

Genesee – Finger Lakes Regional Blueway Analysis

*An Inventory and Description of Blueway Opportunity Areas
in the Genesee – Finger Lakes Region*



*Prepared for the Town of Wheatland, New York and the New York State
Department of State Division of Coastal Resources with funds provided under
Title 11 of the Environmental Protection Fund.*

June 2010



Front Cover: Oak Orchard Creek from Rt. 63 in Iroquois National Wildlife Refuge. 9/14/09

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This project is classified as a “Type II Action Requiring No Further Review” under the New York State Environmental Quality Review Act. See §617.5(C)18.

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Mission Statement

The Genesee/Finger Lakes Regional Planning Council (G/FLRPC) will identify, define, and inform its member counties of issues and opportunities critical to the physical, economic, and social health of the region. G/FLRPC provides forums for discussion, debate, and consensus building, and develops and implements a focused action plan with clearly defined outcomes, which include programs, personnel, and funding.

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Special thanks to the Town of Wheatland for providing project sponsorship.

Genesee/Finger Lakes Regional Planning Council

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This report, along with other relevant project information, is
available online at the following web address:

<http://gflrpc.org/blueways.htm>

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EXECUTIVE SUMMARY

The Genesee – Finger Lakes Regional Blueway Analysis presents an inventory and description of waterways which may be suitable for blueway use and designation. The purpose of this project is to facilitate the blueway planning process and to encourage local municipalities to consider and explore the blueway concept as a framework for improving their own local waterways, create new destinations and tourism opportunities, and foster intermunicipal cooperation.

The report is broken into five major sections. Section I of the report provides the reader with a brief introduction and project background. The term “blueway” is defined and the concept of “Blueway Opportunity Areas” is presented and explained to the reader. The five guiding principles of the project are described in detail. A short explanation is provided regarding how the document should be used by the target audience. A brief Disclaimer is also provided, cautioning the reader that illustrations and descriptions contained in this report are in no way intended to be used as guidance materials or navigational aids. It emphasizes that this document is to be used for planning purposes only.

Section II of the report provides a description of the project approach and methodology. This section describes in detail the methods used to involve the public, to identify and assess navigable regional waterways, and to gather data on those waterways, as well as how all of that information would eventually be compiled and organized into GIS and report formats.

Section III of the report describes how and why Blueway Opportunity Areas would be ranked in this report. Ranking was identified as a means of first identifying the level of service that various waterways would provide in a regional or statewide blueway system and then categorizing and organizing these various Opportunity Areas.

Section IV begins to describe the actual Blueway Opportunity Areas in detail. Detailed maps and information is provided which describes the waterway and its various attributes. Information such as launch points, the condition of launch points, municipal jurisdiction, and presence of supportive, complementary recreational infrastructure is provided in a combination of charts and maps.

Finally, Section V provides a summary of critical blueway planning concepts. This section is intended to familiarize the reader with some of the basic knowledge applicable to the subject. Ideally this information will play a role in encouraging and empowering local citizens and leaders to begin planning for local blueway trails in their own communities.

Appendices are included which provide the reader information on a variety of subjects, including selected references used in this report, materials associated with the field reconnaissance phase of the project, a full list of the blueway access point inventory, summary of public comments, as well as summaries of important laws and other pertinent documents.

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I. INTRODUCTION

The *Genesee – Finger Lakes Regional Blueway Analysis* project was conceived as a means of propelling the Genesee-Finger Lakes Region forward with the establishment of a regional network of recreational canoe and kayak “water trails,” thereby advancing the larger goal of creating a statewide blueway system. Through this project, riparian, canal and lake corridors throughout the nine-county Genesee – Finger Lakes Region have been identified, described and ranked based upon their suitability for blueway use and designation. In doing so, municipalities and local advocates are provided with a valuable tool to assist them with their own efforts in planning for and establishing local blueway trails.

What is a Blueway?

Blueways are small boat and paddling routes sometimes referred to as “water trails”. They typically combine recreation with environmental awareness and cultural interpretation, allowing users to travel along scenic waterways to designated stops along the way for rest, overnight stays, or enjoyment of land-based attractions in the vicinity. While many waterways in our state are presently used for recreational paddling, not all of these waterways can necessarily be considered to be an “official blueway”. The blueway concept serves as a framework for the planning and maintenance of recreational water trails. Blueways come in many forms and can also be in various stages of planning and completion. A variety of popular blueway corridors that are either being planned for or implemented across the state include the Hudson River Water Trail, the Mohawk River Blueway Trail, the Raquette River Blueway, the Black River Blueway Trail, the New York State Canalway Water Trail (following the Erie Canal), the Seneca River Water Trail, and the Lake Champlain Paddlers Trail.

A statewide system of blueway trails has been proposed as a means of connecting the many various blueway trails that are planned, underway or completed across the state. Initially, this will occur through the creation of a series of routes that are defined by local waterbody and community characteristics. Over time, however, as connections between these routes are strengthened and the routes themselves become better-defined, these routes have the potential to become an *integrated network* of connected water trails that will be recognized as part of a cohesive New York State Blueway Trail system.

What is a “Blueway Opportunity Area?”

This project identifies those waterways in the Genesee-Finger Lakes Region which have the potential to serve as a blueway corridor in the future. In this sense, the lake, river and canal corridors outlined in this report represent opportunities for communities – hence the phrase “Blueway Opportunity Area.” In the end, it will be essential for communities to develop their own vision for their local waterways – residents



Photo taken on the Detroit Heritage River Water Trail (date unknown). Source: <http://www.michigantrails.org/blog/wp-content/uploads/Watertrail-Pict.jpg>

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and community leaders are ultimately in the best position to determine the most appropriate manner by which their waterways can be utilized. The blueway concept as illustrated in this report provides a framework that communities can use to foster new relationships between neighboring municipalities, to provide new destinations for water-based recreation, to create and enhance distinctive leisure opportunities for the public, and to make their communities better places to live.

Project Principles

This project has five core principles:¹

1) Using a systems approach to blueway trail development.

The “systems approach” hinges on the importance of fostering connectivity between individual water trails and other important regional assets, such as parks, cultural facilities, environmentally-sensitive locations, terrestrial trails and the communities where all of these assets exist. The ultimate objective of this approach is the establishment of an interconnected system of water trails in the region. The systems approach is closely related to the concept of “emergence” which states that the “whole” is greater than the sum of its individual parts. In this regard, the emergence of a regional blueway system can help to ensure the success of individual connector and spur trails, encouraging a “critical mass” of users throughout the entire network.

2) Using blueways as a framework for community planning and environmental protection.

Riparian corridors and other aquatic areas represent some of the most sensitive and ecologically-significant components of our natural environment. They are also some of the most sought-after places, playing host to intense industrial and residential development and highly prized for their recreational benefits. The blueway framework offers communities a proven approach to planning for and preserving these areas. In addition, this approach can be used to create new destinations with recreational and tourism potential for residents, businesses and visitors.

3) Finding ways to empower, enable, and encourage communities to plan and build blueways.

While many people may be aware of local canoe and kayak destinations, they may not be aware that a planning framework exists that can be used to manage and improve these paddling destinations. This report is intended to enable local officials, waterway advocates, planners and other stakeholders to explore, utilize, and unlock the potential of their local water resources using the blueway model. This approach has the potential to advance many local projects across the region by putting local municipalities at a strategic advantage in terms of resources,

¹ “Project Principles” were adapted from those which were originally developed in the following text: Flink, Charles A., Kristine Olka and Robert M. Searns. Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails, 2nd Ed. (Washington D.C.: Island Press, 2001) pp 3.

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planning, and knowledge. In addition, stakeholder outreach has been a central component of the project in an effort to encourage local ownership of individual projects.

4) Using technology to better visualize and promote blueways.

A wide array of information collected for this project has been incorporated into a Geographic Information System (GIS). Local access points, complementary facilities and other key planning information for over 200 different sites have been collected and recorded. This database will be made available to future blueway planners as they begin to conduct site-specific planning for their own local blueway projects.

5) Encouraging greater coordination and collaboration in regional waterfront planning.

This project seeks to encourage and establish an atmosphere of regional cooperation and accomplishment by inspiring local projects. It seeks to facilitate regional collaboration by establishing a reliable set of baseline data that can be utilized by neighboring municipalities toward the implementation of projects that transcend local municipal boundaries. In doing so, it will bring New York State closer to synthesizing the vision for a regional and statewide network of paddling trails.

How to Use this Document

Regional waterways have been identified and evaluated using a standard, objective approach, described in detail in the next section of this report. The purpose of this process has been to identify those waterways which may be suitable for future blueway use and designation – identified herein as “Blueway Opportunity Areas.” The corridors described in this document have been observed to be viable paddling destinations (albeit on a seasonal basis only in some cases) for one or more of the variety of sport paddling conditions (ranging from challenging whitewater to recreational flat-water).

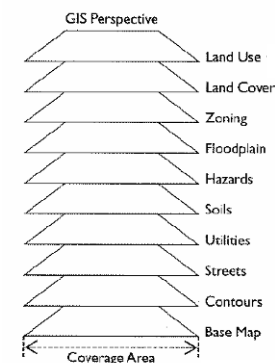
This document is intended to expedite the identification of potential future blueway corridors in the G-FL Region and to facilitate the planning of those corridors. In some instances, blueway planning and other similar recreational planning activities may be ongoing within certain corridors; in such instances, information included in this document may be able to complement those activities. In most cases, the corridors identified in this document transect the boundaries of multiple cities, towns, and villages, making intergovernmental cooperation a necessity and a key element in the success of any future blueway development.

² For more information on geographic information systems, visit ESRI at <http://www.gis.com/whatisgis/>. Last viewed online 4/20/10.

What is a GIS?

A Geographic Information System (GIS) is a collection of computer hardware, software, and geographic data for capturing, managing, analyzing, and displaying all forms of geographically referenced information.²

Examples of geographic data sets:



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To this extent, the document is intended to encourage dialogue and facilitate regional collaboration by establishing a reliable set of baseline data that can be utilized by neighboring municipalities toward the implementation of projects that transcend local boundaries. Furthermore, while the ranking procedures utilized in this report attempt to prioritize potential corridors, the ranking results should not be over-emphasized. Each waterway is special and unique. Regardless of how their waterway ranks in this report, communities should continue to focus their attention on creative approaches to “re-envisioning” their local waterways using the blueway framework as an adaptive approach to planning for and enhancing those spaces.

PROJECT DISCLAIMER

This report is not intended to act as a guide for paddlers.



Raquette River Falls, Adirondack Park,
Franklin Cnty, NY. 8/03.

This report is intended to be used as planning tool to facilitate planning activities only. Maps and associated corridor descriptions included in this report are not appropriate for use as navigational aids. Natural and man-made hazards to navigation may be present in areas described in this report including rapids, waterfalls, weirs, dams, downed limbs and other similar obstructions or dangers. Further, the threat level of such hazards can fluctuate due to changes in water levels or as a result of other circumstances, such as severe weather events or human intervention.

Paddling is an inherently dangerous sport; paddlers should consult with appropriate guidebooks and professionals knowledgeable with the locations described herein before exploring those waterways.

For more information on paddling safety, refer to the webpage “The Freedom of Paddling,” a publication of *Boat US – Foundation for Boating Safety and Clean Water*. Available online at the following address: <http://www.boatus.org/onlinecourse/reviewpages/boatusf/project/info7f.htm>

Additionally, safety guidelines developed by the Genesee Waterways Center provide a comprehensive review of safe paddling procedures for people paddling within the New York State Canal system, the Genesee River, or on the variety of surrounding waterways in the Genesee – Finger Lakes area. Available online at the following address: <http://www.geneseewaterways.org/Safety.htm>

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II. PROJECT METHODOLOGY

Methodology Overview

This project used an objective, iterative approach to first identify those waterways where paddling is feasible and to then identify the degree to which those waterways could contribute to a regional blueway system or serve as a local blueway route. That process involved preliminary research of existing maps and guidebooks as well as basic GIS analysis. This preliminary analysis was followed by a detailed review by the Project Advisory Committee as well as additional review by key stakeholders during a series of workshops in June 2009. The analysis phase was finalized through an extended period of field research in order to verify existing information and to collect additional data as necessary. Draft information was again presented to the public during a meeting held on June 16th, 2010 and open to public comment during the period of June 1, 2010 through June 24, 2010.

A primary outcome of this process is a GIS geo-database that acts as the central repository for most of the information gathered during field visits. A geo-database is a database designed to store, query, and manipulate geographic information and spatial data. It consists of several *feature classes* to which information is tied. Feature classes are classifications and representations of geographic features; information that supports those features is tied to them through a database. Feature classes used in this study include such geographic features as points, nodes, routes, route-systems, sections, polygons, and regions. Information tied to those classes includes the names of places or streams, latitude and longitude coordinates, and the presence of certain features, such as picnic areas or boat launches.

The primary feature classes that have been identified for consideration in this analysis include:

- 1) Riparian Corridors (shorelines of lakes, rivers and canals)
- 2) Canoe and Kayak Access Points
- 3) Other Supportive Blueway Elements (such as parks and overnight accommodations)

Stakeholder Outreach

Stakeholder and public involvement was identified as a critical element of this project. G/FLRPC held three regional stakeholder meetings in an effort to inform paddling enthusiasts and other relevant stakeholders about the project and to solicit important input from them. Information on the date, time and place of these meetings was included on a direct-mail flyer and press release which was sent to approximately 250 individuals, organizations and media outlets. During workshops, stakeholders were



6/17/09 Stakeholder Workshop held at Genesee Waterways Center, Rochester, NY.

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provided with a presentation on the project and were then asked to lend their knowledge and expertise regarding access point locations, site conditions, and paddling conditions. Attendees were also asked to lend their general thoughts and concerns pertaining to the project as a whole.

Meetings were organized geographically in an effort to focus the discussion(s) on specific regions, although the discussions were not limited to just those areas – participants were encouraged to discuss waterways outside of these regions. Further, if individuals were unable to attend a meeting in their preferred region, they were encouraged to attend at another location in order to provide their thoughts to project staff.

The press release used to advertise this process is included in Appendix B of this report.

Field Reconnaissance

After as much information regarding individual corridors could be gathered through research and stakeholder verification, it was necessary for staff to conduct field reconnaissance and verification. This involved visiting individual sites and assessing local conditions as well as making an account of all information through digital photographs, handheld GPS, and field data sheets and maps. This information would then be used to inform the blueway evaluation and ranking process, as described below in detail.

A blank Site Visit Form used as part of this study can be found in Appendix C of this report.



Project Methodology, Step-by-Step

The full process used in the identification and information gathering phases of this project are described below.

Step 1: Preliminary Blueway Opportunity Corridor Identification

The first step in this project required the identification of those riparian, lake and canal corridors that have the potential for possible future blueway designation. These waterways are referred to as “Preliminary Blueway Opportunity Areas.” Existing recreational canoe and kayak guides were used in order to identify the popular or established paddling destinations throughout the region. The Adirondack Mountain Club “Canoe Guide to Western and Central New York State” was used as a primary resource; other resources that were used have been included in Appendix A of this report.

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The canoe and kayak routes identified through these resources were consolidated into a single feature class using a GIS. This feature class was referred to as “Preliminary Blueway Opportunity Areas.” These preliminary routes were then presented to the Project Advisory Committee for review on March 30th, 2009. The preliminary routes were evaluated and discussed by the committee in detail; information was added by committee members where necessary and appropriate.

During the month of June 2009, a series of three Stakeholder Workshops were held across the Genesee – Finger Lakes Region. Canoe and kayak stakeholders were invited and asked to attend in order to offer similar input regarding the scope and accuracy of the original “Preliminary Blueway Opportunity Areas” map. Several additional minor errors and revisions were identified and noted during those meetings.

Waterways that extend outside of the nine-county G-FL Region are shown in green on Map 2-1 and are excluded from detailed study within this project.

Field reconnaissance and verification focused on the waterways and shorelines identified above. These areas would then be examined more carefully in an effort to determine its associated attributes and the reach of the navigable area of the corridor. Furthermore, the field reconnaissance process was used as a final verification in an effort to identify other stream reaches in the Region or additional pertinent information about the waterway.

Step 2: Access Point Verification

Within each Blueway Opportunity Area, access points for canoes, kayaks and other “car top” vessels were identified to the greatest level of accuracy possible using the guides and other similar resources cited above. This information was consolidated using a GIS; the feature class was referred to as “Preliminary Access Points.” Access points were similarly reviewed and commented on by members of the Project Advisory Committee and invited stakeholders during June 2009 workshops.

In most cases, it was difficult to accurately identify specific locations of canoe and kayak access points based solely on the descriptive information included in the guides or provided by stakeholders. In such instances, general locations of likely access points were noted for verification later during the field reconnaissance phase of the project. The majority of access points identified during this project were found during this phase.

Each access point in the feature class was assigned an individual identification number which corresponds to a column in the associated *attribute table*. Within this attribute table are locations for adding descriptive data regarding the points. Information such as parking availability and the presence of complementary facilities (bathrooms, camping facilities, etc.) was gathered as described in the steps below.

~ Text continued on page 9 ~

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Each of the following waterways was identified as having potential for blueway designation and, as such, has been identified as a Preliminary Blueway Opportunity Corridor/Area (refer to Map 2-1):

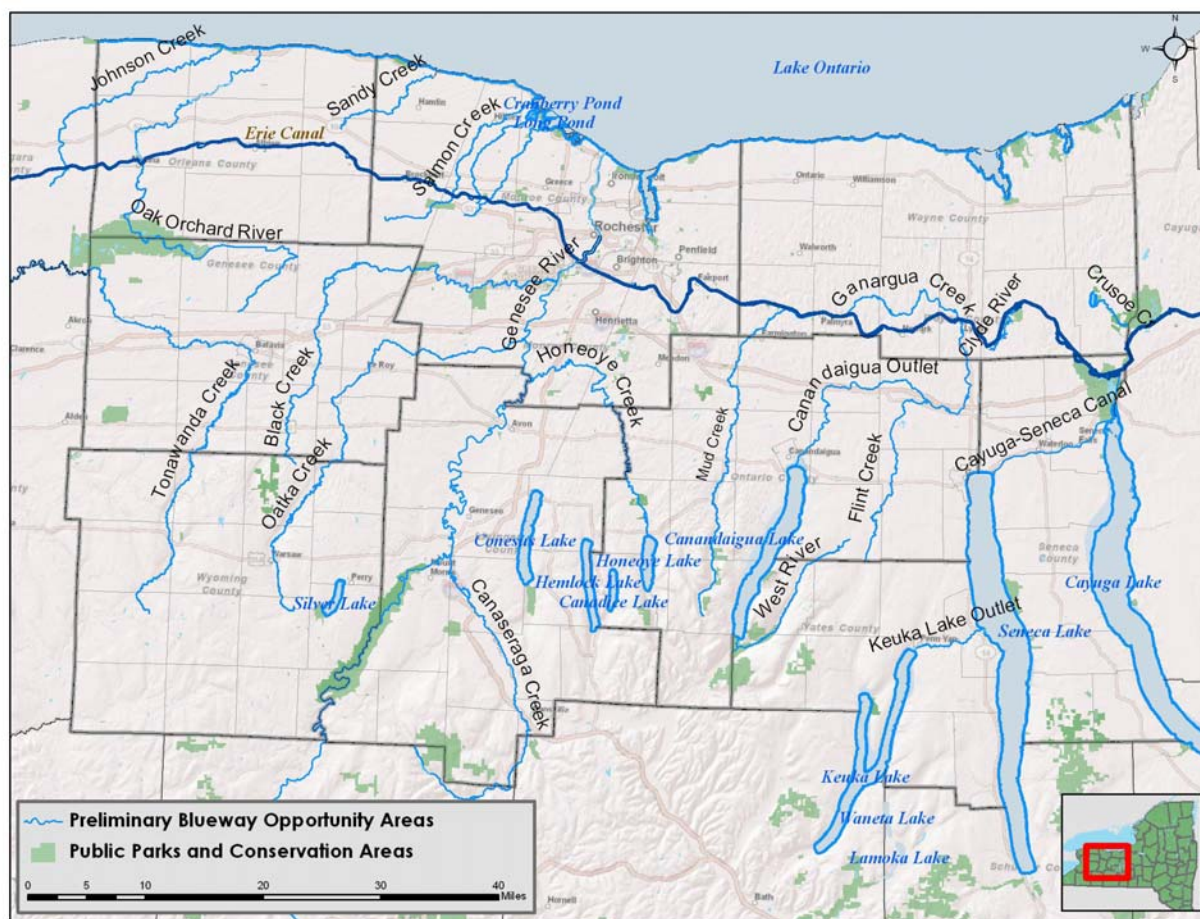
Streams and Canals:

Black Creek
Buttonwood Creek
Canandaigua Outlet
Canaseraga Creek
Crusoe Creek
Clyde River
Flint Creek
Ganargua Creek/Mud Creek
Genesee River
Honeoye Creek
Irondequoit Creek
Johnson Creek
Keuka Lake Outlet
Naples Creek
Northrup Creek
Oak Orchard River
Oatka Creek
Salmon Creek
Sandy Creek
Seneca River
Tonawanda Creek
West Creek
West River
NYS Canal System /Lock 32 Whitewater Park

Lakes:

Canadice Lake
Canandaigua Lake
Cayuga Lake
Conesus Lake
Hemlock Lake
Honeoye Lake
Keuka Lake
Lake Ontario shoreline and its embayments
Seneca Lake
Silver Lake

Map 2-1: Preliminary Blueway Opportunity Areas



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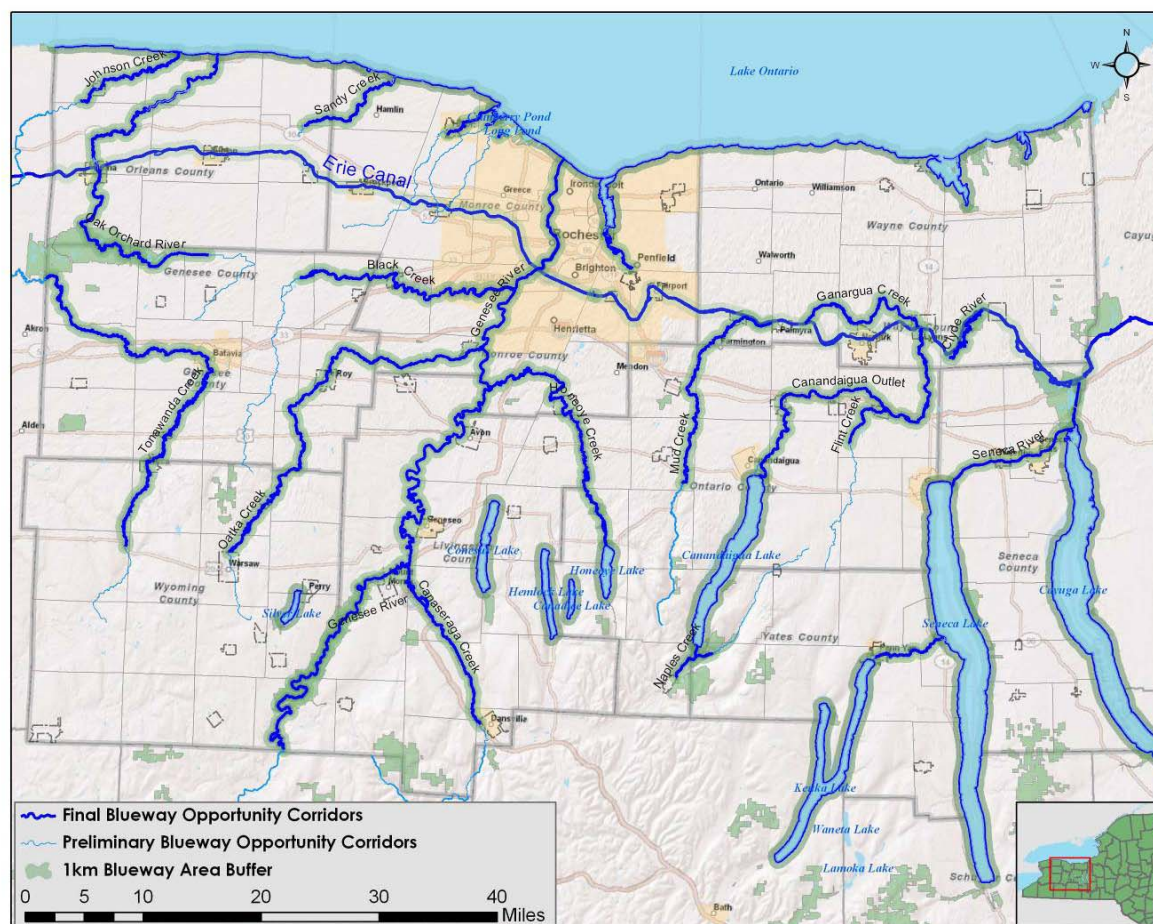
Step 3: Field Reconnaissance and Verification

After preliminary information was gathered, it was necessary to conduct field reconnaissance and verification of identified corridors and access sites. Project staff worked in the field for approximately 16 days between September and November of 2009. The purpose of this phase was to confirm existing information and to gather more detailed information on the corridors and their attributes. Photos, GPS waypoints, and detailed field notes were taken along each corridor. Detailed notes were entered onto Field Sheets for each access point.³ In addition, a unique series of field maps were created for each Preliminary Blueway Opportunity Area. These maps were used as both a way-finding device and field documentation tool by project staff.

Step 4: Establish Final Blueway Opportunity Areas

Up to this point, the process used in this analysis has identified entire stream and shoreline lengths that would be analyzed further. In the case of stream and river corridors, however, the upper-reaches of the stream are often non-navigable due to low water levels. Therefore, a general estimation of where the navigable area of a Blueway Opportunity Area begins needed to be made. Access points at the upper-most extent of the navigable area of waterways were used to delineate this

Map 2-2: Final Blueway Opportunity Areas



³ A blank Site Visit Form used as part of this study can be found in Appendix C of this report.

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upstream limit of the Blueway Opportunity Area. To this end, Blueway Opportunity Areas do not extend upstream as far as the actual stream length. In two cases, when stream current does not impede paddling upstream, the extent of the Blueway Opportunity Area extends further upstream from the final access point (Black Creek and the Genesee River are the only notable examples).

Step 5: Establish Rating Systems for Evaluating Blueway Attributes

Using field notes and any other available documentation on the site, the following information for each access point was entered into the GIS geo-database:

Access Point Rating

For each access point identified in this project, the following categories of access point quality were established and noted:

1 – No Definitive Access

The site shows no significant evidence that it is presently used for water access. Given the site's strategic location, however, it has been identified for potential future consideration. Conversely, adequate safe access may be present but the access route traverses private property. Significant modification to the site may be necessary to ensure safe public access (including negotiation of an appropriate easement in the case of private property). Site conditions at the launch or on the water may be hazardous. Parking is limited or does not exist.

2 – Primitive Access

The site shows some evidence that it is used by the public for water access but it does not meet most of the National Park Service general recommendations for accessible launch design.⁴ The launch area may be in disrepair or access to water may require a fair degree of agility. Poor water quality or hazardous conditions due to water flow or steep banks may also limit accessibility. Conditions may be hazardous. If frequent use were to occur at the site, soil and vegetation loss would be likely to occur. Significant modification to the launch site is necessary to ensure safe public access and no adverse environmental impact. Off street parking is limited. Area is either on public land or is generally open to the public through special permit or landowner agreement.

Key Indicators:

- *Steep or unstable banks*
- *Significant erosion*
- *Limited off-street parking*

⁴ US NPS. "Logical Lasting Launches: Design Guidance for Canoe and Kayak Launches." 2004. Last viewed online 4/20/10 at <http://www.nps.gov/ncrc/programs/rtca/helpfultools/launchguide.pdf>.

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- *Barriers between parking area and water, such as long carry distance, high or thick vegetation, guardrails, deep mud or mud flats, thick aquatic vegetation, anoxic water conditions, or other obstructions*
- *Access point may be 'incidental' as opposed to deliberate*

3 – Limited Access

A deliberate attempt has been made to provide safe access to the water, but the site still has some clear limitations (although these limitations may be minor in some instances). The site meets some of the National Park Service's general recommendations for design of an accessible launch, but may fall short in one or more critical areas. For example, the site may only provide adequate access during certain seasons or water levels; the site may be in disrepair or is suffering from or causing soil erosion or vegetation loss; the site has significantly interfered with the natural environment. Minor modifications could benefit the launch site. Off street parking may be limited during high use (should be approximately 5 spaces available). Area is either on public land or is generally open to the public through special permit or landowner agreement.

Key Indicators:

- *Gradual and stable slope to water, such as a beach area...no steep drops and plenty of room for loading one or more boats*
- *Adequate off-street parking (≥ 5 spaces)*
- *A deliberate attempt has been made to create safe access to the water*

4 – Excellent Access

Site is used frequently by the public and it meets most if not all of the general recommendations for design of an accessible launch. Off-street parking is likely to be sufficient most days. Area is either on public land or is generally open to the public through special permit or landowner agreement.

ADA Compliance

In addition, launch sites are reviewed to determine if they meet Americans with Disabilities Act (ADA) compliance. Guidelines for accessible boating facilities as set forth by the United States Access Board are considered during site evaluation.⁵ Indication of ADA compliance will be marked with either a "Y" indicating "yes" or "N" indicating "no" in the geo-database.

⁵ United States Access Board. "Accessible Boating Facilities: A Summary of Accessibility Guidelines for Recreation Facilities." Last viewed online 4/20/10 at <http://www.access-board.gov/recreation/guides/boating.htm>

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Parking

Parking availability at access points will delineate the following:

Rating	Description
1 - Poor	<i>On-street parking only</i>
2 - Good	<i>Limited off-street parking and/or wide shoulder area parking – ability to remove vehicle completely from the road right of way.</i>
3 - Best	<i>Officially-designated off street public parking for at least three vehicles</i>

Parking site must be within a 200ft distance of launch point. Information at sites with officially-designated off street parking is supplemented with data collected by the New York State Department of Environmental Conservation when and where available; this information will be entered into the “Comments” section of the attribute table.⁶

Complementary Facilities

The following complementary facilities are accounted for:

Complementary Facility	Label
<i>Trailer launch</i>	<i>T</i>
<i>Bathrooms</i>	<i>B</i>
<i>Picnic facilities (grill and/or table)</i>	<i>P</i>
<i>Camping facilities</i>	<i>C</i>
<i>Hiking</i>	<i>H</i>
<i>Other facilities*</i>	<i>O</i>

*“Other” facilities may be identified at the discretion of staff; details are provided in the “Comments” section of the attribute table.

⁶ NYSDEC. Boat Launch Sites by County. Last viewed online 6/6/10 at <http://www.dec.ny.gov/outdoor/7832.html>

III. RANKING BLUEWAY OPPORTUNITY AREAS⁷

Blueway Opportunity Areas have been ranked based on their potential to serve as viable links in a future regional and statewide paddling network. This approach is not intended to identify “good” and “bad” corridors. Rather, it is thought that this approach will assist municipalities and relevant state and regional organizations to more effectively target critical gaps that may be preventing a regional blueway network from emerging. Every corridor that has been identified through this analysis has its own unique qualities and benefits to offer the public. Ultimately they will each play a role in supporting a future blueway network across the region and state.

At present, some waterways are better established as boating or paddling destinations than others due to a combination of local conditions and existing facilities. A waterway’s level of establishment does not impact its ranking, however. Rather, a waterway’s ability or potential to bolster and service a regional and statewide network of paddling trails is used as the primary consideration when attempting to rank blueway opportunity corridors. In doing so, highest-priority ranking has been given to those corridors which facilitate or present the most critical links in a regional and statewide network.

Obstacles to Ranking

This report recognizes that the ranking of individual riparian corridors has its limitations and difficulties. Many waterways in the G-FL Region may be navigable during high-water periods but may be difficult or impossible to paddle during the majority of the warm-weather season. The ranking system used herein assumes “optimal” flow conditions for paddling purposes, which may only exist on certain waterways during limited times of the year. Furthermore, each waterway can be considered in a variety of different planning contexts. Along with connectivity, parameters such as popularity, category of recreational use, ecological integrity and intactness, and concentration of cultural resources could each be considered when attempting to measure a corridor’s overall viability and potential. The development of quantitative approaches to measuring blueway viability is complicated by the difficulty of developing reliable metrics for each parameter. Because of this, reasonable arguments may be made to move a corridor from one ranking category to another.

The development of creative approaches will always be a necessary component of...successful blueway or water trail planning...

⁷ The ranking approach used here has been based in part on the State of Florida Department of Environmental Protection Office of Greenways and Trails methodology outlined in the document “2008 Update and Prioritization of the Recreational Trail Opportunity Maps for the State of Florida.” Last viewed online 4/8/10 at http://www.floridatrailnetwork.com/opp_update.html.

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For these reasons, the method for corridor ranking used herein is intended to provide a starting point for corridor assessment; it should not be used as a rationale to preclude or postpone the future planning of any corridor outlined in this report, particularly if there is strong local interest and support for such planning activities. At its core, the blueway framework encourages the development of creative approaches to re-envisioning local waterways. The development of creative approaches will always be a necessary component of a successful blueway or water trail planning effort.

Key Criteria for Ranking Corridors

The primary criterion used to assign priority levels to identified Blueway Opportunity Areas is that of *connectivity*. Connectivity in this context refers to the ability of a blueway corridor or corridor segment to support the blueway network at various scales (locally, regionally or state-wide). The design of the network determines how direct or indirect the connections between places are and governs the number of different paths that connect two places. The benefit of a network is that it offers paddlers a variety of experiences. This has important implications with regard to travel choices and trip options.

Connections within a network are important for fostering *critical mass*. Critical mass refers to the tipping point when a network reaches a sustainable level of user activity. At the regional and state levels, it can be realized through the establishment of connections to other blueway corridors or opportunity areas. Within individual corridors, it can be achieved through the creation of connections between access sites, population centers, recreational sites or attractions, campsites, suitable cultural/historic sites, and other places of special interest.

Recognizing this approach, blueway corridors can be assigned to different scales and associated priority levels. Major corridors are at the highest scale and may serve the highest number and diversity of users, whereas minor corridors at the lower end of this scale may only serve a specific type of user, such as white water kayakers. Similarly, these lower-order corridors may be limited in length or may be relatively isolated geographically from the major corridors at the top of the scale.

Based on the above description, the following scale for ranking identified Blueway Opportunity Areas has been established:

Scale for Ranking Blueway Opportunity Areas

- Primary Blueway Opportunity Corridors
- High Priority Blueway Opportunity Corridors

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- Medium Priority Blueway Opportunity Corridors
- Low Priority Blueway Opportunity Corridors
- Other Corridors of Local Significance

(All corridors are listed alphabetically)

Primary Blueway Opportunity Corridors

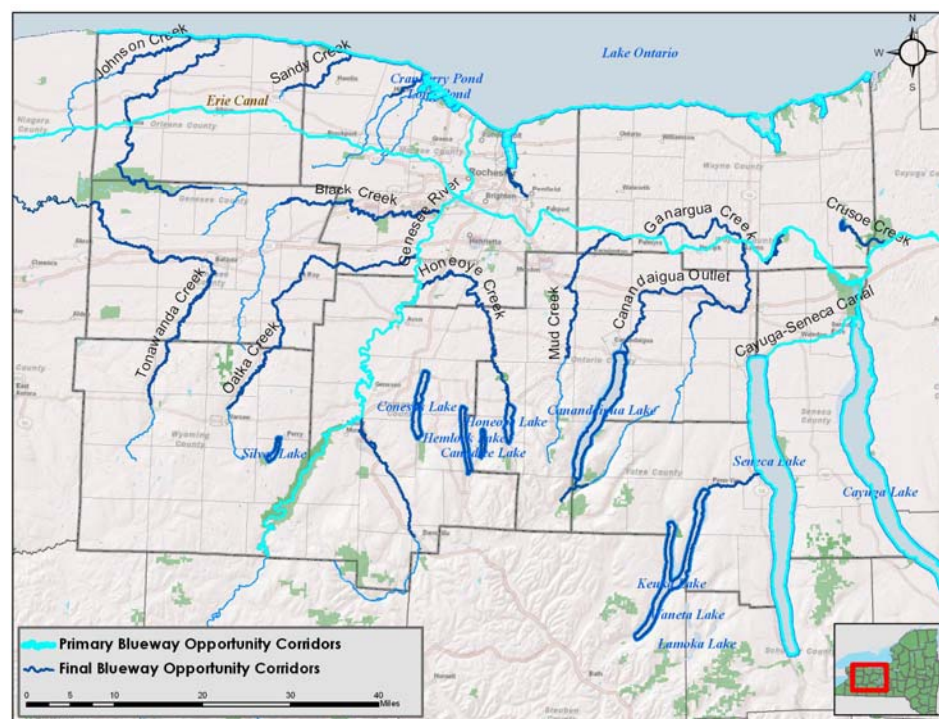
Primary Corridors are those which provide the most critical linkages throughout the region and the state. Primary Corridors already display a wide range of attributes and critical infrastructure, such as launch facilities and other complementary facilities. To an extent, primary corridors may be considered to be “de facto” blueways in that they already show many attributes associated with an active blueway corridor, but they may not have been given official designation at this point in time. Efforts should be focused on improving the usefulness and overall integrity of these important blueway “trunk lines” in the Genesee – Finger Lakes regional blueway network. Such corridors serve to act as principal connectors between varying points of interest, including the intersection of other major and minor blueway opportunity areas.

The primary corridors represent the supporting framework for a regional network, or the blueway “skeleton” from which other local blueways can emerge from. Each of these corridors already has an established recreational focus as well as an abundance of established access points throughout the corridor. Management issues are therefore somewhat less complex along these stretches as opposed to other identified Blueway Opportunity Corridors. These corridors therefore represent “paths of least resistance,” the development of which can help to foster the critical mass necessary to encourage other trails that intersect.

Primary Corridors include:

- Genesee River
- Lake Ontario Coastline and Embayments
- New York State Canal System

Map 3-1: “Primary” Blueway Opportunity Corridors



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- Includes the Cayuga and Seneca Lakes, Cayuga-Seneca Canal and the Seneca River

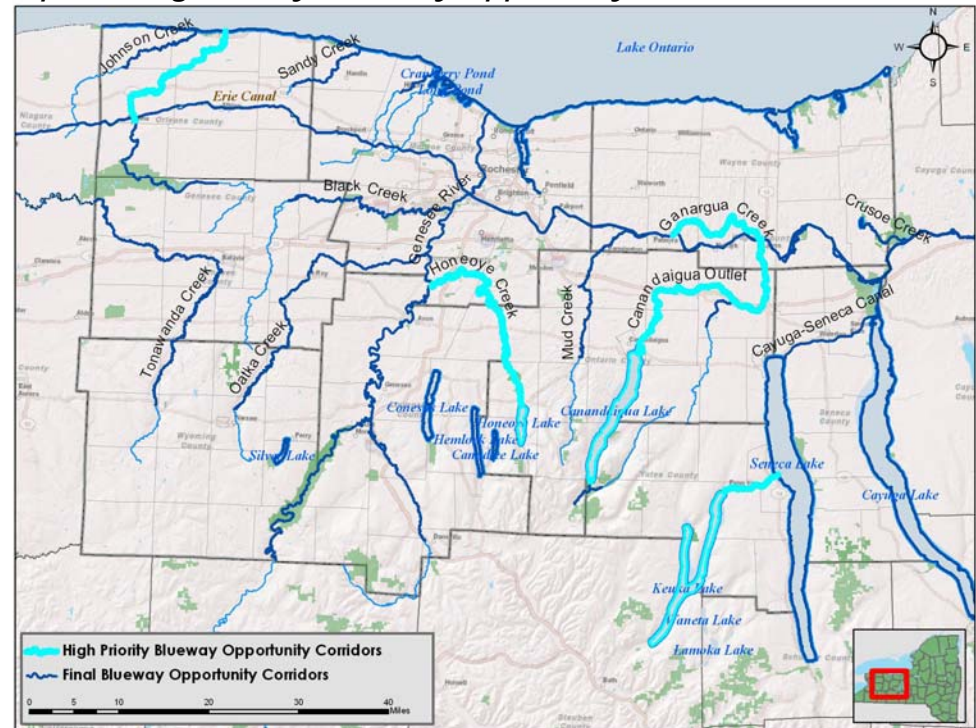
High Priority Blueway Opportunity Corridors

High Priority Corridors include those paddling corridors which can serve as important connectors between the principal waterways identified as Primary Corridors. High Priority Corridors may also link population centers such as villages and small cities with Primary Corridors.

High Priority corridors include:

- Canandaigua Lake and the Canandaigua Outlet from the City of Canandaigua to the Erie Canal in the Village of Lyons
- Ganargua Creek from Swift Landing County Park east of the Village of Palmyra to the intersection of the Erie Canal in the Village of Lyons
- Honeoye Lake and the Honeoye Creek from the hamlet of Honeoye in the Town of Richmond to the Genesee River in the Town of Rush
- Keuka Lake and the Keuka Lake Outlet from the Village of Penn Yan to Seneca Lake in the Village of Dresden
- Oak Orchard River from the Erie Canal in the Village of Medina north to Lake Ontario in the Town of Carlton

Map 3-2: “High Priority” Blueway Opportunity Corridors



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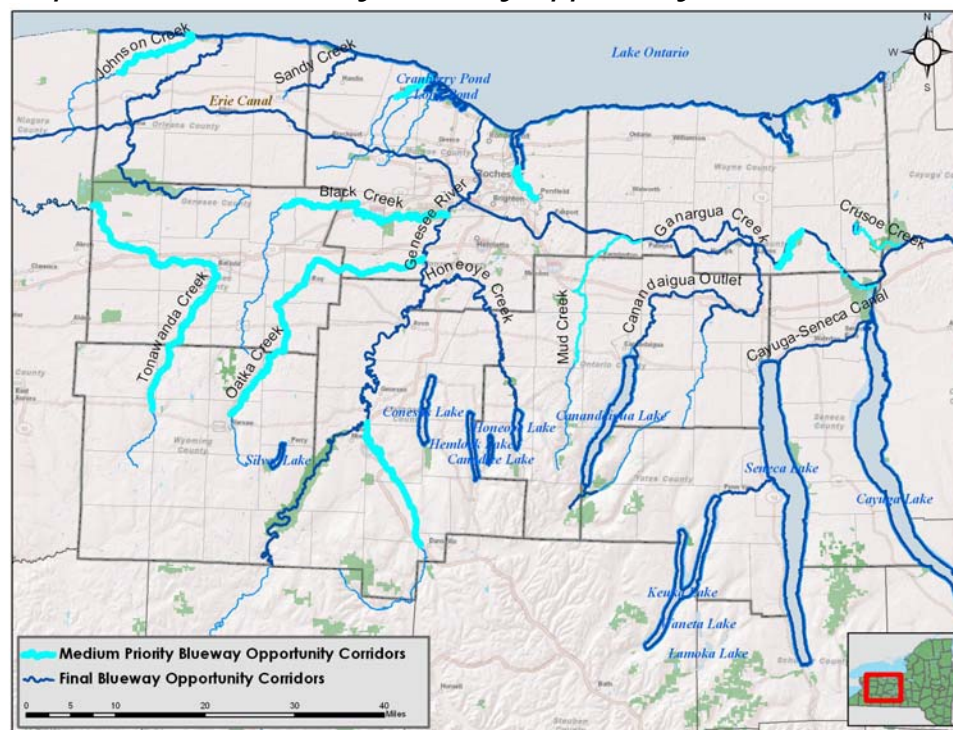
Medium Priority Blueway Opportunity Corridors

The corridors that fall into the Medium Priority category will likely serve slightly fewer functions than higher-ranked corridors. In most cases, Medium Priority Corridors link population centers with other identified blueway opportunity corridors. They generally do not function as critical segments in a regional or statewide blueway network; they will, however, play an important role in the promotion of “critical mass” within the segments that they intersect with, thereby strengthening the overall blueway network.

