

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: June 4, 2026
SUBJECT: Accepting reports as evidence of completion of UPWP Tasks / Proposed Council Resolutions 26-14 through 26-18

The following items are provided for your consideration:

- 1. Proposed Council Resolution 26-14** (Accepting the *Regional Land Use Monitoring Report (LUMR) Data Dashboard* as evidence of completion of UPWP Task 4221) and the **Executive Summary** of the project.
- 2. Proposed Council Resolution 26-15** (Accepting the *Americans with Disabilities Act (ADA) Right-of-Way Transition Plan* as evidence of completion of UPWP Task 5531) and the **Executive Summary** of the project.
- 3. Proposed Council Resolution 26-16** (Accepting the *Wyoming County Priority Investigation Locations (PILs) Study* as evidence of completion of UPWP Task 6234) and the **Executive Summary** of the project.
- 4. Proposed Council Resolution 26-17** (Accepting the *Genesee Riverway Trail North Completion Study* as evidence of completion of UPWP Task 6535) and the **Executive Summary** of the project.
- 5. Proposed Council Resolution 26-18** (Accepting the *Village of Fairport Zoning Code Update* as evidence of completion of UPWP Task 7801) and the **Executive Summary** of the project.

Recommended Action:

Approve Proposed Council Resolutions 26-14 through 26-18

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-14 *Accepting the Regional Land Use Monitoring Report (LUMR) Data Dashboard as evidence of completion of UPWP Task 4221*

WHEREAS,

1. The *FY 2026-2027 Unified Planning Work Program* includes Task 4221, Regional Land Use Monitoring (LUMR) Data Dashboard, for the purpose of creating a web-based interface allowing GTC, member agencies, and others to more easily access land use and development information as reported in the annual Genesee-Finger Lakes Regional Land Use Monitoring Report;
2. Said Task included contracting with a consultant to develop the user interface on ESRI's ArcGIS Online (AGOL) platform; compiling and formatting ten years (2014-2024) of LUMR survey response data; importing data into AGOL and determining appropriate display/visualization (graphs, charts, and tables);
3. Said Task has been completed and has resulted in the *Regional Land Use Monitoring Report Data Dashboard* providing interactive online access to historical land use data in the Genesee-Finger Lakes Region; and
4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Regional Land Use Monitoring Report Data Dashboard* as evidence of completion of UPWP Task 4221; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

Regional Land Use Monitoring Report Data Dashboard

Executive Summary

The Regional Land Use Monitoring Report (LUMR) Data Dashboard was developed to provide users with an opportunity to interact with the LUMR data in a more meaningful way. Users will have more control to query data at the county level, municipal level, or with selected inputs to better inform their end uses. The dashboard is currently populated with ten years of data from 2014-2024. Once data collection for the 2025 LUMR is complete, this will be added to the dashboard setting the process up to be updated every subsequent year. Over time, historical data from 2000 to 2013 will be formatted to the dashboard's standards and included.

G/FLRPC subcontracted with Prospect Hill Consulting out of Buffalo, NY, to create the dashboard by analyzing, formatting, and cleaning the data to be used. ESRI ArcGIS is the platform that powers the LUMR Dashboard. The data is based in Microsoft Excel and is formatted in such a way as to integrate new data into the dashboard without any conflicts. Prospect Hill reviewed ten years of Excel-data from the Regional LUMR survey results and worked to combine all years of data into a single database working through non-response fields from municipalities, value clarification throughout the data, and any other inconsistencies that arose through the process.

Once the data was cleaned, formatted, and imported into the dashboard, various “widgets”, or data displays, were selected for optimal use of the data. Widgets were selected by how useful the visualizations would be and what information they would provide. There are six different sections with various graphs, visualizations, and numbers available under each. The sections include Total Permits, Permits by Year, Residential Units and Permits, Permits by Municipality and Year, Permits by County and Year, and Summary Table for Download. Each section allows the user to toggle between different sub-selections such as total permits, residential permits, non-residential permits, square footage, value, and more. The residential units and permits show average square footage and value across the various single and multi-family sub-categories.

The final product allows users to engage with the data in a meaningful way beyond basic spreadsheets of the data. The dashboard provides outputs that can be used for decision making, planning processes, strategic planning, grant applications, and much more by providing a greater level of access to this longitudinal survey data.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-15 *Accepting the Americans with Disabilities Act (ADA) Right-of-Way Transition Plan as evidence of completion of UPWP Task 5531*

WHEREAS,

1. The *FY 2026-2027 Unified Planning Work Program* includes Task 5531, *ADA Right-of-Way Transition Plan*, for the purpose of creating an ADA compliant transition plan for the curb ramps, street intersections, bus stops, and sidewalks within the City of Rochester;
2. Said task included a comprehensive Citywide study of curb ramps, sidewalks, crosswalks and gaps, the ADA compliance of crosswalk signals, and sidewalk snow removal compliance for the development of an inventory of ADA barriers; and
3. Said task has been completed and has resulted in the *ADA Right-of-Way Transitions Plan*, including the inventory and analysis of ADA transitions for the entire City resulting in a GIS map and associated shapefiles, and planning level asset management plan with associated planning level cost estimates; and
4. Said report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the updated *ADA Right-of-Way Transition Plan* as evidence of completion of UPWP Task 5531; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

