesee/Finger Lakes Regional Planning Council

Link: <http://gflrpc.org/Publications/RegionalAtlas.htm>

Description:

These reports provide information on the issuance of new building permits to identify areas of growth within the Genesee-Finger Lakes Region (G-FL Region) that might require transportation planning and service modifications. The report analyzes the number of permits issued, total square footage, and total value for new buildings for each municipality within the region as well as the Transportation Management Area (TMA). The TMA covers Monroe County and the municipalities adjacent to Monroe County in Livingston, Ontario, and Wayne Counties, as well as the Town and City of Canandaigua. The analysis looks at the following categories and respective subcategories: “residential” (single-family, 2 family, 3 or 4 family, 5 or more family, mobile homes/trailers); “industrial;” “commercial” (offices/banks, retail/service, service stations, hotels/motels); “community service” (hospitals/health facilities, schools/churches, public works/safety, utilities); and “not elsewhere classified.”

Policy Implications:

Information contained within these reports may be useful to the degree that the issuance of residential, commercial and industrial permits is relevant to the study area. Includes information that can facilitate trend analysis.

Title: *Regional Tourism Signage Study* (2001)

Source: Genesee/Finger Lakes Regional Planning Council

Link: <http://gflrpc.org/Publications/SignageStudy/RegionTourismSignageStudy.pdf>

Description:

The purpose of this report is to study the potential for a standardized regional tourism signage system. This report is primarily policy-oriented and includes only selected traffic engineering standards. The report addresses the following elements:

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- existing and proposed local, county, regional, and state tourism signage systems
 - the rules and guidelines that govern existing systems or will govern proposed systems in terms of sign design and location
 - the costs of sign installation and maintenance
 - preliminary sign location recommendations
 - the potential for the adoption of international signs and symbols
 - a preliminary strategy for implementing a standardized regional tourism signage system
 - a list of tourism and tourism-related agencies and organizations in our region
- (Introduction, page 3)

Policy Implications:

Describes existing signage systems used throughout New York State within various types of transportation corridors and venues (scenic byways, wine trails, heritage trails, historic areas, etc.). Includes recommendations pertaining to regional signage system objectives, designs and implementation strategies.

Title: *Main Street Transportation Tools (2003)*

Source: Genesee/Finger Lakes Regional Planning Council

Link: <http://gflrpc.org/Publications/MSTT.htm>

Description:

These reports provide information that specifically examines the impact that Main Street Transportation Tools may have in serving as a catalyst for and/or enhancing revitalization efforts in two communities in the Genesee-Finger Lakes Region. The two communities examined for these reports were the suburban Village of Spencerport, New York (Monroe County) and the rural Village of Warsaw, New York (Wyoming County).

(Description taken from the report's webpage)

Policy Implications:

The need for enhancing public spaces and creating pedestrian-friendly, walkable environments were two primary recommendations within these reports. To this end, these recommendations are applicable to the two primary hubs on either end of the Rush/Honeoye corridor. Comprehensive inventories of pedestrian facilities are included, which may provide useful methodologies. Otherwise, policy implications are limited.

Title: *Regional Blueway Analysis (spring 2008)*

Source: Genesee/Finger Lakes Regional Planning Council

Link: <http://www.gflrpc.org>

Description:

The *Genesee/Finger Lakes Regional Blueway Analysis* will seek to identify, describe and rank lake, canal and riparian corridors throughout the nine-county Genesee/Finger Lakes region based upon their suitability for blueway use and designation.

Specific project goals will include the identification and mapping of regional watercourses that are suitable for blueway designation and the ranking of each corridor based on criteria such as: facilities and infrastructure related to accessibility (including signage, parking, launches, etc.) and connectivity to other important recreational and transportation corridors.

Local stakeholder outreach and involvement will be a central component to the project in order to assure local ownership and to establish an atmosphere of regional cooperation and accomplishment.

Policy Implications:

The Honeoye Creek will be reviewed as part of the Regional Blueway Analysis for blueway suitability. Furthermore, the establishment of a regional network of blueway trails will help to further increase the viability of nearby corridors by increasing the likelihood of achieving a critical mass of recreational uses.