Medium Priority corridors include:

- Black Creek
- Canaseraga Creek
- Clyde River
- Crusoe Creek
- Irondequoit Creek
- Johnson Creek
- Mud Creek/Ganargua Creek (section not mentioned above)
- Oatka Creek
- Salmon Creek
- Tonawanda Creek

Map 3-3: “Medium Priority” Blueway Opportunity Corridors



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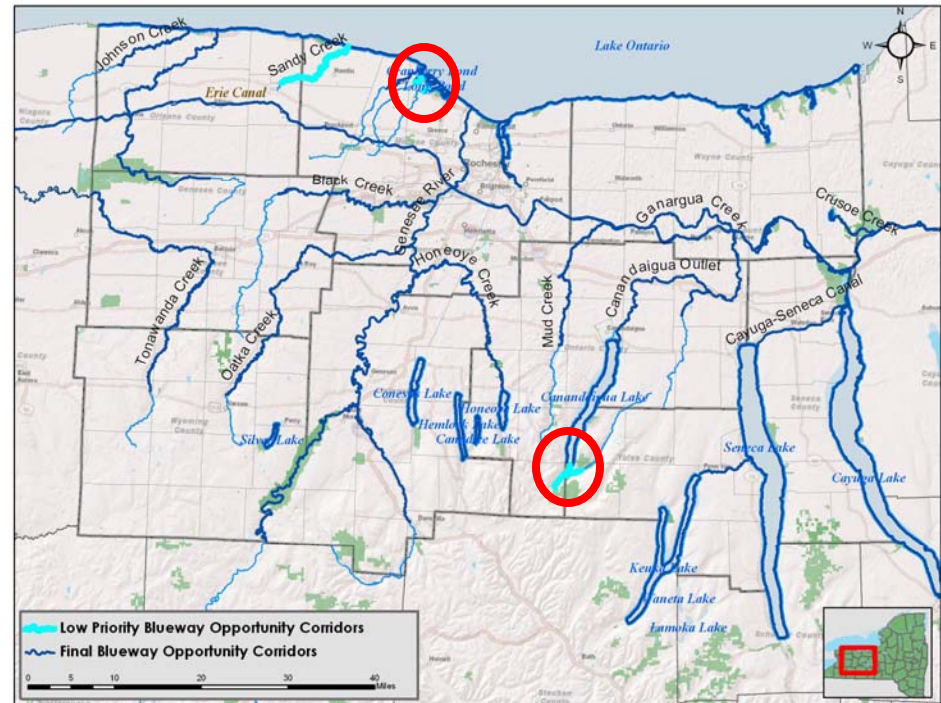
Low Priority Blueway Opportunity Corridors

Corridors in this category are slightly more isolated and shorter in length than those that rank higher. They do not necessarily serve a distinct population center, either. These corridors may be best suited as “spur-trails” to other, more significant blueway corridors, and can likely be merged into those systems as they are developed.

Low Priority corridors include:

- Buttonwood Creek
- Naples Creek
- Northrup Creek
- Sandy Creek
- West River

Map 3-4: “Low Priority” Blueway Opportunity Corridors



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Other Blueway Opportunity Corridors of Local Significance

As stated above, the ranking approach is not intended to differentiate between “good” or “bad” blueway corridors. Rather, it is thought that this approach can assist municipalities and relevant state and regional organizations to more effectively target critical gaps that may be preventing a regional blueway network from emerging.

As with some *Medium Priority Corridors* identified above, the corridors within the “Other” category will not necessarily function as critical segments in a regional or statewide blueway network. *Other Corridors of Local Significance* may be relatively small, isolated or disconnected from the potential regional/statewide network. Nonetheless, they are very likely important local recreational assets.

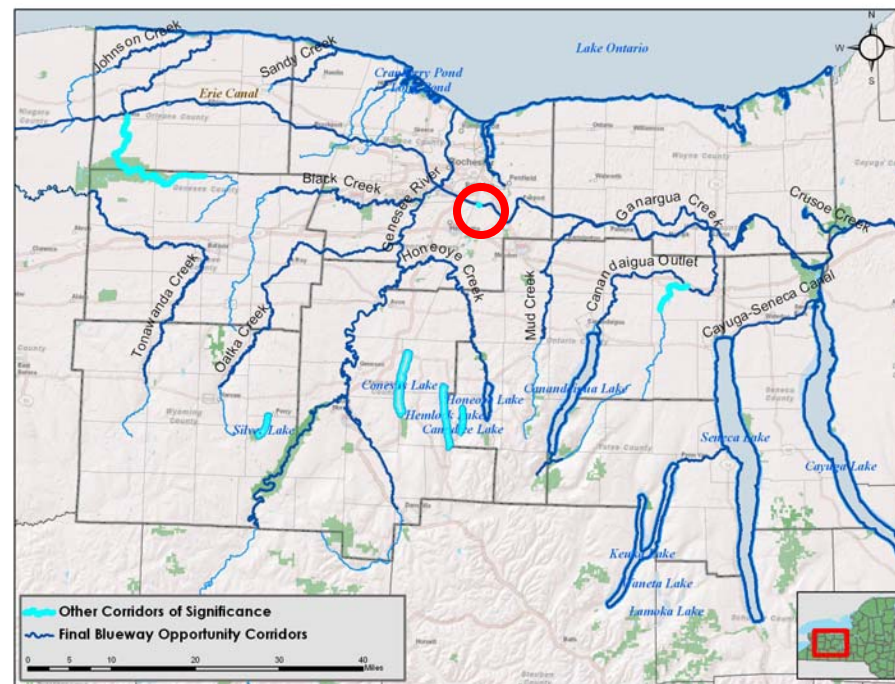
To an extent, one might define these areas as “blueways unto themselves,” as they are able to offer a unique paddling experience to visitors irrespective of connections to a larger network. To that end, municipalities where these corridors exist should not hesitate to explore the potential for paddling improvements along these corridors, such as better access or signage. Efforts to promote and improve these waterfront areas should continue to take place through local initiatives, such as a Local Waterfront Revitalization Program (LWRP) or a local conservation or recreation improvement plan.

No cost estimates are provided for these corridors.

Other Corridors of Significance include:

- Canadice Lake
- Conesus Lake
- Flint Creek
- Hemlock Lake
- Lock 32 Whitewater Park
- Oak Orchard Creek (section not mentioned above)
- Silver Lake

Map 3-5: Other Blueway Opportunity Corridors of Significance



IV. BLUEWAY OPPORTUNITY CORRIDOR ANALYSIS

The following analysis of each Blueway Opportunity Corridor describes the character of the waterway and its key features, as well as any opportunities or constraints that have been identified during field reconnaissance or through other sources. This analysis is not intended to serve as a substitute for a local blueway master plan; instead, the information is intended to supplement local planning initiatives by providing local leaders, planners, and other relevant partners with critical information necessary for the future planning and improvement of these Blueway Opportunity Areas.

Successful blueway corridor planning requires the participation of local champions who have keen insight regarding the nature and character of their local waterways. Blueway and water trail planning is often an incremental process that requires patience, dedication and creative problem solving, not to mention key resources such as time, money, energy and experience. Strong local leadership coupled with knowledge and support from state and regional agencies will help communities to advance their local visions for their waterways through to fruition. Ideally, this analysis will play a role in jump-starting those efforts.

Blueway Opportunity Areas – Analysis Components

The following elements were considered for each Blueway Opportunity Area:

Blueway Area Opportunities and Constraints

The narrative of opportunities and constraints provides a brief overview of the character of the waterway, its potential to serve as a local or regional blueway, and any opportunities or constraints to blueway development that were observed during the analysis.

More detail is typically provided for higher-ranking corridors than for lower-ranked corridors.

Primary Nodes

By definition, a node is a connecting point at which several lines come together. When used in the context of blueway systems, nodes are points along a blueway corridor at which key features can be found, such as access to water, an intersection of waterways, or any place worth stopping.

The following nodal feature categories are accounted for in each Blueway Opportunity Area:

- ***Intersecting municipalities***

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- ***Intersecting Blueway Opportunity Areas***
- ***Other key features***

Maps of each Blueway Opportunity Area illustrate these nodal points as well as additional nodes, such as water access, dams, and overnight accommodations.

Cost Estimates

A statement regarding potential future costs that may be associated with blueway implementation is provided. Considering the scale and scope of this study, cost estimates are generalized into broad categories. It is also important to note that the cost estimates are relative to the length of the corridor. A long corridor, for example, may receive a “Low” cost estimate, but due to its length and diversity, actual costs may range into the hundreds of thousands of dollars. A shorter corridor, on the other hand, may have a “High” cost estimate range, but those costs may be well-under \$100k.

Blueway implementation cost estimates are grouped into the following general categories:

- ***High***
 - *Property acquisition may be necessary*
 - *Access to the water may be difficult to achieve given the character of the riparian area (large volumes of water, steep/erosive banks; access structures will likely be expensive)*
 - *Little existing infrastructure is present to serve the needs of paddlers*
 - *Extensive planning will be necessary*
- ***Medium***
 - *Public access is established and/or existing public lands can be adapted for canoe/kayak access*
 - *Sections of the riparian area may be challenging to construct safe access facilities on*
 - *Some infrastructure is present to serve near-term demand; long-term planning and construction is necessary*
 - *Additional planning may need to take place*
- ***Low***
 - *Little to no property acquisition is necessary*
 - *The riparian area poses no significant natural barriers to creating safe access to the water*
 - *Existing infrastructure is adequate or can be easily modified to suit users’ needs*

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- *Limited planning will be necessary; such planning may be able to be completed by local stakeholders with the aid of local, county or regional planning entities*

Access Point Inventory Charts

Charts are provided which summarize information gathered during site visits. Readers should refer to Chapter II, Steps 3 – 5 (pages 9 – 12) for an explanation of rating numbers and inventorying procedures. A full list of all access points and their associated attributes is included in Appendix E. All GIS source data generated through this project is available upon request to G/FLRPC.

Additional Map Notes:

1 km Blueway Buffer

Within each map, a green transparent 1 kilometer buffer has been created, effectively establishing the Blueway Opportunity Area of analysis (1 km on each side of the feature line). This buffer area provides readers with an important frame of reference when analyzing individual blueway corridors. The distance of a kilometer was selected as a reasonable distance that a paddler might be willing to walk away from their stop on the water to explore their surroundings. It is also a reasonable distance that a paddler might consider carrying their equipment over in order to reach an overnight accommodation. The buffers also begin to illustrate varying scales of land use compatibility. Where buffers cross, the shade of green begins to darken, indicating an important nodal point. This darkening also occurs where buffers cross public park or conservation lands, again noting an important nodal point. As colors become darker shades of green, the level of importance of the location increases.

GIS Data Sources

Dams/Weirs

- NYS DEC

World Shaded Relief Baselayer

- ESRI ArcGIS Online and data partners. The shaded relief imagery was developed by ESRI using GTOPO30, SRTM, and NED elevation data from the USGS. Online product page: <http://www.esri.com/software/arcgis/arcgisonline/index.html>

Overnight Accommodations

- Geocoded by G/FLRPC from master address file provided by ILoveNY.com. Original source information provided to ILoveNY.com by county Tourism Promotion Agencies (TPAs).

Canal information

- NYS Canal Corporation

Trails layer

- Developed by Genesee Transportation Council

Public Lands and Conservation Areas

- Generated from multiple public sources, including county real property tax parcel information

Primary Blueway Opportunity Areas

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Genesee River⁸

Primary Blueway Opportunity Corridor

Blueway Opportunity Area Summary

The Genesee River is a valuable historical, ecological and cultural resource of regional significance. The River is a designated New York State “wild, scenic and recreational river” from the Pennsylvania state line north to Letchworth State Park in Livingston County.⁹ The Genesee Valley Greenway, an approximately 90 mile recreational trail corridor, follows significant portions of the Genesee River from Pennsylvania to the City of Rochester and intersects with the Erie Canal Heritage Trail south of the city of Rochester, forming a critical nodal intersection in the regional and statewide water and terrestrial trail network. In addition, the City of Rochester has developed the Genesee Riverway Trail that extends from Genesee Valley Park to Charlotte and the Port of Rochester, with a number of unique vistas and amenities throughout. A combination of DEC Fishing Access Sites, state and municipal parks, and a host of other complementary attributes make the Genesee River an important north-south Blueway Opportunity Area for both the region and the state.

Opportunities and Constraints

For the purpose of this study, the river has been divided into three distinct corridor segments – the Upper Genesee, from the Livingston County border to the Village of Mt. Morris; the Middle Genesee, from Mt. Morris to Rochester; and the Lower Genesee, from Rochester to Lake Ontario. Given the large watershed drainage area of the Genesee River Basin, high water can occur along any segment of the Genesee, even after relatively moderate precipitation events occurring far upstream. Paddlers should always be cautious and vigilant when entering this major waterway. The US Geologic Survey hosts a website where hydrographs from river gauges are posted from the following sites: Wellsville, NY; Portageville, NY; Mt. Morris, NY; and Avon, NY. Instantaneous readings are also provided.

Due to its length, the Genesee River is separated into three segments for the sake of this analysis: Upper, Middle and Lower. This analysis is confined to the G-FL Region which begins at Livingston County and excludes Allegany County.

Upper Genesee River

The Genesee River flows at a relatively moderate gradient as it enters Livingston County, making sections through Allegany County desirable paddling destinations with gravelly sand bars and small riffles. As it enters Letchworth State Park, however, the river gradient increases very



Whitewater kayakers near Lee's Landing, Letchworth State Park. Source: Laura Arney. Date unknown.

⁸ Valuable information regarding river course descriptions was contributed by Laura E. Arney and Susan Mihalyi as detailed in their illustrated presentation, “An Introduction to the Genesee River” (2002).

⁹ See §15-2701 - 15-2723 of NYS Environmental Conservation Law.

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suddenly. Three large waterfalls exist within the Letchworth Park boundary. The gorge itself is characterized by steep walls of shale and limestone that rise over 500 feet tall in some places. It is periodically subject to inundation by the Mt. Morris Dam, operated by the US Army Corps of Engineers for the purposes of flood control. Due to these hazards, river access is allowed by “permit only” through certain sections of the Park. While whitewater paddling and guided rafting tours are popular three-season activities in the Genesee River gorge, the rapids can be challenging (up to Class III) and are for experienced paddlers only, or as part of a guided rafting tour.¹⁰ Furthermore, travel through the gorge is impeded by the Mt. Morris Dam. Officials maintain a high water “cut-off” of 14 feet on the Portageville gage; paddlers are not permitted to sign-on to the river when water levels reach this mark. Vehicular access to retrieve boats and paddlers is highly preferable to hiking out of the gorge due to the vertical rise and exit trail lengths, which are over than 1 mile at any point in Letchworth State Park.

These hazards may complicate blueway planning efforts along this section of the Genesee River. Camping does exist within Letchworth State Park and a number of other lodging opportunities are present in the vicinity. The attraction of Letchworth State Park and its surroundings provide blueway planners with an opportunity to tap in to this existing mass of potential users and encouraging those visitors to take paddling trips on other sections of the river, both upstream and downstream of Letchworth State Park boundaries.

Primary Nodes – Upper Section

- **Intersecting Municipalities**
 - Town of Genesee Falls
 - Town of Portage
 - Town of Castile
 - Town of Mt. Morris
 - Town of Leicester
- **Other Key Features**
 - Letchworth State Park and Campground
 - Mt. Morris Dam

Cost Estimates: Low

The majority of this section lies within Letchworth State Park, which has a long history of excellent park planning initiatives. Additional blueway trail development and management could ideally be absorbed under the auspices of general park programming and management. Access in this section should remain limited to experienced paddlers only or by guided tour, thereby limiting the need for extensive blueway planning and improvements.



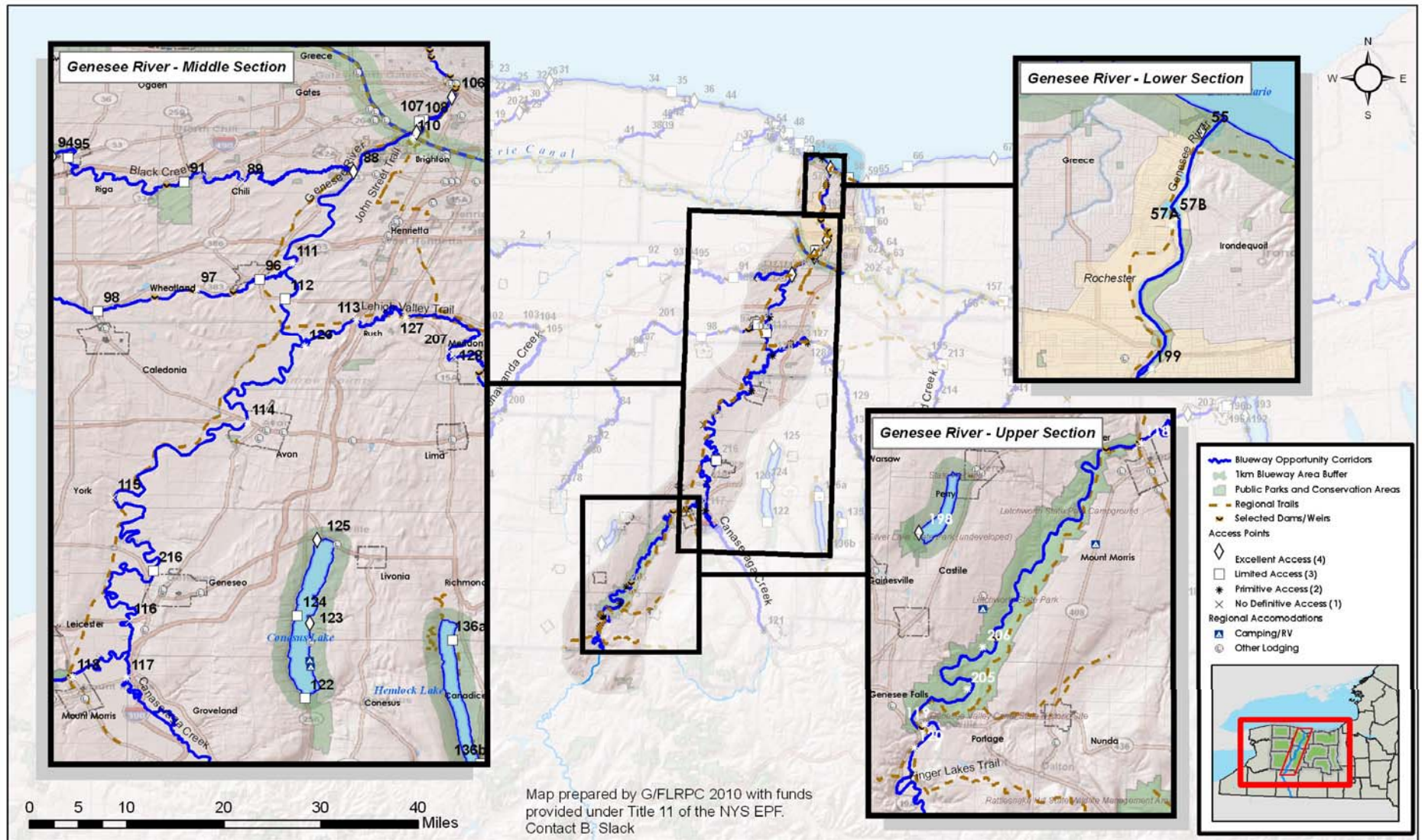
~ Text continues on page 28~

¹⁰ Letchworth State Park, “General Information.” Last viewed online 4/20/10 at <http://letchworthpark.com/pdf/GEN.INFO'09.pdf>

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BLUEWAY OPPORTUNITY AREA MAP 1: GENESEE RIVER



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Access Point Inventory (Listed in order by location, headwaters-to-mouth)										Genesee River – Upper Section	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
120	Genesee River	Whiskey Bridge at River Rd and Rt 19a	Wyoming	Town of Genesee Falls	2	N	None	2		42° 33' 31.147" N	78° 2' 52.382" W
119	Genesee River	Rt 436 and Totalsline Rd	Livingston	Town of Portage	2	N	None	2	Paddlers should not proceed any further downstream	42° 34' 19.405" N	78° 2' 26.812" W
205	Genesee River	Lee's Landing	Wyoming	Town of Genesee Falls	2	N	B/P/C/O	3	Launch point by permit only; long carry necessary	42° 35' 36.810" N	78° 0' 31.488" W
206	Genesee River	St. Helena	Wyoming	Town of Castile	2	N	B/P/C/O	3	Exit point; long carry; area subject to inundation	42° 37' 4.601" N	77° 59' 50.952" W

Middle Genesee River

As the Genesee River passes through Letchworth State Park and the Mt. Morris Dam, the gradient of the river decreases significantly, making this middle section a much calmer paddling experience. The river exhibits high sinuosity and significant meandering throughout the majority of this section. Large volumes of water are still very common, however, as are snags, abundant woody debris and structural hazards; paddlers therefore still need to exercise extreme caution.

This section begins in the Village of Mt. Morris, just downstream of the North Main Street bridge. Informal access to the river has been enjoyed by anglers and paddlers for many years at this location; some public land exists river-right behind the Genesee River Restaurant and Reception Center. This small parcel of land property is owned by the Village of Mt. Morris and is presently being considered for future development by local officials for enhanced water access. This point has the potential to serve as a primary point of access for downstream travel through the middle section of the Genesee River, particularly considering its strategic location near Letchworth State Park and adjacent to ample overnight accommodations. Lengths of trips through the middle section can vary significantly due to the number of existing and potential access points located throughout the corridor.

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While access points are scattered throughout this section, the quality of those access points varies significantly. The creation of safe and durable canoe and kayak access to the Genesee River has been impeded due to challenging environmental conditions. The Genesee Valley is known for its fertile soil, which also happens to be highly-erodible. River banks are steep in a number of locations. Low water levels reveal flat and muddy river bottoms, making access to flowing water messy and difficult. Conversely, high water volumes in the spring make the construction of durable access facilities a challenge. Wooden structures are not likely to last long and concrete structures do not typically fare much better unless they are well-designed.

Blueway planning efforts for this section should focus on delineating the most appropriate trip segments (those which are 4-6 hours in duration, for example) and identifying the primary access points that lie between those segments (start and end points). The access points at the beginning and end of those trip segments could then receive priority for improvement. Blueway establishment could then occur incrementally, one segment at a time. Adaptive, durable access structures could be constructed at these primary nodes, enticing more paddlers to consider taking a trip. Construction at some of these difficult sites will likely be costly, but well-worth the expense in the long-term as the Genesee becomes a more popular destination for canoe and kayak travel.

Primary Nodes – Middle Section

- ***Intersecting Municipalities***
 - Town/Village of Mt. Morris
 - Town/Village of Geneseo
 - Town of Leicester
 - Town of York
 - Town/Village of Avon
 - Town of Caledonia
 - Town of Rush
 - Town of Wheatland
 - Town of Henrietta
 - Town of Chili
 - Town of Brighton
 - City of Rochester
- ***Intersecting Blueway Opportunity Areas***
 - Canaseraga Creek
 - Honeoye Creek



Kayakers on the Genesee as seen from the air. Source: Laura Arney. Date unknown.

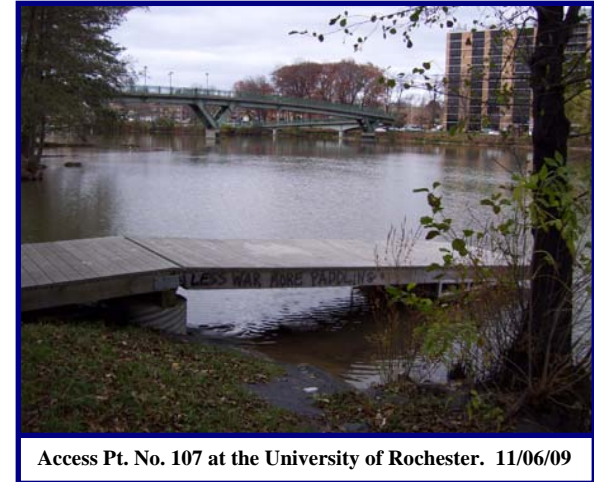
Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

- Oatka Creek
- Black Creek
- Erie Canalway National Heritage Corridor
- **Other Key Features**
 - Genesee Valley Greenway
 - Genesee Valley Park – Genesee Waterways Center
 - City of Rochester – Corn Hill Landing, Genesee Riverway Trail

Cost Estimates: Medium to High

Difficult terrain, fluctuating water levels, high seasonal volume and erodible soil will complicate the construction of durable and safe access structures.



Access Pt. No. 107 at the University of Rochester. 11/06/09

Access Point Inventory (Listed in order by location, headwaters-to-mouth)

Genesee River – Middle Section

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
118	Genesee River	Main St - Brooks Island	Livingston	Village of Mt. Morris	2	N	O	2	Public property river right adjacent to Reception Center	42° 44' 15.544" N	77° 52' 47.752" W
116	Genesee River	Rt 20A and Rt 39	Livingston	Town of Geneseo	1	N	None	2		42° 46' 36.458" N	77° 50' 23.269" W
216	Genesee River	River Access Park	Livingston	Village of Geneseo	3	N	O	3	Adjacent catch and release fishing pond	42° 54' 45.234" N	77° 22' 42.285" W
115	Genesee River	York Landing Rd	Livingston	Town of York	1	N	H	3	Parking at the Genesee Valley Greenway trailhead	42° 51' 52.024" N	77° 51' 4.331" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

114	Genesee River	Genesee River State Fishing Access Site - Rt 5	Livingston	Village of Avon	2	N	None	3	Parking for 6 cars	42° 55' 3.140" N	77° 45' 22.838" W
112	Genesee River	Genesee River State Fishing Access Site - Rt 251	Monroe	Town of Rush	3	N	None	3	Parking for 7 cars	43° 0' 17.039" N	77° 43' 47.723" W
111	Genesee River	Genesee River State Fishing Access Site - Rt 253	Monroe	Town of Wheatland	2	N	None	3	Parking for 12 cars	43° 1' 48.032" N	77° 43' 27.865" W
110	Genesee River	Genesee Valley Park at Red Creek	Monroe	City of Rochester	2	N	H	3		43° 7' 7.846" N	77° 38' 21.728" W
109	Genesee River	Genesee Waterways Cntr	Monroe	City of Rochester	4	Y	B/P/H/O	3	Genesee Waterways Cntr; rentals and lessons avail	43° 7' 21.457" N	77° 38' 12.343" W
108	Genesee River	Brooks Landing Dock	Monroe	City of Rochester	3	N	O	3	Brooks Landing, Rochester, NY	43° 7' 49.076" N	77° 38' 6.954" W
107	Genesee River	Univ. of Rochester Dock - Wilson Blvd	Monroe	City of Rochester	3	N	H	2		43° 7' 52.752" N	77° 37' 55.448" W
106	Genesee River	Corn Hill Landing	Monroe	City of Rochester	4	Y	B/P/H/O	3	Corn Hill Landing, Rochester, NY	43° 8' 51.565" N	77° 36' 42.498" W

Lower Genesee River

As paddlers approach the Lower Section of the Genesee River near downtown Rochester, a series of dams and waterfalls will prevent them from traveling any further than the Court Street Dam near Corn Hill Landing. The Genesee River returns to a steep gradient at this point; three waterfalls must be avoided over a distance of 2.3 miles. While terrestrial trail development has been progressing steadily over the past decade, steep river banks have prevented any river-side trails from being located here. The area is characterized by dense urban surroundings.

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Paddlers can re-enter the Genesee River near historic Seth Green Island, a popular fishing destination off of St. Paul Boulevard just beneath the Lower Falls. Rochester Canoe and Kayak Park opened at this location in the spring of 2006 and offers experienced paddlers Class I – Class III rapids year-round as well as a Whitewater Slalom Training Center for beginners. Paddlers are still required to carry their boats a considerable distance from the parking lot, however, unless they are participating in fee-based activities associated with the park. The nearby Rochester Gas and Electric facilities also pose a significant hazard due to occasional high volume water releases. Once on the water, however, paddlers can enjoy a 6 mile trip through the river gorge to the Port of Rochester at Lake Ontario. Car-top boat access is available at Turning Point Park river-left and at the Port of Rochester; other opportunities may exist on the Irondequoit side of the river and may be developed in the future.

Primary Nodes – Lower Section

- ***Intersecting Municipalities***
 - City of Rochester
 - Town of Irondequoit
- ***Intersecting Blueway Opportunity Areas***
 - Erie Canalway National Heritage Corridor
 - Lake Ontario
- ***Other Key Features***
 - Rochester Canoe and Kayak Park
 - Seth Green Island
 - Turning Point Park
 - Genesee Riverway Trail
 - Seneca Park
 - Charlotte/Port of Rochester/
 - US Coast Guard Station
 - Ontario Beach Park



Lake freighter Steven B. Roman passing the Genesee Riverway Trail at Turning Point Park near Access Pt. No. 57. 10/06. Source: Aaron T. Slack

Cost Estimates: Low

The City of Rochester has worked diligently over the past several years to establish good recreational facilities and public access in challenging locations. Improved access for paddlers has received significant attention. Continued planning efforts may be best focused on additional way-finding tools and linking this section of the Genesee with the larger regional and statewide paddling networks.

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Point Inventory (Listed in order by location, headwaters-to-mouth)										<u>Genesee River – Lower Section</u>	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
199	Genesee River	Seth Green Island Fishing Access - Roc Kayak Park	Monroe	City of Rochester	2	N	None	3	Long carry to water; haz. cond. due to hydro fac.	43° 11' 14.400" N	77° 37' 24.900" W
57a	Genesee River	Turning Point Park	Monroe	City of Rochester	2	N	H	3		43° 13' 38.968" N	77° 37' 4.260" W
57b	Genesee River	Turning Point Park	Monroe	City of Rochester	2	N	H	3		43° 13' 48.464" N	77° 37' 0.296" W
55	Genesee River	Ontario Beach Park Public Boat Launch	Monroe	City of Rochester	4	N	T/B/P/H/O	3	Parking for 40 cars and trailers; many amenities	43° 15' 15.350" N	77° 36' 33.905" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Lake Ontario Coastline

Primary Blueway Opportunity Corridor

The Lake Ontario coastline and its associated bays and estuaries stretches for approximately 100 miles across Orleans, Monroe and Wayne Counties. The shoreline has an immense diversity of land and water features, including beaches, wetlands, parks, historic villages and ports, nature preserves and areas of unique ecological and historical significance. The Great Lakes Seaway Trail follows this rich and diverse coastline for 518 miles along the St. Lawrence River, Lake Ontario, Niagara River and Lake Erie in New York and Pennsylvania, and is also a National Recreation Trail. Often referred to as New York State’s “north coast,” the Lake Ontario coastline is a critical east/west trunk line for any statewide or regional blueway system.

Blueway Opportunities and Constraints

As it stands, the Lake Ontario shoreline may be considered to be a “de facto” blueway in that much of the necessary infrastructure and elements that support recreational boating have been in place for many years. What is needed is a cohesive planning effort to adapt these existing features into a blueway network, including way-finding and improved segment descriptions that can facilitate trip planning. While the corridor generally has more camping and overnight accommodations than most, adding to existing facilities continues to be a critical element of any successful future blueway in this area.

For the purpose of this study, the coastline is divided into corridor segments by county – Orleans, Monroe and Wayne. Given the significant length of this corridor, analysis is limited to the inventory of potential and existing access points and other supportive elements.

Cost Estimates (entire Lake Ontario corridor): Medium

Planning efforts should focus on way-finding and trip facilitation, particularly facilitating paddler’s access to overnight accommodations in and around the blueway corridor and other adjoining corridors. In addition, some property acquisition may be advantageous in order to increase trip options/segments.



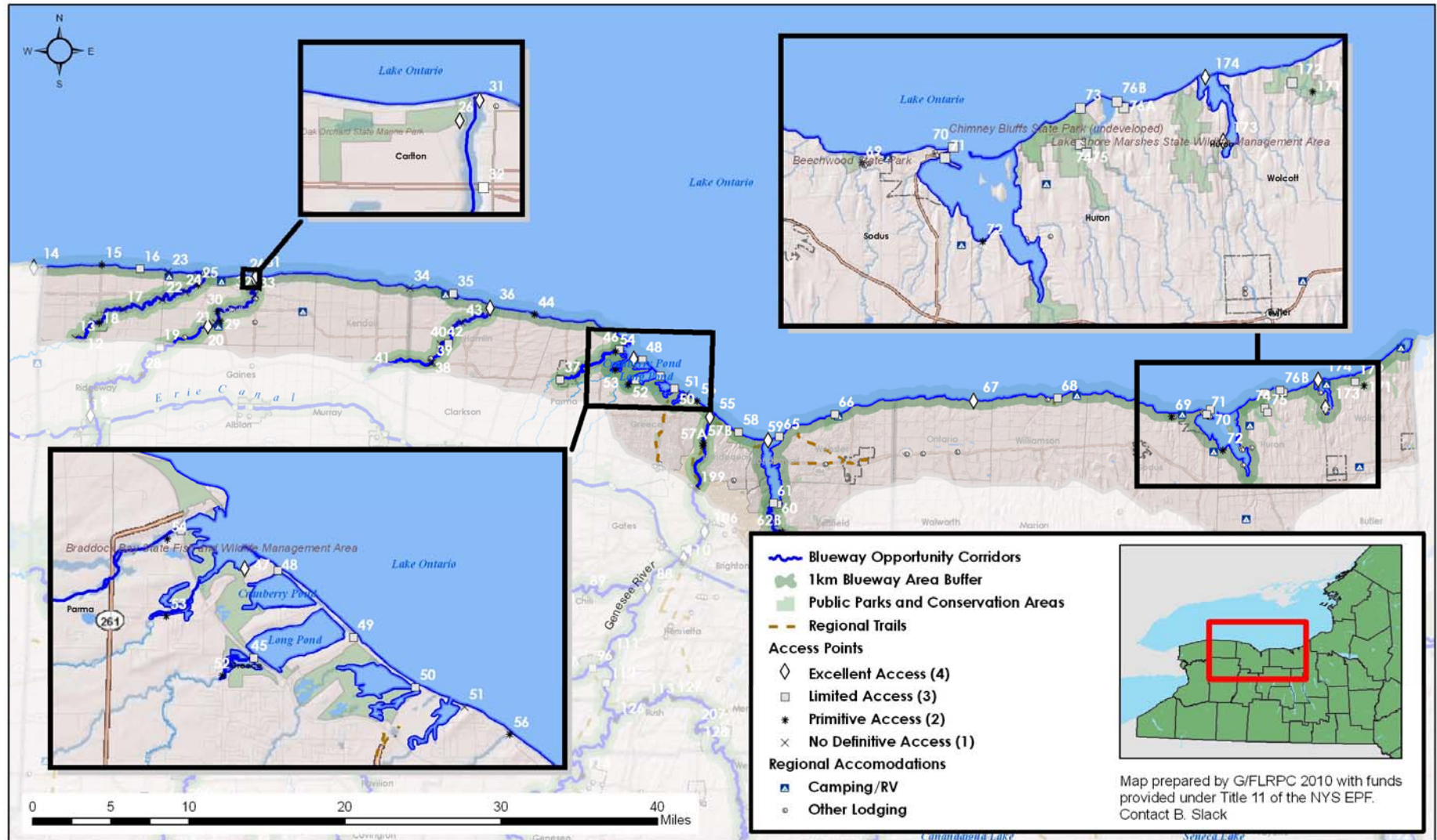
Great Lakes Seaway Trail logo. Source: <http://www.seawaytrail.com/>

~ Text continues on page 36 ~

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

BLUEWAY OPPORTUNITY AREA MAP 2: LAKE ONTARIO SHORELINE

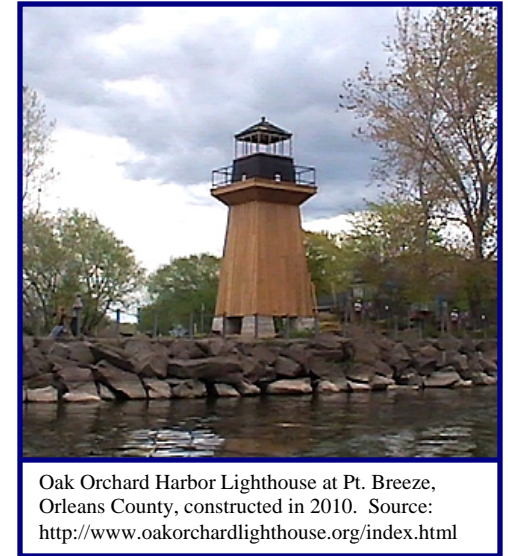


Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Primary Nodes – Orleans County

- **Intersecting Municipalities**
 - (Refer to chart below)
- **Intersecting Blueway Opportunity Areas**
 - Johnson Creek
 - Oak Orchard River
- **Other Key Features**
 - Golden Hill State Park lies just west of the Niagara County/Orleans County Border
 - Lake Ontario State Park and Campground
 - Pt. Breeze/Oak Orchard Creek and State Marine Park
 - Lake Ontario State Parkway
 - Great Lakes Seaway Trail National Scenic Byway



Primary Nodes – Monroe County

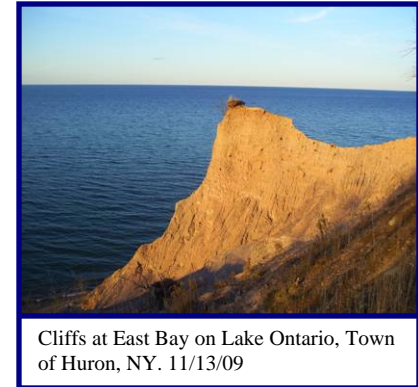
- **Intersecting Municipalities**
 - (Refer to chart below)
- **Intersecting Blueway Opportunity Areas**
 - Sandy Creek
 - Salmon Creek
 - Northrup Creek
 - Buttonwood Creek
 - Genesee River
 - Irondequoit Bay
- **Other Key Features**
 - Hamlin Beach State Park and Campground
 - Braddock Bay State Wildlife Management Area
 - Ontario Beach Park
 - Durand Eastman Beach/Park
 - Irondequoit Bay State Marine Park
 - Webster Park

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Primary Nodes – Wayne County

- **Intersecting Municipalities**
 - (Refer to chart below)
- **Intersecting Blueway Opportunity Areas**
 - Sodus Bay
- **Other Key Features**
 - B. Forman County Park
 - Beachwood State Park
 - Chimney Bluffs State Park
 - Lakeshore Marshes State Wildlife Management Area



Access Point Inventory

Lake Ontario and Embayments

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
14	Lake Ontario	Golden Hill State Park Boat Launch	Niagara	Town of Somerset	4	Y	T/B/P/C/H	3		43° 22' 14.171" N	78° 28' 27.592" W
15	Lake Ontario	Shadigee	Orleans	Town of Yates	2	N	None	3		43° 22' 31.523" N	78° 23' 19.151" W
16	Lake Ontario	Yates Town Park	Orleans	Town of Yates	3	N	P	3	Beach access	43° 22' 22.728" N	78° 20' 21.658" W
23	Lake Ontario	Green Harbor Campground	Orleans	Town of Carlton	1	N	T/B/P/C/O	3	Private Campground/ Marina - excellent beach access	43° 22' 17.922" N	78° 18' 13.205" W
34	Lake Ontario	Troutberg	Orleans	Town of Kendall	1	N	None	2		43° 21' 54.094" N	77° 59' 44.387" W
35	Lake Ontario	Hamlin Beach State Park Cartop Launch	Monroe	Town of Hamlin	3	N	B/P/C/H/O	3	Parking for 3 cars directly at cartop launch	43° 21' 40.432" N	77° 56' 26.858" W
44	Lake Ontario	Lake Ontario State Parkway	Monroe	Town of Hamlin	2	N	None	2		43° 20' 40.765" N	77° 50' 10.853" W
45	Lake Ontario	Braddock Bay State Fish and WMA	Monroe	Town of Greece	3	N	None	2		43° 17' 10.086" N	77° 42' 18.479" W
46	Lake Ontario	Braddock Bay State Fish and WMA	Monroe	Town of Greece	3	N	None	2		43° 18' 52.085" N	77° 43' 39.263" W
47	Lake Ontario	Braddock Bay Town Park	Monroe	Town of Greece	4	Y	T/P	3		43° 18' 21.748" N	77° 42' 28.631" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Point Inventory										Lake Ontario and Embayments	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
48	Lake Ontario	Cranberry Pond	Monroe	Town of Greece	3	N	None	3		43° 18' 19.782" N	77° 41' 52.091" W
49	Lake Ontario	Goodwin Town Park	Monroe	Town of Greece	3	N	None	3		43° 17' 26.448" N	77° 40' 28.265" W
50	Lake Ontario	Buck Pond	Monroe	Town of Greece	3	N	None	3		43° 16' 46.204" N	77° 39' 19.663" W
51	Lake Ontario	Shoremont WWTP	Monroe	Town of Greece	1	N	P	1	Private property Kodak/Shoremont Association	43° 16' 30.274" N	77° 38' 25.040" W
56	Lake Ontario	Russel Station Power Plant	Monroe	Town of Greece	2	N	None	3	Parking for 80 cars	43° 16' 8.116" N	77° 37' 35.641" W
58	Lake Ontario	Durand Eastman Beach	Monroe	City of Rochester	3	N	B/P/H/O	3	Public swimming area	43° 14' 27.672" N	77° 34' 21.918" W
59	Lake Ontario	Irondequoit Bay State Marine Park	Monroe	Town of Irondequoit	4	Y	B	3	Parking for 28 cars and trailers	43° 14' 5.021" N	77° 32' 5.320" W
60	Lake Ontario	Empire Blvd Rest Area - Irondequoit Bay	Monroe	Town of Penfield	3	N	None	3		43° 10' 30.443" N	77° 31' 13.883" W
61	Lake Ontario	LaSalle's Landing Town Park	Monroe	Town of Penfield	3	N	P	3		43° 10' 34.561" N	77° 31' 32.581" W
65	Lake Ontario	Town of Webster Sandbar Park - Irondequoit Bay	Monroe	Town of Webster	3	N	P	1		43° 14' 17.311" N	77° 31' 14.063" W
66	Lake Ontario	Mill Creek	Monroe	Town of Webster	3	N	B/P/C/H/O	3	Active recreation	43° 15' 37.112" N	77° 27' 4.957" W
67	Lake Ontario	Town of Ontario Boat Launch	Wayne	Town of Ontario	4	Y	T/P	3	Non-residents require permit from Town Hall	43° 16' 36.080" N	77° 16' 31.955" W
68	Lake Ontario	B. Forman County Park	Wayne	Town of Williamson	3	N	B/P/O	3	Active recreation; camping by permit	43° 16' 52.050" N	77° 10' 8.965" W
69	Lake Ontario	Maxwell Bay State Fishing Access Site	Wayne	Town of Sodus	2	N	None	3		43° 16' 0.476" N	77° 1' 26.548" W
70	Lake Ontario	Sodus Point Beach County Park	Wayne	Village of Sodus Point	3	N	T/B/P/O	3	Public swimming	43° 16' 25.741" N	76° 58' 28.945" W
71	Lake Ontario	Sodus Bay State Boat Launch	Wayne	Village of Sodus Point	3	N	T/P	3		43° 16' 9.768" N	76° 58' 44.717" W
72	Lake Ontario	Shaker Tract Rd - Sodus Bay	Wayne	Town of Huron	2	N	None	2		43° 14' 12.559" N	76° 57' 27.662" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Point Inventory										Lake Ontario and Embayments	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
73	Lake Ontario	Lake Shore Marshes SWMA - East Bay Rd	Wayne	Town of Huron	3	N	B	2		43° 17' 25.843" N	76° 54' 23.645" W
74	Lake Ontario	Lake Shore Marshes SWMA - Garner Rd	Wayne	Town of Huron	3	N	None	3		43° 16' 35.476" N	76° 54' 21.640" W
75	Lake Ontario	Lake Shore Marshes SWMA - Slaght Rd Boat Launch	Wayne	Town of Huron	3	N	None	3		43° 16' 22.480" N	76° 54' 8.831" W
171	Lake Ontario	Lake Shore Marshes WMA - Red Creek Unit	Wayne	Town of Wolcott	2	N	O	3	Designated car top launch area	43° 17' 57.455" N	76° 46' 50.135" W
172	Lake Ontario	Lake Shore Marshes WMA - Larkin Rd	Wayne	Town of Wolcott	3	N	None	1		43° 18' 9.698" N	76° 47' 30.984" W
173	Lake Ontario	Port Bay South State Fishing Access Site	Wayne	Town of Wolcott	4	Y	T	3	Parking for 28 cars and trailers	43° 16' 44.011" N	76° 49' 42.017" W
174	Lake Ontario	Port Bay West State Fishing Access Site	Wayne	Town of Wolcott	4	Y	T	3	Parking for 35 cars and trailers	43° 18' 14.778" N	76° 50' 19.997" W
76a	Lake Ontario	Lake Shore Marshes SWMA - Huron Rd Boat Launch	Wayne	Town of Huron	3	N	None	2		43° 17' 28.586" N	76° 52' 58.210" W
76b	Lake Ontario	Lake Shore Marshes SWMA - Huron Rd Boat Launch	Wayne	Town of Huron	3	N	None	2		43° 17' 36.812" N	76° 53' 12.239" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

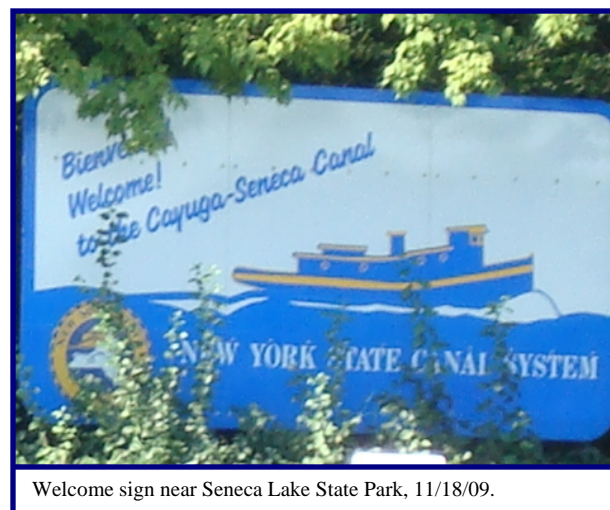
The New York State Canal System

Primary Blueway Opportunity Corridor

The New York State Canal System, which includes the Erie Canal and the Cayuga-Seneca Canal, is a well-established historic recreational and transportation corridor. The canal has been received a number of significant planning and implementation efforts which have focused on recreation, preservation of historic sites, conservation of natural resources, interpretation of cultural assets, economic revitalization and tourism development and marketing.¹¹ The canal injects the locations that it intersects with a steady stream of resources, including tourists *via* automobile, watercraft and bicycle, institutional capacity in the form of governmental funding and assistance, and of course, water, which provides recreational and other utilitarian benefits. For these purposes, the Canal is recognized as a critical trunk line for regional blueways in the Genesee – Finger Lakes region.