Executive Summary

Project Purpose and Goals

The City of Rochester, in partnership with the Genesee Transportation Council (GTC), commissioned an Americans with Disabilities Act (ADA) Right-of-Way (ROW) Transition Plan to evaluate the accessibility of public pedestrian infrastructure and establish a long-term, defensible strategy for compliance with Title II of the ADA. The plan documents the results of a Citywide ADA self-assessment conducted in 2024 and provides a framework for prioritizing, funding, and implementing accessibility improvements across Rochester's sidewalk and pedestrian network.

The ADA ROW Transition Plan serves as a foundational component of the City's broader ADA compliance efforts. While previous planning initiatives addressed City facilities, this effort focuses specifically on public rights-of-way, including sidewalks, curb ramps, crosswalks, and pedestrian access routes. The findings are intended to support capital planning, coordinate with roadway and utility projects, and ensure that accessibility investments are made in an equitable, transparent, and data-driven manner.

Assessment Approach and Existing Conditions

The ADA self-assessment evaluated approximately 220 miles of sidewalk, representing roughly 25 percent of Rochester's total pedestrian ROW network. Survey locations were selected to provide a representative cross-section of roadway types, neighborhood conditions, and demographic contexts, with an emphasis on streets that have not been reconstructed in recent years.

Field data collection was conducted by trained ADA technicians using industry best practices and the Public Right-of-Way Accessibility Guidelines (PROWAG). Each sidewalk segment and crossing element was physically measured and documented using georeferenced photography and GIS-based asset management tools. The assessment captured a comprehensive range of barrier types, including vertical height displacements, missing or non-compliant curb ramps, excessive cross slopes, obstructions, ponding, and sidewalk gaps.

This data-driven approach ensures that the Transition Plan is grounded in observable conditions and provides a defensible baseline for future ADA planning, budgeting, and public reporting.



Community Engagement

The City convened multiple Steering Committee meetings during the development of the ADA Transition Plan. The Steering Committee included representatives from City departments, accessibility and disability advocates, and other key stakeholders with experience in transportation, public works, and equity-focused planning. These meetings provided structured opportunities to review the assessment methodology, discuss preliminary findings, and refine prioritization and implementation approaches.

In addition to Steering Committee engagement, the City conducted a broader community survey to solicit feedback from residents, including individuals with disabilities, caregivers, and other pedestrians who regularly use Rochester's sidewalk network. The survey gathered information on perceived accessibility challenges, locations of concern, and types of barriers that most affect mobility and safety.

Finally, two public meetings were held, one to present the draft document for feedback, and the final meeting to go over the final document prior to finalization.

Key Findings

The assessment identified 65,965 unique ADA barriers within the sampled pedestrian network. While deficiencies were observed across all barrier categories, the majority of findings were related to sidewalk surface conditions rather than missing infrastructure.

Key findings include:

- Vertical Height Displacements (VHDs) account for approximately 82 percent of all documented barriers, indicating widespread surface degradation across older sidewalk segments.
- Curb ramp deficiencies represent a smaller share of total findings but remain critical due to their functional importance at intersections and crossings.
- Localized issues such as ponding, obstructions, and narrow sidewalks contribute to accessibility challenges and safety risks, particularly for wheelchair users.

While the assessment reflects only a portion of the full sidewalk network, extrapolation of the results indicates that accessibility barriers are widespread and require a long-term, systematic approach to remediation.

On-Going City Efforts

Every year, the City of Rochester spends in excess of the investment required for the 50-year plan (described on the next page) to upgrade and replace broken or non-compliant sidewalks, curb ramps, and pedestrian crossings. As a part of every street repaving, rehabilitation, or reconstruction, pedestrian infrastructure is assessed for ADA compliance. Any portion of that infrastructure that is not in compliance is upgraded to meet ADA standards. In addition to street projects, the City has an annual hazardous sidewalk replacement program. These efforts are directed to all quadrants of the City.

Costing Implications and Planning Horizons

To support informed decision-making, the Transition Plan evaluates multiple implementation horizons that reflect varying levels of investment and pace of remediation. Cost estimates incorporate both traditional reconstruction methods and Alternative Maintenance Activities (AMAs), such as panel grinding and saw-cutting, which can significantly reduce lifecycle costs while improving accessibility.

Understanding the 10-, 25-, and 50-Year Plan Options

The report includes three potential implementation scenarios. The table below showing the annual investment required to bring the City's right-of-way infrastructure into compliance with ADA legislation:

Plan Horizon	Annual Investment	Remaining Barriers (after 5 years)	Description
10-Year Plan	~\$10.2 M (Full Network)	45%	Aggressive remediation schedule addressing most barriers within a decade.
25-Year Plan	~\$4.1 M (Full Network)	79%	Balanced approach aligning with typical municipal CIP funding and staffing capacities.
50-Year Plan	~\$2.0 M (Full Network)	89%	Incremental, maintenance-driven schedule minimizing annual cost but extending completion.