Title: *Honeoye Lake Watershed Management Plan (2007)*

Source: G/FLRPC

Link: <http://gflrpc.org/Publications/Honeoye/HoneoyeLakeWatershed.htm>

Description:

The HLWMP is a document that identifies major action items needed to protect and improve the water quality of Honeoye Lake. The HLWMP characterizes the natural resources, habitats, and environment of the watershed, identifies water quality and living resource impairments, recommends actions to protect the watershed from further degradation, and develops a strategy to restore the watershed. The plan also forms a framework to guide future decisions and provides a point of reference by which progress can be measured. (Executive Summary, X)

Policy Implications:

The report provides a detailed watershed characterization for the Honeoye Lake direct drainage, as well as detailed water quality information pertaining to the lake and its tributaries. Sub-watersheds were prioritized and local laws for each of the municipalities were reviewed for water quality-related regulations. The report includes protection and management recommendations as well as implementation strategies.

Honeoye Lake is the primary source of Honeoye Creek, which is the anchoring water segment within the corridor.

Title: *Genesee River Basin Action Strategy (2004)*

Source: G/FLRPC

Link: <http://gflrpc.org/Publications/GenRiverActionStrategy.htm>

Description:

The purpose of the Genesee River Basin Action Strategy is to develop and/or compile and document a strategy for the Basin that brings together all appropriate agencies and stakeholders to focus support in the form of grant dollars, technical assistance and other resources to address the priority water and natural resource needs in that watershed. (Description from the report's webpage)

Policy Implications:

The report provides water quality and watershed information in great detail for each of the 25 watersheds that comprise the Genesee River Basin, including the Honeoye Creek watershed.

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Individual river, stream and lake segments are identified and described in detail. All water quality information for those segments that was available at that time is included. Individual watersheds are prioritized for future action based on their degree of water quality degradation.

Title: *On-Street Bicycle Facility Opportunities Review (2007)*

Source: Genesee Transportation Council

Link: http://gtcmpo.org/Docs/PlansStudies/On-StreetBicycleFacilityReview_ExecutiveSummary.pdf

Description:Objective

To examine the street network in the Rochester Transportation Management Area (TMA) for opportunities to incorporate bicycle accommodations per the accepted range of onstreet bicycle facility types emphasizing low-cost applications and strategic improvements, including roads identified in Phase I of the *Regional Trails Initiative*.

Project Approach

Key project work tasks included:

- Documenting accepted on-street bicycle accommodations and treatments
- Identifying Rochester TMA roadways to be included
- Developing a comprehensive inventory of available roadway attributes
- Assessing opportunities to apply on-street bicycle accommodations and classifying accommodations as near-, mid-, or long-term
- Producing a technical memorandum documenting accepted accommodations and treatments
- Producing a technical memorandum assessing opportunities to apply accepted accommodations and treatments based on further evaluation

(Introduction, page 1)

Policy Implications:

The findings and recommendations here are relevant, particularly to the two “hubs” at either end of the Rush/Honeoye corridor. Incorporating bicycle accommodations into the regional transportation network can help to increase the overall interconnectivity of the regional trail network, thereby increasing users and raising the likelihood of achieving critical mass throughout individual trails. At least one street/highway mentioned within the study – Rush-Lima Road – is near the study area.

Title: *Regional Trails Initiative - Phases 1 and 2 (2002 and 2004, respectively)*

Source: Genesee Transportation Council/Alta Transportation Consulting, Inc. (Phase 1)/Clark Patterson Associates (Phase 2)

Link: <http://gtcmpo.org/Docs/PlansStudies.htm>

Description:

The purpose of the Regional Trails Initiative is to develop a comprehensive and achievable action plan for community leaders to create and maintain a safe, accessible, and highly functional regional trail system that is fully integrated with the existing transportation system and constitutes a nationally recognized distinguishing feature of this region. (Introduction, Phase 1 Report, Page 1)

Phase 1 addresses the TMA region; Phase 2 addresses the non-TMA region.

Policy Implications:

The *Regional Trails Initiative* represents the most comprehensive assessment and planning mechanism for future trail planning and development in the Genesee-Finger Lakes region. The report identifies existing trails and establishes mechanisms for the prioritization, planning and construction of future potential trail corridors. Details relative to cost estimates associated with implementation, recommended improvements, and interconnectivity are provided. The Rush/Honeoye corridor is included in the Phase 1 report.