Blueway Opportunities and Constraints

As with the Lake Ontario coastline, the state canal system may be considered to be a “de facto” blueway in that much of the necessary infrastructure and elements that support recreational boating have been in place for many years. The New York State Canal Corporation is presently undertaking an extensive water trail planning initiative throughout its system of waterways.¹² Analysis of this corridor is therefore limited to GIS inventory data. Furthermore, Seneca County, in cooperation with Cayuga and Tompkins Counties, will develop a plan for a Blueway Trail that will circumnavigate Cayuga Lake and link to the New York State Canal Recreationway’s blueway trail. The plan will identify regional assets; assess existing facilities and infrastructure for boaters, identifying gaps; identify proposed locations and preliminary concepts for launch sites, infrastructure improvements and community revitalization projects related to the trail; and assess the trail’s tourism potential.¹³ Analysis is therefore limited to Seneca Lake and the Cayuga-Seneca Canal.



Welcome sign near Seneca Lake State Park, 11/18/09.

¹¹ Refer to the The Canal Recreationway Plan (1995), the New York State Canal Revitalization Plan (1996), and the Erie Canalway National Heritage Corridor Preservation and Management Plan (2006) for more information.

¹² Richard Harris, Deputy Director, New York State Canal Corporation. “New York State Canal System: Developing a Statewide Land & Water Trail Network.” American Planning Association – Upstate New York Chapter Annual Conference. Albany, 1 Oct. 2009. Power Point last viewed online 4/20/10 at <http://planningconference.org/presentations/harris.pdf>. See direct link to inventory on page 41 of this report.

¹³ Information taken from the New York State Canal Corporation website. Last viewed online 4/20/10 at http://www.eriecanalway.org/documents/EPF_ErieCanalwayOnly_SFY2009.pdf

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Primary Nodes

- **Intersecting Municipalities**
 - (Refer to map)
- **Intersecting Blueway Opportunity Areas**
 - Oak Orchard River
 - Genesee River
 - Ganargua Creek
 - Canandaigua Outlet
 - Clyde River
 - Seneca River
- **Other key features**
 - Erie Canalway National Heritage Corridor
 - Refer to the document entitled “Erie Canalway National Heritage Corridor Preservation and Management Plan.” National Park Service (2006). This award-winning planning document provides a comprehensive inventory and overview of the corridor and its attributes.



A car top boat launch on Seneca Lake at Waterfront Park in the City of Geneva, NY. 11/12/09.

Cost Estimates: Medium

Blueway planning is underway within Cayuga Lake; way-finding, trip facilitation and improving public access will be important priorities.

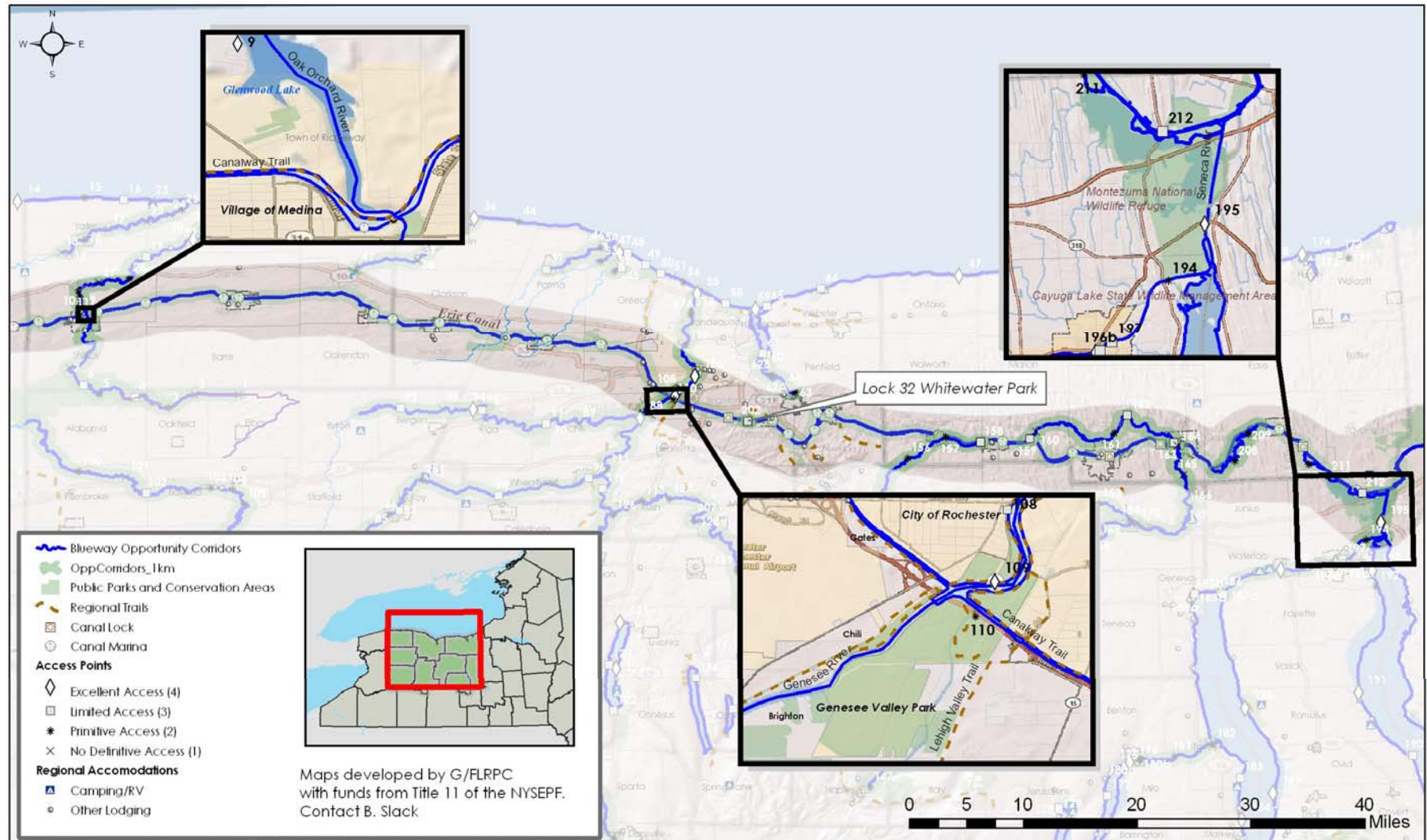
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Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

BLUEWAY OPPORTUNITY AREA MAP 3: ERIE CANAL

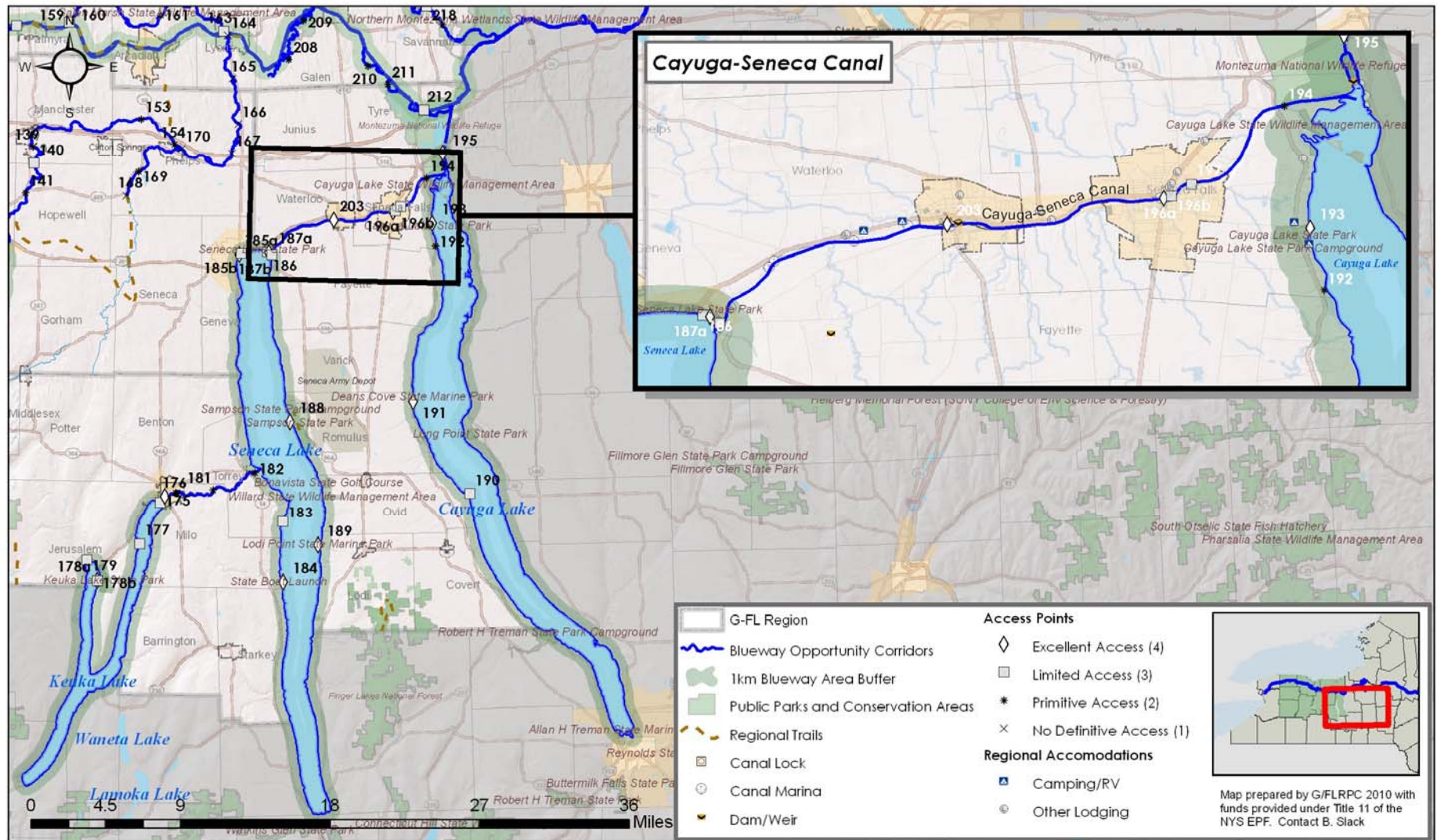
NOTE: This map depicts canal marina and lock locations along with several surrounding access points of merit. Detailed information on NYS Canal System water access has been inventoried by the NYS Canal Corp. and can be found online at <http://www.canals.ny.gov/maps/water-trail/index.html>



Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

BLUEWAY OPPORTUNITY AREA MAP 4: SENECA LAKE, CAYUGA-SENECA CANAL, CAYUGA LAKE AND THE SENECA RIVER



Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Point Inventory (Generally listed west-to-east)						NYS State Canal System: Seneca Cayuga Lakes					
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
185a	Seneca Lake	Lakefront Park	Ontario	City of Geneva	4	Y	B/P/H	3	Parking for 20 cars and trailers	42° 52' 10.319" N	76° 58' 39.050" W
185b	Seneca Lake	Lakefront Park	Ontario	City of Geneva	3	N	B/P/H	3		42° 52' 13.717" N	76° 58' 33.852" W
186	Seneca Lake	Seneca Lake State Park	Ontario	Town of Waterloo	3	N	B/P/O	3	Swimming, spray park and active recreation	42° 52' 20.723" N	76° 56' 41.449" W
188	Seneca Lake	Sampson State Park	Seneca	Town of Romulus	4	Y	T/B/P/C	3	Parking for 64 cars and trailers	42° 43' 30.659" N	76° 54' 46.145" W
189	Seneca Lake	Lodi Point State Park	Seneca	Town of Lodi	4	N	T/B/P	3	Parking for 68 cars and trailers	42° 37' 4.976" N	76° 52' 37.164" W
184	Seneca Lake	Seneca Lake State Fishing Access Site	Yates	Town of Milo	4	Y	T/B	3	Parking for 30 cars and trailers	42° 35' 5.777" N	76° 55' 0.768" W
183	Seneca Lake	East Leach Rd	Yates	Town of Torrey	3	N	None	1		42° 38' 15.562" N	76° 55' 7.903" W
187a	Seneca Cayuga Canal	Seneca Lake State Boat Launch	Seneca	Town of Waterloo	4	Y	T/B/P	3	Parking for 30 cars and trailers	42° 52' 19.427" N	76° 56' 32.615" W
187b	Seneca Cayuga Canal	Seneca Lake State Boat Launch and Marina	Seneca	Town of Waterloo	3	N	B/P	3	Parking for 30 cars and trailers	42° 52' 11.651" N	76° 56' 21.750" W
203	Seneca Cayuga Canal	Oak Island	Seneca	Village of Waterloo	4	Y	T/B/P	3	Parking for 5 cars and trailers	42° 54' 5.526" N	76° 51' 58.547" W
196a	Seneca Cayuga Canal	Seneca Falls Canal Harbor	Seneca	Village of Seneca Falls	4	Y	B/P/O	2	Adjacent to historic Main St. Seneca Falls	42° 54' 35.294" N	76° 47' 48.142" W
196b	Seneca Cayuga Canal	Seneca Falls - Trinity Church	Seneca	Village of Seneca Falls	3	N	O	2	Adjacent to historic Main St. Seneca Falls	42° 54' 38.164" N	76° 47' 39.340" W
197	Seneca Cayuga Canal	Seneca Cayuga Canal Lock No. 2	Seneca	Village of Seneca Falls	3	N	None	3		42° 54' 51.502" N	76° 47' 16.343" W
194	Seneca Cayuga Canal	Demont Rd	Seneca	Town of Seneca Falls	2	N	None	1		42° 56' 22.308" N	76° 45' 29.002" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Point Inventory (Generally listed west-to-east)					NYS State Canal System: Seneca Cayuga Lakes						
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
190	Cayuga Lake	Town of Ovid Park	Seneca	Town of Ovid	3	N	None	3		42° 39' 56.671" N	76° 41' 56.303" W
191	Cayuga Lake	Deans Cove State Marine Park	Seneca	Town of Romulus	4	Y	T/B	3	Parking for 48 cars and trailers	42° 44' 41.636" N	76° 46' 5.045" W
192	Cayuga Lake	Lower Lake Rd	Seneca	Town of Seneca Falls	2	N	None	3		42° 52' 50.077" N	76° 44' 43.282" W
193	Cayuga Lake	Cayuga Lake State Park	Seneca	Town of Seneca Falls	4	Y	T/B/P/C	3	Parking for 50 cars and trailers	42° 54' 1.112" N	76° 44' 58.693" W
195	Seneca River	Seneca River State Fishing Access Site	Seneca	Town of Tyre	4	N	T	3		42° 57' 43.510" N	76° 44' 19.705" W

High Priority Blueway Opportunity Corridors

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Canandaigua Lake and the Canandaigua Outlet

High Priority Blueway Opportunity Corridor

(from the City of Canandaigua to the Erie Canal in the Village of Lyons)

Canandaigua Lake and the Canandaigua Outlet were identified as a High Priority Blueway Opportunity Corridor due to the number of linkages that the corridor provides between other Blueway Opportunity Areas. Canandaigua Lake and its outlet create a potential 50-mile blueway corridor, connecting this major Finger Lake with the Erie Canal and linking the many communities and assets in between. Canandaigua Lake has a north-south length of approximately 15 miles, a width of approximately 1.5 miles and a shoreline circumference of approximately 36 miles. The Canandaigua Outlet flows in a northeasterly direction and passes through the villages of Shortsville, Manchester and Phelps, eventually merging with the Erie Canal in the Village of Lyons.

Blueway Opportunities and Constraints

Canandaigua Lake is a well-established recreational destination. The lake has good public access on each side and at the north and south; additional access can be found on the southern end through points along the West River and Naples Creek, which are tributary to the lake. A private campground is present on the eastern side of the Canandaigua Lake and there are a number of hotels, motels and B&Bs in the City of Canandaigua.

The Canandaigua Outlet flows for approximately 40 miles beginning at the north end of the lake at the City of Canandaigua. Low water levels can limit paddling opportunities between the lake and the Village of Shortsville; A “Whitewater Derby” has been held irregularly over the years between Shortsville and Manchester, a traditional canoe and kayak event that dates back to the 1970s. Whitewater is present in the Village of Shortsville, referred to as the “Shortsville Run”. According to AmericanWhitewater.org: “The Shortsville Run is a 2.3-mile class II-III whitewater paddle with a 5-foot vertical waterfall drop (class III) at the “Old Mill” immediately above the Highway 19 bridge at Littleville. The average gradient throughout the length of the Shortsville Run is ~27 feet per mile. The maximum sustained gradient occurs in that half-mile stretch between the Highway 41 (Shortsville Road) bridge and the takeout at Jones-Blunt Park, where the gradient is ~50 feet per mile.”¹⁴



This fixed platform car top launch near Steamboat Landing on the Canandaigua Outlet allows easy access to the water. 11/12/09.

¹⁴ American Whitewater. “Canandaigua Outlet - Littleville to Manchester.” Last viewed online 4/10/10 at <http://www.americanwhitewater.org/content/River/detail/id/1269>.

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Water flow in the Outlet increases as it joins with other tributaries and water levels suitable for paddling become more consistent downstream of the Village of Manchester. Accommodations are limited throughout the corridor; one private campground is present near the Outlet just north of the New York State Thruway.

Primary Nodes

- **Intersecting Municipalities** (*all are within Ontario County unless noted*)
 - Canandaigua Lake:
 - City/Town of Canandaigua
 - Town of South Bristol
 - Town of Gorham
 - Town of Naples
 - Town of Middlesex (Yates County)
 - Town of Italy (Yates County)
 - Canandaigua Outlet
 - City/Town of Canandaigua
 - Town of Hopewell
 - Town of Manchester
 - Village of Shortsville
 - Village of Manchester
 - Town/Village of Phelps
 - Town/Village of Lyons (Wayne County)
- **Intersecting Blueway Opportunity Areas**
 - Naples Creek, West River, Flint Creek, and Erie Canal
- **Other Key Features**
 - High Tor State Wildlife Management Area
 - City of Canandaigua waterfront/Steamboat Landing
 - Canandaigua Outlet NYSDEC Fishing Access Site
 - Annual Wild Water Derby in Shortsville, NY
 - Three Mills County Park
 - Erie Canalway National Heritage Corridor



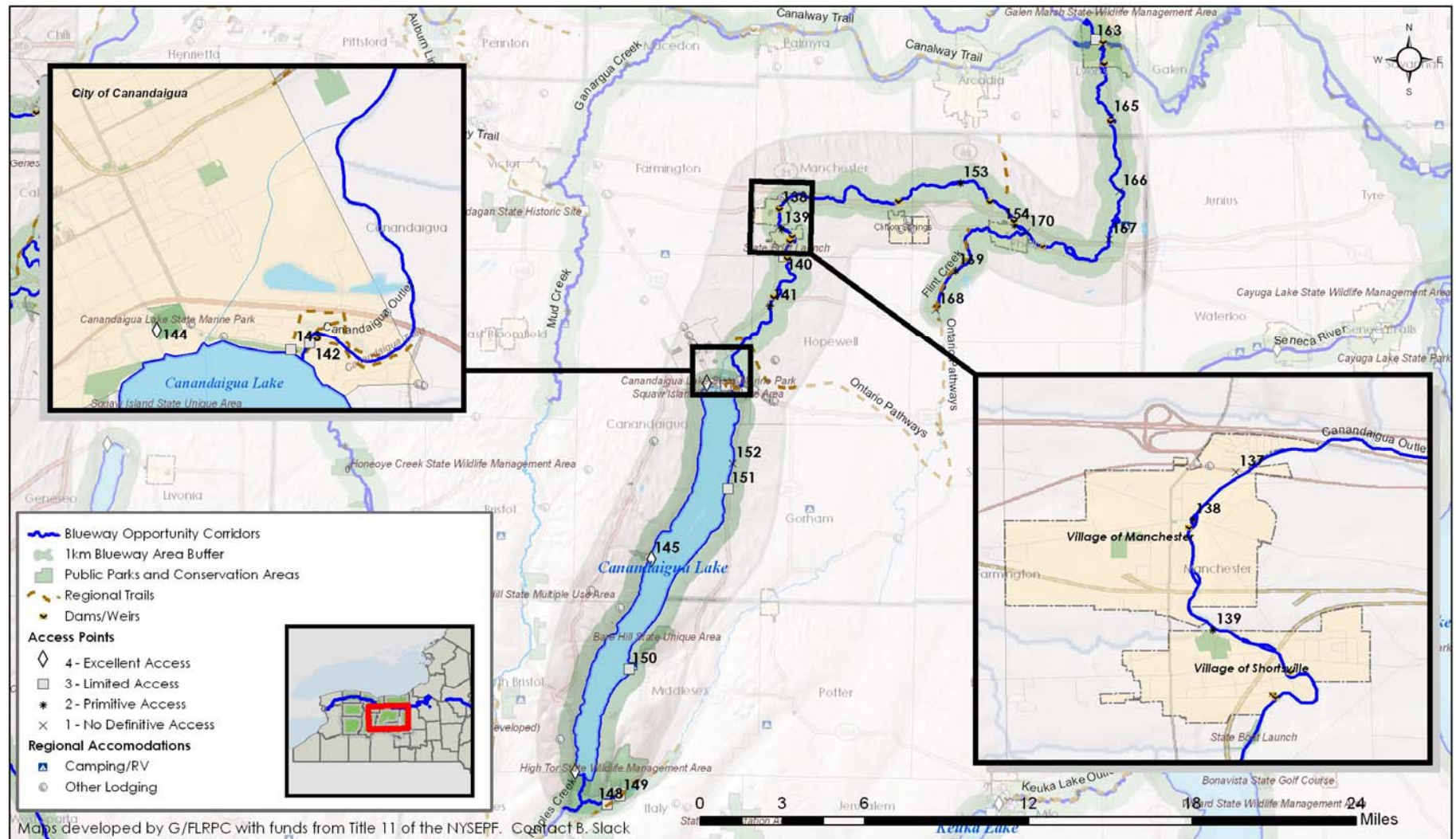
Rafters competing in the Annual Wild Water Derby on the Canandaigua Outlet, Shortsville, NY. April, 2008. Source: <http://fingerlakesfinder.wordpress.com/2009/03/>

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BLUEWAY OPPORTUNITY AREA MAP 5: CANANDAIGUA LAKE AND THE CANANDAIGUA OUTLET



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Cost Estimates: Low to Medium

A great deal of supportive infrastructure already exists within this corridor. Establishing a cohesive framework and plan is required to tie various attributes together in a seamless fashion as well as to identify reasonable trip segments and target specific access points for improvement. Some land acquisition may benefit sections of the Canandaigua Outlet in order to establish day-use sites or a possible camping facility.

Access Point Inventory (Listed in order headwaters-to-mouth)										Canandaigua Lake/Canandaigua Outlet	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
144	Canandaigua Lake	Canandaigua Lake State Marine Park	Ontario	City of Canandaigua	4	Y	T/B/P	3	Parking for 110 cars and trailers	42° 52' 33.578" N	77° 16' 36.242" W
143	Canandaigua Lake	Rosepark Lakefront	Ontario	City of Canandaigua	3	N	H/O	3	Alternative site adjacent to Steamboat Landing	42° 52' 29.147" N	77° 15' 47.693" W
152	Canandaigua Lake	Rt 364 County Rest Area	Ontario	Town of Gorham	1	N	O	3	Refreshment stand	42° 50' 2.422" N	77° 15' 23.627" W
151	Canandaigua Lake	Deep Run Town Park	Ontario	Town of Gorham	3	N	B	3		42° 49' 14.408" N	77° 15' 34.351" W
150	Canandaigua Lake	Vine Valley Town Park	Yates	Town of Middlesex	3	N	P/O	1	Community beach area	42° 43' 24.578" N	77° 19' 38.276" W
146	Canandaigua Lake	Canandaigua Lake Fishing Access Site - Woodville	Ontario	Town of South Bristol	4	Y	T	3	Parking for 86 cars and trailers	42° 40' 6.856" N	77° 21' 50.076" W
145	Canandaigua Lake	Canandaigua Lake Fishing Access Site - Onanda Park	Ontario	Town of Canandaigua	4	Y	T/B/P/O	3	State park w/designated swimming area and day camp	42° 46' 55.834" N	77° 18' 47.776" W
142	Canandaigua Outlet	Steamboat Landing	Ontario	City of Canandaigua	3	N	H/O	3	Steamboat Landing; designated car top launch area	42° 52' 31.001" N	77° 15' 41.022" W
141	Canandaigua Outlet	Gaging Station - East Ave and Rt 488	Ontario	Town of Hopewell	2	N	None	1		42° 55' 5.380" N	77° 13' 58.354" W
140	Canandaigua Outlet	Canandaigua Outlet State Fishing Access Site	Ontario	Town of Manchester	3	N	O	3	Designated car top launch area	42° 56' 39.228" N	77° 13' 25.608" W
139	Canandaigua Outlet	Budd Village Park	Ontario	Town of Manchester	2	N	P/O	2	Active recreation at	42° 57' 32.512" N	77° 13' 33.586" W

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Access Point Inventory (Listed in order headwaters-to-mouth)										<u>Canandaigua Lake/Canandaigua Outlet</u>	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
									adjacent Village park		
138	Canandaigua Outlet	Clifton St picnic area and overlook	Ontario	Village of Manchester	2	N	P	1		42° 58' 10.902" N	77° 13' 40.559" W
137	Canandaigua Outlet	State Rt 96	Ontario	Village of Manchester	1	N	None	2		42° 58' 27.473" N	77° 13' 25.590" W
153	Canandaigua Outlet	Three Mills County Park	Ontario	Town of Phelps	2	N	H	3		42° 59' 7.660" N	77° 5' 52.343" W
154	Canandaigua Outlet	Mill Street	Ontario	Town of Phelps	2	N	None	1		42° 57' 50.458" N	77° 3' 27.716" W
170	Canandaigua Outlet	N Wayne St	Ontario	Village of Phelps	1	N	None	1		42° 57' 37.058" N	77° 2' 57.091" W
167	Canandaigua Outlet	Fisher Rd	Ontario	Town of Phelps	1	N	None	2		42° 57' 27.493" N	76° 59' 21.624" W
166	Canandaigua Outlet	Gifford Rd	Ontario	Town of Phelps	1	N	None	2		42° 58' 59.916" N	76° 58' 57.965" W
165	Canandaigua Outlet	Alloway Rd	Wayne	Town of Lyons	1	N	None	2	Preferred exit; next exit point can be difficult	43° 1' 22.044" N	76° 59' 25.854" W
164	Canandaigua Outlet	Leach Rd	Wayne	Village of Lyons	1	N	None	1	Last exit opp. before spillway into Erie Canal	43° 3' 37.332" N	76° 59' 51.562" W

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Ganargua Creek

High Priority Blueway Opportunity Corridor

(from Swift Landing County Park east of the Village of Palmyra to the intersection of the Erie Canal in the Village of Lyons)

Blueway Opportunities and Constraints

The first access point to this section of Ganargua Creek can be found at Swift Landing County Park east of the Village of Palmyra, just below a spillway, receiving water from the Erie Canal. From there the creek flows approximately 16 miles easterly until it converges again with the Erie Canal in the Village of Lyons. The creek has been identified as a High Priority Blueway Opportunity Area in part due to its strategic location connecting these two Erie Canal villages. Furthermore, as the following description provided by Trails.com summarizes, paddlers can expect to find a pleasant paddling experience on this section of the creek:

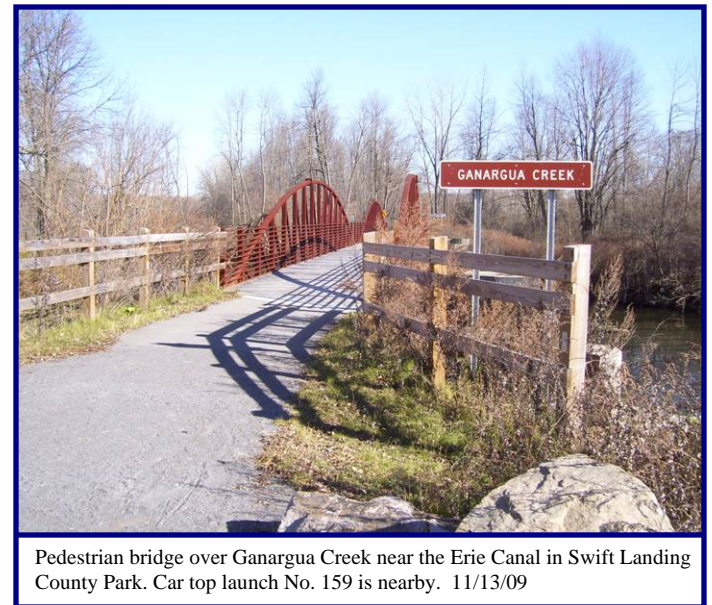
The canal waters spill over their north bank to reform Ganargua Creek east of Palmyra. Then, fed by a multitude of small brooks and runs from the north, Ganargua Creek swells to a paddler's paradise until it once again dumps into the Erie Canal west of Lyons. Locals call this Mud Creek. Today its muddiness or murkiness is due primarily to being mixed with canal waters. From Swift's Landing Park in Palmyra to Norsen Bridge Park in Newark, Ganargua Creek is a flat-water paddle with a few small chutes and white water patches to make it interesting. It's also a slalom course around downed trees, particularly after the 2003 ice storm. A channel has been cut through the foliage, but the strainers would be dangerous with fast water. It's suitable for a summer or fall paddle by intermediate paddlers who have mastered the basics of controlling their craft. Their reward is a pleasant paddle through fields and woods with an ever-changing array of wildlife and an abundance of birds to observe. From Norsen Bridge Park in Newark to Abbey Park in Lyons, the creek is wide and deep and the current is slower, so you won't find chutes or ripples.

From Trails.com. "Flatwater Paddling & Canoeing, New York Trails, Flatwater Paddling & Canoeing New York: Ganargua Creek (Palmyra to Lyons) - Summary."
Last viewed online 4/11/10 at
http://www.trails.com/tcatalog_trail.aspx?trailid=XFP006-006

Water levels are consistent in this section of the creek due to the inflows contributed by the Erie Canal. Water volumes can create swift currents, however; paddlers are therefore urged to use caution when traveling this waterway.

Primary Nodes

- *Intersecting Municipalities*
 - Town of Palmyra
 - Town of Arcadia
 - Town/Village of Lyons



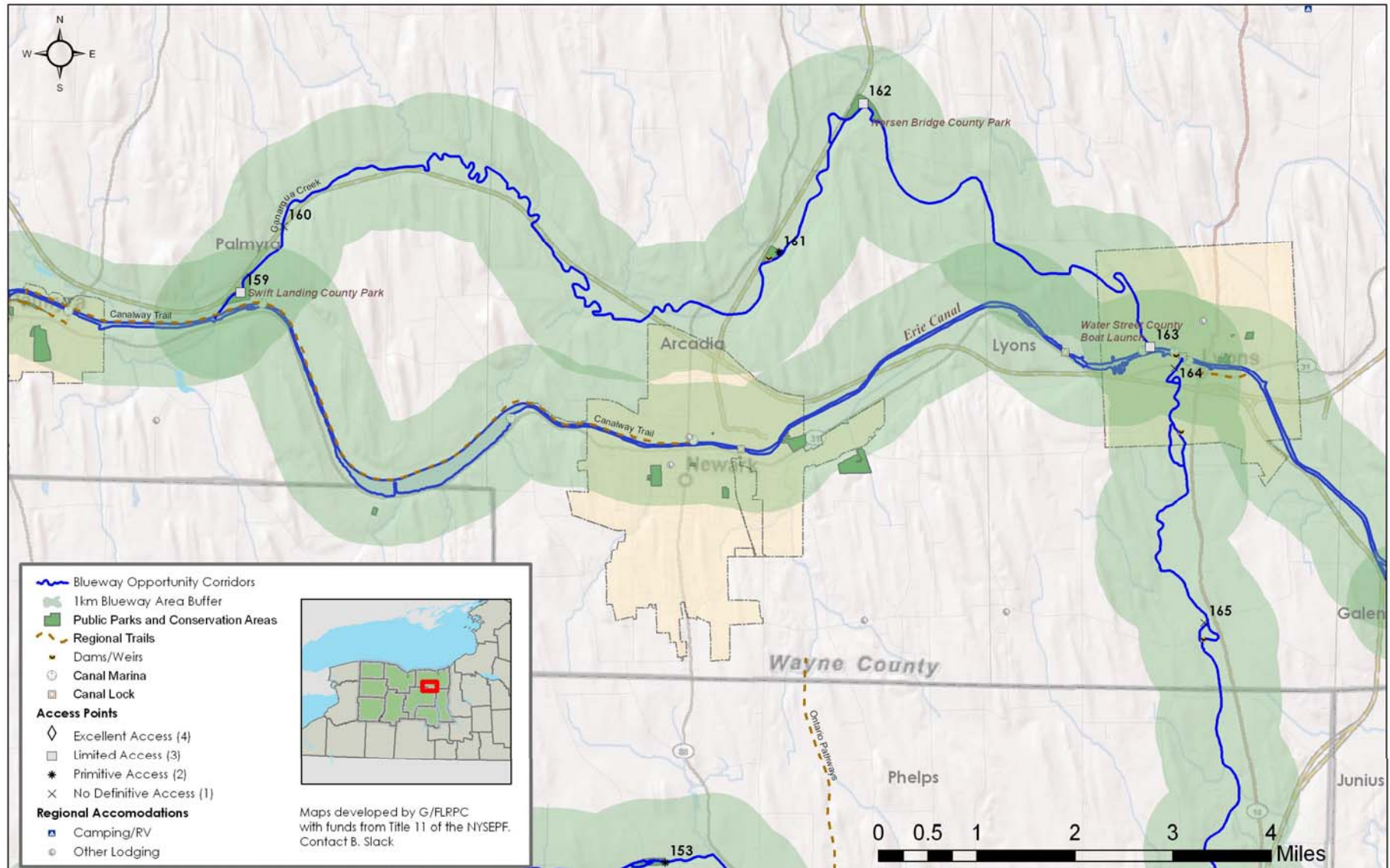
Pedestrian bridge over Ganargua Creek near the Erie Canal in Swift Landing County Park. Car top launch No. 159 is nearby. 11/13/09

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An Inventory and Analysis of Regional Blueway Opportunity Areas

BLUEWAY OPPORTUNITY AREA MAP 6: GANARGUA CREEK



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- *Intersecting Blueway Opportunity Areas*
 - Erie Canal
- *Other Key Features*
 - Swift Landing County Park
 - Norsen Bridge County Park
 - Water Street County Boat Launch

Cost Estimates: Low

Wayne County Soil and Water Conservation District has constructed basic car-top water access at Pt. No's 159, 162 and 163; modest improvement to those would be beneficial and help to improve their function and appearance. Basic planning would be necessary to address way-finding and trip facilitation; these minor steps may be all that is required to make this corridor a successful blueway.



Access Point Inventory (Listed in order by location, headwaters-to-mouth or west-to-east)

Ganargua Creek

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
159	Ganargua Creek	Swift Landing County Park	Wayne	Town of Palmyra	3	N	B/P/O	3	Active recreation area	43° 4' 4.994" N	77° 11' 10.288" W
160	Ganargua Creek	South Creek Rd and Vault Rd	Wayne	Town of Palmyra	1	N	None	2		43° 4' 40.901" N	77° 10' 40.663" W
161	Ganargua Creek	Mud Mills Rd	Wayne	Town of Acadia	2	N	None	2		43° 4' 33.470" N	77° 4' 40.620" W
162	Ganargua Creek	Norsen Bridge County Park	Wayne	Town of Acadia	3	N	P/O	3	Norsen Bridge Park; active recreation area	43° 5' 54.067" N	77° 3' 42.178" W
163	Ganargua Creek	Water St County Boat Launch	Wayne	Village of Lyons	3	N	T/B/P	3	Parking for 8 cars and trailers	43° 3' 48.326" N	77° 0' 9.630" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Honeoye Lake and the Honeoye Creek

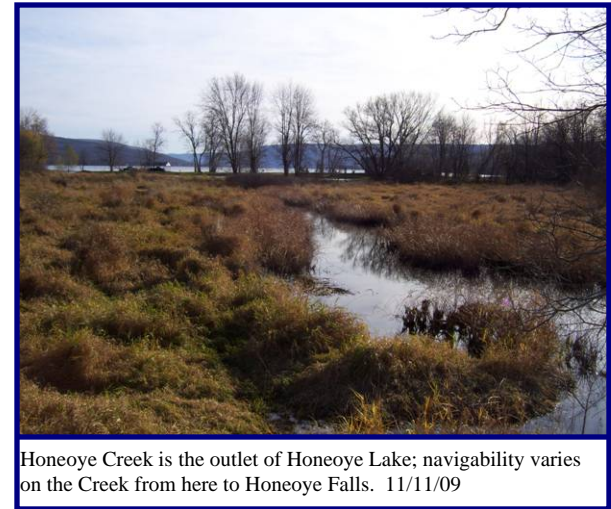
High Priority Blueway Opportunity Corridor

(from the hamlet of Honeoye in the Town of Richmond to the Genesee River in the Town of Rush)

Blueway Opportunities and Constraints

Honeoye Lake is approximately four miles north-to-south with a circumference of just over 9 miles. The lake is one of the four “Western Finger Lakes” (along with Conesus, Hemlock and Canadice) which flow into the Genesee River.

Honeoye Lake is surrounded by private cottages and has two excellent launch points for paddlers on the northern and southern ends of the lake. Honeoye Creek begins at the outlet of Honeoye Lake on the northern end of the lake at Sandy Bottom Town Park in the Town of Richmond. From there the creek flows north through rural countryside, some of which is densely wooded. While there is access to the water at several points along this segment of the creek, paddling opportunities are limited due to low water levels. Pending adequate water flow, paddlers can begin at Access Point No. 132 and continue to just south of the Village of Honeoye Falls. The trip can be a challenging one, passing through a narrow and shallow channel with many snags. Several sections of ledges and falls are present just south of the Village of Honeoye Falls; most guidebooks encourage paddlers to exit in advance of these. As its name implies, the creek passes over two waterfalls directly in the village of Honeoye Falls, making a carry around most of the creek in the village a necessity. Paddling continues to be difficult north of the Village of Honeoye Falls until the vicinity of the Town of Rush at the Veterans Memorial Park.



Honeoye Creek is the outlet of Honeoye Lake; navigability varies on the Creek from here to Honeoye Falls. 11/11/09

Paddling is considered to be acceptable throughout most of the year from Access Point No. 207 onward, although low water and snags can always be a concern.

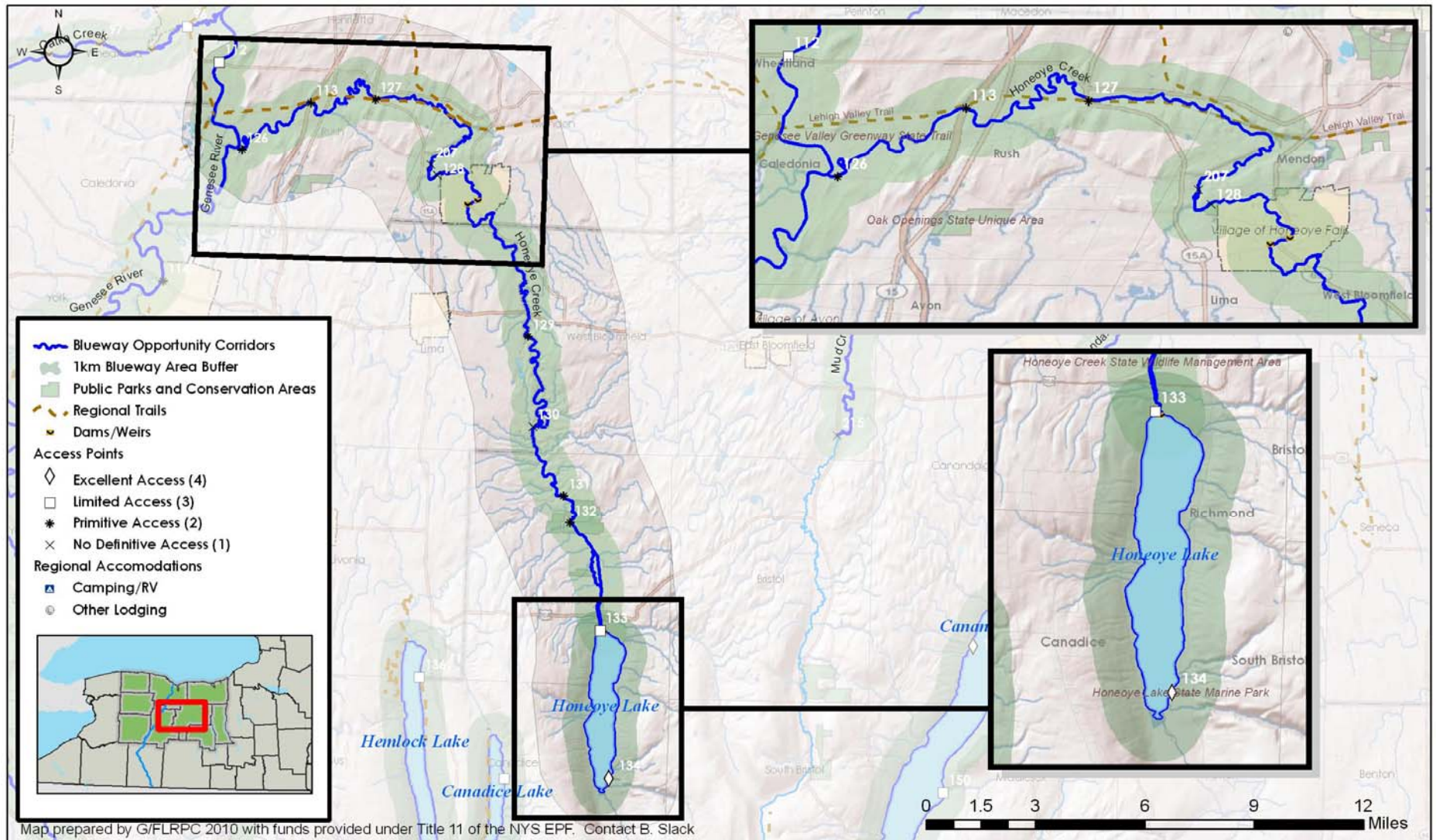
There are no known public camping facilities and few private overnight accommodations in this Blueway Opportunity Area.