These projections consider both full replacement costs and AMAs, cost-efficient methods like horizontal saw-cutting and panel grinding, which can reduce total cost by more than \$37 million over the plan's life.

ADA Compliance and Best Practice Alignment

Each scenario supports compliance with Title II of the ADA (28 CFR §35.150), which requires a programmatic plan for barrier removal “as expeditiously as possible.”

- The 10-year plan most closely aligns with best practices adopted by peer cities and U.S. Department of Justice (DOJ) settlement standards.
- The 25-year plan remains substantially compliant, balancing fiscal realism with steady progress.
- The 50-year plan is not fully aligned with national best practice expectations but may serve as a placeholder when funding is limited.

Role of the ROW Self-Assessment

This document represents one component of the City of Rochester's comprehensive ADA Transition Plan. The current assessment focuses on public rights-of-way (ROW) elements, including sidewalks, curb ramps, crosswalks, and related pedestrian infrastructure. In addition, the City completed an ADA Transition Plan for its facilities in 2014.

Future phases of this initiative will include additional Lines of Effort (LOEs) to assess and integrate other critical accessibility areas, including programs, public communication systems, and digital services. As those LOEs are completed, their findings will be incorporated into the City's consolidated ADA Transition Plan and Accessibility Implementation Strategy.

Subsequent LOEs will include facility, programmatic, and digital accessibility assessments. Integration of these components will create a multi-component, Citywide ADA Transition Plan capable of guiding long-term compliance, budgeting, and public accountability.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-16 *Accepting the Wyoming County Priority Investigation Locations Report as evidence of completion of UPWP Task 6234*

WHEREAS,

1. The *FY 2026-2027 Unified Planning Work Program* includes Task 6234, Wyoming County High Accident Locations Program – renamed Wyoming County Priority Investigation Locations (PILs) Study – for the purpose of identifying locations on the County-owned roadway system with higher-than-average crash rates and/or severe crash patterns and recommending safety countermeasures;
2. Said Task included data analysis and identification of crash trends, high-risk locations, and contributing factors utilizing NYSDOT’s Crash Location and Engineering Analysis Repository (CLEAR) system, generating crash reports, obtaining County stakeholder input, conducting field reviews, evaluating and developing a list of potential site-specific and system-wide countermeasures/recommendations;
3. Said Task has been completed and has resulted in the *Wyoming County Priority Investigation Locations Report*; and
4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Wyoming County Priority Investigation Locations Report* as evidence of completion of UPWP Task 6234; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council



Wyoming County Priority Investigation Locations Study

Wyoming County, New York

March 16, 2026 Project #3012.0100495.000

TYLin

EXECUTIVE SUMMARY

This report presents a comprehensive Priority Investigation Locations (PIL) Study focusing on high-injury and fatal crashes on Wyoming County’s roadway network, specifically county-owned roads, for a five (5) year period. The analysis in this report is based on crash data obtained through New York State Department of Transportation (NYSDOT) CLEAR Crash Data Viewer (CDV) and CLEAR Safety (CS) Application. This study identifies crash trends, high-risk locations, and contributing factors on county-owned roads. It also develops targeted countermeasures and includes location specific mitigation recommendations and systemic safety improvements that can be applied to the county-owned roadway system to prevent future crashes.

During the time-period analyzed (2019-2024), a significant number of severe crashes occurred on rural, county-owned roads within Wyoming County. A total of thirty-three (33) severe crashes (4 fatal and 29 serious injury) occurred within the five-year study period.

Table 1 provides a summary of the number of crashes that resulted in a fatality or injury within Wyoming County (on county-owned roads) between April 30, 2019 and April 30, 2024.

Table 1 - Wyoming County, NY Crash Severity Summary Table

Crash Severity	Wyoming County's Roadways
K - Fatality	4
A - Serious Injury	29
B - Injury	72
C - Possible Injury	54
A, B, and C Combined	155

Note: Data per NYSDOT CLEAR (April 30, 2019 - April 30, 2024)

Notable crash patterns include the frequency of roadway departure crashes (vehicles leaving the road and striking roadside objects) and intersection crashes at two-way stop-controlled rural intersections. Multiple crash locations identified in this study were described as run-off-road and right-angle crashes (at stop-controlled intersections.) Common contributing factors included limited sight distance, sharp curvature, lack of shoulders, older signage, and high vehicle speeds. Many severe incidents occurred at night or during adverse weather, and speed was often a contributing factor.