Please also refer to the following *Regional Trails Initiative* studies which have resulted in implementation projects nearby the Rush/Honeoye Corridor:

Title: *Genesee Riverway Trail (Downtown to Lower Falls Park) Feasibility Study (2006)*

Source: Genesee Transportation Council/Clark Patterson Associates

Link: http://gtcmpo.org/Docs/PlansStudies/GenRiverwayTrail_FeasibilityStudy.pdf

Title: *Lakeville-Livonia Trail Feasibility Study (2006)*

Source: Genesee Transportation Council/Clark Patterson Associates

Link: http://gtcmpo.org/Docs/PlansStudies/Lakeville-Livonia_TrailFeasibilityStudy.pdf

Title: *Oatka Creek Trail Feasibility Study (2006)*

Source: Genesee Transportation Council/Clark Patterson Associates

Link: http://gtcmpo.org/Docs/PlansStudies/OatkaCreekTrail_FeasibilityStudy.pdf

Other Relevant Plans/Studies

Title: *New York State Open Space Conservation Plan (2006, updated regularly)*

Source: New York State Department of Environmental Conservation

Link: <http://www.dec.ny.gov/lands/317.html>

Description:

New York's Open Space Conservation Plan serves as the blueprint for the State's land conservation efforts, which during the past several years, has conserved nearly a million acres of land with an investment of more than \$658 million.

The Open Space Plan contains: a description of programs and policies that affect the conservation of the State's open space resources; major conservation successes accomplished under the plan; a list of priority projects; evaluation and criteria used to determine Environmental Protection Fund (EPF) spending priorities; and recommendations by the Regional Advisory Committee, local governments and partnerships, the public, DEC, OPRHP and DOS staff, and the Governor's Quality Communities Task Force to improve New York's open space conservation program.

(Description taken from report webpage)

Policy Implications:

The plan details a variety of priority conservation projects near the study area, including (but not limited to) the Genesee Greenway/Recreationway, the Ganondagan Historic Site, and Monroe County

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Pathways. This resource also includes valuable information on conservation tools, creating effective partnerships, and identifying sources of funding.

Title: *Erie Canalway National Heritage Corridor Preservation and Management Plan and Environmental Assessment (2007)*

Source: National Park Service

Link: http://www.eriecanalway.org/EC_commission_documents.asp?area=com&ExpandGroupID=16275

Description:

This Preservation and Management Plan for the Erie Canal Heritage Corridor is not a physical master plan detailing infrastructural or building projects to be undertaken. Rather, the purpose of the Plan is to offer guidance to the Commission and its partners – federal and state agencies, individual communities, nonprofit and private organizations – in formulating policies and taking action to achieve the National Heritage Corridor’s full potential...

(Introduction and Purpose of the Plan, page 1.1)

Policy Implications:

While the Rush/Honeoye corridor study area lies just south of the boundary of the Erie Canalway National Heritage Corridor, the plan is a central component to regional trail and greenway development. The Plan includes a wide variety of recommendations that have implications pertaining to the Rush/Honeoye corridor, including the development of additional spur trails and interconnections to the National Heritage Corridor.

Title: *NYSDEC Comprehensive Wildlife Conservation Strategy (2007)*

Source: New York State Department of Environmental Conservation

Link: <http://www.dec.ny.gov/animals/9404.html>

Description:

The Comprehensive Wildlife Conservation Strategy (CWCS) was completed by the Division of Fish, Wildlife and Marine Resources (DFWMR) of NYSDEC in September of 2005 to address the wildlife species in greatest need of conservation in the state. It was submitted to the US Fish and Wildlife Service (USFWS) to establish New York's eligibility to receive State Wildlife Grant (SWG) funds which are apportioned by the USFWS. Final acceptance of the CWCS was received on April 21, 2006. The acceptance of the CWCS will ensure that New York continues to receive available SWG funding from Congress every year.

The CWCS utilizes the best available data on the status of fish and wildlife species to define a vision and establish a strategy for state wildlife conservation and funding. The objectives and goals defined within the CWCS will receive millions of dollars in federal funds to address the entire diversity of fish and wildlife and their habitats. New York State will implement the State Wildlife Grants Program and the recommendations of the Comprehensive Wildlife Conservation Strategy with conservation partners by sharing grant funds and providing an infrastructure to manage the data necessary to track progress in this endeavor. NYS DEC will also serve as an organizing force to enhance communications and cooperation among partners statewide.

The CWCS is a collaborative effort among agencies, organizations and individuals with an interest in New York's wildlife. For day to day implementation, a State Wildlife Grants Guidance Team

Regional Significance/Linkages

has been convened. This team includes staff of NYSDEC, NYS Office of Parks, Recreation and Historic Preservation, and NYS DOS.
(Description taken from the project website)

Policy Implications:

The plan includes a comprehensive inventory of natural resources, including specific habitats and species. Several high priority conservation areas are identified within the “Western Lake Ontario Drainage Basin,” which are also near the Rush/Honeoye corridor study area. Among these high priority areas is included the four Western Finger Lakes (which includes Honeoye Lake).