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BLUEWAY OPPORTUNITY AREA MAP 7: HONEOYE LAKE AND HONEOYE CREEK



Genesee – Finger Lakes Regional Blueway Analysis

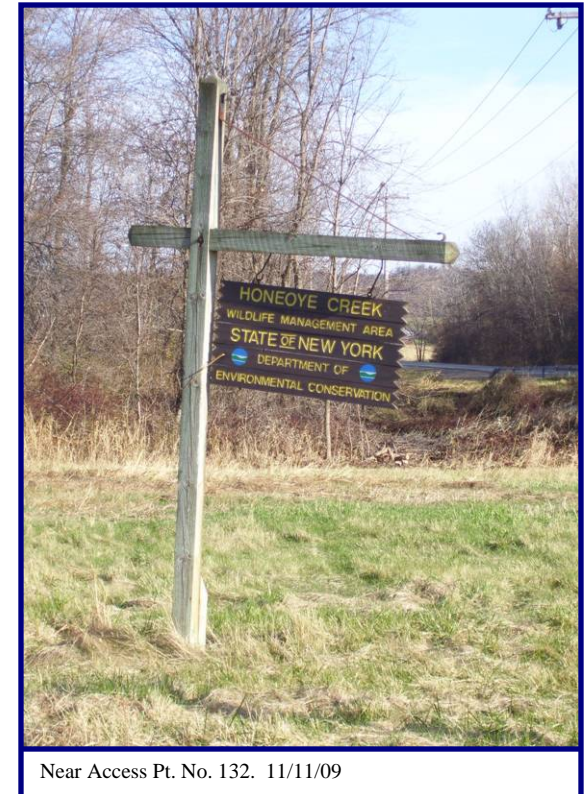
An Inventory and Analysis of Regional Blueway Opportunity Areas

Primary Nodes

- **Intersecting Municipalities**
 - Town of Canadice (Ontario County)
 - Town of Richmond (Ontario County)
 - Town of West Bloomfield (Ontario County)
 - Town of Lima (Livingston County)
 - Town of Mendon (Monroe County)
 - Village of Honeoye Falls (Monroe County)
 - Town of Rush (Monroe County)
- **Intersecting Blueway Opportunity Areas**
 - Genesee River
- **Other Key Features**
 - Honeoye Creek State Wildlife Management Area
 - Lehigh Valley Trail
 - Rush-Mendon Greenway (planning underway)
 - Genesee Valley Greenway

Cost Estimates: Medium

There are several critical gaps that prevent free paddling from Honeoye Lake to the Genesee River. Nonetheless, this is an important regional paddling destination which can be improved with local effort and creativity. Its connection to the Genesee River provides it with strategic advantage as a possible water spur-trail. Considerable planning may be necessary in order to transform the various segments of lake and creek into one cohesive blueway corridor.



Near Access Pt. No. 132. 11/11/09

Access Point Inventory (Listed in order by location, headwaters-to-mouth)

Honeoye Lake and Honeoye Creek

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
133	Honeoye Lake	Sandy Bottom Town Park	Ontario	Town of Richmond	3	N	T/B/P/O	3	Sandy Bottom Park; beach access; 30 spaces	42° 47' 2.350" N	77° 30' 52.938" W
134	Honeoye Lake	Honeoye Lake State Boat	Ontario	Town of South	4	Y	T/B	3	Parking for	42° 43'	77° 30'

Genesee – Finger Lakes Regional Blueway Analysis

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Access Point Inventory (Listed in order by location, headwaters-to-mouth)									Honeoye Lake and Honeoye Creek		
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
		Launch		Bristol					30 cars	32.362" N	27.335" W
132	Honeoye Creek	Honeoye Creek SWMA - Shetler Rd	Ontario	Town of Richmond	2	N	None	3		42° 49' 35.515" N	77° 31' 57.436" W
131	Honeoye Creek	Belcher Rd	Ontario	Town of Richmond	2	N	None	3		42° 50' 14.024" N	77° 32' 11.026" W
130	Honeoye Creek	Pond Rd	Livingston	Town of Lima	1	N	None	1		42° 51' 51.239" N	77° 33' 15.109" W
129	Honeoye Creek	Factory Hollow Rd	Ontario	Town of West Bloomfield	2	N	None	1		42° 53' 59.946" N	77° 33' 30.125" W
128	Honeoye Creek	Monroe Street Village Park	Monroe	Town of Mendon	1	N	P/C/O	3	Monroe Street Village Park; camping w/permit	42° 57' 46.541" N	77° 36' 35.834" W
207	Honeoye Creek	Sibley Rd	Monroe	Town of Mendon	1	N	None	1		42° 58' 1.295" N	77° 36' 49.244" W
127	Honeoye Creek	Town of Rush Veterans Memorial Park	Monroe	Town of Rush	2	N	P/H/O	3	Town of Rush commercial district nearby	42° 59' 31.834" N	77° 38' 41.312" W
113	Honeoye Creek	Honeoye Creek State Fishing Access Site	Monroe	Town of Rush	2	N	H	3	Parking for 12 cars	42° 59' 24.601" N	77° 40' 46.049" W
126	Honeoye Creek	Golah Rd Substation	Monroe	Town of Rush	2	N	None	2		42° 58' 14.272" N	77° 42' 57.535" W

Genesee – Finger Lakes Regional Blueway Analysis

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Keuka Lake and the Keuka Lake Outlet

High Priority Blueway Opportunity Corridor

(from the Village of Penn Yan to Seneca Lake in the Village of Dresden)

Blueway Opportunities and Constraints

Keuka Lake – one of the most scenic Finger Lakes and well-known for being the only “forked” Finger Lake – is approximately 20 miles long and varies in width from a half mile to two miles. The lake’s shoreline is approximately 60 miles in length. Along with the Keuka Lake State Park and Campground, a variety of private accommodations are available in the vicinity of the shoreline and in the Village of Penn Yan. The lake’s outflow point – Keuka Outlet – is on the northern end of the eastern branch of the lake in the Village of Penn Yan.

An excellent summary of the paddling and whitewater characteristics of the Keuka Outlet is provided by Friends of the Keuka Lake Outlet Trail:¹⁵

The Outlet Creek Today

The Outlet Creek is Keuka Lake’s natural outlet. The creek drops approximately 270 feet in 8 miles, through shale and two distinct layers of limestone, before reaching Seneca Lake. The water level in the creek is controlled by a dam in Penn Yan. Water releases are usually not scheduled or published; and large-volume releases, plus heavy run-off down tributaries into the gorge, can cause the water level to rise quickly and significantly at times, while at other times, there is likely to be very little water in the creek. Although the creek is cleared periodically between Penn Yan and Seneca Mills Falls, dramatically changing water conditions can always create new and unseen dangers. Dates for releases requested for recreational purposes - e.g., fishing or paddling - are usually posted at www.kayak-adventures.org. These are comparatively moderate level releases (i.e., only 2 of 5 gates open). Higher volume releases - including releases using all 5 gates -- may be initiated by the Penn Yan Municipal Utilities Board at any time, but are most prevalent in the spring. Large volume releases are usually done in order to keep the water level in Keuka Lake within the lake level guidelines. Before visiting the creek, contact the Penn Yan Municipal Utilities Office, at (315) 536-3374, regarding upcoming releases.

Paddling

The creek is described in several kayaking and canoeing guidebooks as consisting mainly of Class I and II rapids, with several class III rapids...Take-outs are mandatory before Seneca Mills Falls, the Cascade, and the railroad causeway at Dresden. The upper reach of the creek, between Birkett Mills and Seneca Mills Falls, is cleared periodically, but conditions change daily...Unless notified otherwise, paddlers are asked to exit at the Seneca Mills Falls parking area or portage around (and not paddle through) the primary fish stocking area (between Seneca Mills Falls and the Cascade), whenever possible. A novice level whitewater course has been established below the Cascade; and at the moment, the creek is not clear downstream of the course. Our friends from Cascade Falls Kayak



Kayaker at the Outlet Park. Source: S. Urbaniak/American Whitewater
<http://www.americanwhitewater.org/content/Photo/detail/photo/2579/mobile>

¹⁵ From Friends of the Keuka Outlet Trail, “The Outlet Creek Today.” Last viewed online April 10, 2010 at <http://www.keukaoutlettrail.net/index.cfm>

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Adventures, a not-for-profit club affiliated with the American Canoe Association, help clear and maintain the creek for public use and also provide opportunities for instruction. Please visit www.kayak-adventures.org for more information.

The entire Keuka Outlet Trail acts as an effective *access corridor*, providing a variety of access options for paddlers along the entire length of the Outlet; several notable access points have been illustrated in the map.

A local association, Friends of the Keuka Outlet Trail, maintain a variety of information on the area and its attributes. Information can be found online at <http://www.keukaoutlettrail.net/>.

Primary Nodes

- *Intersecting Municipalities*
 - Town of Jerusalem (Yates County)
 - Town of Milo (Yates County)
 - Town of Barrington (Yates County)
 - Village of Penn Yan (Yates County)
 - Town of Torrey (Yates County)
 - Village of Dresden (Yates County)
- *Intersecting Blueway Opportunity Areas*
 - Seneca Lake
- *Other Features*
 - Keuka Lake State Park and Campground
 - Keuka Wine Trail
 - Keuka Outlet Trail and whitewater course

Cost Estimates: Low

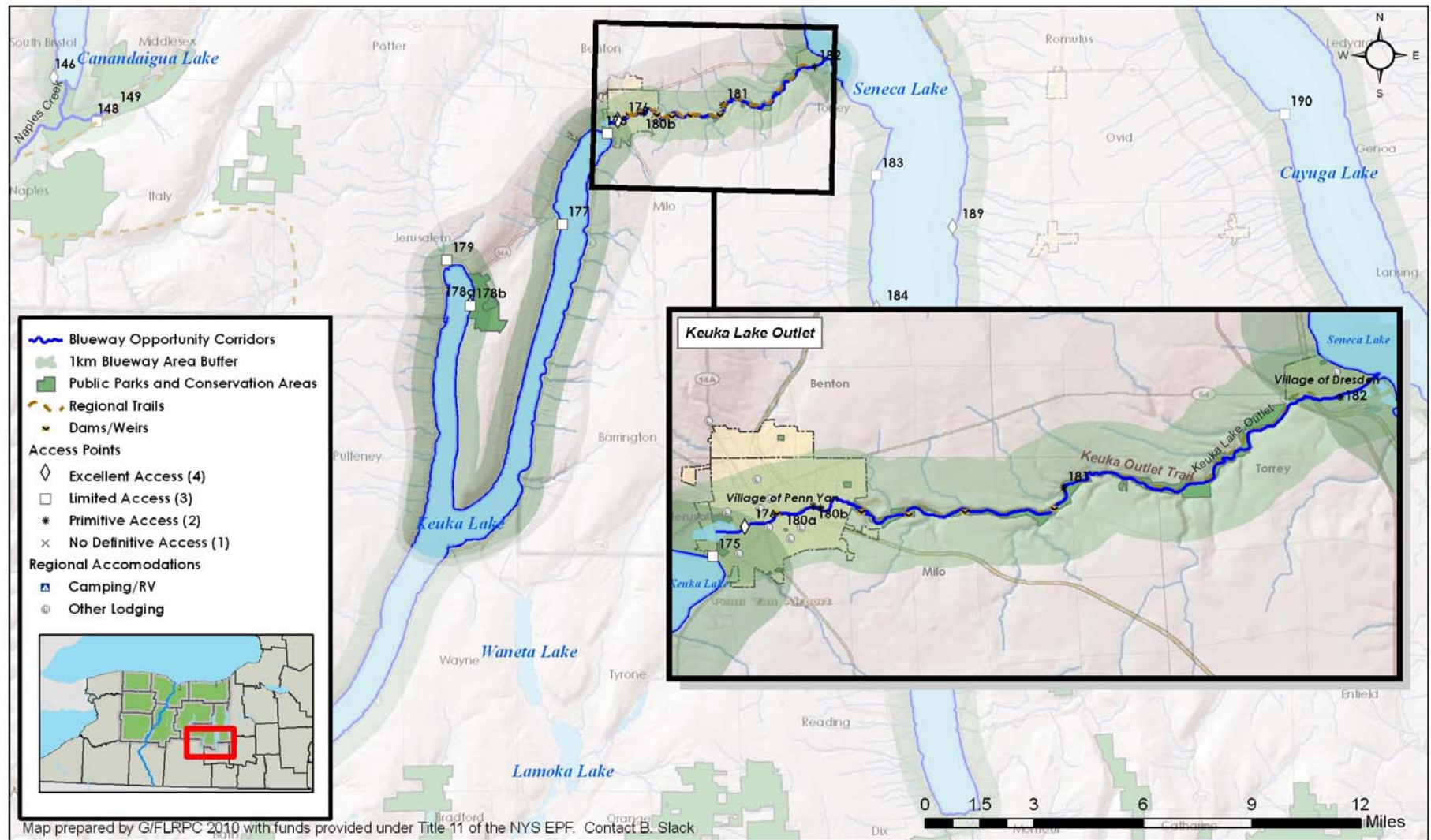
Significant planning and maintenance of this corridor has already been addressed by the Friends of the Keuka Outlet Trail association. Boating infrastructure is well-established on Keuka Lake; additional planning for way-finding and improved access may not require a great deal of investment on behalf of local stakeholders. It may be best to focus blueway planning efforts on linking these existing and established corridors to the surrounding regional network.

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BLUEWAY OPPORTUNITY AREA MAP 8: KEUKA LAKE AND KEUKA LAKE OUTLET



Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Point Inventory (Listed in order by location)										<u>Keuka Lake and Keuka Outlet</u>	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
179	Keuka Lake	Guyanoga Creek State Fishing Access Site	Yates	Town of Jerusalem	3	N	T/P	3	Parking for 6 cars and trailers	42° 35' 59.561" N	77° 8' 58.175" W
178a	Keuka Lake	Keuka Lake State Park	Yates	Town of Jerusalem	4	Y	T/B/P/C	3	Parking for 50 cars and trailers	42° 34' 57.140" N	77° 8' 10.129" W
178b	Keuka Lake	Keuka Lake State Park	Yates	Town of Jerusalem	3	N	T/B/P/C	3	Parking for 50 cars and trailers	42° 34' 54.674" N	77° 8' 10.399" W
177	Keuka Lake	Keuka College Beach Access	Yates	Town of Jerusalem	3	N	P	2		42° 36' 54.742" N	77° 5' 15.608" W
175	Keuka Lake	Indian Pines Park	Yates	Village of Penn Yan	3	N	B/P/O	3	Indian Pines Park; swimming area, active rec.	42° 39' 7.430" N	77° 3' 52.531" W
176	Keuka Lake Outlet	Penn Yan Village Park	Yates	Village of Penn Yan	4	Y	T/B/P	3		42° 39' 26.550" N	77° 3' 32.076" W
180a	Keuka Lake Outlet	Keuka Outlet Trail	Yates	Village of Penn Yan	2	N	H	2	Keuka Outlet Trail	42° 39' 38.570" N	77° 2' 43.998" W
180b	Keuka Lake Outlet	Keuka Outlet Trail	Yates	Village of Penn Yan	2	N	H	2	Keuka Outlet Trail	42° 39' 39.679" N	77° 2' 48.682" W
181	Keuka Lake Outlet	Outlet Park	Yates	Town of Milo	2	N	H	3	Keuka Outlet Trail	42° 39' 51.462" N	77° 0' 9.068" W
182	Keuka Lake Outlet	Kings Hill Rd	Yates	Town of Torrey	2	N	None	2		42° 40' 49.091" N	76° 57' 12.406" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Oak Orchard River

High Priority Blueway Opportunity Corridor

(from the Erie Canal in the Village of Medina north to Lake Ontario in the Town of Carlton)

Blueway Opportunities and Constraints

The Oak Orchard River has been a popular regional paddling, fishing, and boating destination for a number of years. At present, the Oak Orchard River is inaccessible from the Erie Canal due to physical barriers and significant drop in elevation. This is nonetheless a High Priority Blueway Opportunity Corridor due to the unique opportunity presented by this potential link between the canal and Lake Ontario.

At present, paddlers typically enter the river at Slade Road in the Town of Ridgeway (Access Point No. 010), two miles north of the Erie Canal. The Erie Canal flows over the Oak Orchard River *via* a large historic concrete aqueduct in the Village of Medina; the Oak Orchard passes underneath the canal and immediately drops over the forty-foot Medina Falls and then enters the impounded lake known locally as Glenwood Lake. Glenwood Lake provides flat-water paddling and has excellent access (Access Point No. 009). Scenic paddling on the Oak Orchard River continues beneath the Glenwood Lake power generation facility, although access to this segment of the river is difficult and can only be made by paddling across Glenwood Lake and carrying boats over the large earthen impoundment and down to the river beneath. Paddlers will then find clear passage for approximately 13 miles to another impounded lake (Lake Alice) and eventually to Lake Ontario after the Lake Alice dam. Snags and log jams along the channel are typically addressed by Oak Orchard Canoe and Kayak, a local boat shop which offers rentals, guided trips and shuttle service. Water is released into the river from the Erie Canal continually throughout the navigation season *via* a hydropower production facility, thereby supplementing flows along the Oak Orchard and providing recreational benefits downstream.



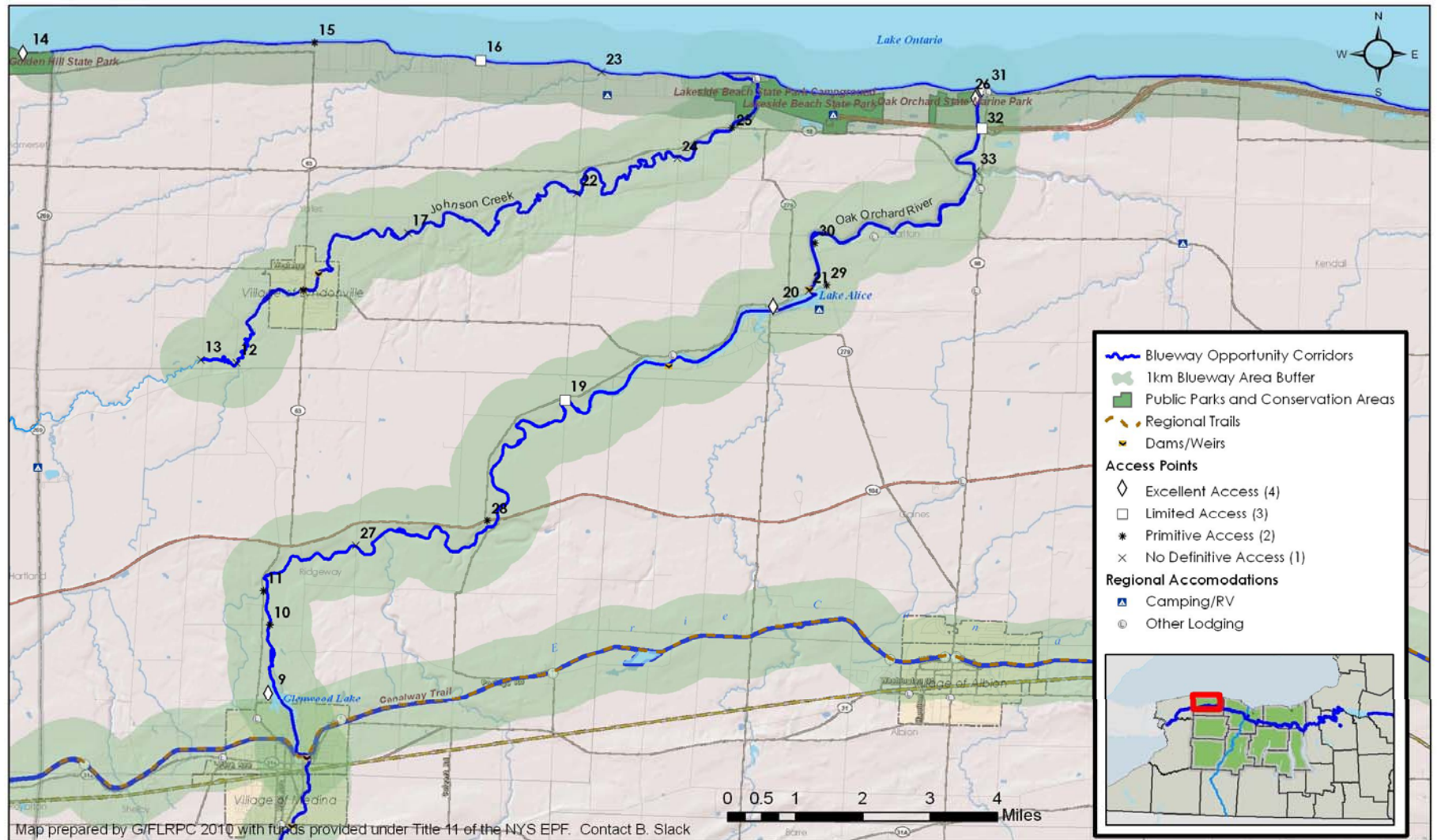
Accommodations along this corridor are limited to one private camping establishment in the vicinity of Lake Alice along with several lodges in the same area. Efforts to improve trail and water linkages between the canal and Glenwood Lake and Oak Orchard River are being considered on a continual basis by local municipalities and the Glenwood Lake Commission, a local organization charged with maintaining and improving

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BLUEWAY OPPORTUNITY AREA MAP 9: OAK ORCHARD RIVER



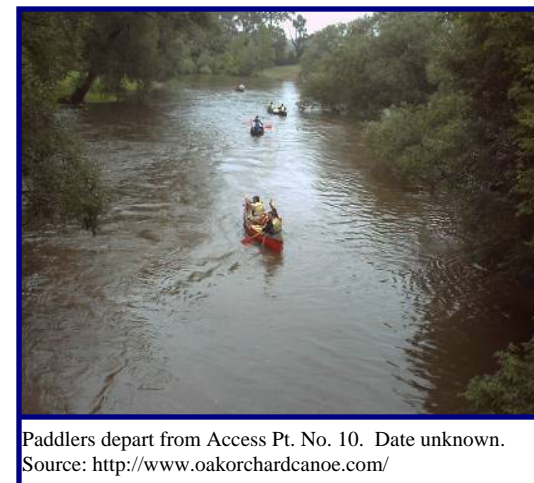
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recreational opportunities on the lake. Such efforts should continue in order to improve access and management of this popular paddling destination.

Primary Nodes

- *Intersecting Municipalities*
 - Village of Medina; Town of Ridgeway; Town of Carlton
- *Intersecting Blueway Opportunity Areas*
 - Erie Canal; Lake Ontario
- *Other Key Features*
 - Erie Canalway National Heritage Corridor
 - Glenwood Lake, Lake Alice
 - Oak Orchard Fishing Access (Access Point No. 030)
 - Pt. Breeze Orleans County Marine Park Seasonal Docks
 - Oak Orchard State Marine Park



Paddlers depart from Access Pt. No. 10. Date unknown.
Source: <http://www.oakorchardcanoe.com/>

Cost Estimates: Medium to High

Present access points handle a large number of paddlers every season; a number of these locations are showing significant wear and neglect (such as bank erosion, litter and parking problems). Some property acquisition may be necessary, although enhancing existing land agreements with the primary land owner – Brookfield Power – presents an opportunity for future corridor development and maintenance. Investments in signage and safe, durable access are recommended, as well as on way-finding and trip facilitation. Costs associated with planning and creating a physical access path between the Erie Canal and Glenwood Lake would be very high. Local interest in any such connection should be brought to the attention of the NYS Canal Corporation in an effort to identify possible options and resources and to establish early coordination and collaboration.

Access Point Inventory (Listed in order by location, headwaters-to-mouth or west-to-east)

Oak Orchard River

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
9	Oak Orchard River	Glenwood Lake Park	Orleans	Town of Ridgeway	4	Y	T/P	3	Parking for 10 cars and trailers	43° 14' 7.505" N	78° 23' 40.218" W
10	Oak Orchard River	Slade Rd	Orleans	Town of Ridgeway	2	N	None	2	Access is over guardrail down steep	43° 15' 0.493" N	78° 23' 41.435" W

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Access Point Inventory (Listed in order by location, headwaters-to-mouth or west-to-east)

Oak Orchard River

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
									unstable bank		
11	Oak Orchard River	The Flats - Rt 63	Orleans	Town of Ridgeway	2	N	None	3		43° 15' 26.586" N	78° 23' 49.531" W
27	Oak Orchard River	Bates Rd	Orleans	Town of Ridgeway	1	N	None	1		43° 16' 4.246" N	78° 22' 13.494" W
28	Oak Orchard River	Oak Orchard on-the-Ridge	Orleans	Town of Ridgeway	2	N	None	1		43° 16' 27.768" N	78° 19' 55.592" W
19	Oak Orchard River	Wheelman's Rest - Knowlesville Rd	Orleans	Town of Ridgeway	3	N	None	2		43° 18' 2.880" N	78° 18' 38.220" W
20	Oak Orchard River	Lake Alice Public Boat Launch	Orleans	Town of Carlton	4	N	T	3	Parking for 8 cars and trailers	43° 19' 21.947" N	78° 15' 1.192" W
21	Oak Orchard River	Clarks Mills Rd	Orleans	Town of Carlton	1	N	None	1		43° 19' 35.119" N	78° 14' 24.518" W
29	Oak Orchard River	Oak Orchard State Fishing Access Site	Orleans	Town of Carlton	2	N	B/O	3	Access to Lake Alice and dam area; 25+ spaces	43° 19' 39.817" N	78° 14' 5.701" W
30	Oak Orchard River	Oak Orchard Fishing Access Area	Orleans	Town of Carlton	2	N	None	1	15.8 acres leased by Orleans County; steep carry	43° 20' 11.787" N	78° 14' 19.873" W
31	Oak Orchard River	Orleans County Marine Park at Point Breeze	Orleans	Town of Carlton	4	Y	T/B/P/O	3	East side; Parking for 25 cars and trailers; other amenities	43° 22' 16.162" N	78° 11' 28.814" W
33	Oak Orchard River	The Bridges	Orleans	Town of Carlton	1	N	T/B/O	1	Private outfitting establishment s; fee launch only	43° 21' 11.956" N	78° 11' 31.866" W
32	Oak Orchard River	Orleans County Marine Park Seasonal Docks	Orleans	Town of Carlton	3	N	B/P/O	3	County Sheriff, US Customs video phone, showers	43° 21' 45.608" N	78° 11' 27.604" W
26	Oak Orchard River	Oak Orchard State Marine Park	Orleans	Town of Carlton	4	Y	T/B/P	3	West Side; Parking for over 96 cars	43° 22' 8.975" N	78° 11' 35.726" W

Medium Priority Corridors

Genesee – Finger Lakes Regional Blueway Analysis

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Black Creek

Medium Priority Blueway Opportunity Corridor

Blueway Opportunities and Constraints

The Black Creek is considered to be an excellent paddling destination and offers a scenic trip through a variety of interesting landscapes. Flows are typically adequate throughout the year. The navigable portion of the waterway begins around Access Point No. 92; the creek's current is slack enough at this point to allow further travel upstream, although the channel becomes narrow and shallow after a short distance.

While Black Creek does not provide connectivity between other Blueway Opportunity Corridors, it does nonetheless connect a relatively high number of important features, as listed below. Establishing a cohesive framework and plan is required to tie various attributes together in a seamless fashion as well as to identify reasonable trip segments and target specific access points for improvement.

Primary Nodes

- *Intersecting Municipalities*
 - Town of Byron
 - Town of Bergen
 - Town of Riga
 - Village of Churchville
 - Town of Chili
- *Intersecting Blueway Opportunity Areas*
 - Genesee River
- *Other Key Features*
 - Bergen Swamp National Natural Landmark
 - Village of Churchville, Churchville County Park
 - Black Creek Park
 - Genesee Valley Greenway
 - Black Creek NYSDEC Fishing Access Site



Top: A lone kayaker on the Black Creek near Access Pt. No. 95; Below: Access Pt. No. 94. Village of Churchville, NY. 10/21/09.

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Cost Estimates: **Low**

Excellent access throughout the corridor and adequate water volume make this a great paddling destination; effort should be focused on way-finding and trip facilitation.

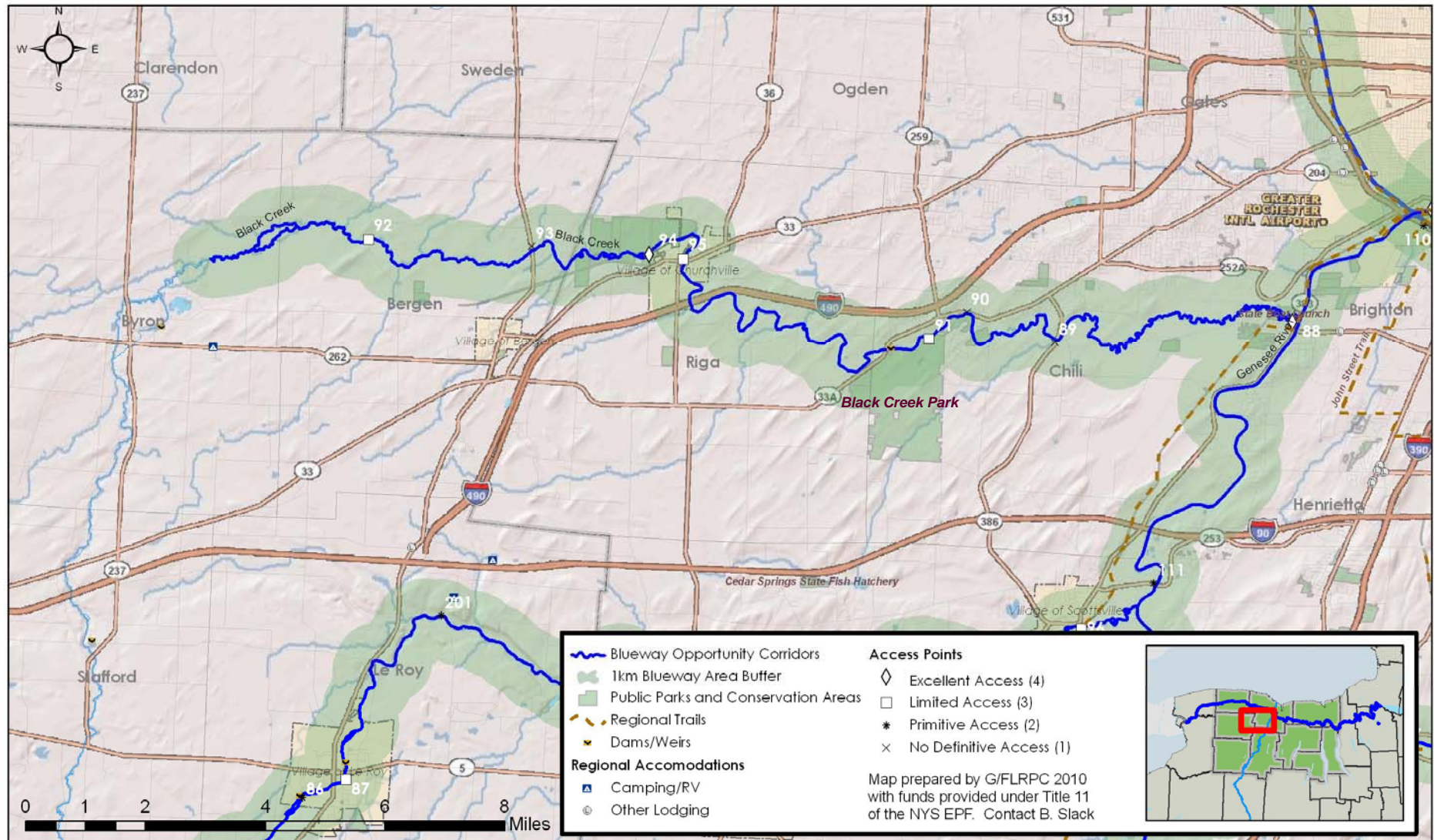
Access Point Inventory (Listed in order by location, headwaters-to-mouth)										Black Creek	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
92	Black Creek	West Sweden Rd	Genesee	Town of Bergen	3	N	None	2		43° 6' 24.448" N	77° 59' 13.330" W
93	Black Creek	State Rt 19	Genesee	Town of Bergen	1	N	None	2		43° 6' 23.454" N	77° 55' 59.542" W
94	Black Creek	Churchville County Park Boat Launch	Monroe	Town of Riga	4	N	P/O	3	Designated car top launch	43° 6' 20.066" N	77° 53' 39.484" W
95	Black Creek	Village of Churchville Overlook	Monroe	Town of Riga	3	N	O	3	Parking avail. at Village Hall	43° 6' 16.794" N	77° 52' 59.426" W
91	Black Creek	Black Creek County Park	Monroe	Town of Chili	3	N	B/P/H	3		43° 5' 14.363" N	77° 48' 4.010" W
90	Black Creek	State Rt 33A	Monroe	Town of Chili	1	N	None	1		43° 5' 39.307" N	77° 47' 20.159" W
89	Black Creek	Pfengle Property Town of Chili	Monroe	Town of Chili	1	N	None	1		43° 5' 15.209" N	77° 45' 34.776" W
88	Black Creek	Black Creek State Fishing Access Site	Monroe	Town of Chili	4	Y	T/B/P	3	Parking for 10 cars and trailers	43° 5' 40.261" N	77° 40' 53.159" W

~ Text continues on page 71~

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An Inventory and Analysis of Regional Blueway Opportunity Areas

BLUEWAY OPPORTUNITY AREA MAP 10: BLACK CREEK



Genesee – Finger Lakes Regional Blueway Analysis

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Canaseraga Creek

Medium Priority Blueway Opportunity Corridor

Blueway Opportunities and Constraints

The navigable portion of Canaseraga Creek is an intensely-farmed area; in fact, a large stretch of the creek has been modified in an apparent effort to increase farmland and decrease flooding. Because of the heavy agricultural activity, paddling in this area is less than ideal. However, the creek is navigable and does have the potential to connect the population center of Dansville with the Genesee River, a Primary Blueway Opportunity Corridor. Some whitewater opportunities are present upstream from Dansville, although these spots lie outside of the project study area.

Primary Nodes

- *Intersecting Municipalities*
 - Village of Dansville; Town of North Dansville; Town of West Sparta; Town of Sparta; and Town of Groveland
- *Intersecting Blueway Opportunity Areas*
 - Genesee River
- *Other Key Features*
 - None

Cost Estimates: Medium

Access is limited and the surrounding landscape of high-intensity agriculture is not necessarily compatible with a recreational corridor. Land acquisition for access and open space as well as stream modification or restoration may improve the functionality of this Blueway Opportunity Corridor.

Access Point Inventory (Listed in order by location, headwaters-to-mouth)

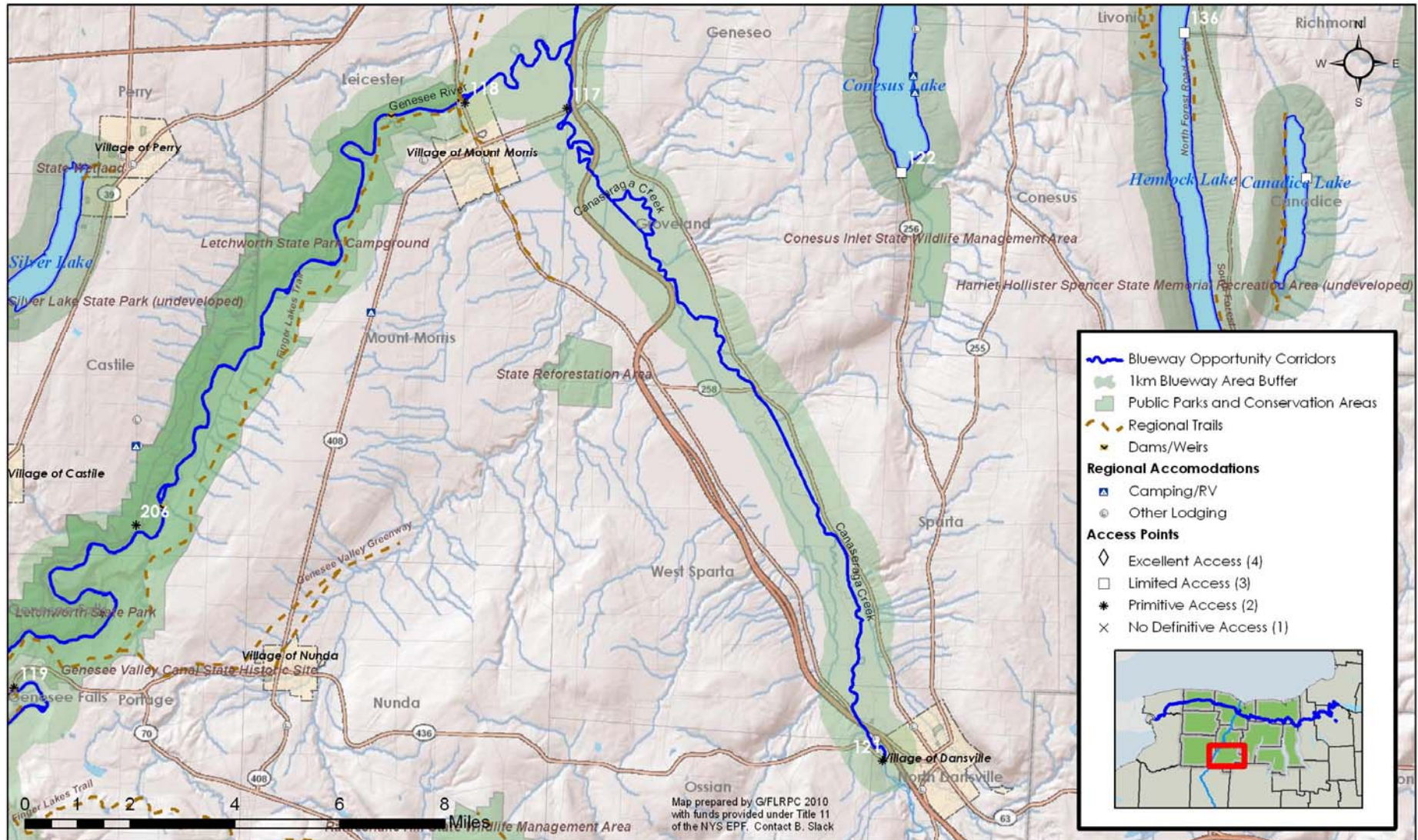
Canaseraga Creek

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
121	Canaseraga Creek	Gaging Station - Rt 436 and Scott Rd	Livingston	Town of Mt. Morris	2	N	None	3		42° 33' 36.018" N	77° 42' 57.096" W
117	Canaseraga Creek	Shaker Crossing	Livingston	Town of North Dansville	2	N	None	2		42° 44' 13.438" N	77° 50' 30.404" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

BLUEWAY OPPORTUNITY AREA MAP 11: CANASERAGA CREEK



Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Clyde River

Medium Priority Blueway Opportunity Corridor

Blueway Opportunities and Constraints

The Clyde River is closely connected to the Erie Canal, intersecting with the Canal's main navigation channel no fewer than 8 times. The lack of gradient and slack water in this area allows for canoe passage in both directions. The waterway connects Galen Marsh State Wildlife Management Area with the Montezuma National Wildlife Refuge and the Seneca River (and associated Cayuga-Seneca Water Trail). While crop cultivation is rather intense along the floodplain in some areas, large stands of trees and an overarching regional landscape of lands devoted to wildlife conservation and management make this an excellent birding destination.

Primary Nodes

- ***Intersecting Municipalities***
 - Town of Galen (Wayne County)
 - Village of Clyde via Erie Canal (Wayne County)
 - Town of Tyre (Seneca County)
- ***Intersecting Blueway Opportunity Areas***
 - *Erie Canal*
 - *Seneca River/Seneca-Cayuga Canal*
- ***Other Features***
 - Galen Marsh State Wildlife Management Area
 - Montezuma National Wildlife Refuge

Cost Estimates: Low to Medium

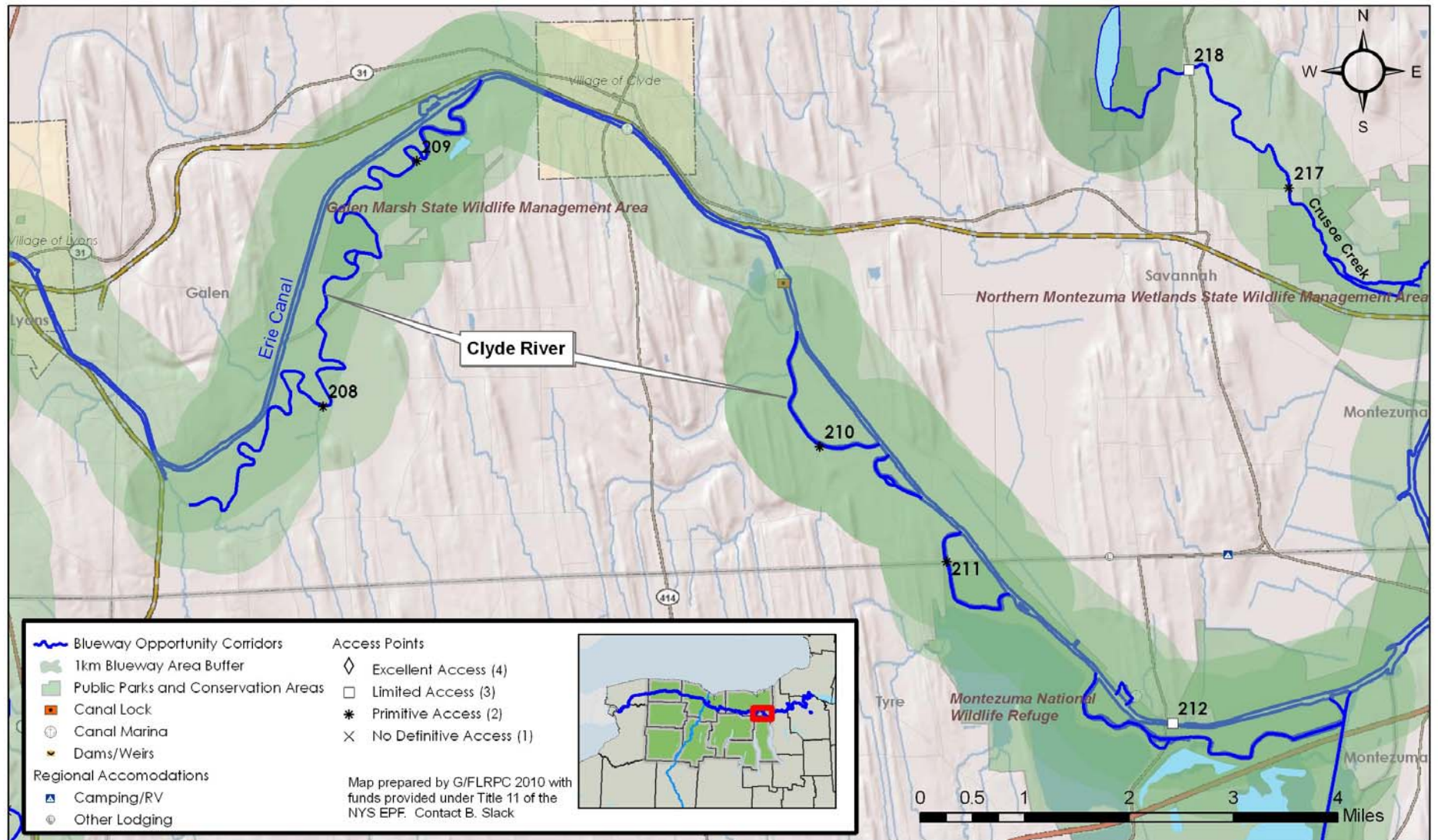
Muddy, erosive stream banks make access for paddlers difficult at most access points along the corridor; access structures would greatly improve the viability of this Blueway Opportunity Area. Otherwise, effort should focus on way-finding and trip facilitation.