This report recommends a series of countermeasures to address these issues. Location specific recommendations include enhanced signage and lighting at intersections, pavement striping enhancements or traffic control changes (e.g. all-way stop control) where warranted, and roadside

hazard removal at curves with crash histories. Systemic recommendations include proven safety measures such as installing centerline and shoulder rumble strips, upgrading pavement markings and delineators, improving shoulders, and reducing speeds. By implementing a mix of location specific and systemic improvements, Wyoming County can expect a measurable reduction in severe crashes on county-owned roadways and intersections over time.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-17 *Accepting the Genesee Riverway Trail North Completion Study as evidence of completion of UPWP Task 6535*

WHEREAS,

1. The *FY 2025-26 Unified Planning Work Program* includes Task 6535, Genesee Riverway Trail North Completion Study, for the purpose of developing a plan to complete a seamless Genesee Riverway Trail (GRT) along the approximately 8.5-mile-long corridor north of downtown Rochester;
2. Said Task included an evaluation of existing plans and studies; a needs assessment evaluating the existing conditions and identification of the primary gaps and challenges; a best practices toolkit recommending strategies for management and maintenance of the trail including design standards; a list of project priorities across each section of trail ranging from trail establishment to master plans including phasing, cost estimates, and potential funding sources; and undertook an extensive public engagement process including establishing a Project Advisory Committee and a holding series of public events to gather community input and inform the study;
3. Said Task has been completed and has resulted in the *Genesee Riverway Trail North Completion Study* which provides an actionable vision for transforming this corridor into a world-class trail connecting Downtown Rochester to Lake Ontario; and
4. Said Project has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Genesee Riverway Trail North Completion Study* as evidence of completion of UPWP Task 6535; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on April 9, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

Executive Summary March 2026



Genesee Riverway Trail North **Completion Study**

Acknowledgments

Project Advisory Committee (PAC)

GTC and the City of Rochester would like to thank the project advisory committee members who provided their input and guidance in developing the vision for the Genesee Riverway Trail.

- **Karen Lankeshofer**, R Community Bikes
- **Bill Collins**, Maplewood Neighborhood Association
- **Pamela Reed Sanchez**, Seneca Park Zoo Society
- **Eugenio Marlin**, Ibero-American Development Corporation
- **Yixuan Lin**, Monroe County Planning
- **Jesse Peers**, Reconnect Rochester
- **Helen Dumas**, Genesee River Alliance
- **Lisa Baron**, Greentopia

Project Funding

Financial assistance for the preparation of this report was provided by the Federal Highway Administration and/or Federal Transit Administration through the Genesee Transportation Council. The project sponsor is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

Project Team



GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region



Executive Summary

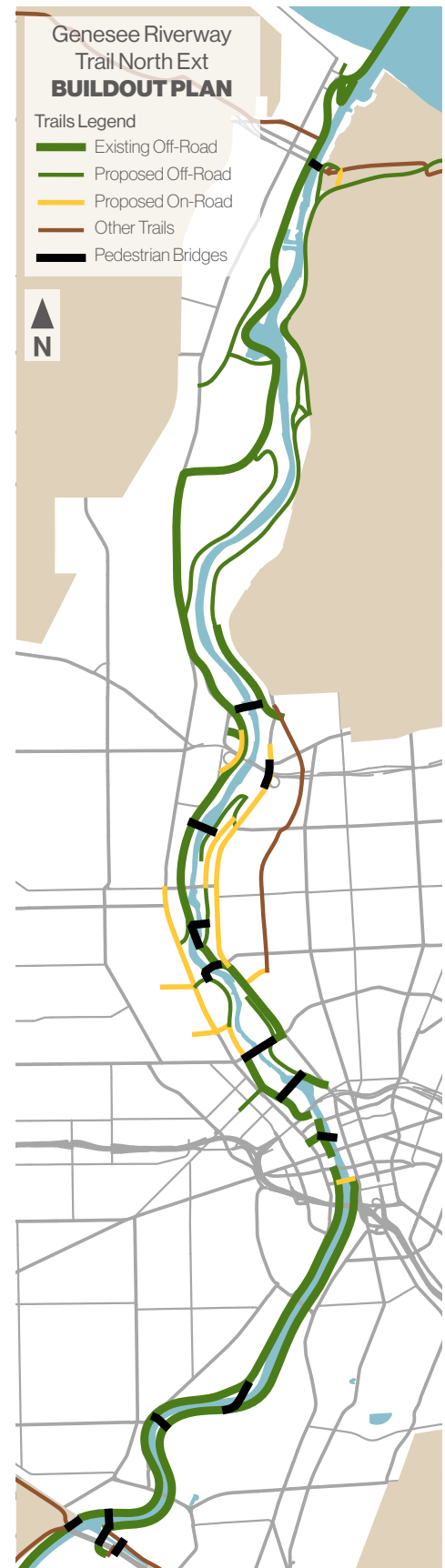
Project Overview

The Genesee Riverway Trail (GRT) North Completion Study establishes a strategic roadmap for completing a continuous trail along both sides of the Genesee River from Downtown Rochester to Lake Ontario. Overseen by the Genesee Transportation Council (GTC) in partnership with the City of Rochester, and funded through the Federal Highway Administration and Federal Transit Administration, this final report synthesizes findings from two decades of planning efforts, community engagement, a needs assessment, and a comprehensive set of project recommendations.