~ Text continues on page 75~

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BLUEWAY OPPORTUNITY AREA MAP 12: CLYDE RIVER



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Access Point Inventory (Listed in order by location, headwaters-to-mouth)										<u>Clyde River</u>	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
208	Clyde River	River Rd South	Wayne	Town of Galen	2	N	None	2		43° 2' 25.746" N	76° 55' 28.864" W
209	Clyde River	River Rd North	Wayne	Town of Galen	2	N	None	2		43° 4' 29.201" N	76° 54' 28.974" W
210	Clyde River	Bentley Rd	Wayne	Town of Galen	2	N	None	2		43° 2' 11.301" N	76° 49' 50.236" W
211	Clyde River	Armitage Bridge	Wayne	Town of Galen	2	N	None	2		43° 1' 14.878" N	76° 48' 21.952" W
212	Clyde River	May's Point Rd	Seneca	Town of Tyre	3	N	None	3		42° 59' 56.585" N	76° 45' 45.991" W

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Crusoe Creek

Medium Priority Blueway Opportunity Corridor

Blueway Opportunities and Constraints

Crusoe Creek begins at the outlet of Crusoe Lake in the Town of Savannah in Wayne County. The creek meanders west to east along the south border of the Montezuma Audubon Center (MAC) and meets with Seneca River approximately 6 miles from Crusoe Lake. Extensive low swampy lands are common in this area, forming the northwestern portion of the famous Montezuma marshes. The MAC is a 198 acre state-owned facility operated through a cooperative agreement between the NYSDEC and the National Audubon Society. The primary launch site for this corridor is a NYSDEC canoe launch located on the southwest side of State Rt. 89 Access Pt. No. 218. Another less formal launch site exists to the southeast off of Savannah Springs Lake Rd (Access Pt. No. 218). While beaver activity generally limits navigability upstream to Crusoe Lake, slack water is commonly present throughout the corridor, allowing paddlers to travel freely in both directions. Managers at the MAC have identified the need for some snag removal and are continually pursuing options for improving paddling conditions throughout this scenic corridor.

Primary Nodes

- ***Intersecting Municipalities***
 - Town of Savannah
- ***Intersecting Blueway Opportunity Areas***
 - Erie Canal/Seneca River
- ***Other Key Features***
 - Montezuma Audubon Center
 - Montezuma Wetlands Complex/National Wildlife Refuge

Cost Estimates: Low

The Montezuma Audubon Center has devoted resources to maintaining a clear channel from State Rt. 89 and eastward. Officials are looking in to the possibility of performing limited clearing upstream from that point as well. Given the relatively short length of this corridor and investment to date, costs associated with blueway development are likely to be low. Improvements to signage and wayfinding should be a primary short-term goal, particularly when considering the possibility of increasing access between the creek and the nearby Erie Canal/Seneca River. Improved access platforms and continued channel maintenance may be appropriate mid-range goals.

Access Point Inventory (Listed in order by location, headwaters-to-mouth)

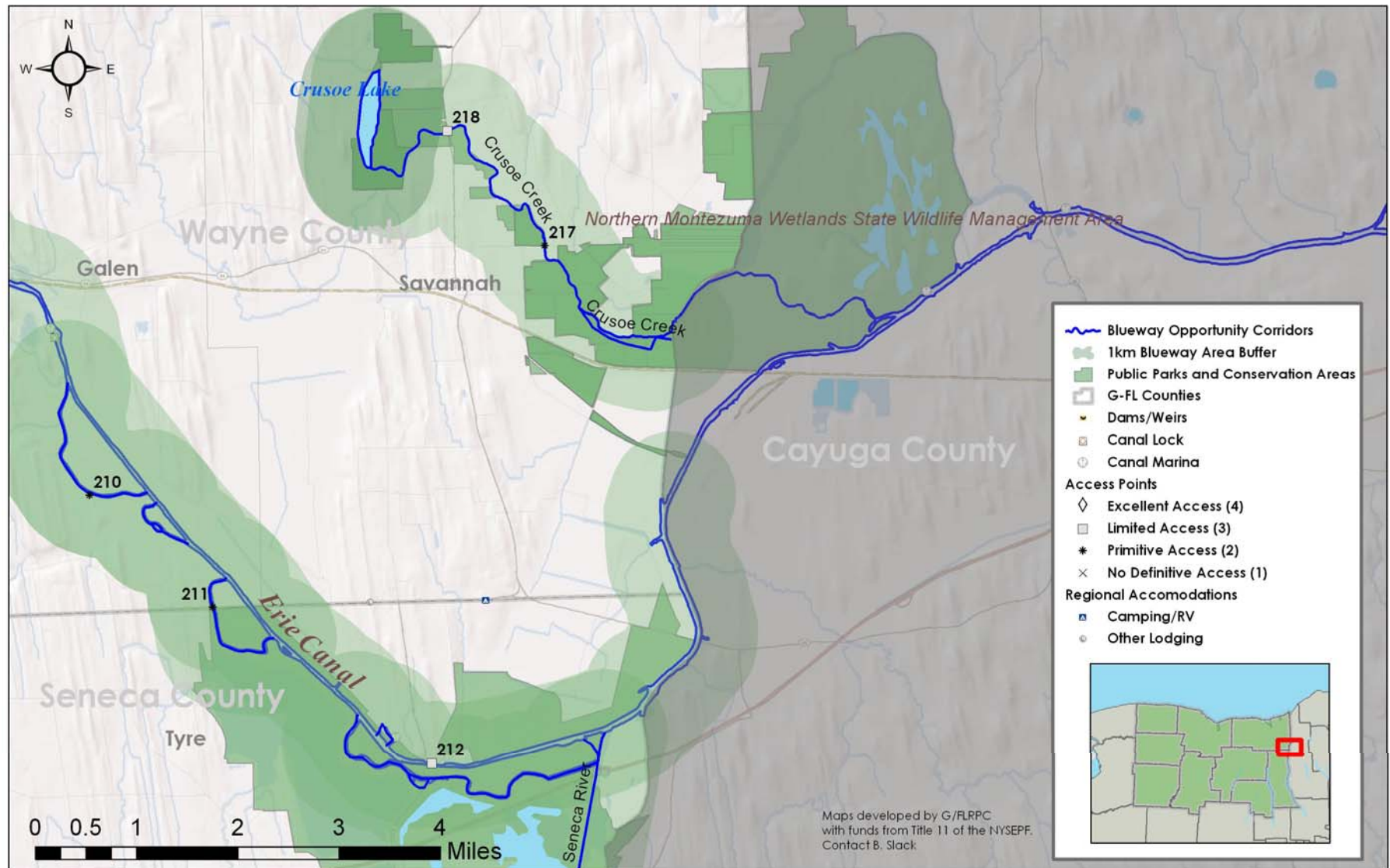
Crusoe Lake and Crusoe Creek

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
218	Crusoe Creek	NYSDEC cartop launch Rt. 89 Bridge	Wayne	Savannah	3	N	O	3	Montezuma Audubon Cntr.	43° 5' 23.147" N	76° 45' 44.349" W
217	Crusoe Creek	Savannah Spring Lake Rd. Southwest side of bridge	Wayne	Savannah	2	N	None	2		43° 4' 25.217" N	76° 44' 34.180" W

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BLUEWAY OPPORTUNITY AREA MAP 13: CRUSOE CREEK



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Ganargua Creek/Mud Creek

Medium Priority Blueway Opportunity Corridor

(Includes all sections not described above)

Blueway Opportunities and Constraints

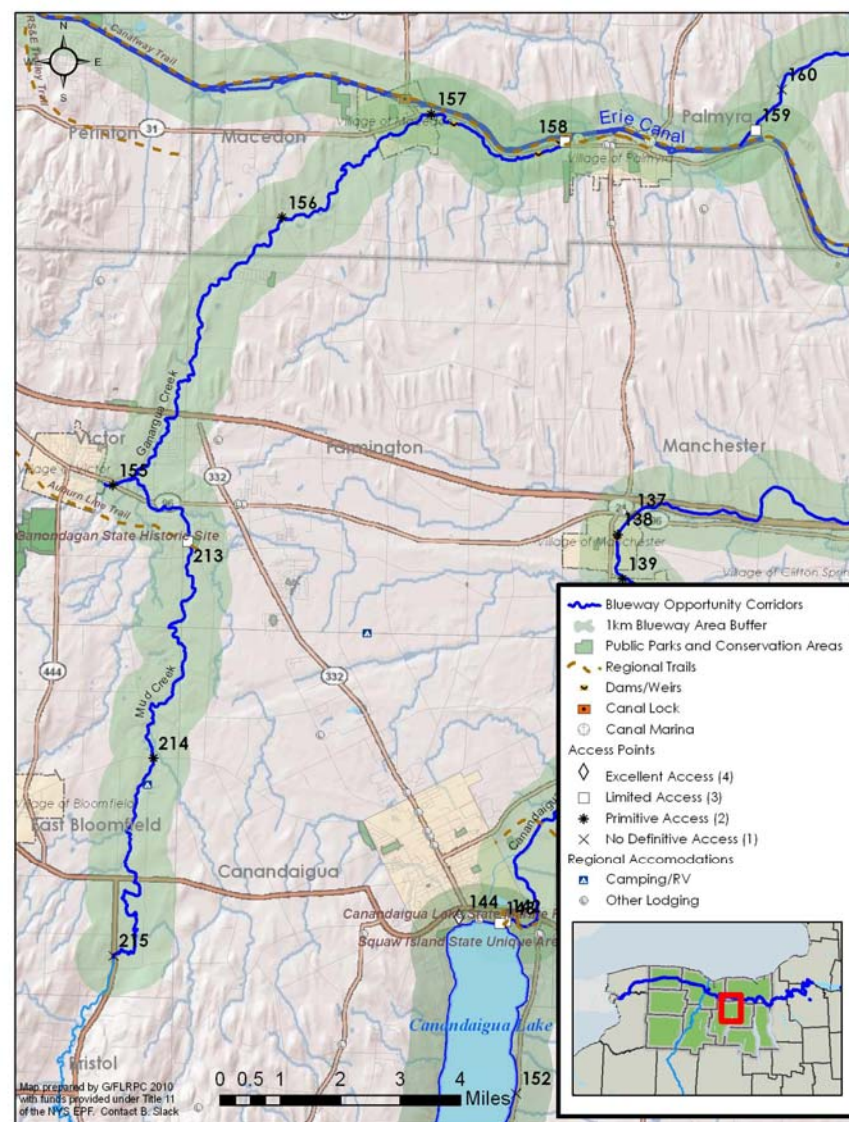
Mud Creek originates in the Town of South Bristol in the Bristol Valley and eventually joins with Ganargua Creek in the Town of Victor; from that point on, the waterway is referred to as Ganargua Creek. Given the relatively large watershed area, Mud Creek can capture and move significant amounts of water in the spring, particularly after snow melt. White water can be found in certain sections in the Towns of Farmington and Victor, particularly around the rail road underpass near Mertensia Park in Farmington. It is unknown how navigable this portion of Mud Creek is during the warmer months of the year and it is not generally listed in guidebooks as a paddling destination. Assuming adequate water volume, paddling potential gradually increases past Access Point No. 155, where the Mud Creek and Ganargua Creek converge. An historic marker at Access Point No. 156 indicates that the creek was used as a means of transportation along the Underground Railroad; portions of land in this vicinity are owned by the Genesee Land Trust.

While the possibility of paddling from Mertensia Park in Farmington to Gravino Park in the Village of Macedon is enticing, along with the possibility of integrating the cultural significance of the Underground Railroad, low water and a relatively un-maintained channel are distinct challenges along this corridor.

Primary Nodes

- **Intersecting Municipalities**
 - Town of East Bloomfield
 - Town of Canandaigua
 - Town of Victor

B.W.O.A. MAP 14: GANARGUA CREEK AND MUD CREEK



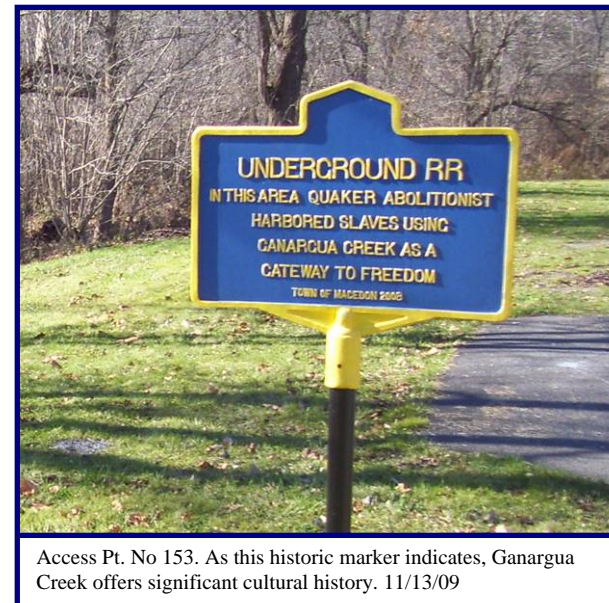
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- Town of Farmington
- Town of Macedon
- Village of Macedon
- **Intersecting Blueway Opportunity Areas**
 - Erie Canal
- **Other Key Features**
 - Mertensia Park in Farmington
 - Auburn Line Trail
 - Genesee Land Trust property, Underground Railroad site (near Access Point No. 155)
 - Gravino Park in the Village of Palmyra

Cost Estimates: Low to Medium

There are several locations which are publicly-owned which can act as potential water access points. With the exception of Pal-Mac Aqueduct County Park, no infrastructure exists at present along this corridor that is intended to serve paddlers. Way finding and trip facilitation will be important components of any planning initiative. If the corridor is found to be a viable paddling destination, way finding and trip facilitation will be important marketing tools to attract the public to this resource.



Access Point Inventory (Listed in order by location, headwaters-to-mouth)

Mud and Ganargua Creeks

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
215	Mud Creek	Rt. 64	Ontario	Town of East Bloomfield	1	N	None	1		42° 51' 51.790" N	77° 23' 23.058" W
214	Mud Creek	Co. Rd. 30 and Wheeler Station Rd	Ontario	Town of East Bloomfield	2	N	None	1		42° 54' 45.234" N	77° 22' 42.285" W
213	Mud Creek	Rotary Centennial Walking Path	Ontario	Town of Farmington	3	N	B/P/H	3		42° 57' 54.698" N	77° 22' 8.603" W
155	Ganargua Creek	Brace Rd	Ontario	Town of Victor	2	N	None	2		42° 58' 41.545" N	77° 23' 39.052" W
156	Ganargua Creek	Wilkinson Rd	Wayne	Town of Macedon	2	N	None	2		43° 2' 38.306" N	77° 20' 27.820" W
157	Ganargua Creek	Gravino Park	Wayne	Village of Macedon	2	N	P/O	3	Gravino Town park;	43° 4' 11.737" N	77° 17' 34.656" W
158	Ganargua Creek	Pal-Mac Aqueduct County Park - Lock 29	Wayne	Town of Macedon	3	N	T/P	3		43° 3' 50.562" N	77° 14' 55.806" W

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Irondequoit Creek

Medium Priority Blueway Opportunity Corridor

Blueway Opportunities and Constraints

Irondequoit Creek is a very popular riparian recreational corridor that winds its way through the densely-populated suburb of the Town of Penfield in Monroe County. The waterway has already been identified by the Town of Penfield as a viable water trail from Ellison Park north. ¹⁶ The Town has done much to protect the riparian area and create public access throughout the entire corridor, particularly from Linear Town Park north to Ellison County Park.

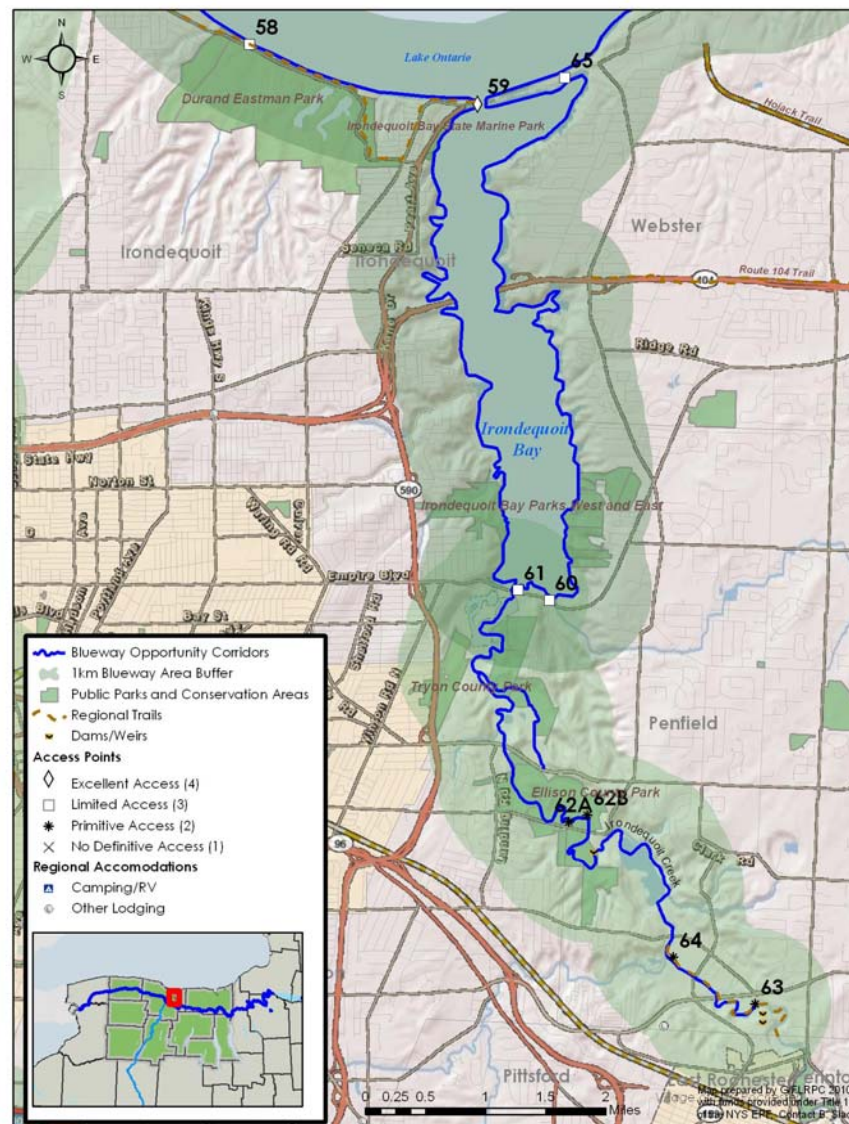
White water levels are typically low throughout the upper reaches of this waterway (south of Ellison Park) and the channel is shallow and rocky. The area nonetheless persists as a unique paddling destination when conditions allow. During periods of high water, white water kayaking is possible near Linear Park and behind Irondequoit Creek Plaza. Paddlers are able travel upstream from Irondequoit Bay into Ellison Park under most conditions, although stream depth does become shallow and the water current becomes swift around the Park.

Primary Nodes

- ***Intersecting Municipalities***
 - Town of Penfield
 - Town of Irondequoit
 - Town of Webster
- ***Intersecting Blueway Opportunity Areas***
 - Lake Ontario
- ***Other Key Features***

¹⁶ Map last viewed online 4/20/10 at http://www.penfield.org/media/maps_Irondequoit_Creek_Waterway.pdf

B.W.O.A. MAP 15: IRONDEQUOIT CREEK



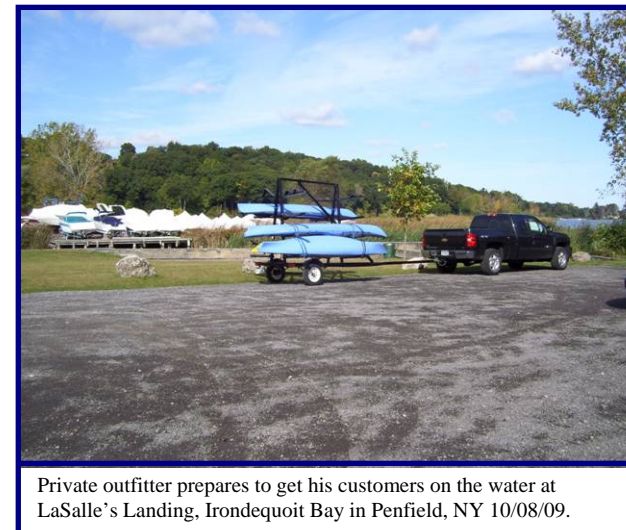
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- *Linear Park, Linear Trail*
- *Panorama Plaza, Panorama Plaza Trail*
- *Ellison Park/County Wetlands Area*
- *LaSalle's Landing Park*
 - *At least two establishments located on Empire Boulevard near LaSalle's Landing Park which offer boat rental, sales and instruction*
- *Tryon Park*
- *Irondequoit Bay Park West and East and Irondequoit Bay State Marine Park*

Cost Estimates: **Low**

Much of this riparian corridor has been well-planned; public access has been a high priority for local officials for many years. Simple structures that allow safe access to the water in combination with innovative way-finding and trip facilitation planning may be all this corridor requires.



Private outfitter prepares to get his customers on the water at LaSalle's Landing, Irondequoit Bay in Penfield, NY 10/08/09.

Access Point Inventory (Listed in order by location, headwaters-to-mouth/west-to-east)

Irondequoit Creek*

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
63	Irondequoit Creek	Linear Town Park	Monroe	Town of Penfield	2	N	B/P/H/O	3	Active recreation	43° 7' 37.978" N	77° 29' 4.466" W
64	Irondequoit Creek	Irondequoit Creek Plaza	Monroe	Town of Penfield	2	N	None	3		43° 7' 57.261" N	77° 29' 53.788" W
62a	Irondequoit Creek	Ellison County Park	Monroe	Town of Penfield	2	N	B/P/H/O	3	Active recreation	43° 8' 54.877" N	77° 30' 58.284" W
62b	Irondequoit Creek	Ellison County Park	Monroe	Town of Penfield	2	N	B/P/H/O	3	Active recreation	43° 8' 57.984" N	77° 30' 47.246" W

*Access Points associated with Irondequoit Bay are listed under Lake Ontario

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Johnson Creek

Medium Priority Blueway Opportunity Corridor

Blueway Opportunities and Constraints

Johnson Creek is not a very commonly-known paddling destination, but it offers interested paddlers a pleasant and easy trip through very rural countryside. Located in the northwest portion of Orleans County, the navigable portion of the creek begins around the Village of Lyndonville. It is unknown how far paddlers typically can travel upstream, although possible access points were identified as far west as Marshall and Angling Roads (Access Point No's 013 and 012, respectively) in the Town of Yates. Any paddling that occurs in this area downstream to Lyndonville is likely to be difficult due to low water levels and snags and downed trees. A large concrete impoundment directly in the center of the Village creates a large and picturesque reservoir with a significant waterfall beneath.

Similar hindrances continue on Johnson Creek after the waterfalls in Lyndonville until the area around Harris Road (Access Point No. 024). From this point onward to Lake Ontario, paddling is generally free of obstruction. Light current between these two points generally allows paddlers to travel in both directions.

Primary Nodes

- ***Intersecting Municipalities***
 - Town of Yates
 - Village of Lyndonville
 - Town of Carlton
- ***Intersecting Blueway Opportunity Areas***
 - Lake Ontario
- ***Other Key Features***
 - Historic Main Street and commercial district in Village of Lyndonville
 - Lakeside Beach State Park

Cost Estimates: Low to Medium

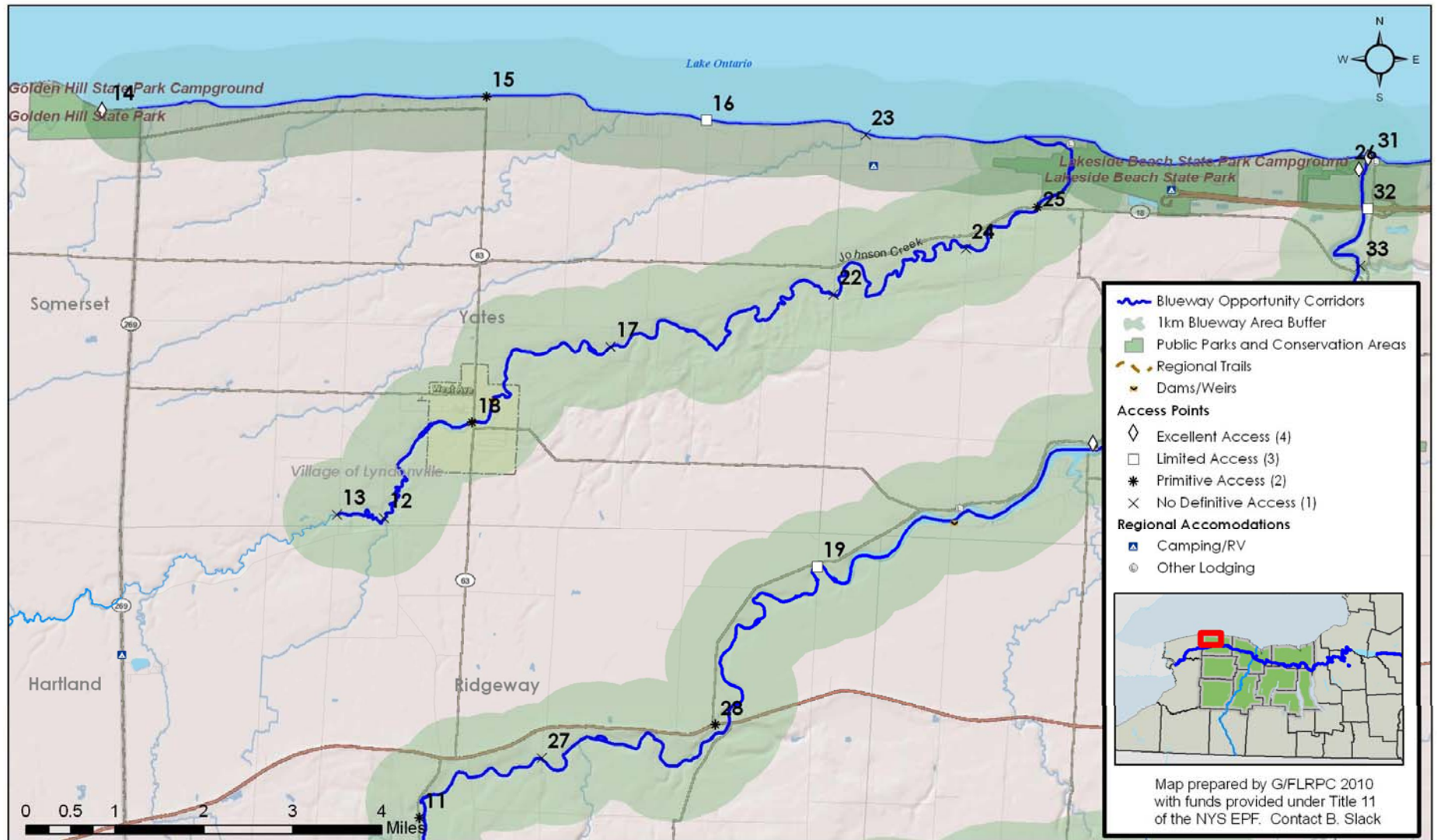
Given the relatively isolated location of this corridor, it is likely to remain underutilized as a paddling destination into the near future. Blueway planning should perhaps focus on basic way-finding that identifies feasible public access points. At this point in time, access is gained solely from small, informal trails next to bridge embankments; only two of these locations were confirmed to be on publicly-owned lands. If public interest increases in the corridor, improvements to access can be considered. At that point in time, easements or purchase of public access may be necessary in order to create viable trip segments and safe public access.

~ Text continues on page 84~

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

BLUEWAY OPPORTUNITY AREA MAP 16: JOHNSON CREEK



Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Point Inventory (Listed in order by location, headwaters-to-mouth)										Johnson Creek	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
13	Johnson Creek	Marshall Rd	Orleans	Town of Yates	1	N	None	1		43° 18' 22.781" N	78° 25' 5.466" W
12	Johnson Creek	Angling Rd	Orleans	Town of Yates	1	N	None	1		43° 18' 21.848" N	78° 24' 27.806" W
18	Johnson Creek	Lyndonville Overlook	Orleans	Village of Lyndonville	2	N	P/O	2	Historic Lyndonville Main St. commercial dist.	43° 19' 19.762" N	78° 23' 19.993" W
17	Johnson Creek	Blood Road	Orleans	Town of Yates	1	N	None	1	Limited access on the SE side of the bridge	43° 20' 7.291" N	78° 21' 31.502" W
22	Johnson Creek	Yates Carlton Townline Road	Orleans	Town of Yates	1	N	None	1	Limited access on either side of the bridge	43° 20' 43.085" N	78° 18' 34.073" W
24	Johnson Creek	Harris Rd	Orleans	Town of Carlton	1	N	None	1		43° 21' 12.992" N	78° 16' 48.997" W
25	Johnson Creek	Kuckville	Orleans	Town of Carlton	2	N	O	2	Nearby convenience store w/tackle shop	43° 21' 39.071" N	78° 15' 52.956" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Oatka Creek

Medium Priority Blueway Opportunity Corridor

Blueway Opportunities and Constraints

Feasible navigability on the Oatka Creek begins just north of the Village of Warsaw corporate limits and stretches through to the Village of LeRoy in Genesee County. The creek itself meanders considerably, making the distance by water approximately 25 miles as compared to approximately 17 miles over land. While the creek can be navigated through the village during periods of high water, safe public access points do not exist. Public access is the greatest limitation on the Oatka Creek Blueway Opportunity Area. While canoe guidebooks generally reference bridge overpasses as feasible access points, close inspection of tax parcels indicates no clear public rights-of-way; many properties are clearly marked as “Posted”. Unofficial public access becomes feasible around the Village of Wyoming, however, as there are two abandoned roads/bridges over the creek as well as one point on Main Street in the Village of Wyoming that serves as a municipal dry hydrant (Access Point No. 081).

Paddling is very limited below the LeRoy dam to Oatka Trail Road due to decreasing water levels caused by a known karst area. Flows are diminished significantly due to this unique geologic occurrence until downstream of Buttermilk Falls near the Oatka Trail Road. Pending adequate water levels, the remainder of the creek is navigable from this point on to the Village of Scottsville. Log jams and snags become a hindrance to paddlers downstream from Scottsville to the Genesee River. Residents have noted that this stretch of the Creek was commonly paddled by locals at one time indicating a possible opportunity for corridor improvement through the selective clearing of debris.

Primary Nodes

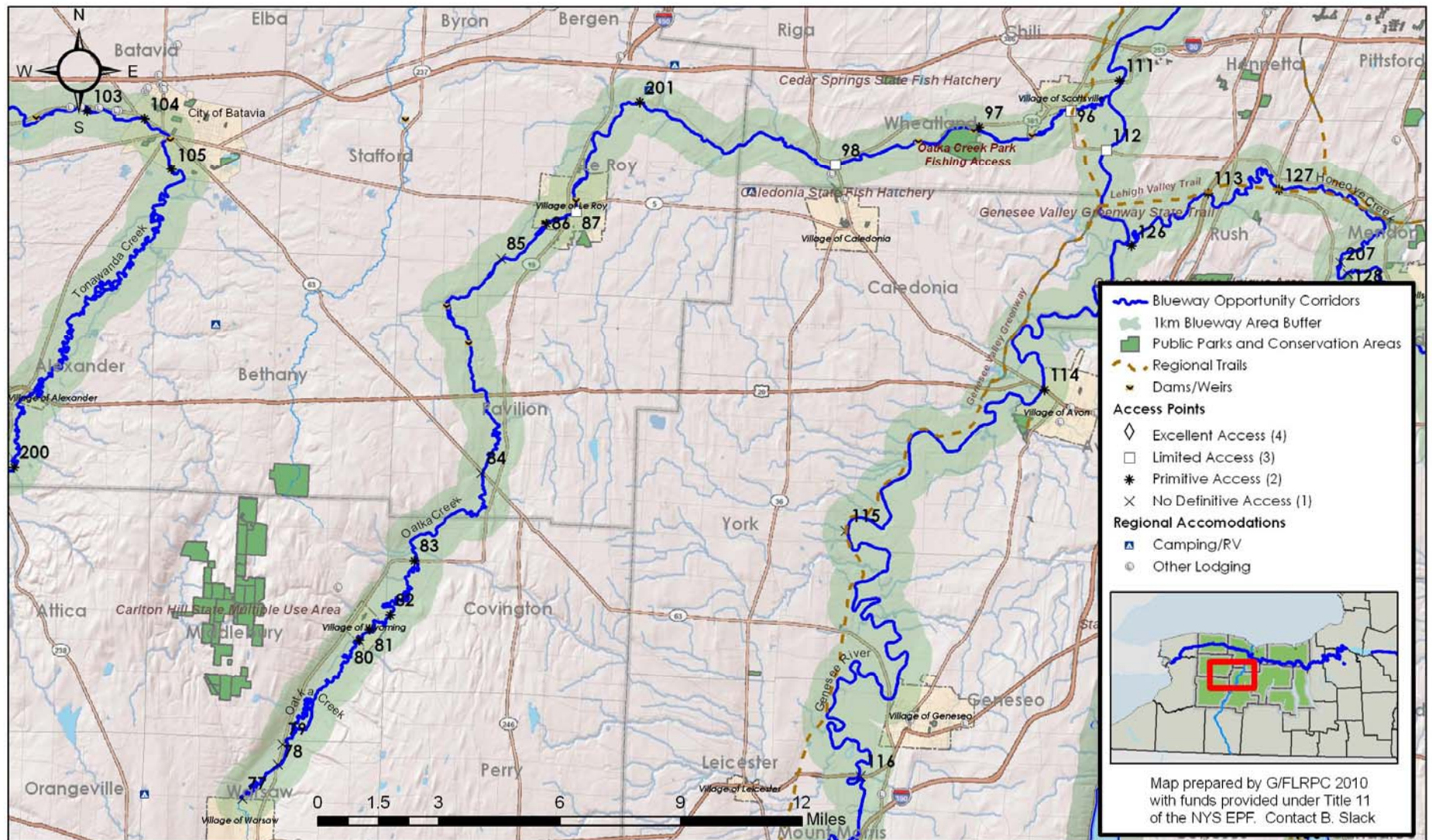
- ***Intersecting Municipalities***
 - Village/Town of Warsaw (Wyoming County)
 - Town of Middlebury (Wyoming County)
 - Village of Wyoming (Wyoming County)
 - Town of Covington (Wyoming County)
 - Town of Pavilion (Genesee County)
 - Town of Stafford
 - Town/Village of LeRoy
 - Town of Wheatland
 - Village of Scottsville
- ***Intersecting Waterways***
 - Genesee River
- ***Other Key Features***
 - Caledonia State Fish Hatchery; Genesee Valley Greenway; and Canawaugus Park

~ Text continues on page 87~

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

BLUEWAY OPPORTUNITY AREA MAP 17: OATKA CREEK



Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Cost Estimates: Medium

Access is the greatest concern within this Blueway Opportunity Area. Purchase of easement or property may be advisable in the upstream area in order to secure a designated launch point near the Village of Warsaw. Access to the water at a number of points along the corridor can be difficult due to site conditions. Due to the significant gap in navigable area north of LeRoy, planning for trip segment delineation and way-finding will be important and challenging issues to address.

Access Point Inventory (Listed in order by location, headwaters-to-mouth)										<u>Oatka Creek</u>	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
77	Oatka Creek	Buffalo Rd	Wyoming	Town of Warsaw	1	N	None	1		42° 45' 39.539" N	78° 8' 26.279" W
78	Oatka Creek	State Rt 19	Wyoming	Town of Warsaw	1	N	None	1		42° 46' 25.259" N	78° 7' 25.799" W
79	Oatka Creek	Sayre Rd	Wyoming	Town of Warsaw	1	N	None	2		42° 46' 50.639" N	78° 7' 19.200" W
80	Oatka Creek	School Rd	Wyoming	Village of Wyoming	2	N	None	2		42° 49' 8.580" N	78° 5' 11.040" W
81	Oatka Creek	Main St	Wyoming	Village of Wyoming	2	N	None	2		42° 49' 22.861" N	78° 4' 54.239" W
82	Oatka Creek	Lemly Rd	Wyoming	Town of Covington	2	N	None	2		42° 49' 42.661" N	78° 4' 18.361" W
83	Oatka Creek	State Rt 19	Wyoming	Town of Covington	2	N	None	1		42° 50' 53.819" N	78° 3' 39.121" W
84	Oatka Creek	River Rd	Genesee	Town of Pavillion	1	N	None	1		42° 52' 50.581" N	78° 1' 47.460" W
85	Oatka Creek	Cole Rd	Genesee	Town of LeRoy	1	N	None	1		42° 57' 29.459" N	78° 1' 26.281" W
86	Oatka Creek	Munson Rd Overlook	Genesee	Village of LeRoy	2	N	None	3		42° 58' 16.741" N	78° 0' 8.701" W
87	Oatka Creek	Wolcott St	Genesee	Village of LeRoy	3	N	O	2	Located near historic Main St. LeRoy	42° 58' 33.539" N	77° 59' 17.401" W
201	Oatka Creek	Oatka Trail Rd	Genesee	Town of LeRoy	2	N	None	3		43° 0' 58.920" N	77° 57' 31.680" W
98	Oatka Creek	Oatka Creek State Fishing Access Site	Monroe	Town of Wheatland	3	N	O	3	Cartop launch; 6 parking spaces	42° 59' 45.989" N	77° 51' 43.657" W
97	Oatka Creek	Oatka Creek Park County Fishing Access Site	Monroe	Town of Wheatland	2	N	H	3	Ideal fishing access; no boat access present	43° 0' 41.317" N	77° 47' 33.166" W
96	Oatka Creek	Canawaugus Park	Monroe	Town of Wheatland	3	N	P/H	3	Historic Village of Scottsville nearby	43° 1' 6.053" N	77° 44' 52.120" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Salmon Creek

Medium Priority Blueway Opportunity Corridor

Blueway Opportunities and Constraints

The navigable area of Salmon Creek begins in the Village of Hilton; while low water levels can make paddling difficult, passage is generally open from the village to Braddock Bay. Salmon Creek's greatest asset may be the fact that it feeds into the Braddock Bay complex, which is already a well-known paddling destination. To this end, the creek may be considered as a spur-trail that is complementary to the Bay, other nearby ponds, and the Lake Ontario Blueway Opportunity Area.

Primary Nodes

- *Intersecting Municipalities*
 - *Village of Hilton*
 - *Town of Parma*
- *Intersecting Blueway Opportunity Areas*
 - *Lake Ontario*
- *Other Features*
 - *Braddock Bay State Wildlife Management Area*

Cost Estimates: Low

Excellent access in the area around Braddock Bay makes this a great paddling destination; effort should be focused on way-finding and trip facilitation. Marketing the area as an “encapsulated” paddling destination can help to focus such efforts.

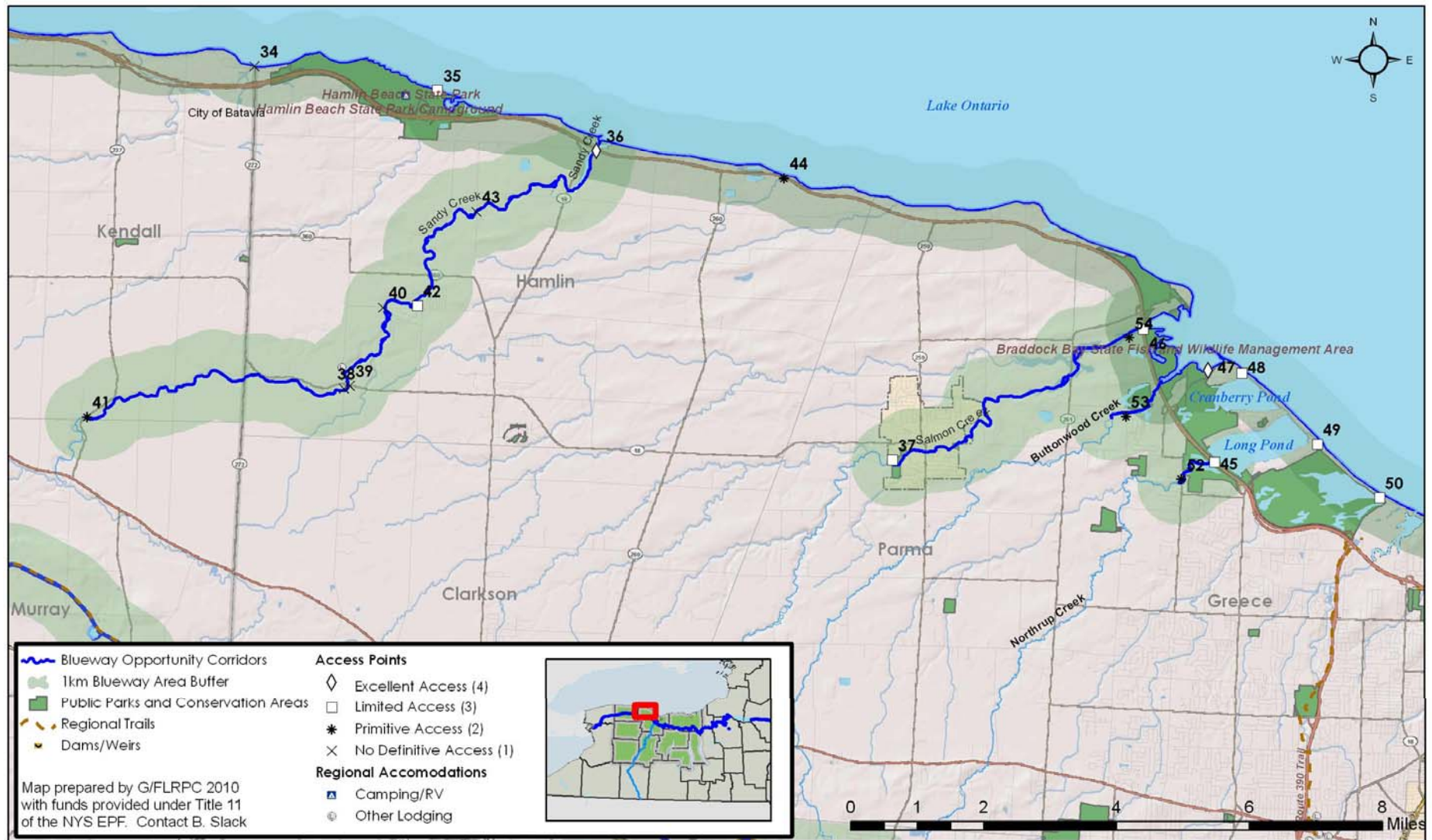
Access Point Inventory (Listed in order by location, headwaters-to-mouth)									<u>Button, Northrup and Salmon Creeks</u>		
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
37	Salmon Creek	Hilton Village Park	Monroe	Village of Hilton	3	N	H/O	3	Village Park; Jennejahn Lodge available for rental	43° 17' 3.304" N	77° 48' 4.324" W
54	Salmon Creek	Braddock Bay SWMA - Salmon Creek at Hogan Rd	Monroe	Town of Greece	2	N	T	3		43° 18' 45.202" N	77° 43' 54.149" W

~ Text continues on page 90~

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

BLUEWAY OPPORTUNITY AREA MAP 18: SALMON AND SANDY CREEKS



Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Tonawanda Creek

Medium Priority Blueway Opportunity Corridor

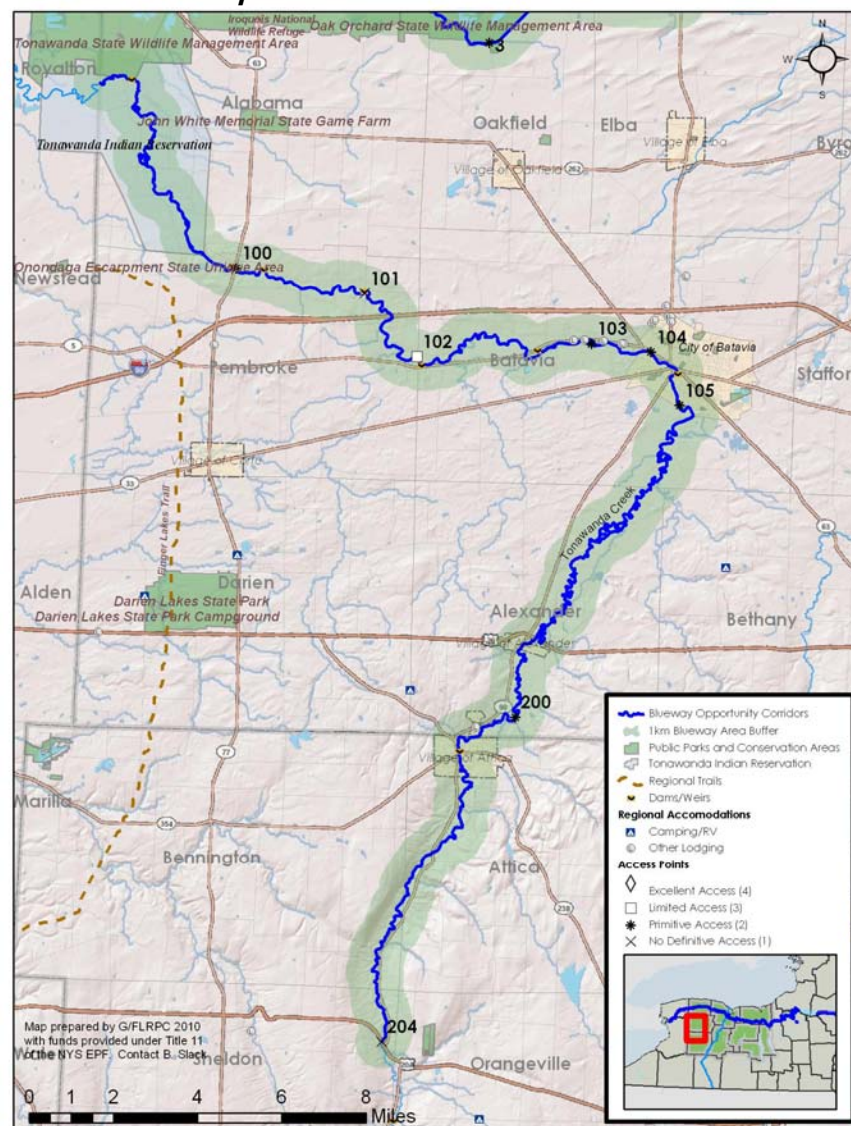
Blueway Opportunities and Constraints

Tonawanda Creek is characterized by several different stages as it meanders its way to Erie and Niagara Counties. The navigable portion of the Tonawanda Creek begins as far south as the Town of Sheldon in the hamlet of Varrysburg along Rt. 20A, although much of this upper section of the corridor is only navigable during high water. Paddling gradually becomes more consistent as one travels downstream, particularly north of the Village of Attica. There are a number of major obstacles along the creek that require paddlers to exit the water and carry around, including those in Attica, the City of Batavia and Indian Falls near Rt. 63 in Alabama. Access is generally gained at any of the many bridge overpasses that cross the creek; a number of the more established sites were reviewed for this analysis.

Primary Nodes

- ***Intersecting Municipalities***
 - Town of Sheldon (Wyoming County)
 - Town of Bennington (Wyoming County)
 - Town/Village of Attica (Wyoming County)
 - Town/Village of Alexander (Genesee County)
 - Town/City of Batavia
 - Town of Pembroke
 - Town of Alabama
 - Tonawanda Indian Reservation
- ***Intersecting Waterways***
 - Intersects with the Erie Canal in Erie County
- ***Other Key Features***
 - No other significant features identified

B.W.O.A. Map 19: Tonawanda Creek



Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas



Indian Falls on the Tonawanda Creek near
Access Pt. No. 100. 10/22/09

Cost Estimates: Medium to High

The significant length of this corridor has complicated intermunicipal planning and management efforts along the Tonawanda Creek for many years. Recent watershed planning efforts initiated by local and county agencies will hopefully reinvigorate local interest in this important regional waterway. At present, there are few well-established safe access points on the creek; difficult site conditions and high water levels can increase the construction costs of facilities that will be durable enough to withstand such conditions. The varying character of the waterway will make way-finding and trip segment delineation critical components if it is to be tied into one clear paddling destination.

Access Point Inventory (Listed in order by location, headwaters-to-mouth)

Tonawanda Creek

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
204	Tonawanda Creek	Rt 20A Varrysburg	Wyoming	Town of Sheldon	1	N	None	1		42° 45' 48.086" N	78° 18' 51.761" W
200	Tonawanda Creek	Genesee St	Genesee	Town of Alexander	2	N	None	2		42° 52' 35.640" N	78° 15' 28.080" W
105	Tonawanda Creek	Kibbe Park	Genesee	City of Batavia	2	N	P	3		42° 59' 9.287" N	78° 11' 11.872" W
104	Tonawanda Creek	Main St	Genesee	City of Batavia	2	N	O	2	Route 5 Batavia commercial district	43° 0' 13.921" N	78° 12' 3.179" W
103	Tonawanda Creek	Kiwanis Park	Genesee	Town of Batavia	2	N	O	3	Kiwanas Park	43° 0' 21.546" N	78° 13' 43.975" W
102	Tonawanda Creek	Slusser Rd	Genesee	Town of Pembroke	3	N	None	2		42° 59' 56.904" N	78° 18' 37.274" W
101	Tonawanda Creek	North Pembroke Rd	Genesee	Town of Pembroke	1	N	None	1		43° 1' 12.760" N	78° 20' 9.924" W
100	Tonawanda Creek	Indian Falls - Phelps Rd	Genesee	Town of Pembroke	2	N	None	2		43° 1' 38.582" N	78° 23' 47.929" W
99	Tonawanda Creek	St. Rt 93	Niagara	Town of Royalton	1	N	None	1		43° 5' 26.045" N	78° 31' 7.957" W

Low Priority Blueway Opportunity Corridors

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Buttonwood and Northrup Creeks

Low Priority Blueway Opportunity Corridor

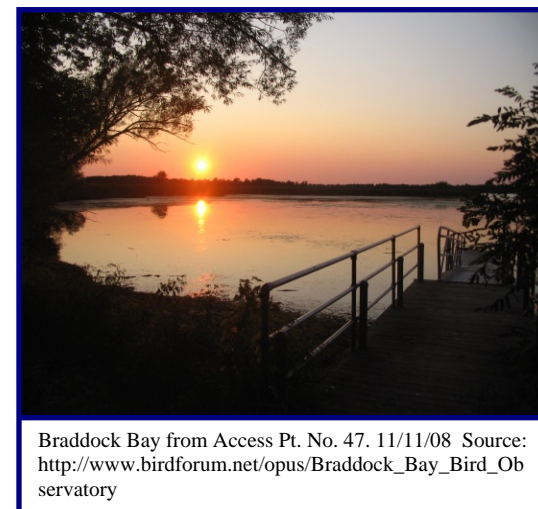
(refer to Blueway Opportunity Area Map 18, page 89)

Blueway Opportunities and Constraints

These two creeks have been grouped together due to their general similarity, close proximity to one another and relatively short length. In the context of recreational paddling, Buttonwood and Northrup Creeks have limited access and essentially serve as spurs within the Braddock Bay complex. Consequently, these two smaller creeks should be considered as complementary to the Bay, other nearby ponds, and the Lake Ontario Blueway Opportunity Area.

Primary Nodes

- ***Intersecting Municipalities***
 - Town of Greece
- ***Intersecting Blueway Opportunity Areas***
 - Lake Ontario
- ***Other Key Features***
 - Braddock Bay State Wildlife Management Area



Braddock Bay from Access Pt. No. 47. 11/11/08 Source: http://www.birdforum.net/opus/Braddock_Bay_Bird_Observatory

Cost Estimates: Low

Excellent access that already exists in the area around Braddock Bay makes this a well-known paddling destination; effort should be focused on way-finding and trip facilitation. Marketing the area as an “encapsulated” paddling destination can help to focus such efforts.

Access Point Inventory (Listed in order by location, headwaters-to-mouth)

Button and Northrup Creeks

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
52	Northrup Creek	Flynn Rd - Northrup Creek	Monroe	Town of Greece	2	N	None	2		43° 16' 55.808" N	77° 42' 53.284" W
53	Buttonwood Creek	North Greece Rd - Buttonwood Creek	Monroe	Town of Greece	2	N	None	3		43° 17' 43.566" N	77° 43' 55.164" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Naples Creek and the West River

Low Priority Blueway Opportunity Corridor

Blueway Opportunities and Constraints

These two waterways are not likely to serve as stand-alone blueways; rather, they are more likely to support a Canandaigua Lake blueway corridor. Additionally, low water throughout most of the year limits paddling opportunities on Naples Creek. Entry at Access Point No. 147 is likely feasible only during periods of high water. The West River offers excellent paddling throughout the year. While Access Point No. 148 offers a trailer launch for motor boats, a car top launch is located a short distance away. Paddlers are also able to travel a short distance further upstream than motor boats are.

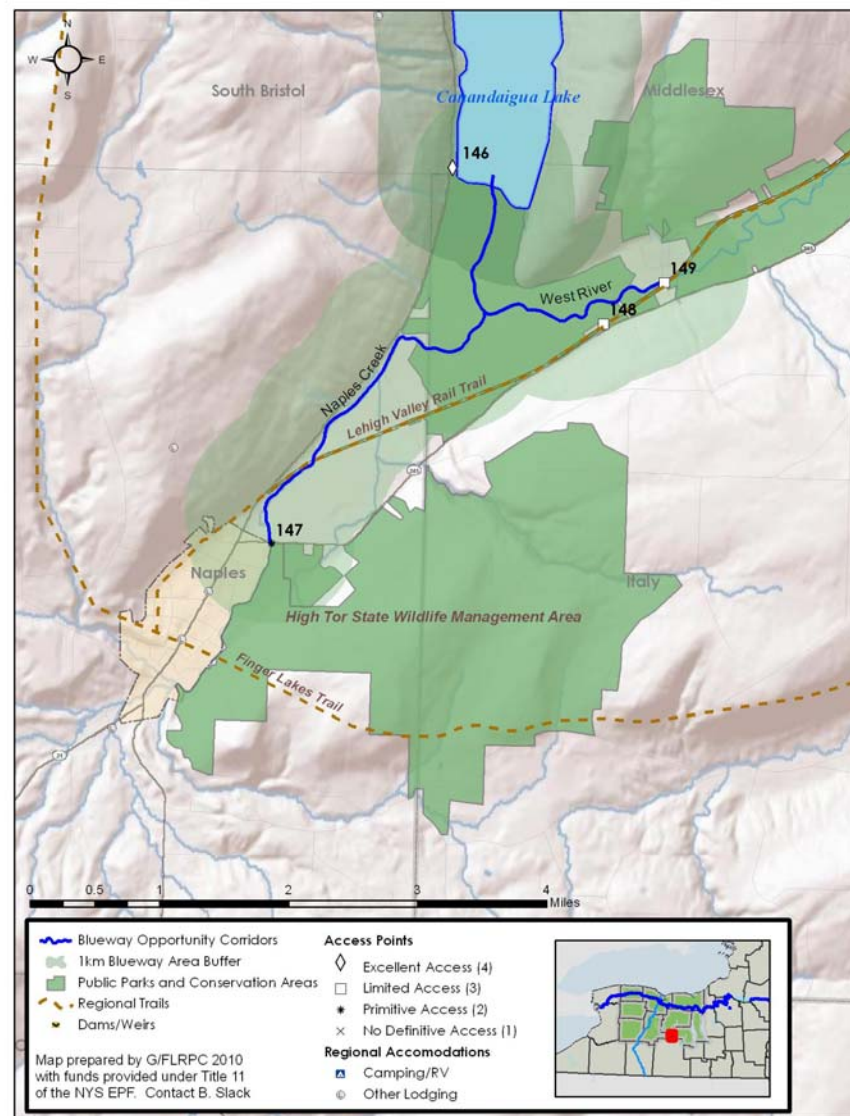
Primary Nodes

- **Intersecting Municipalities**
 - Town of Naples
 - Town of Italy
- **Intersecting Blueway Opportunity Areas**
 - Canandaigua Lake
- **Other Key Features**
 - High Tor State Wildlife Management Area

Cost Estimates: Low

Excellent public access is already present on the West River; other access points on Canandaigua Lake allow for a variety of trip options for the public. All that may be necessary at this point is additional planning and the creation of way-finding throughout the Canandaigua Lake/Outlet area which can help tie these areas into a larger, more cohesive paddling network.

B.W.O.A. MAP 20: NAPLES CREEK AND THE WEST RIVER



Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Point Inventory (Listed in order by location, headwaters-to-mouth)										Naples Creek/West River	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
149	West River	High Tor State WMA West River Unit Cartop Launch	Yates	Town of Italy	3	N	O	3	Designated car top launch	42° 39' 22.648" N	77° 19' 52.532" W
148	West River	High Tor State WMA West River Unit Trailer Launch	Yates	Town of Italy	3	N	None	3		42° 39' 5.054" N	77° 20' 25.123" W
147	Naples Creek	Naples Creek Public Fishing Stream	Ontario	Town of Naples	2	N	None	3		42° 37' 33.247" N	77° 23' 23.248" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Sandy Creek

Low Priority Blueway Opportunity Corridor

(Refer to Blueway Opportunity Area Map 18, page 89)

Blueway Opportunities and Constraints

Navigable paddling on the Sandy Creek in the Town of Hamlin, NY is most consistent within a 2 mile distance of Lake Ontario; anecdotal accounts, however, have indicated navigable paddling during high water from as far upstream as the Town of Kendall in Orleans County. It is unknown how feasible paddling truly is along the majority of the corridor outside of the 2 mile area referenced above. Navigability was indeterminable during site visits, however modest water flow was noted during the late summer/early fall.

This paddling corridor may function best as a spur trail linking to the adjoining Lake Ontario corridor.

Primary Nodes

- ***Intersecting Municipalities***
 - Town of Kendall (Orleans County)
 - Town of Hamlin (Monroe County)
- ***Intersecting Waterways***
 - Lake Ontario
- ***Other Key Features***
 - No key features within the corridor; Hamlin Beach State Park is nearby, however

Cost Estimates: Low

Excellent access is available at the Sandy Creek State Fishing Access site, just off the Lake Ontario State Parkway. Way-finding and trip segment delineation may be all that is necessary for this corridor.

Access Point Inventory (Listed in order by location, headwaters-to-mouth)

Sandy Creek

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
41	Sandy Creek	Creek Rd	Orleans	Town of Kendall	2	N	None	2		43° 17' 14.932" N	78° 2' 30.944" W
38	Sandy Creek	Redman Rd	Monroe	Town of Hamlin	1	N	None	2	Parking on the corner of Roosevelt Hgwy &	43° 17' 44.111" N	77° 57' 56.130" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

									Redman		
39	Sandy Creek	State Rt 18	Monroe	Town of Hamlin	1	N	None	2	Parking on the corner of Roosevelt Hgwy & Redman	43° 17' 46.608" N	77° 57' 49.824" W
40	Sandy Creek	Brick Schoolhouse Rd	Monroe	Town of Hamlin	1	N	None	1		43° 18' 48.971" N	77° 57' 17.132" W
42	Sandy Creek	Town of Hamlin Park	Monroe	Town of Hamlin	3	N	B/P/O	3	Public park with active recreation	43° 18' 51.246" N	77° 56' 40.175" W
43	Sandy Creek	Lake Rd	Monroe	Town of Hamlin	1	N	None	1		43° 20' 6.310" N	77° 55' 40.379" W
36	Sandy Creek	Sandy Creek State Fishing Access Site	Monroe	Town of Hamlin	4	Y	T/B	3	Parking for 50 cars and trailers	43° 20' 57.779" N	77° 53' 33.540" W

Other Corridors of Significance

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Lock 32 Whitewater Park¹⁷

Other Corridor of Significance

(Refer to Blueway Opportunity Area Map 3, page 42)

Blueway Opportunities and Constraints

While not a feasible blueway corridor, Lock 32 is nonetheless a unique paddling destination. Operated by Genesee Waterways Center, Lock 32 Whitewater Park receives water flows which emanate from Lock 32 on the Erie Canal. The engineered course creates Class I/II riffles and whitewater, making it an excellent area for beginner paddlers. The area is also recognized as a reliable kayaking destination during periods of low water, as the canal provides a continuous flow throughout the navigation season. The course was created in 2000 and offers instruction to paddlers. Its significance as a notable regional asset and draw along the Erie Canal as well as a tool for paddle sports outreach and publicity makes it worthy of mention in this report.

Primary Nodes

- ***Intersecting Municipalities***
 - Town of Pittsford
- ***Intersecting Waterways***
 - Erie Canal
- ***Other Features***
 - Erie Canal Trail

[No cost estimates are provided under this category]

Access Point Inventory

Lock 32 Whitewater Park

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
202	Lock 32 Whitewater Park	Lock 32 Whitewater Park	Monroe	Town of Pittsford	3	N	P/H/O	3	Lock 32 Whitewater Park	43° 5' 27.558" N	77° 32' 41.851" W

¹⁷ Visit <http://geneseewaterways.org/index.htm> for more information on this destination. Last viewed online 4/20/10.

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Flint Creek

Other Corridor of Significance

(Refer to Blueway Opportunity Area Map 5, page 49)

Blueway Opportunities and Constraints

Short sections of Flint Creek have been identified by members of the white water community as viable destination. Access is difficult and the creek is generally only navigable by whitewater kayak during high water. Waterfalls present in the Village of Phelps make this a relatively limited use Blueway Opportunity Corridor.

Primary Nodes

- ***Intersecting Municipalities***
 - Town and Village of Phelps (Wayne County)
- ***Intersecting Waterways***
 - Canandaigua Outlet
- ***Other Features***
 - Ontario Pathways/Finger Lakes Trail

[No cost estimates are provided under this category]

Access Point Inventory (Listed in order by location, headwaters-to-mouth)										Flint Creek	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
168	Flint Creek	Waddell Rd	Ontario	Town of Phelps	1	N	None	2		42° 55' 6.190" N	77° 6' 47.509" W
169	Flint Creek	Wheat Rd	Ontario	Town of Phelps	2	N	H	3	Ontario Pathways Rail Trail	42° 56' 21.750" N	77° 5' 58.531" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Upper Oak Orchard River

Other Corridor of Significance

(Includes all sections not previously described)

Blueway Opportunities and Constraints

Portions of the Oak Orchard River in Genesee County offer paddlers excellent natural scenery in some remote areas. While navigable water depths were observed as far upstream as the Town of Elba near Route 98, intense agricultural activity in this area (known as the Elba “mucklands”) and thick vegetation in the river channel make this an undesirable destination. The sections that are commonly recognized as optimal for recreational paddling are generally limited to the Iroquois National Wildlife Refuge between Access Point Numbers 006, 007, and 008. Here, according to the Refuge’s website, “Canoes, kayaks or other boats without motors may...be used...Expect obstructions and variable water levels. Boats are not permitted in any of the marshes or pools.”¹⁸

Paddlers can typically move in both directions, but otherwise the navigable portion of the Oak Orchard is isolated from other Blueway Opportunity Areas. Other portions are not considered to be desirable or navigable paddling destinations.

Primary Nodes

- ***Intersecting Municipalities***
 - Town of Elba (Genesee County)
 - Town of Oakfield (Genesee County)
 - Town of Alabama (Genesee County)
 - Town of Shelby (Orleans County)
- ***Intersecting Blueway Opportunity Areas***
 - Erie Canal
- ***Other Features***
 - Iroquois State Wildlife Management Area
 - Iroquois National Wildlife Refuge

[No cost estimates are provided under this category]



Private outfitter on the Oak Orchard River. 9/14/09

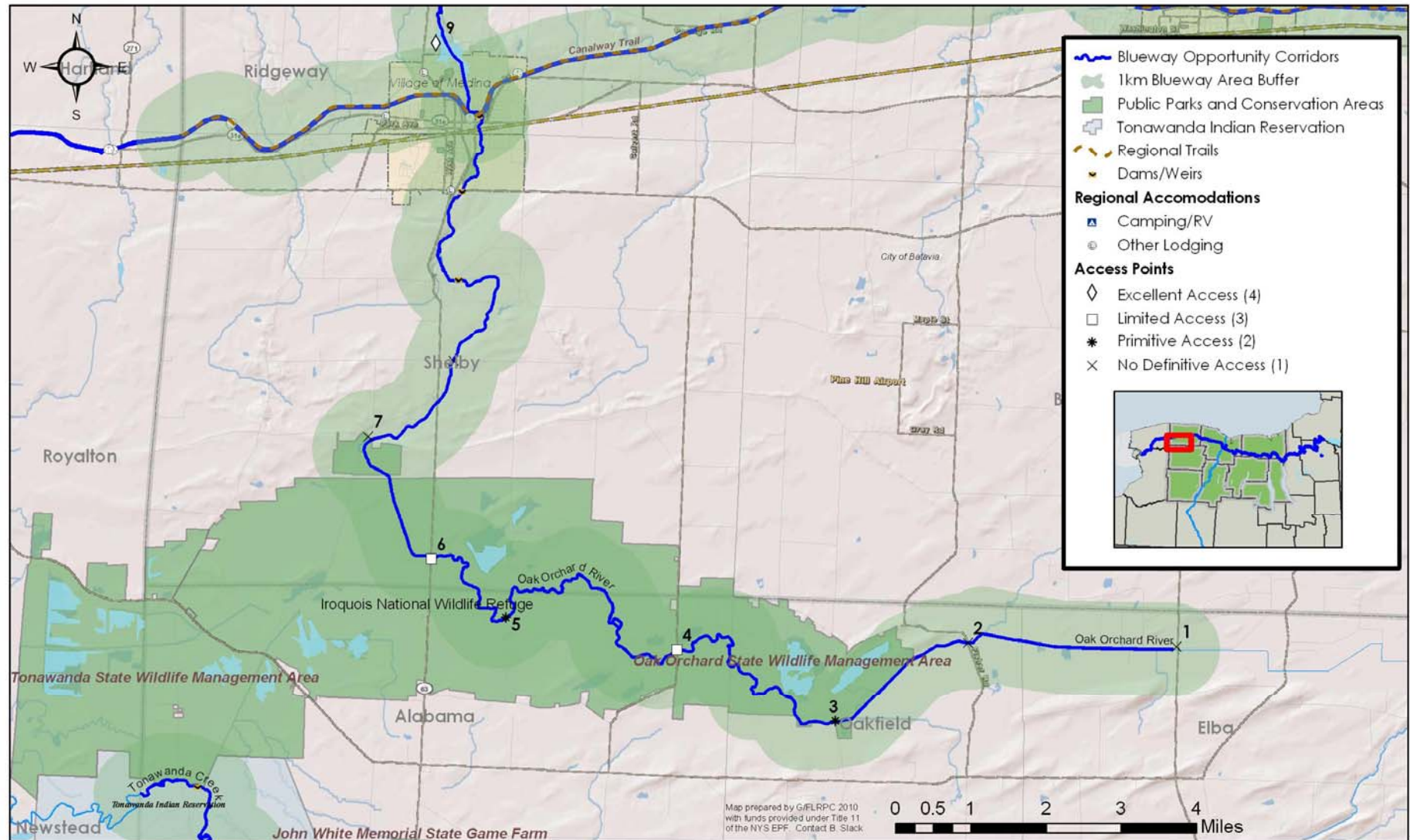
~ Text continues on page 103 ~

¹⁸ US Fish and Wildlife Service. “Iroquois National Wildlife Refuge.” Last viewed online 4/20/10 at <http://www.fws.gov/northeast/iroquois/visit/visit.html>

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

BLUEWAY OPPORTUNITY AREA MAP 21: UPPER OAK ORCHARD RIVER



Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Point Inventory (Listed in order by location, headwaters-to-mouth)										Upper Oak Orchard River	
Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
1	Oak Orchard River	Elba Mucklands - State Rt 98	Genesee	Town of Elba	1	N	None	1		43° 7' 29.700" N	78° 11' 36.360" W
2	Oak Orchard River	Fisher Rd	Genesee	Town of Oakfield	1	N	None	1		43° 7' 26.746" N	78° 14' 53.758" W
3	Oak Orchard River	Oak Orchard SWMA - Albion Rd	Genesee	Town of Oakfield	2	N	H	2		43° 6' 28.760" N	78° 16' 56.489" W
4	Oak Orchard River	Iroquois NWR - Knowlesville Rd	Genesee	Town of Alabama	3	N	H	3	Parking available for 3 cars	43° 7' 14.268" N	78° 19' 29.212" W
5	Oak Orchard River	Iroquois NWR - Sour Springs Rd	Genesee	Town of Alabama	2	N	H	2		43° 7' 31.778" N	78° 22' 12.184" W
6	Oak Orchard River	Iroquois NWR - State Rt 63	Orleans	Town of Shelby	3	N	None	2		43° 8' 9.935" N	78° 23' 25.364" W
7	Oak Orchard River	Dunlop Rd	Orleans	Town of Shelby	1	N	H	1		43° 9' 32.893" N	78° 24' 29.603" W
8	Oak Orchard River	Harrison Rd	Orleans	Town of Shelby	1	N	None	1		43° 10' 27.829" N	78° 23' 11.630" W

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Silver Lake

Other Corridor of Significance

Blueway Opportunities and Constraints

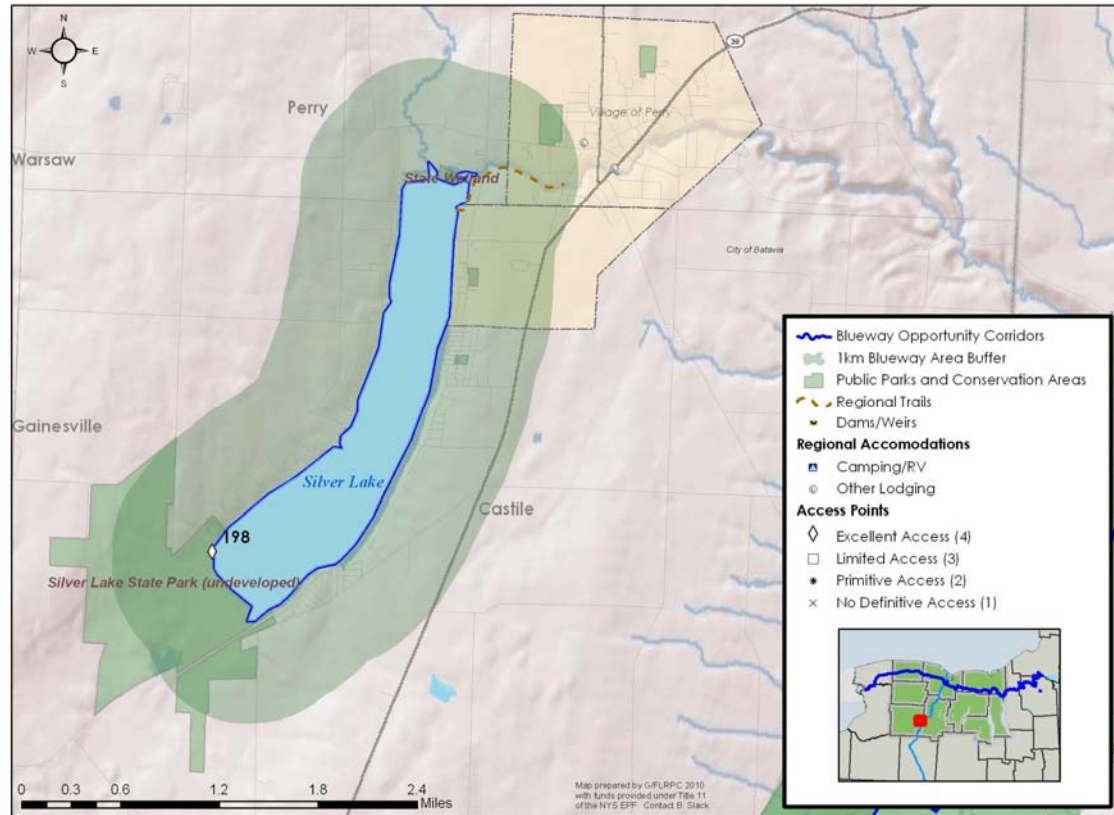
Silver Lake has excellent access at Silver Lake State Boat Launch. While the Silver Lake Outlet is navigable for a short distance, the lake's relative isolation precludes its ability to function within an interconnected regional paddling network.

Primary Nodes

- **Intersecting Municipalities**
 - Town of Castile
 - Town/Village of Perry
- **Intersecting Blueway Opportunity Areas**
 - None
- **Other Features**
 - Silver Lake State Boat Launch

[No cost estimates are provided under this category]

BLUEWAY OPPORTUNITY AREA MAP 22: SILVER LAKE



Access Point Inventory

Silver Lake

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
198	Silver Lake	Silver Lake State Park	Wyoming	Town of Castile	4	Y	T/B/P	3	Parking for 40 cars and trailers	42° 40' 55.800" N	78° 2' 59.700" W

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Conesus Lake

Other Corridor of Significance

Blueway Opportunities and Constraints

Conesus Lake has excellent access for paddlers at all four points – north, south, east and west. No navigable outlet, however, precludes its ability to function within an interconnected regional paddling network.

Primary Nodes

- **Intersecting Municipalities**
 - Town of Conesus
 - Town of Groveland
 - Town of Geneseo
 - Town of Livonia
- **Intersecting Blueway Opportunity Areas**
 - None
- **Other Key Features**
 - State park and access facilities

[No cost estimates are provided under this category]

Access Point Inventory (Listed in order by location, west-to-east)

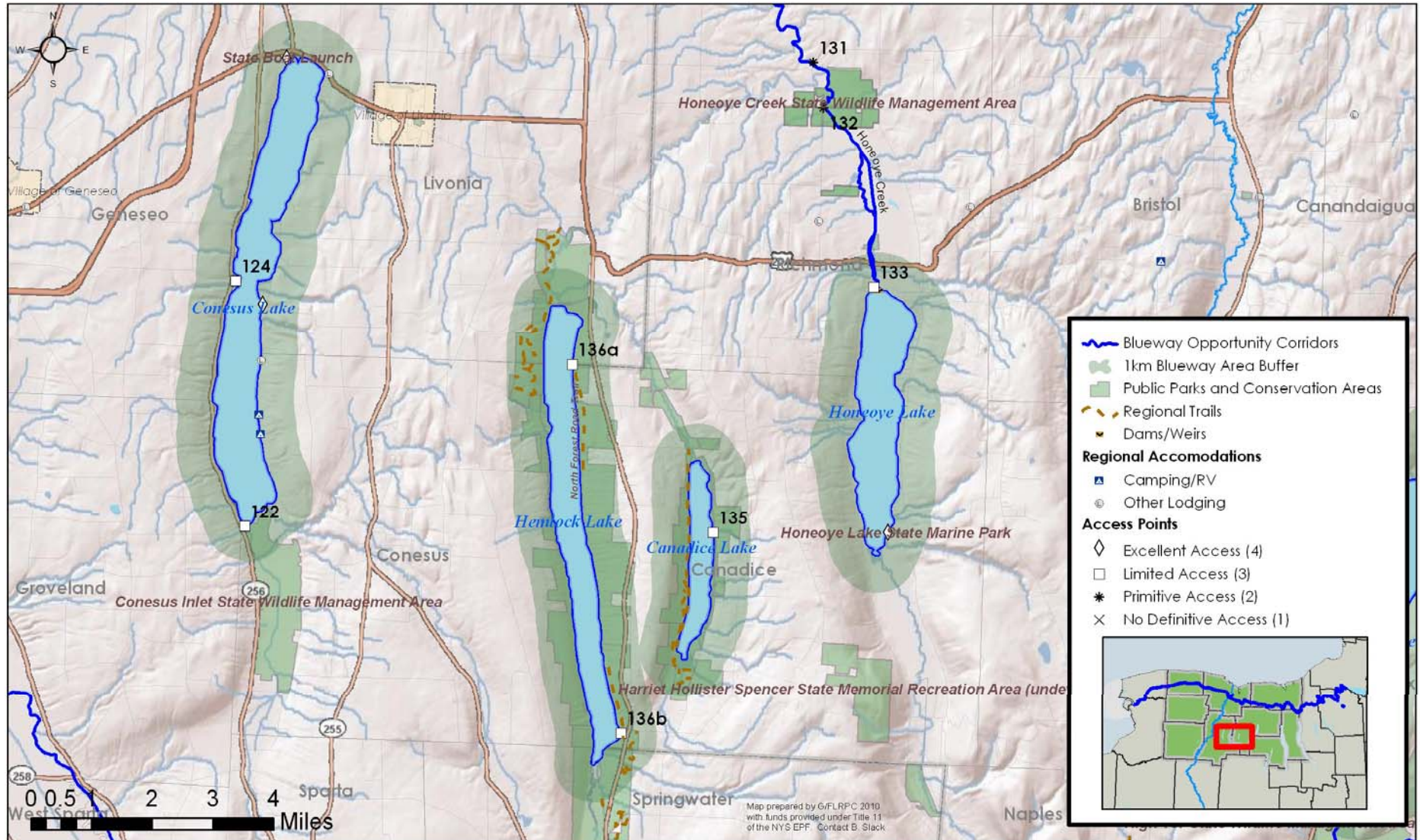
Conesus Lake

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
125	Conesus Lake	Conesus Lake State Boat Launch - Pebble Beach	Livingston	Town of Livonia	4	N	B/P/O	3	Car top launch; Vitale Park nearby; 120 spaces	42° 50' 4.049" N	77° 42' 25.384" W
123	Conesus Lake	Conesus Lake State Boat Launch - East Lake Rd	Livingston	Town of Livonia	4	Y	T/B/P	3	Parking for 45 cars and trailers plus 25 cars	42° 46' 31.768" N	77° 42' 43.844" W
122	Conesus Lake	Conesus Inlet State Fishing Access Site	Livingston	Town of Conesus	3	N	O	3	Designated car top launch; parking for 40 cars	42° 43' 20.042" N	77° 42' 57.089" W
124	Conesus Lake	Long Point Park	Livingston	Town of Geneseo	3	N	T/B/P/O	3	Swimming; public safety office	42° 46' 50.707" N	77° 43' 16.720" W

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BLUEWAY OPPORTUNITY AREA MAP 23: CONESUS, HEMLOCK AND CANADICE LAKES



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Hemlock and Canadice Lakes

Other Corridor of Significance

Blueway Opportunities and Constraints

Hemlock and Canadice Lakes are contributory sources of drinking water for the City of Rochester and the surrounding network of forests and trails have been very well-preserved because of this. They are treasured and well-known for being the only two “undeveloped” among the Finger Lakes. Both lakes are open to paddlers and other low horsepower motor boats by permit. Information regarding visiting the watersheds is available online at the City of Rochester website.¹⁹

No navigable outlet on either lake precludes their ability to function within an interconnected regional paddling network; they are nonetheless superb paddling destinations.

Primary Nodes

- ***Intersecting Municipalities***
 - Towns of Livonia and Conesus (Livingston County)
 - Towns of Richmond, Canadice, and Springwater, (Ontario County)
- ***Intersecting Blueway Opportunity Areas***
 - None
- ***Other Key Features***
 - Associated parklands and trails

Access Point Inventory (Listed in order by location, west-to-east)

Hemlock and Canadice Lakes

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
136a	Hemlock Lake	Hemlock Lake hard surface ramp	Livingston	Town of Livonia	3	N	T	3	Permit required; paddle/<10 horsepower boats only	42° 45' 47.905" N	77° 36' 41.375" W
136b	Hemlock Lake	Hemlock Lake hard surface ramp	Ontario	Town of Canadice	3	N	T	3		42° 40' 32.336" N	77° 35' 30.948" W
135	Canadice Lake	Canadice Lake hard surface ramp	Ontario	Town of Canadice	3	N	T	2		42° 43' 26.990" N	77° 33' 51.005" W

¹⁹ City of Rochester. “Visiting the Hemlock and Canadice Lake Watersheds.” Last viewed online 5/27/10 at <http://www.cityofrochester.gov/watershed/>

V. BLUEWAY PLANNING CONSIDERATIONS

The blueway concept, like the greenway concept, can be used as an innovative framework for local and regional planning and community development. With their roots in open space preservation and natural resource protection, the concepts have given hundreds of communities the opportunity to create multi-purpose public spaces that provide communities with a unique array of benefits. Blueways and greenways are adaptive planning frameworks in that they can easily be adjusted to meet the needs of their users as demand necessitates. Whether the primary goal is recreation, natural resource protection, historic preservation or cultural interpretation – or a combination of each – the frameworks can be used to plan for the long-term best use of designated land and water resources.

As communities begin to recognize local opportunities for blueway development, they will need to carefully consider a variety of planning issues and concerns and clarify their vision and goals for those areas. Site conditions, user demand, trail maintenance, safety, and respecting the rights and privacy of adjacent property owners are some of the factors that are expanded on below.

Navigability

In New York State, if a waterway is considered to be navigable, free passage along that waterway is open to the public. The issue of what constitutes a navigable waterway has been comprehensively addressed by the paddling advocacy group American Whitewater. Their research is quoted below, taken from the AmericanWhitewater.org.

The “New York Navigability Report,” reprinted from AmericanWhitewater.org:²⁰

Summary

The New York public right of navigation allows a range of vessels, including small boats and canoes, to navigate on New York's freshwater rivers, streams, lakes, ponds, and other waterways that are navigable-in-fact. To qualify as navigable-in-fact, a waterway must provide practical utility to the public as a means of transportation; ability to support recreational use is one factor New York Courts consider in their determination.

State Test of Navigability

New York courts have noted on numerous occasions that the State of New York, in connection with the public trust doctrine, maintains an easement on navigable waterways in trust for the people of the state. New York Statutory law defines “Navigable

²⁰ AmericanWhitewater.org. “New York Navigability Report.” Last viewed online April 4, 2010 at <http://www.americanwhitewater.org/content/Wiki/access:ny?>

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waters of the state” as “all lakes, rivers, streams and waters within the boundaries of the state and not privately owned, which are navigable-in-fact or upon which vessels are operated, except all tidewaters bordering on and lying within the boundaries of Nassau and Suffolk counties.”¹⁾ “Navigable in fact” is defined as “navigable in its natural or unimproved condition, affording a channel for useful commerce of a substantial and permanent character conducted in the customary mode of trade and travel on water. A theoretical or potential navigability or one that is temporary, precarious and unprofitable is not sufficient, but to be navigable-in-fact a lake or stream must have practical usefulness to the public as a highway for transportation.”²⁾

New York Courts have interpreted the statute in a manner consistent with the traditional common law rule: in order to be navigable-in-fact, a river must provide practical utility to the public as a means of transportation. Traditionally, transportation was defined narrowly, referring to a body of water's capacity for transporting commercial goods or materials to market. However, as social and economic conditions have evolved in New York, courts have broadened their interpretation of what activities satisfy the definition of transportation.³⁾ According to the Court of Appeals in *Adirondack League Club, Inc. v. Sierra Club*, the “paramount concern is the capacity of the river to transport, whether for trade or travel.”⁴⁾

Adirondack League Club, Inc. v. Sierra Club, decided in 1998 by the New York Court of Appeals, remains the most important decision on this subject. In determining whether kayakers and canoers on the South Branch of the Moose River had trespassed on a riparian owner's property, the court held that recreational use is part of the navigability analysis. Although the Court did not make a final judgment on whether the Moose River itself was navigable, the highest court in New York did take an important step in expanding the definition of what waterways qualify as navigable-in-fact.

In *Adirondack League Club*, however, the court did not discuss how much weight should be given to recreational use within the overall navigability test. Therefore, the issue remains somewhat open to debate. Courts have generally concluded that although the ability to sustain recreational use is a relevant factor when determining navigability, it is not the only or most important factor. Capacity to support transportation remains the paramount inquiry. In 1995, a New York State appeals court found that a pond was not navigable because there was no evidence of any historical use of the pond for commercial purposes, and the evidence of small boat and canoe recreational use on the pond was insufficient “to demonstrate that the pond has any capacity or suitability for commercial transportation.”⁵⁾

Even after the *Adirondack League Club* decision, New York courts have resisted the call to classify all waterways capable of recreational use as navigable-in-fact. In 2003, a New York court rejected the argument that the mere presence of motorized vessels on the Mariaville Lake was sufficient to have the lake classified as navigable.⁶⁾ The court noted that plaintiff failed to “demonstrate the extent of public access to the lake, the historical use of the lake by the general public and whether the lake was navigable in its natural state.”⁷⁾ The test requires that navigability be determined by the river “in its natural state and its ordinary volume” - in other words, the party seeking to prove navigability must demonstrate that the river has enough natural volume for a

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sufficiently long enough stretch of the year to make it useful for transportation.⁸⁾)) Offering a single example of use was not itself sufficient.⁹⁾

Those seeking to use a waterway need not have it declared navigable-in-fact by a court. If a waterway is, in fact, substantially navigable for a considerable part of the year, one can ordinarily assume that it qualifies as legally “navigable-in-fact.” Moreover, the presence of some natural obstructions will not jeopardize a waterway's status as navigable.¹⁰⁾ Furthermore, because the presence of some obstructions is contemplated, the right to navigate includes the incidental privilege to make use, when absolutely necessary, of the bed and banks, including the right to portage on riparian lands.¹¹⁾ Any use of private banks or riverbeds that is not strictly incidental to the right to navigate, however, can give rise to an action for trespass.¹²⁾

Extent of Public Rights in Navigable and Non-Navigable Streams

The public maintains different sets of rights, depending on whether the stream is non-tidal and navigable-in-fact or tidal and navigable-in-law. For navigable-in-law waters, those in which the tide ebbs and flows, such as tidal waters, boundary waters and the Great Lakes, the public has a right to navigate and fish.¹³⁾ However, for non-tidal rivers, where the tide does not ebb and flow (classified as navigable-in-fact), the public may navigate the waters, but may not use them for other purposes; the landowners retain the “exclusive rights to the fisheries therein.”¹⁴⁾

Miscellaneous

The Association for the Protection of the Adirondacks prints a brochure discussing the common law right of public travel on New York's freshwater rivers, streams, lakes and other waterways that are navigable-in-fact. A copy of that brochure is available at <http://www.americanwhitewater.org/resources/repository/New.York.Navigation.pdf>.

For more information, go to: <http://www.protectadks.org/data/content/view/137/1/>.

In addition, there are ongoing efforts to pass legislation clarifying navigation rights in NY.²¹

References Used by American Whitewater in the above article:

- 1) N.Y. Nav. Law § 2[4] (2006).
- 2) N.Y. Nav. Law § 2[5] (2006).
- 3) Adirondack League Club, Inc. v. Sierra Club, 92 N.Y.2d 591, 603-04, N.E.2d 1192 (1998).
- 4) Id. at 603 (emphasis added).
- 5) Hanigan v. State of New York, 213 A.D.2d 80, 84, 629 N.Y.S.2d 509 (App. Div., 3rd. Dept. 1995).

²¹ See also NYS Dept. of State Legal Memorandum LU10, “The Right to Navigate on Inland Waterways – The Adirondack League Club Case.” Last viewed online 6/2/10 at <http://www.dos.state.ny.us/cnsl/lu10.htm>

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- 6) Mohawk Valley Ski Club, Inc. v. Town of Duansburg, 304 A.D.2d 881, 757 N.Y.S.2d 357 (App. Div., 3rd. Dept. 2003).
- 7) Id. at 360.
- 8) Id. (quoting Morgan v. King, 35 N.Y. 454 (N.Y. 1866
- 9) , 11) , 12) , 14) Id.
- 10) Adirondack League Club, Inc., 92 N.Y.2d at 607.
- 13) Douglaston Manor v. Bahrakis, 89 N.Y.2d 472, 678 N.E.2d 201 (N.Y. 1997).

Tort Liability

New York State’s recreational use statutes fall under Article 9, Title 1 of New York State Consolidated Laws General Obligations Law, “Obligations of Care – Conditions on Real Property.” The entirety of this law can be found in Appendix D of this report.

In summary, the law states that private property owners have no duty to keep their lands safe for individuals who may use it for recreational purposes (including boating and canoeing), regardless of whether the property is “Posted” or not. Even if a landowner does give express permission to enter their property for the purposes of recreational use, such permission does not imply any assurance that the property will be safe or hazard-free. Further, granting of permission does not imply that the property owner may assume responsibility or incur liability if an injury happens to occur. These statutes should not be interpreted to make exceptions for cases of gross negligence, misconduct or willful and wonton disregard by the property owner.

Even though state statutes indicate that private property owners are protected from liability in the majority of cases, fear of lawsuits remains a difficult barrier to overcome when attempting to convince private property owners to allow access on their lands. To that end, local blueway planners can help by disseminating factual information on the subject as well as act as local stewards of the corridor, providing assurances that any incidents that may occur will be addressed in a cooperative fashion. To this end, paddlers should always be instructed to respect private lands through any publicity materials that are produced (such as map guides or way-finding signage).

A useful summary of owner liability and state liability laws in the United States can be found at the American Whitewater website, online at <http://www.americanwhitewater.org/content/Wiki/liability:start> .

Blueway Planning Considerations: A Step by Step Overview

The following outline is intended to provide a basic overview of the blueway planning framework. Because all blueways are different, the steps involved in planning a blueway system will vary depending on a variety of local circumstances, such as how well-established and well-managed the paddling corridor already is and how well-organized the primary blueway planners and champions are. Each corridor has a unique set of inherent opportunities and constraints that local advocates will have to identify and adapt to. Timing also comes into play, as various opportunities have a tendency to come and go relatively quickly. For example, public sources of funding are typically announced with only several months' notice, are often competitive in nature, and may not be re-apportioned in subsequent years. Or perhaps a strategic piece of property central to a blueway corridor's access plan may suddenly come up for sale, requiring swift and decisive action by blueway advocates in order to acquire it before it is taken off the market. For these reasons, local blueway advocates are advised to plan ahead for their corridor so that they may be well-positioned to move their vision forward.

Steps 1 and 2 have effectively been completed through the *Genesee – Finger Lakes Regional Blueway Analysis*:

Step 1: Opportunity Identification

The first step in water trail and blueway development is identifying the opportunity. Each lake, river and canal corridor outlined in this report represents such an opportunity. Each of these corridors is presently functioning as a public paddling destination to various degrees. While some corridors may be better-suited to function within an interconnected blueway system than others, every corridor – regardless of its characteristics – will require local champions to work tirelessly on the corridor's behalf to ensure that its fullest potential is realized. Identifying the opportunity for blueway development is therefore only an initial step in the planning process.

Step 2: Regional-Level Analysis

The regional-level analysis conducted through the *Genesee – Finger Lakes Regional Blueway Analysis* will facilitate the planning process by assisting local advocates with the characterization of their waterway of interest. Understanding how their local paddling corridor relates to other nearby corridors and the surrounding system will ideally put individual lake and river corridors and corridor segments on the fast-track to implementation.

Step 3: Local-Level Goal Establishment

This step involves establishing a vision and core concepts for your local blueway or water trail. The basic characteristics of the waterway have already been defined through this study. In most cases, local citizens and paddlers who are familiar with these waterways will be able to offer

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intuitive observations on this information and perhaps add further insight or clarification. Indeed, this step must involve the citizens and other stakeholders who are most passionate about the waterway.

At this point, local-level blueway planning will require home-grown advocates and champions to begin to fine-tune how their corridor can be best utilized. Some of the initial questions that these advocates should consider include:

- Why do you want to establish a blueway or water trail? What are your project principles and objectives?
- Define the character of the blueway/water trail. What can/could it offer its visitors?
 - Recreation, environmental protection/interpretation, historic/cultural preservation/interpretation, connectivity to other trails, etc.
- What makes your blueway/water trail a unique destination? Why should municipalities or other stakeholders want to become involved with your project?
- What types of trips can/should the trail support and generate? What logistics might be involved with various trip options?
 - Half day, overnight, combination therein, etc.?
- What are the major concerns regarding blueway development? Are there any safety issues? Can you foresee any user conflicts occurring or arising? How can these be addressed?
- What do you want the user to take away from their experience on your water trail?

Answers to many of these questions can be generated through informal meetings and conversations with other interested parties. If and when interest in the subject gains momentum, a special public meeting or “blueway summit” may be warranted in order to gather an array of stakeholders together to discuss basic concepts, opportunities, and possible directions that such an initiative might go in if undertaken in an official capacity. Special guests with professional backgrounds or experience in planning, environmental stewardship or paddling can be brought in to speak on the subject of blueways or on the corridor itself. Local business leaders and elected officials can be invited to listen and to speak on the subject.

Step 4: Identifying Partners and Generating Support

It will be very important to establish partnerships with key stakeholders such as local and county governments, community organizations (including watershed groups and other local environmental stewardship groups), state and federal agencies, property owners (including large-lot property owners, such as farmers, other businesses and utility companies), and local residents. Establishing partners early on can ease the burden of planning for your blueway; in addition, failure to reach out to all affected stakeholders can result in unwanted plan opposition and the loss of potential partners. Furthermore, while paddling is often perceived by enthusiasts as a relatively benign and care-free past time, increasing public access to areas that have been devoid of such access or otherwise isolated has the potential to raise concerns among traditional users of the resource. It will be important to address any such concerns in an open, sincere and direct fashion.

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While formal organization of a blueway advocacy group is an option, informal organizations can make significant progress during the initial planning phases. Establishing formal lines of communication through email and the internet will facilitate this process. Eventually one key individual or group should be identified as the primary advocate for blueway planning initiatives; this can be a special organization created for the specific purpose of blueway planning and management or a pre-existing organization (such as a local government, a watershed group, lake organization or a local outdoors club).

It is important to note that the timeframe of Steps 3 and 4 can vary significantly from place to place. Informal discussions on the future of a lake or river corridor can take place for many years before actual progress is achieved. In some instances, it simply takes the right mix of special individuals, motivation, and circumstance to jump-start a blueway planning initiative.

Local Partners

In addition, local officials should be made aware of any project planning that is occurring within their respective jurisdictions. Local and county planning departments and tourism promotion associations will also be able to offer insight and resources toward the development of a blueway or water trail. Highway department and parks department officials can be particularly helpful when it comes to planning for public access. Furthermore, it will be essential to involve public safety officials (county sheriff, other first responders) in the planning of blueway systems so that they can make planners aware of existing hazards and also be made aware of any risks that may develop as water access is improved.

Regional, State and Federal Partners

Planning for blueway systems cannot happen in a vacuum. Successful blueway systems will generally have a core group of local champions that were able to reach-out to key public and private partners for assistance and involve them in the process at the right time.

Key partners that should be considered in blueway planning efforts in the G/FLRPC region may include:

- US Army Corps of Engineers <http://www.usace.army.mil/Pages/default.aspx>
- US Fish and Wildlife Service <http://www.fws.gov/>
- US National Park Service
 - Erie Canalway National Heritage Corridor <http://www.nps.gov/erie/index.htm>
 - Rivers, Trails, and Conservation Assistance Program http://www.nps.gov/ncrc/programs/rtca/contactus/cu_apply.html
- New York State Department of State Division of Coastal Resources <http://www.nyswaterfronts.com/index.asp>
- New York State Canal Corporation <http://www.nyscanals.gov/>
- New York State Office of Parks, Recreation and Historic Preservation <http://nysparks.state.ny.us/>

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- New York State Department of Transportation <https://www.nysdot.gov/index>
- New York State Department of Environmental Conservation <http://www.dec.ny.gov/>
- Great Lakes Seaway Trail <http://www.seawaytrail.com/>
- Genesee Transportation Council <http://gtcmpo.org/>
- Genesee/Finger Lakes Regional Planning Council <http://gflrpc.org/>

As public interest in blueway planning and development grows, partners should begin to consider how the blueway will be administered from the point of inception into the future. Further elaboration on the importance of blueway administration is offered below.

Step 5: Resource Identification

Available funding for the planning and implementation of blueway trails will vary significantly over time and can be particular to geographic locations. Significant funding for the planning and construction of blueway trails and associated recreational access has been provided by the New York State Department of State Division of Coastal Resources and the New York State Office of Parks, Recreation and Historic Preservation through Title 11 of the New York State Environmental Protection Fund (EPF).²² Communities that lie adjacent to the New York State Canal System have been able to apply for trail development funds through the National Park Service Erie Canal National Heritage Corridor as well as through the New York State Canal Corporation. In addition, the NPS “Rivers, Trails, and Conservation Assistance Program” offers competitive grant awards that can be used to fund staff support and other resources for urban, rural, and suburban communities to help applicants conserve rivers, preserve natural areas, and develop trails and greenways.²³

Local sources of funding – such as community endowments, not-for-profit agencies and land trusts – may also offer funds for feasibility planning, trail improvements and property acquisition, depending on the location and type of project. The Rochester Community Foundation, The Mendon Foundation, and the Kodak American Greenways Program are three other examples of funding programs that can be used and leveraged for local blueway planning and implementation; many others exist.

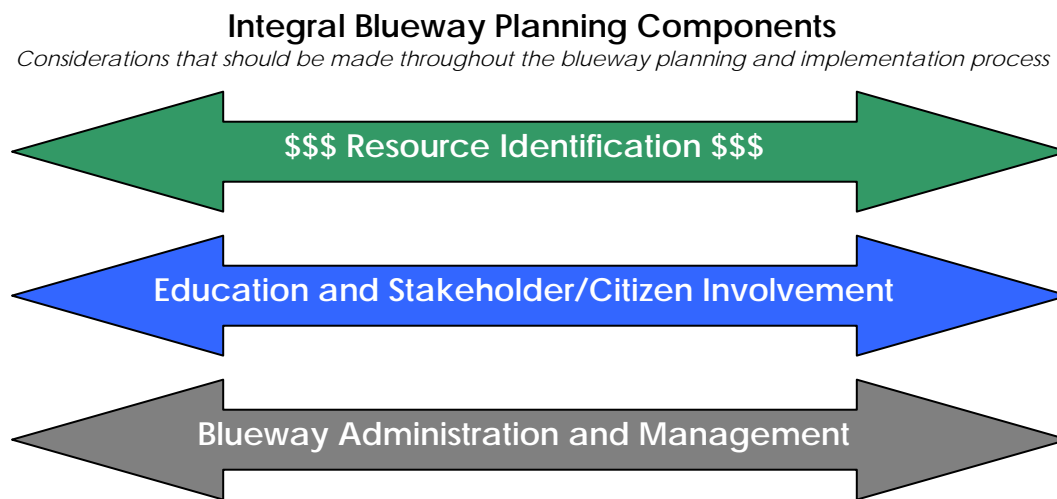
Depending on annual budgetary constraints, other public resources may be available at local and regional levels (in many cases from the agencies listed and described above). Municipal staff as well as staff at regional planning agencies like Genesee/Finger Lakes Regional Planning Council can be contacted at any time to discuss what resources or sources of funding might be available for the planning and construction of a blueway in your community.

²² This project is sponsored in part through Title 11 of the NYS EPF.

²³ US National Park Service, “Rivers, Trails, and Conservation Assistance Program.” Last viewed 4/20/10 online at http://www.nps.gov/ncrc/programs/rtca/contactus/cu_apply.html

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Step 6: Corridor Feasibility Study

A feasibility study will evaluate the range of options that are present within the corridor and should begin to provide specific details for project implementation. Some capital will very likely be necessary in order to fund the study and acquire assistance from a professional planning and consulting firm or organization. ***Public involvement will be a critical component during this stage.***

Any feasibility study should include an implementation plan which offers a range of alternatives for blueway advocates, including ‘best or optimal uses’ for the trail in conjunction with practical implementation steps, noting that it may take time to realize the full potential of the corridor or blueway system and that implementation can occur in stages. Similarly, the study should prioritize critical, ‘first order’ needs that will help focus the next critical steps of the blueway planning and implementation process. All options should have general cost estimates and possible near-term funding sources so that blueway advocates can evaluate their range of options. Also note that detailed design plans and specifications for the construction of launch facilities or signage will require additional resources. Actions such as these actions fall under Step 6: Implementation.

A feasibility study should include the following elements:

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Evaluation of Maintenance and Management Options

Integral to the planning of water trails and blueway systems is the need to consider long-term management and maintenance of the system and the facilities that comprise it. Blueway trails are unlike most other public recreation facilities. Because they use a waterway as the primary anchor and course of movement, they will require a unique approach to management and maintenance. All trails – water and terrestrial – in general have a tendency to transcend municipal boundaries, making intermunicipal cooperation a necessary aspect of the planning process. In many cases, blueways will be most-effectively maintained under a framework of cooperative management, whereby a variety of public and private entities share responsibility for managing and maintaining the trail and its attributes.

Cooperative management refers to a framework that involves the sharing of knowledge, power, and responsibility in the management of a shared resource and allows various groups to capitalize upon each other's strengths and channel resources more efficiently. Entities may include private land owners, local municipalities, local non-profit or advocacy groups, and state and federal agencies. All management efforts should begin by seeking out key partners and involving them in the planning process. Cooperative management is generally reserved for unique resources which might span multiple boundaries or otherwise possess some unique quality that sets them apart from traditional public open space resources, like a park or historic site. It is an ideal and adaptive framework for managing a regional resource like a water trail. Further, the framework challenges local blueway advocates to justify the need for their trail and come face to face with the financial and logistical realities of trail management.

Key Questions to Consider:

- Who will be in charge of maintaining the trail and its associated facilities? What will be the costs?
- How will these management/maintenance functions be sustained financially over time?
- Identify key partners and the specific roles or functions that they will play

Channel maintenance will also be a constant concern for any local blueway management/maintenance team. River and stream corridors in particular can be dynamic entities which are subject to changing conditions over time. Additional key questions that planners must therefore consider include:

- At what point do barriers to water flow/navigation (downed limbs, log jams, etc.) constitute a hazard requiring intervention?
- To what extent should such barriers be considered “natural hazards” common to the trail/waterway?
- How much advance warning will paddlers require regarding such conditions?

Analysis of Way-Finding Measures and Trip Facilitation

Trip facilitation and way-finding work in conjunction with one another and are important considerations for blueway planners.

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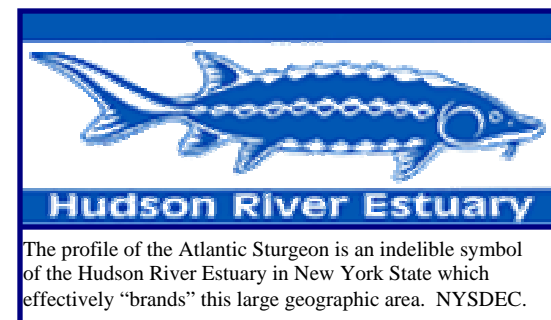
“Way-finding” refers specifically to directional signage and mapping which can be provided to paddlers in a variety of formats, including online, through paper pamphlets and guides or upon fixed-place kiosks. Signage is an extremely important consideration that should receive the full attention of blueway planners. Directional signage will play an important role in determining how “user-friendly” the blueway corridor is. Assuring that visitors are provided with clear and adequate means of orientation has a direct impact on personal safety and comfort. Further, signage presents an opportunity for local advocates to market and “brand” their blueway corridor and leave visitors with a memorable impression of their visit.

“Trip facilitation” refers to plans and actions that are intended to improve ease-of-travel for paddlers and increase trip options. It may include actions to improve access within and through the paddling corridor. Trip facilitation also includes actions that increase the knowledge and awareness of a paddlers’ surroundings. Providing paddlers with a general

historical/cultural overview of the corridor, a reasonable expectation of the time and distance it will take to travel between certain access points, what water conditions they can expect, where hazards are located, where accommodations and other facilities can be found, and other similar information will all facilitate one’s voyage on a blueway or water trail. By focusing on trip facilitation, blueway planners can increase the ease of travel and thereby increase the corridor’s popularity as a safe, accessible and fun destination. This, in turn, will encourage repeat visits.

When considering Trip Facilitation, blueway planners should consider questions such as:

- Can the waterway be separated into separate and distinct trip segments?
- What constitutes an appropriate trip distance and time?
- How will a paddler’s ability level affect their trip?
- What expectations should the paddler have in advance (amount of time on the water and distance they can expect to travel)? How should one’s trip expectations affect their level of preparedness?



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- What arrangements will the paddler need to make in order to get back to their vehicle?

As blueway planning efforts make progress, way finding and trip facilitation will become an important component of an overall marketing and promotion strategy for the blueway. These concepts will also play a role in maintaining a safe environment for visitors.

Suitability Analysis

Identifying the appropriate locations for blueway corridor access points, trip segments and rest areas should include a general analysis of the surrounding landscape to determine suitability. Suitability in this context refers the compatibility of a blueway corridor with the surrounding network of private and public lands. As a local blueway planning initiative begins along a corridor, one can generally assume that that corridor is already a known paddling destination and that recreational paddling is an acceptable activity there. Maintaining paddlers' welcome among local residents should be a primary concern. Locating access and other facilities to serve the corridor in an effective and respectful manner will be an important consideration in the blueway planning process. To this end, issues such as stream bank erosion, habitat maintenance and protection, parking, safety and maintaining the privacy of adjacent land owners will all need to be considered carefully.

A publication created by the US National Park Service *Rivers, Trails and Conservation Assistance Program* addresses this subject in great detail. *Logical Lasting Launches: Design Guidance for Canoe and Kayak Launches* (2004) is a 120 page document that details considerations for design, location and type of water bodies which are appropriate for 'logical, lasting' canoe and kayak launches.²⁴ The manual has four primary goals regarding canoe and kayak launches. According to the document, a logical, lasting launch is:

- Accessible to all paddlers
- Best-suited to the site
- Cost-effective and Durable
- Environment-friendly

In addition, the authors cite the need to consider the preservation of historic and cultural landscapes as well as aesthetics of the launch facility. Considerations will also have obvious differences and needs depending on the characteristics of the water body they are constructed on, which can range significantly, including tidal areas, lakes, rivers (whitewater, swift water and slack water), and canals (which can be busy navigation channels).

²⁴ US NPS. "Logical Lasting Launches: Design Guidance for Canoe and Kayak Launches." 2004. Last viewed online 4/20/10 at <http://www.nps.gov/ncrc/programs/rtca/helpfultools/launchguide.pdf>

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Marketing, Tourism Promotion and Economic Development

Blueways are more than recreational assets – they are key components to local, county and state tourism promotion and economic development. The positive economic impacts of outdoor recreation development are well-documented.²⁵ A blueway feasibility study should therefore explore how a blueway system will affect the local economy, who will use the blueway once it is created, and what will those users require in order to encourage their return. Local and county Tourism Promotion Agencies (TPAs) can offer important support and insight in the development of this important component. Issues such as “activity crossover”, unifying and targeting marketing strategies, and promoting and packaging the “product” are the issues that they will be able to offer critical information and insight on.

Step 7: Blueway Trail Implementation

While the above steps imply a straight-forward, linear progression toward eventual blueway and water trail implementation, it must be stated that there simply is no singular path that will take blueway trail planners to this final step. As stated above, there are a variety of ways to go about trail development and implementation; these methods will be heavily influenced by local circumstances. Most approaches, however, will be incremental in nature. A blueway should encompass a community-wide vision for a local waterway; fulfilling that vision is a goal that should occur in stages, taking measured steps toward goal realization. The process used to plan for and create a blueway or water trail will in many ways be as important as the final product itself.

The final primary considerations that blueway and water trail planners will need to make before realizing their goals include:

- Developing detailed landscape and construction designs for launch facilities and other trail accoutrements;
- Actual construction of those facilities;
- Continuous evaluation of the adequacy and performance of the facilities and of the trail itself.

Excellent guidance regarding the design and construction of durable launch facilities is available in the US NPS publication *Logical Lasting Launches: Design Guidance for Canoe and Kayak Launches* (see reference No. 21 on page 109). Suiting the facility to the location will be a critical component during the design process.

The final component – that of trail evaluation – will also be an important consideration which will facilitate proper management of the trail system over time. Successful blueways must adapt to changing conditions and be managed as a dynamic entity. Formal and informal user surveys and other similar analyses can be utilized to evaluate the effectiveness of the blueway system and its facilities, as well as the marketing and promotional efforts that are being used to publicize the trail.

²⁵ Reeder, Richard J. and Dennis M. Brown. “Recreation, Tourism, and Rural Well-Being. USDA Economic Research Report No. 7.” Last viewed online 5/20/10 at <http://www.ers.usda.gov/publications/err7/>

APPENDICES

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APPENDIX A: SELECTED REFERENCES

- Flink, Charles A, Kristine Olka and Robert M. Searns. Trails for the Twenty-First Century: Planning, Design, and Management Manual for Multi-Use Trails. 2nd Ed. Washington: Island Press, 2001.
- Florida Department of Environmental Protection, Office of Greenways and Trails. 2008 Update and Prioritization of the Recreational Trail Opportunity Maps for the State of Florida. 2008. Last viewed online June 2, 2010 at http://www.floridatrailnetwork.com/pdfs/Prioritization_2008_Final_Report.pdf
- Freeman, Mark. The Adirondack Mountain Club Canoe Guide to Western and Central New York State. Lake George, NY: Adirondack Mountain Club, Inc., 2004.
- US Access Board. Accessible Boating Facilities: A Summary of Accessibility Guidelines for Recreation Facilities. 2003. Last viewed online June 2, 2010 at <http://www.access-board.gov/recreation/guides/boating.htm>
- US National Park Service Rivers, Trails & Conservation Assistance Program. Logical Lasting Launches: Design Guidance for Canoe and Kayak Launches. 2004. Last viewed online June 2, 2010 at <http://www.nps.gov/ncrc/programs/rtca/helpfultools/launchguide.pdf>

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APPENDIX B: STAKEHOLDER MEETING INVITATION/PRESS RELEASE



Genesee/Finger Lakes Regional Planning Council

JAMES HOFFMAN, Chair • JERRY DAVIS, Vice Chair • JEFFREY R. ADAIR, Treasurer • DAVID S. ZORN, Executive Director

FOR IMMEDIATE RELEASE

Contact: Brian C. Slack, AICP
Senior Planner/Project Coordinator
Genesee/Finger Lakes Regional Planning Council
bslack@glrpc.org 585.454.0190 x21

Blueway Planning Initiative Underway

Canoe and kayak stakeholders asked to lend their input to a regional planning project

Genesee/Finger Lakes Regional Planning Council (G/FLRPC) has recently begun working on the *Genesee-Finger Lakes Regional Blueway Analysis* project, which will focus on assessing and enhancing our region's recreational paddling resources. A major component of this project involves seeking input from vested stakeholders associated with paddle sports, outdoor recreation, waterfront planning, water quality advocacy, and other related areas of interest. Information on the dates and times of these meetings can be found at the end of this release.

It is our hope that canoe and kayak stakeholders will be able to join us at one of these meetings in order to learn more about the project and to offer their input on the future of the Region's recreational paddling network.

Project Description

"Blueways" are small boat and paddling routes that combine recreation and environmental awareness and allow users to travel to designated stops along the way for rest, overnight stays, and enjoyment of land-based attractions in the vicinity. G/FLRPC, through the *Genesee-Finger Lakes Regional Blueway Analysis* project, 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.



The G/FLRPC Region includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties

Project Goals

Specific project goals will include the identification and mapping of watercourses in the Region that are suitable for blueway designation and the assessment of each corridor's level of "project readiness," 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 foster and encourage local projects and to establish an atmosphere of regional cooperation and accomplishment.

- 2 -

Primary Project Outcomes

The project will result in a "ready-to-use" plan that will advance the goal of establishing a statewide blueway trail and local spur-trails and encourage municipalities and local leaders in the region to explore, utilize, and unlock the potential of their local water resources. The document will present a clear framework for blueway development within the G-FL Region in a manner that facilitates the implementation of individual projects.

The analysis will seek to facilitate regional collaboration by establishing a reliable set of baseline data that can be utilized by neighboring municipalities toward the implementation of projects that transcend local municipal boundaries, thereby synthesizing the vision for a statewide network of paddling trails.

Stakeholder Meetings

G/FLRPC will be hosting three regional stakeholder meetings in an effort to inform paddling enthusiasts and other paddling stakeholders about the project and to solicit important input from them. Information on the date, time and place of these meetings is included below. Stakeholders will be provided with a presentation on the project and will then be asked to lend their knowledge and expertise regarding access point locations, site conditions, and paddling conditions. Attendees will also be asked to lend their general thoughts and concerns pertaining to the project as a whole.

Meetings have been organized geographically in an effort to focus the discussion(s) on specific regions, although the discussions will not be limited to just those areas. The success of a blueway system is based largely on connectivity from one corridor to another; participants are therefore encouraged to discuss waterways outside of these focus areas. Further, if you are unable to attend a meeting in your preferred region, please feel free to attend at another location – the general subject matter will be the same at each meeting.

Who Should Attend?

This invitation is being extended to locally-elected officials, novice and expert paddling aficionados, commercial outfitters, outdoor enthusiasts, waterfront planners, and water quality advocates.

We do ask that you please **RSVP by June 12th** so that staff is aware of the approximate number of people attending. RSVPs can be emailed or phoned to Brian Slack, bslack@glrpc.org / 585.454.0190 x21.

Meeting Schedule and Locations

June 15th 7:00pm – Finger Lakes Institute – Geneva, NY
June 16th 7:00pm – Iroquois National Wildlife Refuge – Basom, NY
June 17th 7:00pm – Genesee Waterways Center – Rochester, NY

Directions to each site may be found at the project website:

<http://glrpc.org/blueways.htm>

The Genesee-Finger Lakes Regional Blueway Trails Analysis Plan is partially funded through the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund Act.

50 West Main Street – Suite 8107 • Rochester, NY 14614 • Tel: 585.454.0190 • Fax: 585.454.0191 • glrpc@glrpc.org • www.glrpc.org

Member Counties: Genesee • Livingston • Monroe • Ontario • Orleans • Seneca • Wayne • Wyoming • Yates

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G-FL Regional Blueway Analysis

<u>Site Number/Description</u>		<u>Field Map Number/Name that Site is Located On</u>	
GPS Coordinates Taken Lat. N _____ Long. W _____		Road/Intersection	Municipality
<u>General Site Location Description</u> Is the site an official launch area, sanctioned by local or state government? Is there cost of admission for entry? If not, is the site a sanctioned public open space or recreation area? If not, is the site presently used by the community as an open space or recreation area?			
<u>Parking</u> Number of off-street parking spaces Approx. number of on-street parking within a 200 foot radius			
<u>Signage</u> Make a brief account of all public and private signage on or directly abutting the site			
<u>Launch Description:</u>		Primitive/Deliberate/ADA Compliant	Describe:
Water Quality			
<u>Other Complimentary Facilities</u> Note any other facilities that may be present at the site (Garbage/fish disposal, picnic tables, grills, etc.)			

Prepared by Genesee/Finger Lakes Regional Planning Council

Appendix C-1

APPENDIX D: NEW YORK STATE RECREATIONAL USE STATUTES

New York State’s recreational use statutes fall under New York State Consolidated Laws, GENERAL OBLIGATIONS LAW, ARTICLE 9: Obligations of Care, TITLE 1: Conditions on Real Property.

Text of Law:

1. Except as provided in subdivision two,
 - a. an owner, lessee or occupant of premises, whether or not posted as provided in section 11-2111 of the environmental conservation law, owes no duty to keep the premises safe for entry or use by others for hunting, fishing, organized gleaning as defined in section seventy-one-y of the agriculture and markets law, canoeing, boating, trapping, hiking, cross-country skiing, tobogganing, sledding, speleological activities, horseback riding, bicycle riding, hang gliding, motorized vehicle operation for recreational purposes, snowmobile operation, cutting or gathering of wood for non-commercial purposes or training of dogs, or to give warning of any hazardous condition or use of or structure or activity on such premises to persons entering for such purposes;
 - b. an owner, lessee or occupant of premises who gives permission to another to pursue any such activities upon such premises does not thereby (1) extend any assurance that the premises are safe for such purpose, or (2) constitute the person to whom permission is granted an invitee to whom a duty of care is owed, or (3) assume responsibility for or incur liability for any injury to person or property caused by any act of persons to whom the permission is granted.
 - c. an owner, lessee or occupant of a farm, as defined in section six hundred seventy-one of the labor law, whether or not posted as provided in section 11-2111 of the environmental conservation law, owes no duty to keep such farm safe for entry or use by a person who enters or remains in or upon such farm without consent or privilege, or to give warning of any hazardous condition or use of or structure or activity on such farm to persons so entering or remaining. This shall not be interpreted, or construed, as a limit on liability for acts of gross negligence in addition to those other acts referred to in subdivision two of this section.
2. This section does not limit the liability which would otherwise exist
 - a. for willful or malicious failure to guard, or to warn against, a dangerous condition, use, structure or activity; or
 - b. for injury suffered in any case where permission to pursue any of the activities enumerated in this section was granted for a consideration other than the consideration, if any, paid to said landowner by the state or federal government, or permission to train dogs was granted for a consideration other than that provided for in section 11-0925 of the environmental conservation law; or
 - c. for injury caused, by acts of persons to whom permission to pursue any of the activities enumerated in this section was granted, to other persons as to whom the person granting permission, or the owner, lessee or occupant of the premises, owed a duty to keep the premises safe or to warn of danger.

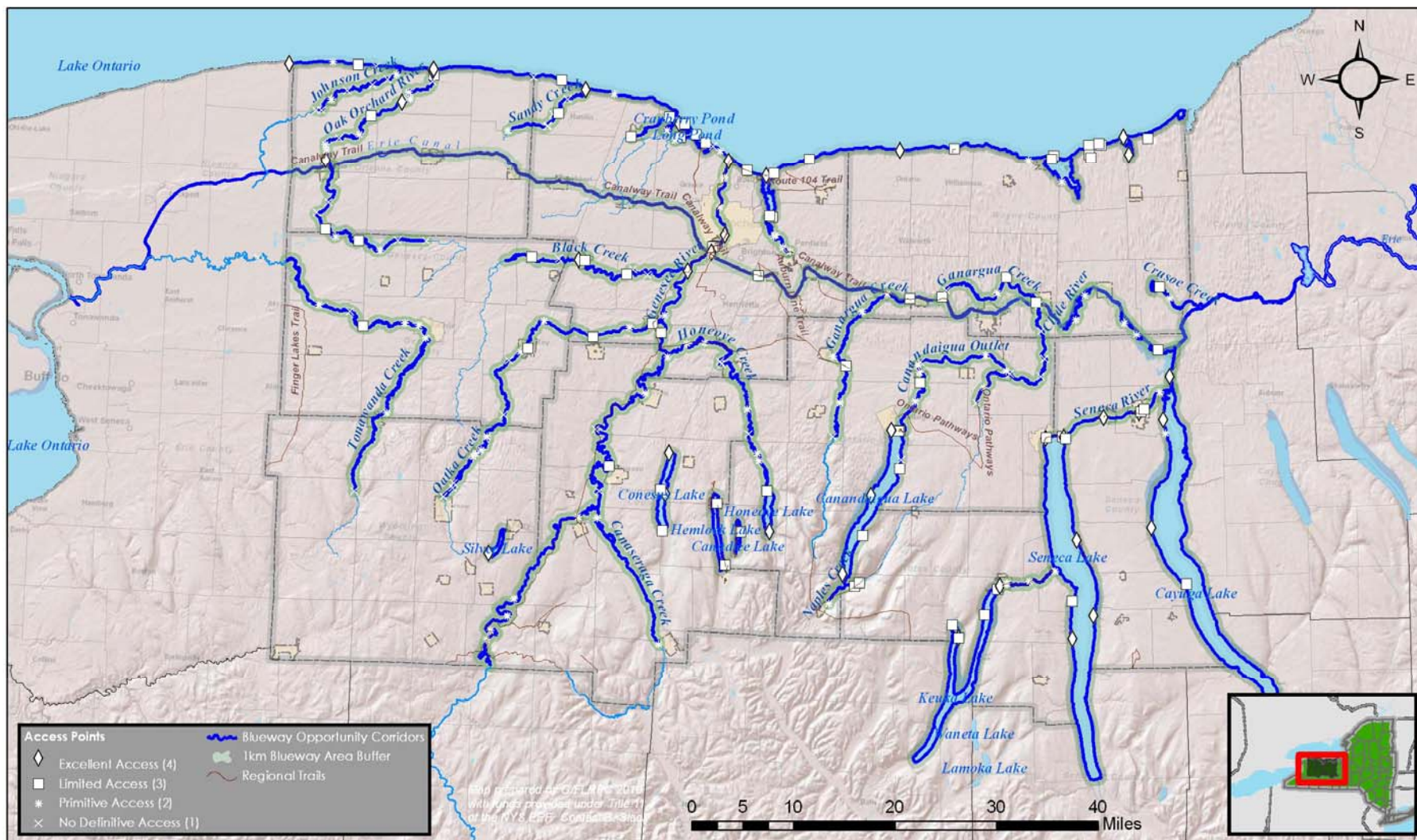
Nothing in this section creates a duty of care or ground of liability for injury to person or property.

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APPENDIX E: REGIONAL MAP/FULL LIST OF BLUEWAY OPPORTUNITY AREAS, ACCESS POINTS AND ASSOCIATED ATTRIBUTES

GENESEE FINGER LAKES REGIONAL BLUEWAY OPPORTUNITY AREAS AND ASSOCIATED ACCESS POINTS



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To the greatest extent possible, access points are listed in descending order from headwaters to outflow; lakes are listed in similar order from west to east. ***Access Point Number order does not correspond to spatial order of sites.***

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
92	Black Creek	West Sweden Rd	Genesee	Town of Bergen	3	N	None	2		43° 6' 24.448" N	77° 59' 13.330" W
93	Black Creek	State Rt 19	Genesee	Town of Bergen	1	N	None	2		43° 6' 23.454" N	77° 55' 59.542" W
94	Black Creek	Churchville County Park Boat Launch	Monroe	Town of Riga	4	N	P/O	3	Designated car top launch	43° 6' 20.066" N	77° 53' 39.484" W
95	Black Creek	Village of Churchville Overlook	Monroe	Town of Riga	3	N	O	3	Parking avail. at Village Hall	43° 6' 16.794" N	77° 52' 59.426" W
91	Black Creek	Black Creek County Park	Monroe	Town of Chili	3	N	B/P/H	3		43° 5' 14.363" N	77° 48' 4.010" W
90	Black Creek	State Rt 33A	Monroe	Town of Chili	1	N	None	1		43° 5' 39.307" N	77° 47' 20.159" W
89	Black Creek	Pfengle Property Town of Chili	Monroe	Town of Chili	1	N	None	1		43° 5' 15.209" N	77° 45' 34.776" W
88	Black Creek	Black Creek State Fishing Access Site	Monroe	Town of Chili	4	Y	T/B/P	3	Parking for 10 cars and trailers	43° 5' 40.261" N	77° 40' 53.159" W
53	Buttonwood Creek	North Greece Rd - Buttonwood Creek	Monroe	Town of Greece	2	N	None	3		43° 17' 43.566" N	77° 43' 55.164" W
135	Canadice Lake	Canadice Lake hard surface ramp	Ontario	Town of Canadice	3	N	T	2	Permit required; paddle/<10 horsepower boats only	42° 43' 26.990" N	77° 33' 51.005" W
144	Canandaigua Lake	Canandaigua Lake State Marine Park	Ontario	City of Canandaigua	4	Y	T/B/P	3	Parking for 110 cars and trailers	42° 52' 33.578" N	77° 16' 36.242" W
143	Canandaigua Lake	Rosepark Lakefront	Ontario	City of Canandaigua	3	N	H/O	3	Alternative site adjacent to Steamboat Landing	42° 52' 29.147" N	77° 15' 47.693" W
152	Canandaigua Lake	Rt 364 County Rest Area	Ontario	Town of Gorham	1	N	O	3	Refreshment stand	42° 50' 2.422" N	77° 15' 23.627" W
151	Canandaigua Lake	Deep Run Town Park	Ontario	Town of Gorham	3	N	B	3		42° 49' 14.408" N	77° 15' 34.351" W

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Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
150	Canandaigua Lake	Vine Valley Town Park	Yates	Town of Middlesex	3	N	P/O	1	Community beach area	42° 43' 24.578" N	77° 19' 38.276" W
146	Canandaigua Lake	Canandaigua Lake Fishing Access Site - Woodville	Ontario	Town of South Bristol	4	Y	T	3	Parking for 86 cars and trailers	42° 40' 6.856" N	77° 21' 50.076" W
145	Canandaigua Lake	Canandaigua Lake Fishing Access Site - Onanda Park	Ontario	Town of Canandaigua	4	Y	T/B/P/O	3	State park w/designated swimming area and day camp	42° 46' 55.834" N	77° 18' 47.776" W
142	Canandaigua Outlet	Steamboat Landing	Ontario	City of Canandaigua	3	N	H/O	3	Steamboat Landing; designated car top launch area	42° 52' 31.001" N	77° 15' 41.022" W
141	Canandaigua Outlet	Gaging Station - East Ave and Rt 488	Ontario	Town of Hopewell	2	N	None	1		42° 55' 5.380" N	77° 13' 58.354" W
140	Canandaigua Outlet	Canandaigua Outlet State Fishing Access Site	Ontario	Town of Manchester	3	N	O	3	Designated car top launch area	42° 56' 39.228" N	77° 13' 25.608" W
139	Canandaigua Outlet	Budd Village Park	Ontario	Town of Manchester	2	N	P/O	2	Active recreation at adjacent Village park	42° 57' 32.512" N	77° 13' 33.586" W
138	Canandaigua Outlet	Clifton St picnic area and overlook	Ontario	Village of Manchester	2	N	P	1		42° 58' 10.902" N	77° 13' 40.559" W
137	Canandaigua Outlet	State Rt 96	Ontario	Village of Manchester	1	N	None	2		42° 58' 27.473" N	77° 13' 25.590" W
153	Canandaigua Outlet	Three Mills County Park	Ontario	Town of Phelps	2	N	H	3		42° 59' 7.660" N	77° 5' 52.343" W
154	Canandaigua Outlet	Mill Street	Ontario	Town of Phelps	2	N	None	1		42° 57' 50.458" N	77° 3' 27.716" W
170	Canandaigua Outlet	N Wayne St	Ontario	Village of Phelps	1	N	None	1		42° 57' 37.058" N	77° 2' 57.091" W
167	Canandaigua Outlet	Fisher Rd	Ontario	Town of Phelps	1	N	None	2		42° 57' 27.493" N	76° 59' 21.624" W
166	Canandaigua Outlet	Gifford Rd	Ontario	Town of Phelps	1	N	None	2		42° 58' 59.916" N	76° 58' 57.965" W
165	Canandaigua Outlet	Alloway Rd	Wayne	Town of Lyons	1	N	None	2	Preferred exit; next exit point can be difficult	43° 1' 22.044" N	76° 59' 25.854" W

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Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
164	Canandaigua Outlet	Leach Rd	Wayne	Village of Lyons	1	N	None	1	Last exit opp. before spillway into Erie Canal	43° 3' 37.332" N	76° 59' 51.562" W
121	Canaseraga Creek	Gaging Station - Rt 436 and Scott Rd	Livingston	Town of Mt. Morris	2	N	None	3		42° 33' 36.018" N	77° 42' 57.096" W
117	Canaseraga Creek	Shaker Crossing	Livingston	Town of North Dansville	2	N	None	2		42° 44' 13.438" N	77° 50' 30.404" W
190	Cayuga Lake	Town of Ovid Park	Seneca	Town of Ovid	3	N	None	3		42° 39' 56.671" N	76° 41' 56.303" W
191	Cayuga Lake	Deans Cove State Marine Park	Seneca	Town of Romulus	4	Y	T/B	3	Parking for 48 cars and trailers	42° 44' 41.636" N	76° 46' 5.045" W
192	Cayuga Lake	Lower Lake Rd	Seneca	Town of Seneca Falls	2	N	None	3		42° 52' 50.077" N	76° 44' 43.282" W
193	Cayuga Lake	Cayuga Lake State Park	Seneca	Town of Seneca Falls	4	Y	T/B/P/C	3	Parking for 50 cars and trailers	42° 54' 1.112" N	76° 44' 58.693" W
208	Clyde River	River Rd South	Wayne	Town of Galen	2	N	None	2		43° 2' 25.746" N	76° 55' 28.864" W
209	Clyde River	River Rd North	Wayne	Town of Galen	2	N	None	2		43° 4' 29.201" N	76° 54' 28.974" W
210	Clyde River	Bentley Rd	Wayne	Town of Galen	2	N	None	2		43° 2' 11.301" N	76° 49' 50.236" W
211	Clyde River	Armitage Bridge	Wayne	Town of Galen	2	N	None	2		43° 1' 14.878" N	76° 48' 21.952" W
212	Clyde River	May's Point Rd	Seneca	Town of Tyre	3	N	None	3		42° 59' 56.585" N	76° 45' 45.991" W
125	Conesus Lake	Conesus Lake State Boat Launch - Pebble Beach	Livingston	Town of Livonia	4	N	B/P/O	3	Car top launch; Vitale Park nearby; 120 spaces	42° 50' 4.049" N	77° 42' 25.384" W
123	Conesus Lake	Conesus Lake State Boat Launch - East Lake Rd	Livingston	Town of Livonia	4	Y	T/B/P	3	Parking for 45 cars and trailers plus 25 cars	42° 46' 31.768" N	77° 42' 43.844" W
122	Conesus Lake	Conesus Inlet State Fishing Access Site	Livingston	Town of Conesus	3	N	O	3	Designated car top launch;	42° 43' 20.042" N	77° 42' 57.089" W

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Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
									parking for 40 cars		
124	Conesus Lake	Long Point Park	Livingston	Town of Genesee	3	N	T/B/P/O	3	Swimming; public safety office	42° 46' 50.707" N	77° 43' 16.720" W
218	Crusoe Creek	NYSDEC cartop launch Rt. 89 Bridge	Wayne	Savannah	3	N	O	3	Montezuma Audubon Cntr.	43° 5' 23.147" N	76° 45' 44.349" W
217	Crusoe Creek	Savannah Spring Lake Rd. Southwest side of bridge	Wayne	Savannah	2	N	None	2		43° 4' 25.217" N	76° 44' 34.180" W
219	Crusoe Creek										
218	Crusoe Creek										
168	Flint Creek	Waddell Rd	Ontario	Town of Phelps	1	N	None	2		42° 55' 6.190" N	77° 6' 47.509" W
169	Flint Creek	Wheat Rd	Ontario	Town of Phelps	2	N	H	3	Ontario Pathways Rail Trail	42° 56' 21.750" N	77° 5' 58.531" W
Note: For Ganargua Creek, see also Mud Creek, which is tributary near Access Point No. 155											
155	Ganargua Creek	Brace Rd	Ontario	Town of Victor	2	N	None	2		42° 58' 41.545" N	77° 23' 39.052" W
156	Ganargua Creek	Wilkinson Rd	Wayne	Town of Macedon	2	N	None	2		43° 2' 38.306" N	77° 20' 27.820" W
157	Ganargua Creek	Gravino Park	Wayne	Village of Macedon	2	N	P/O	3	Gravino Town park; active recreation	43° 4' 11.737" N	77° 17' 34.656" W
158	Ganargua Creek	Pal-Mac Aqueduct County Park - Lock 29	Wayne	Town of Macedon	3	N	T/P	3		43° 3' 50.562" N	77° 14' 55.806" W
159	Ganargua Creek	Swift Landing County Park	Wayne	Town of Palmyra	3	N	B/P/O	3	Active recreation area	43° 4' 4.994" N	77° 11' 10.288" W
160	Ganargua Creek	South Creek Rd and Vault Rd	Wayne	Town of Palmyra	1	N	None	2		43° 4' 40.901" N	77° 10' 40.663" W
161	Ganargua Creek	Mud Mills Rd	Wayne	Town of Acadia	2	N	None	2		43° 4' 33.470" N	77° 4' 40.620" W
162	Ganargua Creek	Norsen Bridge County Park	Wayne	Town of Acadia	3	N	P/O	3	Norsen Bridge Park; active recreation area	43° 5' 54.067" N	77° 3' 42.178" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
163	Ganargua Creek	Water St County Boat Launch	Wayne	Village of Lyons	3	N	T/B/P	3	Parking for 8 cars and trailers	43° 3' 48.326" N	77° 0' 9.630" W
120	Genesee River	Whiskey Bridge at River Rd and Rt 19a	Wyoming	Town of Genesee Falls	2	N	None	2		42° 33' 31.147" N	78° 2' 52.382" W
119	Genesee River	Rt 436 and Totslane Rd	Livingston	Town of Portage	2	N	None	2	Paddlers should not proceed any further downstream	42° 34' 19.405" N	78° 2' 26.812" W
205	Genesee River	Lee's Landing	Wyoming	Town of Genesee Falls	2	N	B/P/C/O	3	Launch point by permit only; long carry necessary	42° 35' 36.810" N	78° 0' 31.488" W
206	Genesee River	St. Helena	Wyoming	Town of Castile	2	N	B/P/C/O	3	Exit point; long carry; area subject to inundation	42° 37' 4.601" N	77° 59' 50.952" W
118	Genesee River	Main St - Brooks Island	Livingston	Village of Mt. Morris	2	N	O	2	Public property river right adjacent to Reception Center	42° 44' 15.544" N	77° 52' 47.752" W
116	Genesee River	Rt 20A and Rt 39	Livingston	Town of Geneseo	1	N	None	2		42° 46' 36.458" N	77° 50' 23.269" W
216	Genesee River	River Access Park	Livingston	Village of Geneseo	3	N	O	3	Adjacent catch and release fishing pond	42° 54' 45.234" N	77° 22' 42.285" W
115	Genesee River	York Landing Rd	Livingston	Town of York	1	N	H	3	Parking at the Genesee Valley Greenway trailhead	42° 51' 52.024" N	77° 51' 4.331" W
114	Genesee River	Genesee River State Fishing Access Site - Rt 5	Livingston	Village of Avon	2	N	None	3	Parking for 6 cars	42° 55' 3.140" N	77° 45' 22.838" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
112	Genesee River	Genesee River State Fishing Access Site - Rt 251	Monroe	Town of Rush	3	N	None	3	Parking for 7 cars	43° 0' 17.039" N	77° 43' 47.723" W
111	Genesee River	Genesee River State Fishing Access Site - Rt 253	Monroe	Town of Wheatland	2	N	None	3	Parking for 12 cars	43° 1' 48.032" N	77° 43' 27.865" W
110	Genesee River	Genesee Valley Park at Red Creek	Monroe	City of Rochester	2	N	H	3		43° 7' 7.846" N	77° 38' 21.728" W
109	Genesee River	Genesee Waterways Cntr	Monroe	City of Rochester	4	Y	B/P/H/O	3	Genesee Waterways Cntr; rentals and lessons avail	43° 7' 21.457" N	77° 38' 12.343" W
108	Genesee River	Brooks Landing Dock	Monroe	City of Rochester	3	N	O	3	Brooks Landing, Rochester, NY	43° 7' 49.076" N	77° 38' 6.954" W
107	Genesee River	Univ. of Rochester Dock - Wilson Blvd	Monroe	City of Rochester	3	N	H	2		43° 7' 52.752" N	77° 37' 55.448" W
106	Genesee River	Corn Hill Landing	Monroe	City of Rochester	4	Y	B/P/H/O	3	Corn Hill Landing, Rochester, NY	43° 8' 51.565" N	77° 36' 42.498" W
199	Genesee River	Seth Green Island Fishing Access - Roc Kayak Park	Monroe	City of Rochester	2	N	None	3	Long carry to water; haz. cond. due to hydro fac.	43° 11' 14.400" N	77° 37' 24.900" W
57a	Genesee River	Turning Point Park	Monroe	City of Rochester	2	N	H	3		43° 13' 38.968" N	77° 37' 4.260" W
57b	Genesee River	Turning Point Park	Monroe	City of Rochester	2	N	H	3		43° 13' 48.464" N	77° 37' 0.296" W
55	Genesee River	Ontario Beach Park Public Boat Launch	Monroe	City of Rochester	4	N	T/B/P/H/O	3	Parking for 40 cars and trailers; many amenities	43° 15' 15.350" N	77° 36' 33.905" W
136a	Hemlock Lake	Hemlock Lake hard surface ramp	Livingston	Town of Livonia	3	N	T	3	Permit required; paddle/<10 horsepower boats only	42° 45' 47.905" N	77° 36' 41.375" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
136b	Hemlock Lake	Hemlock Lake hard surface ramp	Ontario	Town of Canadice	3	N	T	3	Permit required; paddle/<10 horsepower boats only	42° 40' 32.336" N	77° 35' 30.948" W
132	Honeoye Creek	Honeoye Creek SWMA - Shetler Rd	Ontario	Town of Richmond	2	N	None	3		42° 49' 35.515" N	77° 31' 57.436" W
131	Honeoye Creek	Belcher Rd	Ontario	Town of Richmond	2	N	None	3		42° 50' 14.024" N	77° 32' 11.026" W
130	Honeoye Creek	Pond Rd	Livingston	Town of Lima	1	N	None	1		42° 51' 51.239" N	77° 33' 15.109" W
129	Honeoye Creek	Factory Hollow Rd	Ontario	Town of West Bloomfield	2	N	None	1		42° 53' 59.946" N	77° 33' 30.125" W
128	Honeoye Creek	Monroe Street Village Park	Monroe	Town of Mendon	1	N	P/C/O	3	Monroe Street Village Park; camping w/permit	42° 57' 46.541" N	77° 36' 35.834" W
207	Honeoye Creek	Sibley Rd	Monroe	Town of Mendon	1	N	None	1		42° 58' 1.295" N	77° 36' 49.244" W
127	Honeoye Creek	Town of Rush Veterans Memorial Park	Monroe	Town of Rush	2	N	P/H/O	3	Town of Rush commercial district nearby	42° 59' 31.834" N	77° 38' 41.312" W
113	Honeoye Creek	Honeoye Creek State Fishing Access Site	Monroe	Town of Rush	2	N	H	3	Parking for 12 cars	42° 59' 24.601" N	77° 40' 46.049" W
126	Honeoye Creek	Golah Rd Substation	Monroe	Town of Rush	2	N	None	2		42° 58' 14.272" N	77° 42' 57.535" W
133	Honeoye Lake	Sandy Bottom Town Park	Ontario	Town of Richmond	3	N	T/B/P/O	3	Sandy Bottom Park; beach access; 30 spaces	42° 47' 2.350" N	77° 30' 52.938" W
134	Honeoye Lake	Honeoye Lake State Boat Launch	Ontario	Town of South Bristol	4	Y	T/B	3	Parking for 30 cars	42° 43' 32.362" N	77° 30' 27.335" W
Note: For Irondequoit Creek, see also Lake Ontario Access Pt. No's 59, 60, 61, & 65, which are each associated with Irondequoit Bay											
63	Irondequoit Creek	Linear Town Park	Monroe	Town of Penfield	2	N	B/P/H/O	3	Active recreation	43° 7' 37.978" N	77° 29' 4.466" W
64	Irondequoit Creek	Irondequoit Creek Plaza	Monroe	Town of Penfield	2	N	None	3		43° 7' 57.261" N	77° 29' 53.788" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
62a	Irondequoit Creek	Ellison County Park	Monroe	Town of Penfield	2	N	B/P/H/O	3	Active recreation	43° 8' 54.877" N	77° 30' 58.284" W
62b	Irondequoit Creek	Ellison County Park	Monroe	Town of Penfield	2	N	B/P/H/O	3	Active recreation	43° 8' 57.984" N	77° 30' 47.246" W
13	Johnson Creek	Marshall Rd	Orleans	Town of Yates	1	N	None	1		43° 18' 22.781" N	78° 25' 5.466" W
12	Johnson Creek	Angling Rd	Orleans	Town of Yates	1	N	None	1		43° 18' 21.848" N	78° 24' 27.806" W
18	Johnson Creek	Lyndonville Overlook	Orleans	Village of Lyndonville	2	N	P/O	2	Historic Lyndonville Main St. commercial dist.	43° 19' 19.762" N	78° 23' 19.993" W
17	Johnson Creek	Blood Road	Orleans	Town of Yates	1	N	None	1	Limited access on the SE side of the bridge	43° 20' 7.291" N	78° 21' 31.502" W
22	Johnson Creek	Yates Carlton Townline Road	Orleans	Town of Yates	1	N	None	1	Limited access on either side of the bridge	43° 20' 43.085" N	78° 18' 34.073" W
24	Johnson Creek	Harris Rd	Orleans	Town of Carlton	1	N	None	1		43° 21' 12.992" N	78° 16' 48.997" W
25	Johnson Creek	Kuckville	Orleans	Town of Carlton	2	N	O	2	Nearby convenience store w/tackle shop	43° 21' 39.071" N	78° 15' 52.956" W
179	Keuka Lake	Guyanoga Creek State Fishing Access Site	Yates	Town of Jerusalem	3	N	T/P	3	Parking for 6 cars and trailers	42° 35' 59.561" N	77° 8' 58.175" W
178a	Keuka Lake	Keuka Lake State Park	Yates	Town of Jerusalem	4	Y	T/B/P/C	3	Parking for 50 cars and trailers	42° 34' 57.140" N	77° 8' 10.129" W
178b	Keuka Lake	Keuka Lake State Park	Yates	Town of Jerusalem	3	N	T/B/P/C	3	Parking for 50 cars and trailers	42° 34' 54.674" N	77° 8' 10.399" W
177	Keuka Lake	Keuka College Beach Access	Yates	Town of Jerusalem	3	N	P	2		42° 36' 54.742" N	77° 5' 15.608" W
175	Keuka Lake	Indian Pines Park	Yates	Village of Penn Yan	3	N	B/P/O	3	Indian Pines Park; swimming area, active	42° 39' 7.430" N	77° 3' 52.531" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
									rec.		
176	Keuka Lake Outlet	Penn Yan Village Park	Yates	Village of Penn Yan	4	Y	T/B/P	3		42° 39' 26.550" N	77° 3' 32.076" W
180a	Keuka Lake Outlet	Keuka Outlet Trail	Yates	Village of Penn Yan	2	N	H	2	Keuka Outlet Trail	42° 39' 38.570" N	77° 2' 43.998" W
180b	Keuka Lake Outlet	Keuka Outlet Trail	Yates	Village of Penn Yan	2	N	H	2	Keuka Outlet Trail	42° 39' 39.679" N	77° 2' 48.682" W
181	Keuka Lake Outlet	Outlet Park	Yates	Town of Milo	2	N	H	3	Keuka Outlet Trail	42° 39' 51.462" N	77° 0' 9.068" W
182	Keuka Lake Outlet	Kings Hill Rd	Yates	Town of Torrey	2	N	None	2		42° 40' 49.091" N	76° 57' 12.406" W
14	Lake Ontario	Golden Hill State Park Boat Launch	Niagara	Town of Somerset	4	Y	T/B/P/C/H	3		43° 22' 14.171" N	78° 28' 27.592" W
15	Lake Ontario	Shadigee	Orleans	Town of Yates	2	N	None	3		43° 22' 31.523" N	78° 23' 19.151" W
16	Lake Ontario	Yates Town Park	Orleans	Town of Yates	3	N	P	3	Beach access	43° 22' 22.728" N	78° 20' 21.658" W
23	Lake Ontario	Green Harbor Campground	Orleans	Town of Carlton	1	N	T/B/P/C/O	3	Private Campground/ Marina - excellent beach access	43° 22' 17.922" N	78° 18' 13.205" W
34	Lake Ontario	Troutberg	Orleans	Town of Kendall	1	N	None	2		43° 21' 54.094" N	77° 59' 44.387" W
35	Lake Ontario	Hamlin Beach State Park Cartop Launch	Monroe	Town of Hamlin	3	N	B/P/C/H/O	3	Parking for 3 cars directly at cartop launch	43° 21' 40.432" N	77° 56' 26.858" W
44	Lake Ontario	Lake Ontario State Parkway	Monroe	Town of Hamlin	2	N	None	2		43° 20' 40.765" N	77° 50' 10.853" W
45	Lake Ontario	Braddock Bay State Fish and WMA	Monroe	Town of Greece	3	N	None	2		43° 17' 10.086" N	77° 42' 18.479" W
46	Lake Ontario	Braddock Bay State Fish and WMA	Monroe	Town of Greece	3	N	None	2		43° 18' 52.085" N	77° 43' 39.263" W
47	Lake Ontario	Braddock Bay Town Park	Monroe	Town of Greece	4	Y	T/P	3		43° 18' 21.748" N	77° 42' 28.631" W
48	Lake Ontario	Cranberry Pond	Monroe	Town of Greece	3	N	None	3		43° 18' 19.782" N	77° 41' 52.091" W
49	Lake Ontario	Goodwin Town Park	Monroe	Town of Greece	3	N	None	3		43° 17' 26.448" N	77° 40' 28.265" W

Genesee – Finger Lakes Regional Blueway Analysis

An Inventory and Analysis of Regional Blueway Opportunity Areas

Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
50	Lake Ontario	Buck Pond	Monroe	Town of Greece	3	N	None	3		43° 16' 46.204" N	77° 39' 19.663" W
51	Lake Ontario	Shoremont WWTP	Monroe	Town of Greece	1	N	P	1	Private property Kodak/Shoremont Association	43° 16' 30.274" N	77° 38' 25.040" W
56	Lake Ontario	Russel Station Power Plant	Monroe	Town of Greece	2	N	None	3	Parking for 80 cars	43° 16' 8.116" N	77° 37' 35.641" W
58	Lake Ontario	Durand Eastman Beach	Monroe	City of Rochester	3	N	B/P/H/O	3	Public swimming area	43° 14' 27.672" N	77° 34' 21.918" W
59	Lake Ontario	Irondequoit Bay State Marine Park	Monroe	Town of Irondequoit	4	Y	B	3	Parking for 28 cars and trailers	43° 14' 5.021" N	77° 32' 5.320" W
60	Lake Ontario	Empire Blvd Rest Area - Irondequoit Bay	Monroe	Town of Penfield	3	N	None	3		43° 10' 30.443" N	77° 31' 13.883" W
61	Lake Ontario	LaSalle's Landing Town Park	Monroe	Town of Penfield	3	N	P	3		43° 10' 34.561" N	77° 31' 32.581" W
65	Lake Ontario	Town of Webster Sandbar Park - Irondequoit Bay	Monroe	Town of Webster	3	N	P	1		43° 14' 17.311" N	77° 31' 14.063" W
66	Lake Ontario	Mill Creek	Monroe	Town of Webster	3	N	B/P/C/H/O	3	Active recreation	43° 15' 37.112" N	77° 27' 4.957" W
67	Lake Ontario	Town of Ontario Boat Launch	Wayne	Town of Ontario	4	Y	T/P	3	Non-residents require permit from Town Hall	43° 16' 36.080" N	77° 16' 31.955" W
68	Lake Ontario	B. Forman County Park	Wayne	Town of Williamson	3	N	B/P/O	3	Active recreation; camping by permit	43° 16' 52.050" N	77° 10' 8.965" W
69	Lake Ontario	Maxwell Bay State Fishing Access Site	Wayne	Town of Sodus	2	N	None	3		43° 16' 0.476" N	77° 1' 26.548" W
70	Lake Ontario	Sodus Point Beach County Park	Wayne	Village of Sodus Point	3	N	T/B/P/O	3	Public swimming	43° 16' 25.741" N	76° 58' 28.945" W
71	Lake Ontario	Sodus Bay State Boat Launch	Wayne	Village of Sodus Point	3	N	T/P	3		43° 16' 9.768" N	76° 58' 44.717" W
72	Lake Ontario	Shaker Tract Rd - Sodus Bay	Wayne	Town of Huron	2	N	None	2		43° 14' 12.559" N	76° 57' 27.662" W
73	Lake Ontario	Lake Shore Marshes SWMA - East Bay Rd	Wayne	Town of Huron	3	N	B	2		43° 17' 25.843" N	76° 54' 23.645" W
74	Lake Ontario	Lake Shore Marshes SWMA - Garner Rd	Wayne	Town of Huron	3	N	None	3		43° 16' 35.476" N	76° 54' 21.640" W

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Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
75	Lake Ontario	Lake Shore Marshes SWMA - Slaght Rd Boat Launch	Wayne	Town of Huron	3	N	None	3		43° 16' 22.480" N	76° 54' 8.831" W
171	Lake Ontario	Lake Shore Marshes WMA - Red Creek Unit	Wayne	Town of Wolcott	2	N	O	3	Designated car top launch area	43° 17' 57.455" N	76° 46' 50.135" W
172	Lake Ontario	Lake Shore Marshes WMA - Larkin Rd	Wayne	Town of Wolcott	3	N	None	1		43° 18' 9.698" N	76° 47' 30.984" W
173	Lake Ontario	Port Bay South State Fishing Access Site	Wayne	Town of Wolcott	4	Y	T	3	Parking for 28 cars and trailers	43° 16' 44.011" N	76° 49' 42.017" W
174	Lake Ontario	Port Bay West State Fishing Access Site	Wayne	Town of Wolcott	4	Y	T	3	Parking for 35 cars and trailers	43° 18' 14.778" N	76° 50' 19.997" W
76a	Lake Ontario	Lake Shore Marshes SWMA - Huron Rd Boat Launch	Wayne	Town of Huron	3	N	None	2		43° 17' 28.586" N	76° 52' 58.210" W
76b	Lake Ontario	Lake Shore Marshes SWMA - Huron Rd Boat Launch	Wayne	Town of Huron	3	N	None	2		43° 17' 36.812" N	76° 53' 12.239" W
202	Lock 32 Whitewater Park	Lock 32 Whitewater Park	Monroe	Town of Pittsford	3	N	P/H/O	3	Lock 32 Whitewater Park	43° 5' 27.558" N	77° 32' 41.851" W
Note: Mud Creek is a tributary to Ganargua Creek, joining near Access Point No. 155											
215	Mud Creek	Rt. 64	Ontario	Town of East Bloomfield	1	N	None	1		42° 51' 51.790" N	77° 23' 23.058" W
214	Mud Creek	Co. Rd. 30 and Wheeler Station Rd	Ontario	Town of East Bloomfield	2	N	None	1		42° 54' 45.234" N	77° 22' 42.285" W
213	Mud Creek	Rotary Centennial Walking Path	Ontario	Town of Farmington	3	N	B/P/H	3		42° 57' 54.698" N	77° 22' 8.603" W
147	Naples Creek	Naples Creek Public Fishing Stream	Ontario	Town of Naples	2	N	None	3		42° 37' 33.247" N	77° 23' 23.248" W
52	Northrup Creek	Flynn Rd - Northrup Creek	Monroe	Town of Greece	2	N	None	2		43° 16' 55.808" N	77° 42' 53.284" W
1	Oak Orchard River	Elba Mucklands - State Rt 98	Genesee	Town of Elba	1	N	None	1		43° 7' 29.700" N	78° 11' 36.360" W
2	Oak Orchard River	Fisher Rd	Genesee	Town of Oakfield	1	N	None	1		43° 7' 26.746" N	78° 14' 53.758" W

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Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
3	Oak Orchard River	Oak Orchard SWMA - Albion Rd	Genesee	Town of Oakfield	2	N	H	2		43° 6' 28.760" N	78° 16' 56.489" W
4	Oak Orchard River	Iroquois NWR - Knowlesville Rd	Genesee	Town of Alabama	3	N	H	3	Parking available for 3 cars	43° 7' 14.268" N	78° 19' 29.212" W
5	Oak Orchard River	Iroquois NWR - Sour Springs Rd	Genesee	Town of Alabama	2	N	H	2		43° 7' 31.778" N	78° 22' 12.184" W
6	Oak Orchard River	Iroquois NWR - State Rt 63	Orleans	Town of Shelby	3	N	None	2		43° 8' 9.935" N	78° 23' 25.364" W
7	Oak Orchard River	Dunlop Rd	Orleans	Town of Shelby	1	N	H	1		43° 9' 32.893" N	78° 24' 29.603" W
8	Oak Orchard River	Harrison Rd	Orleans	Town of Shelby	1	N	None	1		43° 10' 27.829" N	78° 23' 11.630" W
9	Oak Orchard River	Glenwood Lake Park	Orleans	Town of Ridgeway	4	Y	T/P	3	Parking for 10 cars and trailers	43° 14' 7.505" N	78° 23' 40.218" W
10	Oak Orchard River	Slade Rd	Orleans	Town of Ridgeway	2	N	None	2	Access is over guardrail down steep unstable bank	43° 15' 0.493" N	78° 23' 41.435" W
11	Oak Orchard River	The Flats - Rt 63	Orleans	Town of Ridgeway	2	N	None	3		43° 15' 26.586" N	78° 23' 49.531" W
27	Oak Orchard River	Bates Rd	Orleans	Town of Ridgeway	1	N	None	1		43° 16' 4.246" N	78° 22' 13.494" W
28	Oak Orchard River	Oak Orchard on-the-Ridge	Orleans	Town of Ridgeway	2	N	None	1		43° 16' 27.768" N	78° 19' 55.592" W
19	Oak Orchard River	Wheelman's Rest - Knowlesville Rd	Orleans	Town of Ridgeway	3	N	None	2		43° 18' 2.880" N	78° 18' 38.220" W
20	Oak Orchard River	Lake Alice Public Boat Launch	Orleans	Town of Carlton	4	N	T	3	Parking for 8 cars and trailers	43° 19' 21.947" N	78° 15' 1.192" W
21	Oak Orchard River	Clarks Mills Rd	Orleans	Town of Carlton	1	N	None	1		43° 19' 35.119" N	78° 14' 24.518" W
29	Oak Orchard River	Oak Orchard State Fishing Access Site	Orleans	Town of Carlton	2	N	B/O	3	Access to Lake Alice and dam area; 25+ spaces	43° 19' 39.817" N	78° 14' 5.701" W
30	Oak Orchard River	Oak Orchard Fishing Access Area	Orleans	Town of Carlton	2	N	None	1	15.8 acres leased by Orleans County; steep carry	43° 20' 11.787" N	78° 14' 19.873" W
33	Oak Orchard River	The Bridges	Orleans	Town of Carlton	1	N	T/B/O	1	Private outfitting establishment	43° 21' 11.956" N	78° 11' 31.866" W

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Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
									s; fee launch only		
32	Oak Orchard River	Orleans County Marine Park Seasonal Docks	Orleans	Town of Carlton	3	N	B/P/O	3	County Sheriff, US Customs video phone, showers	43° 21' 45.608" N	78° 11' 27.604" W
26	Oak Orchard River	Oak Orchard State Marine Park	Orleans	Town of Carlton	4	Y	T/B/P	3	West Side; Parking for 96 cars and trailers plus 25 cars	43° 22' 8.975" N	78° 11' 35.726" W
31	Oak Orchard River	Orleans County Marine Park at Point Breeze	Orleans	Town of Carlton	4	Y	T/B/P/O	3	East side; Parking for 25 cars and trailers; other amenities	43° 22' 16.162" N	78° 11' 28.814" W
77	Oatka Creek	Buffalo Rd	Wyoming	Town of Warsaw	1	N	None	1		42° 45' 39.539" N	78° 8' 26.279" W
78	Oatka Creek	State Rt 19	Wyoming	Town of Warsaw	1	N	None	1		42° 46' 25.259" N	78° 7' 25.799" W
79	Oatka Creek	Sayre Rd	Wyoming	Town of Warsaw	1	N	None	2		42° 46' 50.639" N	78° 7' 19.200" W
80	Oatka Creek	School Rd	Wyoming	Village of Wyoming	2	N	None	2		42° 49' 8.580" N	78° 5' 11.040" W
81	Oatka Creek	Main St	Wyoming	Village of Wyoming	2	N	None	2		42° 49' 22.861" N	78° 4' 54.239" W
82	Oatka Creek	Lemly Rd	Wyoming	Town of Covington	2	N	None	2		42° 49' 42.661" N	78° 4' 18.361" W
83	Oatka Creek	State Rt 19	Wyoming	Town of Covington	2	N	None	1		42° 50' 53.819" N	78° 3' 39.121" W
84	Oatka Creek	River Rd	Genesee	Town of Pavillion	1	N	None	1		42° 52' 50.581" N	78° 1' 47.460" W
85	Oatka Creek	Cole Rd	Genesee	Town of LeRoy	1	N	None	1		42° 57' 29.459" N	78° 1' 26.281" W
86	Oatka Creek	Munson Rd Overlook	Genesee	Village of LeRoy	2	N	None	3		42° 58' 16.741" N	78° 0' 8.701" W
87	Oatka Creek	Wolcott St	Genesee	Village of LeRoy	3	N	O	2	Located near historic Main St. LeRoy	42° 58' 33.539" N	77° 59' 17.401" W
201	Oatka Creek	Oatka Trail Rd	Genesee	Town of LeRoy	2	N	None	3		43° 0' 58.920" N	77° 57' 31.680" W

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Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
98	Oatka Creek	Oatka Creek State Fishing Access Site	Monroe	Town of Wheatland	3	N	O	3	Designated car top launch; 6 parking spaces	42° 59' 45.989" N	77° 51' 43.657" W
97	Oatka Creek	Oatka Creek Park County Fishing Access Site	Monroe	Town of Wheatland	2	N	H	3	Ideal fishing access; no boat access present	43° 0' 41.317" N	77° 47' 33.166" W
96	Oatka Creek	Canawaugus Park	Monroe	Town of Wheatland	3	N	P/H	3	Historic Village of Scottsville nearby	43° 1' 6.053" N	77° 44' 52.120" W
37	Salmon Creek	Hilton Village Park	Monroe	Village of Hilton	3	N	H/O	3	Village Park; Jennejahn Lodge available for rental	43° 17' 3.304" N	77° 48' 4.324" W
54	Salmon Creek	Braddock Bay SWMA - Salmon Creek at Hogan Rd	Monroe	Town of Greece	2	N	T	3		43° 18' 45.202" N	77° 43' 54.149" W
41	Sandy Creek	Creek Rd	Orleans	Town of Kendall	2	N	None	2		43° 17' 14.932" N	78° 2' 30.944" W
38	Sandy Creek	Redman Rd	Monroe	Town of Hamlin	1	N	None	2	Parking on the corner of Roosevelt Hgwy & Redman	43° 17' 44.111" N	77° 57' 56.130" W
39	Sandy Creek	State Rt 18	Monroe	Town of Hamlin	1	N	None	2	Parking on the corner of Roosevelt Hgwy & Redman	43° 17' 46.608" N	77° 57' 49.824" W
40	Sandy Creek	Brick Schoolhouse Rd	Monroe	Town of Hamlin	1	N	None	1		43° 18' 48.971" N	77° 57' 17.132" W
42	Sandy Creek	Town of Hamlin Park	Monroe	Town of Hamlin	3	N	B/P/O	3	Public park with active recreation	43° 18' 51.246" N	77° 56' 40.175" W
43	Sandy Creek	Lake Rd	Monroe	Town of Hamlin	1	N	None	1		43° 20' 6.310" N	77° 55' 40.379" W
36	Sandy Creek	Sandy Creek State Fishing Access Site	Monroe	Town of Hamlin	4	Y	T/B	3	Parking for 50 cars and	43° 20' 57.779" N	77° 53' 33.540" W

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Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
									trailers		
187a	Seneca Cayuga Canal	Seneca Lake State Boat Launch	Seneca	Town of Waterloo	4	Y	T/B/P	3	Parking for 30 cars and trailers	42° 52' 19.427" N	76° 56' 32.615" W
187b	Seneca Cayuga Canal	Seneca Lake State Boat Launch and Marina	Seneca	Town of Waterloo	3	N	B/P	3	Parking for 30 cars and trailers	42° 52' 11.651" N	76° 56' 21.750" W
203	Seneca Cayuga Canal	Oak Island	Seneca	Village of Waterloo	4	Y	T/B/P	3	Parking for 5 cars and trailers	42° 54' 5.526" N	76° 51' 58.547" W
196a	Seneca Cayuga Canal	Seneca Falls Canal Harbor	Seneca	Village of Seneca Falls	4	Y	B/P/O	2	Adjacent to historic Main St. Seneca Falls	42° 54' 35.294" N	76° 47' 48.142" W
196b	Seneca Cayuga Canal	Seneca Falls - Trinity Church	Seneca	Village of Seneca Falls	3	N	O	2	Adjacent to historic Main St. Seneca Falls	42° 54' 38.164" N	76° 47' 39.340" W
197	Seneca Cayuga Canal	Seneca Cayuga Canal Lock No. 2	Seneca	Village of Seneca Falls	3	N	None	3		42° 54' 51.502" N	76° 47' 16.343" W
194	Seneca Cayuga Canal	Demont Rd	Seneca	Town of Seneca Falls	2	N	None	1		42° 56' 22.308" N	76° 45' 29.002" W
185a	Seneca Lake	Lakefront Park	Ontario	City of Geneva	4	Y	B/P/H	3	Parking for 20 cars and trailers	42° 52' 10.319" N	76° 58' 39.050" W
185b	Seneca Lake	Lakefront Park	Ontario	City of Geneva	3	N	B/P/H	3		42° 52' 13.717" N	76° 58' 33.852" W
186	Seneca Lake	Seneca Lake State Park	Ontario	Town of Waterloo	3	N	B/P/O	3	Swimming, spray park and active recreation	42° 52' 20.723" N	76° 56' 41.449" W
188	Seneca Lake	Sampson State Park	Seneca	Town of Romulus	4	Y	T/B/P/C	3	Parking for 64 cars and trailers	42° 43' 30.659" N	76° 54' 46.145" W
189	Seneca Lake	Lodi Point State Park	Seneca	Town of Lodi	4	N	T/B/P	3	Parking for 68 cars and trailers	42° 37' 4.976" N	76° 52' 37.164" W
184	Seneca Lake	Seneca Lake State Fishing Access Site	Yates	Town of Milo	4	Y	T/B	3	Parking for 30 cars and trailers	42° 35' 5.777" N	76° 55' 0.768" W
183	Seneca Lake	East Leach Rd	Yates	Town of	3	N	None	1		42° 38'	76° 55'

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Access Pt. No.	Waterbody	Description	County	Municipality	Access Pt. Ranking	ADA Compliant ?	Comp. Facilities	Parking	Comments	LatDDM	LongDDM
				Torrey						15.562" N	7.903" W
195	Seneca River	Seneca River State Fishing Access Site	Seneca	Town of Tyre	4	N	T	3		42° 57' 43.510" N	76° 44' 19.705" W
198	Silver Lake	Silver Lake State Park	Wyoming	Town of Castile	4	Y	T/B/P	3	Parking for 40 cars and trailers	42° 40' 55.800" N	78° 2' 59.700" W
204	Tonawanda Creek	Rt 20A Varrysburg	Wyoming	Town of Sheldon	1	N	None	1		42° 45' 48.086" N	78° 18' 51.761" W
200	Tonawanda Creek	Genesee St	Genesee	Town of Alexander	2	N	None	2		42° 52' 35.640" N	78° 15' 28.080" W
105	Tonawanda Creek	Kibbe Park	Genesee	City of Batavia	2	N	P	3		42° 59' 9.287" N	78° 11' 11.872" W
104	Tonawanda Creek	Main St	Genesee	City of Batavia	2	N	O	2	Route 5 Batavia commercial district	43° 0' 13.921" N	78° 12' 3.179" W
103	Tonawanda Creek	Kiwanis Park	Genesee	Town of Batavia	2	N	O	3	Kiwanas Park	43° 0' 21.546" N	78° 13' 43.975" W
102	Tonawanda Creek	Slusser Rd	Genesee	Town of Pembroke	3	N	None	2		42° 59' 56.904" N	78° 18' 37.274" W
101	Tonawanda Creek	North Pembroke Rd	Genesee	Town of Pembroke	1	N	None	1		43° 1' 12.760" N	78° 20' 9.924" W
100	Tonawanda Creek	Indian Falls - Phelps Rd	Genesee	Town of Pembroke	2	N	None	2		43° 1' 38.582" N	78° 23' 47.929" W
99	Tonawanda Creek	St. Rt 93	Niagara	Town of Royalton	1	N	None	1		43° 5' 26.045" N	78° 31' 7.957" W
149	West River	High Tor State WMA West River Unit Cartop Launch	Yates	Town of Italy	3	N	O	3	Designated car top launch	42° 39' 22.648" N	77° 19' 52.532" W
148	West River	High Tor State WMA West River Unit Trailer Launch	Yates	Town of Italy	3	N	None	3		42° 39' 5.054" N	77° 20' 25.123" W

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APPENDIX F: SUMMARY OF PUBLIC COMMENTS ON THE DRAFT REPORT FOR THE PERIOD JUNE 1, 2010 TO JUNE 24, 2010

Public Meeting

A public meeting on the subject was advertised via direct print and email correspondence to approximately 350 recipients as well as through local media outlets.

Date: June 16, 2010

Duration: 7:00 – 9:00

Location: Genesee Waterways Center, Genesee Valley Park, Rochester, NY

In Attendance:

Staff:

Brian Slack, Senior Planner, G/FLRPC

David Zorn, Executive Director, G/FLRPC

Attendees:

Chris Whittaker

Jerry Koehler

Charlie Helman

Rich Anderson

Matt Meeman

Dr. Allen Kerkeslager

Shery Grugel

Harvey Botzman

Heather Adams

Will Greene

Michael Warren Thomas

John Curran

Teresa Carroll

Jon Schull

Meeting Summary

Brian Slack began the meeting with an hour-long power point presentation on the project. His presentation summarized the blueway concept, the purpose and goals of the project, and the contents of the draft report. After the presentation, Brian noted that the report is open to public comment until June 24th. He encouraged attendees with detailed comments to submit them to him in writing (those comments have been attached to this summary as an addendum). He then opened the floor for comments from attendees. Those comments are summarized below.

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Charlie Helman spoke with Brian in advance of the presentation and provided him with two additional launch sites that were not identified in the report: the southern end of Hemlock Lake and an official launch site on the Genesee River in the Town of Geneseo near Court Street.

Mr. Botzman noted the importance of informing elected officials of the blueway concept and this project. He further elaborated on the possibility of presenting the final report to congressional representatives in conjunction with other supportive materials. In doing so, it would facilitate knowledge transfer and greatly increase the possibility of getting more attention paid to the concept and, more importantly, to local project implementation.

Rich Anderson, Councilman from the Town of Rush asked if there was any literature that might provide insight on the construction of launch facilities. Brian noted that the report references an excellent guidebook published by the US Parks Service, *Logical, Lasting Launches*. He further noted that every water body is unique and offers its own set of environmental challenges due to issues such as soil, flooding frequency, water volume, etc. There are a wide variety of structural approaches that can be applied, but in the end, he emphasized the importance of constructing facilities that are suitable (and customized) for the conditions at the site.

An attendee inquired as to how looming state shutdowns of public facilities might affect the report or simply public access in general. Brian concurred that this will be an ongoing situation that occurred in Orleans County at one of the Lake Ontario boat launches as an example; the county legislature has agreed to manage the state boat launch at Pt. Breeze over the course of the summer in order to ensure that the public continues to have water access at this location. \

An attendee inquired as to the importance of vegetation at launch sites. Brian noted that it wasn't his area of expertise. He did comment, however, on the importance of vegetation in preventing bank erosion. Bank erosion can be problematic from a safety and aesthetic perspective, but he emphasized that its also an important water quality concern. An area that is receiving heavy traffic from boat launching can take a lot of abuse. No type of vegetation is going to be able to stand up to heavy traffic. In those situations, structural solutions may be the best option for communities.

The same attendee noted as a follow-up that the possibility of cultural interpretation posed a big opportunity, particularly the history of the Underground Railroad in the region. Brian agreed. He noted the historic marker at Access Pt. No. 153 which notes how the Ganargua Creek served as a “gateway to freedom” providing safe passage through the region to Lake Ontario and onward to Canada.

Dr. Kerkeslager mentioned that the report could perhaps use some descriptive element – probably one or more maps – that illustrates how these local corridors “connect to the bigger picture.” Examples that he provided included: other major waterways in the North East (Chenango,

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Susquehanna): other major watersheds: and other major recreational trail corridors. Brian noted that he was already working on including such a map or series of map in the final report.

An attendee noted the possibility of utilizing digital online media (such as Wikipedia) in an effort to promote these concepts. Brian noted that he was very interested in exploring those possibilities.

Jerry Koehler of Finger Lakes Ontario Watershed Paddlers Club noted the distinction of whitewater opportunities and how they differ from flat water opportunities. He emphasized the many whitewater opportunities present in our region.

Jon Schull complimented G/FLRPC's efforts but offered an observation. He noted that G/FLRPC may have taken the benefits of the concept for granted to a certain extent. He explained that while many individuals present at this meeting were well-aware of the opportunities that blueways present to communities, that notion is not necessarily emphasized in the draft report. To that end, the report may benefit from additional narrative that helps people understand how the blueway framework links to many of the other issues such as development, community and economic development, trail development, open space development, and other quality of life and public commons issues. Brian agreed.

In addition, another attendee offered a comment regarding how the inherent connection between outdoor recreation, tourism promotion and economic/entrepreneurial development can or should be made. How does this project address those issues. Brian noted that the report does give direct mention of those issues, but in the end he must defer those responsibilities to other existing entities, such as county IDAs and Tourism Promotion Agencies. To that extent, G/FLRPC will use its traditional avenues to disseminate information on this report and the issue in general to those entities.

Sherry Grugel, Director of the Allegany County Chamber of Commerce, noted that she intends to do exactly that and utilize the information contained in the report in an effort to better-inform county officials and business owners of the importance of planning for an improving recreational and open space resources in the county.

A question was asked as to whether other countries have embraced the concept and, if so, are there any lessons to learn from them to apply locally. Brian noted that his research focused mainly on blueway planning efforts in North America. The best example that he found was the State of Florida.

Chris Whittaker offered Brian some minor revisions to several maps.

A variety of other side-conversations related to these subjects were discussed by attendees throughout the evening.

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The meeting adjourned at 8:55.

Other Public Comments Submitted During the Comment Period (June 1 – June 24th, 2010).

Submitted by email June 10, 2010 by Laura Arney, Project Advisory Committee Member, in addition to comments provided earlier during the Advisory Committee review period:

page24-you might add at the last sentence that your scope of your report does not start analysis south of Livingston Co or Due to the scope of your report you do not begin analysis until the river enters Livingston Co. Something like that.

Pg 25 Due to these hazards, river access is allowed by "permit only" through certain sections of the Genesee River within the park

Excellent explanation of the hazards and limits within the Park. Very understandable. Good analysis. Great details. Hope you are really pleased with the outcome.
I enjoyed working with you.
Laura E. Arney

Submitted by email June 11, 2010 by David Drake, Chairperson of the Oak Orchard Watershed Protection Alliance.

Brian-

I am very impressed- there is a lot of material and a functional plan.

As supportive additions, I would include a mention of OOWPA, OC S&W and the State of the Basin Report.

The Northern Forest Canoe Trail deserves a mention- connecting us to a bigger picture.

Keep up the good work,

Dave

David Drake

Chairman

Oak Orchard Water Protection Alliance

Phone conversation from June 15th, 2010 between Mr. Brett DeRoo, Wayne County Department of Planning [conversation addressed the omission of Crusoe Creek in the Montezuma Complex. Follow-up email is posted below]

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Hello Brian.

I have attached a link to the Montezuma Audubon Center. Frank Moses' e-mail address can be found at the bottom of the page. I'll work on a DEC contact.

Thanks for your help.

Bret

http://ny.audubon.org/CentersEdu_Montezuma.html

Submitted by email June 16, 2010 by George Squires, District Manager, Genesee County SWCD

Hi Brian,

On the Black Creek map in the upper left corner - you may want to delete the "City of Batavia" label in Orleans County just south of Clarendon. It may confuse someone.

George

Submitted by email June 23, 2010 by Dr. Allen Kerkeslager, Trails Advocate/Rochester to Williamsport Greenway.

Hi Brian,

A few minor comments that you may want to address in the final version that I did not mention in the meeting:

(1) In your draft you mention the issue of signage, but this may merit at least an extra paragraph or so and perhaps even some of examples of images that illustrate or emphasize this. This cannot be emphasized enough, because perhaps the most dramatic need in NY is for signs to market and identify canoe/kayak launches and other recreational infrastructure associated with natural resources. This problem is not so obvious in the deluge of signs around Rochester, but it is one of the greatest failures of NY (especially western NY, outside the area of attention lavished on the Adirondacks). The problem becomes more evident when one crosses into PA, where every state forest, state game lands, and state recreational area is lavished with signs to market and direct people from outside the area. It is even more obvious when one travels to other states or to areas that understand the importance of an aggressive sign campaign. In contrast to these areas, one can drive for miles along interstates and state highways in NY without any signs catching one's attention to market the nearby natural resources or direct the

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unfamiliar to them. Addressing this problem has been one of our major concerns in Allegany County, where one can drive along I-86 within sight of thousands of acres of state forests and a major trail system without ever seeing a single sign alerting one to this. None of the canoe/kayak launches frequently used along the Genesee River there are marked (although we hope to change this soon). But a paucity of signs seems endemic to other recreational resources in NY. Officials in both NYSDEC and NYSOPRHP have shrugged at this when I have discussed it with them. They comment that each agency has its website, as if this was sufficient. A website is great for those who already know what they are looking for, but confidence in a website is a remarkably unilateral approach to marketing, especially when one's product is geographic and not transmittable by mail. A website or guide book also does not resolve the need for directions and markers even for those who know what they seek (e.g., on a recent paddle trip on the Genesee River, a directionally-challenged individual from Buffalo who was driving the boat trailer to pick up canoes and kayaks at Whiskey Bridge could have benefited from signs there, since the area looks quite different from the perspective of the outsider who has never been there before). Another reason for a more aggressive approach to signage is that it must be assumed that signs will be lost, stolen, or obscured by new vegetation. In fact, an official in the OPRHP told me that one reason DEC state lands and access points are so poorly marked is that so many of those lovely DEC signs get stolen. From many conversations about this issue with both DEC officials and OPRHP officials I know that it is difficult for them to see the problem, so I can only say that enough trips to other areas where signage is pursued much more aggressively demonstrates why their ambivalence is costly. NY is losing huge amounts of tourism revenue because of this and, unfortunately, it is an uphill battle to provoke officials even in the state tourism office in Albany to arouse themselves from their malaise on this issue. It is a huge mistake to assume that a successful blueway system can be built from a few guide books or overloaded websites on where to find canoe/kayak launches and blueways. Try building it on signs, which will attract more people to search out the books and websites for additional information. This is not even to mention the mistakes and outdated info. that one finds in books and websites--which is a real pain to discover after missing the turn that was not marked by a sign, especially if the missed point is on a river and one is in a boat that cannot take one back upstream.

(2) Major problem encountered hiking on the Genesee Valley Greenway that also applies to many blueways: No camping areas or rain shelters (picnic pavilions or Appalachian Trail-style hiking shelters). Try finding a place to camp or escape a thunderstorm when the corridor of land is so narrow that one is in danger of being stepped on or run over if one tries to stay off the posted land on both sides, as it is on the Genesee Valley Greenway and in some stretches of land along the edges of rivers and streams. Multi-day trips on Pine Creek or the massive Susquehanna River Trail are possible because of the attention to riverside camping areas and public lands that can be used for such purposes. (This again brings up the signage issue. Alerting people to these areas is still dependent on signs. As anyone knows who has

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paddled one of these systems in PA, even in these developed systems it is difficult to keep signs posted along the river from becoming overgrown with vegetation and thereby causing boaters to miss an access point, which may seem quite obvious from land but invisible from a boat in the main channel).

(3) On a minor note, one particular point that I often heard others mention is the potential for making a large and truly significant recreational area with better canoe/kayak access at Whiskey Bridge. This may merit a raised profile in your system of "nodes," because it is an intersection of the Genesee River with the Finger Lakes Trail and the Genesee Valley Greenway. It also offers much more room for development as a recreational site with a large launch area and parking lot than does the site downstream in Portageville, which may make it more attractive for many people as the last major exit from the Genesee River before the upper falls in Letchworth. It really does seem as if the potential of Whiskey Bridge is unexploited.

(4) Even more minor, since it only involves a typo: You may want to do a find/replace search for "complimentary" (replace with "complementary"). At least 2 or 3 cases of this typo. I did notice a couple other typos, but the general state of the draft was remarkably clean, as I can affirm from working for a few years as a copy editor (not to mention the impossibility of keeping mistakes out of my own published work).

Once again, a very nice piece of work... Of course, I also am thrilled with how well your work...interfaces with our own work on the Genesee River Wilds Project.

Thanks once again.

Allen Kerkeslager

APPENDIX G: GLOSSARY

Active recreation: Refers to a mix of uses in a neighborhood park that includes the following facilities or facility types: athletic fields, building or structures for recreational activities, concession, community garden, courses or courts, children's play area, dog play area, or a bike path. (Source: http://www.parks.sfgov.org/wcm_recpark/DAP/AppendixC.pdf)

Activity Crossover: In reference to tourism activities; refers to the likeliness of visitors to try new or different activities. For example, a tourist visiting a location for the sole purpose of fishing may chose to visit a local museum if conditions are unfavorable.

Anoxic: In reference to water quality; refers to areas of water which are depleted of dissolved oxygen. Anoxic conditions may be the result of or may lead to aquatic organism mortality. The condition generally leads to water conditions which are undesirable for recreation activities.

Critical Mass: The scale or volume at which processes become self-perpetuating. In this context, it refers to the number of visitors necessary which will allow a site or corridor to become self-sustaining in terms of use, activity or overall popularity.

Karst: Landscape that is shaped by the dissolution of a layer or layers of soluble bedrock, usually carbonate rock such as limestone or dolomite. Due to subterranean drainage, there may be very limited surface water, even to the absence of all rivers and lakes. A stretch of Oatka Creek from the Village of LeRoy downstream to Buttermilk Falls is a known karst region, decreasing surface water flows considerably.

Node: in this context, refers to a point or area of intersection; nodes can vary in size and significance and may serve as an important terminal

River Right/River Left: refers to the side of the river as one is facing down-stream.