The GRT currently extends 24 miles along the Genesee River from Genesee Valley Park to Lake Ontario. While southern segments are well-established and heavily used, the 8.5-mile northern corridor from Downtown Rochester to Lake Ontario has remained fragmented due to challenging topography, complex land ownership, and legacy industrial land uses. This study addresses those gaps with a refreshed, actionable strategy for closing them.

Project Goal

To establish a world-class, accessible, and seamless trail system along both sides of the Genesee River from Downtown Rochester to Lake Ontario that reconnects communities to their waterfront, promotes active transportation, enhances public health and safety, and serves as a transformative catalyst for economic development while preserving the natural beauty and cultural heritage of the river.



GRT Buildout Plan

Project Context

The study area is an approximately 8.5-mile north-south corridor running primarily within the City of Rochester, tracing the boundary with the Town of Irondequoit along the eastern segment. It is bounded by the Inner Loop to the south and Lake Ontario to the north. The corridor traverses the Charlotte, Maplewood, Edgerton, High Falls, Upper Falls, and 14621 neighborhoods, passing through or adjacent to Ontario Beach Park, Seneca Park, Maplewood Park & Rose Garden, Lower Falls Park, Turning Point Park, and the planned High Falls State Park. Key landowners along the corridor include the City of Rochester, Monroe County, New York State, CSX Transportation, and Rochester Gas & Electric (RG&E).

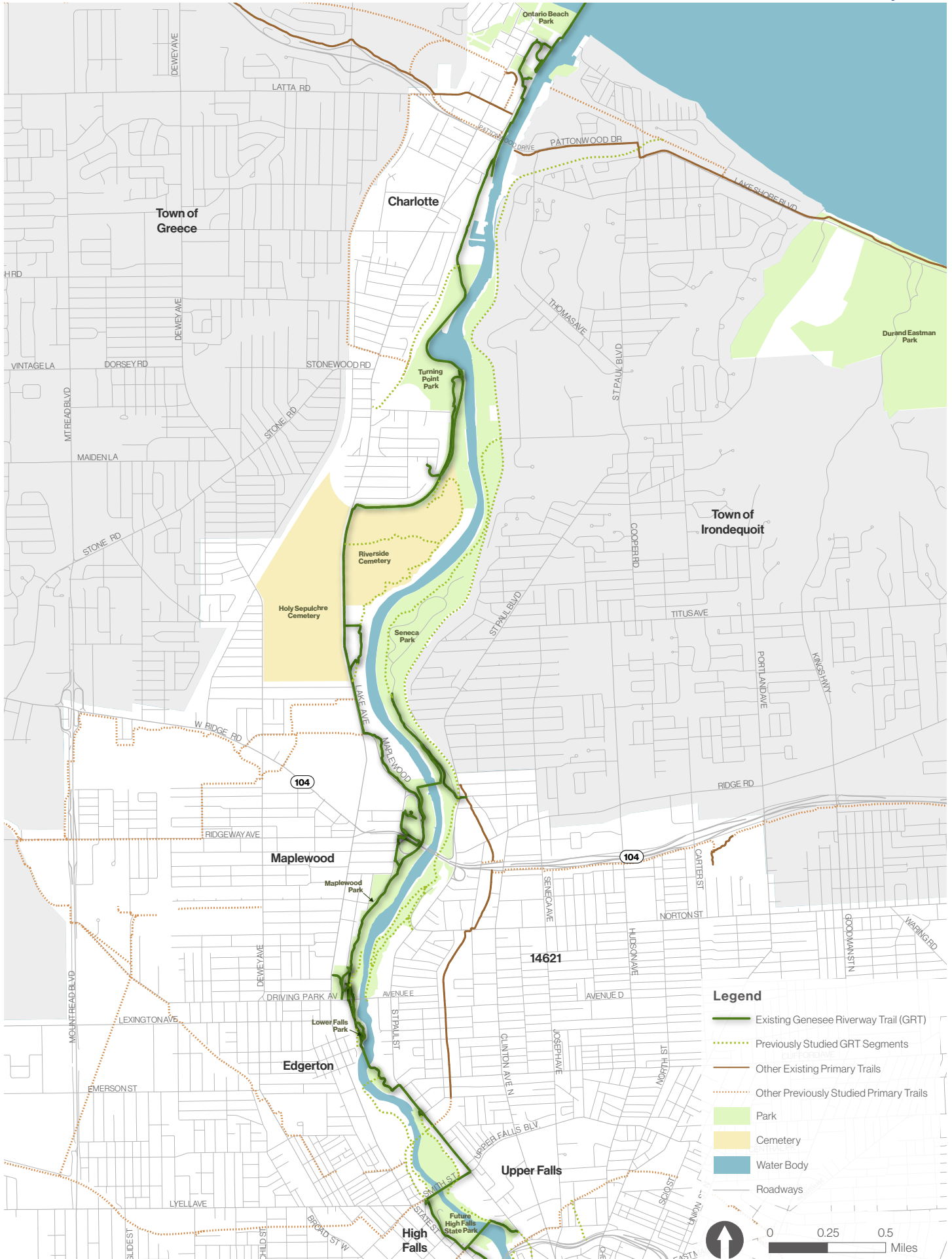
The GRT North extension is poised to serve as a transformative piece of regional infrastructure at a unique moment of investment and momentum. Key context includes:

- **ROC the Riverway:** The trail extension directly supports this \$500+ million initiative to create seamless connections along both sides of the Genesee River, which is projected to generate a \$2.8 billion regional economic impact
- **High Falls State Park:** The new \$8 million state park in the historic river gorge
- **Inner Loop North:** The planned transformation of the Inner Loop will reconnect Downtown Rochester to several neighborhoods and High Falls via a pedestrian- and bike-friendly street grid that converges with the riverway system
- **Statewide Trail Network:** Completing the GRT North closes the critical junction where the Empire State Trail, Erie Canalway Trail, and Genesee Valley Greenway converge, creating a continuous multi-day corridor from Pennsylvania to Canada and positioning Rochester as a trail tourism destination

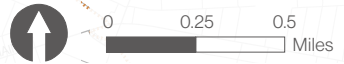
Key Findings: Needs Assessment

A comprehensive needs assessment evaluated existing conditions across the northern, central, and southern sections of the corridor. Primary gaps and challenges identified include:

- Significant off-road trail gaps on both the east and west sides of the river, particularly between Route 104 and the Inner Loop
- Constrained rights-of-way and steep gorge topography limiting trail alignment options in several areas
- Critical missing crossings, including the need for a reliable east-west connection independent of the RG&E-owned Middle Falls bridge, which is subject to unannounced closures
- Underserved communities, particularly in the 14621 area, that lack safe, connected access to the trail network
- Insufficient trailhead infrastructure, wayfinding, and neighborhood access points throughout the corridor
- Aging trail surfaces, deteriorated overlooks, and overgrown viewsheds requiring maintenance investment



- Legend**
- Existing Genesee Riverway Trail (GRT)
 - Previously Studied GRT Segments
 - Other Existing Primary Trails
 - Other Previously Studied Primary Trails
 - Park
 - Cemetery
 - Water Body
 - Roadways



Community Engagement

Community engagement was a central component of the study, conducted through two parallel tracks: that include a Project Advisory Committee (PAC) and a series of public events held across the project timeline and in various locations along the corridor.

A Project Advisory Committee composed of community representatives, stakeholder organizations, and local officials provided oversight and guidance at key project milestones. PAC members included representatives from R Community Bikes, the Maplewood Neighborhood Association, the Seneca Park Zoo Society, the Ibero-American Development Corporation, Monroe County Planning, Reconnect Rochester, the Genesee River Alliance, and Greentopia.

In addition to PAC input and the wealth of community feedback documented in prior planning studies, the project team conducted six public engagement events between July 2024 and October 2025, often coinciding with local festivals and river-centered events. Public input gathered through these events directly informed the needs assessment, project profile development, and prioritization framework presented in this report.



Bridging Communities Public Event

Recommendations: Project Profiles

The study identifies 33 priority projects across nine categories, including trail establishment, trail surface enhancement, pedestrian bridges, crossings, buffered bike lanes, neighborhood access points/trailheads, rest and viewing points, wayfinding signage, and master plans. Project recommendations move from north to south across six map tile segments. Notable projects include:

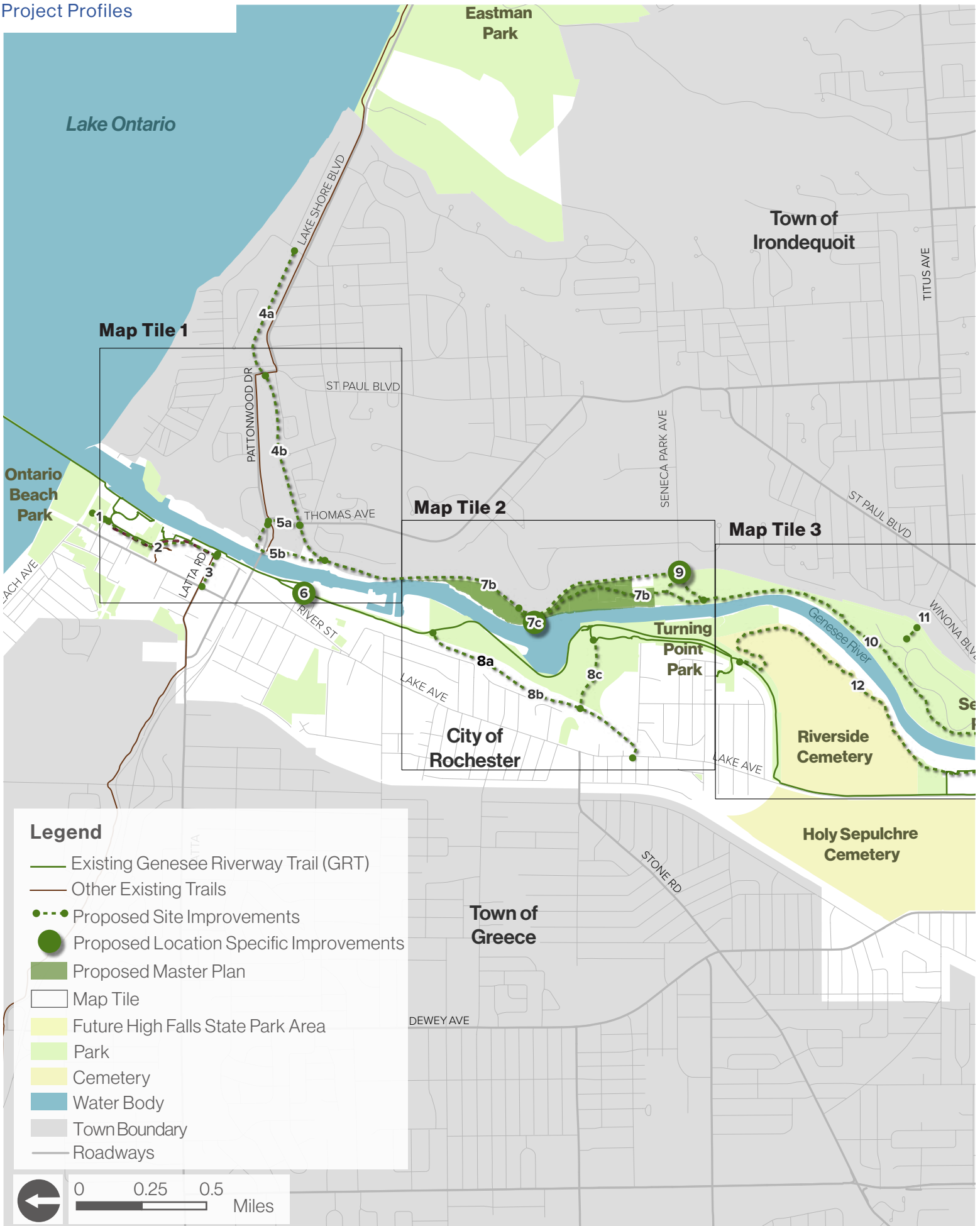
- Gateway into Ontario Beach Park (Project 1): A welcoming, well-designed entry point connecting the park and Lake Ontario to the broader GRT network
- Ontario Beach Park to Irondequoit Lakeside Trail via CSX Corridor (Projects 4a/4b): Long-term connections extending the trail's reach to regional networks

- CSX Rail Corridor Acquisition & Trail (Project 7): Acquisition of the CSX right-of-way and trail development to unlock a continuous off-road segment between Turning Point Park and the Rattlesnake Point area
- Trail & Pedestrian Bridge South of Middle Falls (Project 23b): A new east-west crossing with spur trails that would provide loop connectivity and open gorge views
- Lake Avenue Trail Alternatives (Project 25): On-road or off-road solutions to close a one-mile gap between Driving Park Avenue and Bausch Memorial Bridge, a segment identified as a Pedestrian Safety Focus Corridor
- Running Track Bridge (Project 28): Conversion of the former rail bridge into a dedicated trail crossing to connect the El Camino Trail and GRT, serving as a gateway to the future High Falls State Park

Total estimated project costs across all 33 profiles sum to approximately \$91.1 million (maximum, excluding all easement/acquisition costs where not specified). Estimates range from \$70,000 for real-time digital signage at the RG&E bridge to \$25 million for the Running Track Bridge.



Project 7 Rattlesnake Point Conceptual Perspective





Map Tile 4

Map Tile 5

Map Tile 6

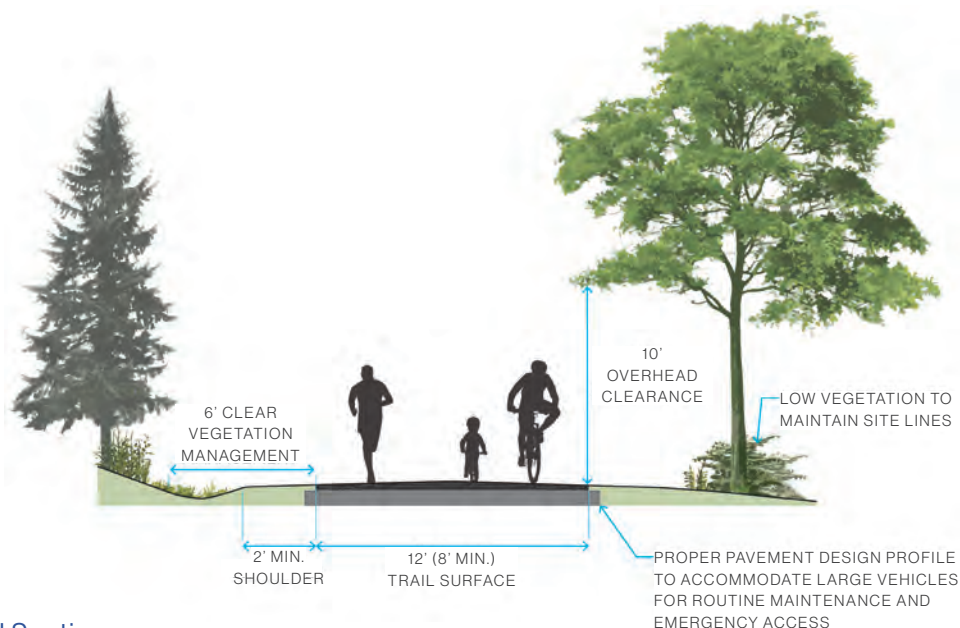
Prioritization

Each project was evaluated across nine criteria, which include property ownership, connectivity, proximity to the trail spine, public support, prior study status, constructibility, dependency on other projects, need for further study, and relative cost, resulting in a High, Medium, or Low priority ranking. High-priority projects include:

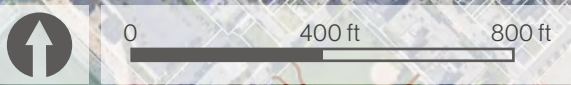
- Gateway into Ontario Beach Park
- River Street Bike Lanes & Wayfinding
- CSX Rail Corridor Acquisition (East)
- Seneca Park Trail Improvements
- Running Track Bridge
- Brewery Line Trail North
- Bridge View Road Diet
- Improvements to Saint Paul Street Bridge
- El Camino Trail on Scrantom Street
- Multiple neighborhood access points
- Short-term downtown connections on both the east and west sides

Best Practices & Design Standards

The study establishes a toolkit of best practices to guide implementation, covering vegetation management and clearances, typical trail cross-sections, material selection (including asphalt, compacted aggregate, and boardwalk), and ADA compliance standards. The toolkit emphasizes durability, reduced long-term maintenance costs, and ecological sensitivity.



Typical Trail Section



Map Tile 6

- Legend**
- Existing Genesee Riverway Trail (GRT)
 - Other Existing Trails
 - Proposed Site Improvements
 - Proposed Location Specific Improvements
 - Future High Falls State Park
 - Parcels

- Projects**
- 28. Running Track Bridge
 - 29. Rim Trail adjacent to Future High Falls State Park
 - 30a. On-Road Improvements to Jones Avenue
 - 30b. Ambrose Street Neighborhood Access Point
 - 30c. Cliff St and Ambrose St On-Road Improvement
 - 31. Brewery Line Trail North
 - 32. Josana Trail Linkage
 - 33a. East Side Short-Term Downtown Connection
 - 33b. East Side Long-Term Downtown Connection
 - 33c. West Side Short-Term Downtown Connection
 - 33d. West Side Long-Term Downtown Connection

Funding Strategy

The report identifies a range of federal and state funding sources applicable to project implementation, including:

- Transportation Alternatives Program / CMAQ (TAP/CMAQ): Supports bicycle, pedestrian, multi-use path, and non-motorized transportation-related projects. Up to \$5M per award, 80% federal share
- Surface Transportation Block Grant (STBG): Flexible funding for pedestrian and bicycle infrastructure
- Recreation Trails Program (RTP): Administered through New York State's Consolidated Funding Application (CFA)
- BUILD Grant Program: Up to \$25M for complex, multi-modal capital projects
- NY State \$4.2B Environmental Bond Act: Available for environmental and community resilience projects

The report notes that the funding landscape has shifted toward more competitive processes and recommends annual monitoring of funding availability, early identification of local match funding, and leveraging partnerships with property owners to advance implementation.

Conclusion

The GRT North Completion Study provides an actionable vision for transforming this corridor into a world-class trail connecting Downtown Rochester to Lake Ontario. With 33 defined projects, concept-level cost estimates, a prioritization framework, and a funding roadmap, this report equips the City of Rochester, GTC, and project partners with the tools needed to advance implementation in coordination with the ROC the Riverway initiative, the planned High Falls State Park, and the broader trail network. Realizing this vision represents a once-in-a-generation opportunity to elevate Rochester as a national model for urban waterfront revitalization, active transportation, and equitable community connectivity.



Bridge View Road Diet Existing Conditions looking South



Genesee
Riverway Trail
North
**Completion
Study**

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-18 Accepting the *Village of Fairport Zoning Code Update* as evidence of completion of UPWP Task 7801

WHEREAS,

1. The *FY 2026-2027 Unified Planning Work Program* includes Task 7801, *Village of Fairport Zoning Code Update*, for the purpose of updating the Village of Fairport's zoning code and map to align with the Village of Fairport Comprehensive Plan.
2. Said Task included research to support transportation related amendments of the Fairport Zoning Code that emphasized multi-modal and active transportation options; the revision of land use and dimensional regulations to promote and enhance walkable environments; the addition of bicycle and pedestrian accommodation requirements; the addition of shared parking and access provisions; the revision of off-street parking development standards to promote a pedestrian-supportive environment in the village center; and development review considerations for connectivity to planned and existing transit routes and local destinations within and outside of the municipal boundaries.
3. Said Task has been completed and has resulted in specific updates to the Village of Fairport Zoning Code to include revised language aimed at enhancing multi-modal circulation, pedestrian and vehicular accessibility, safety, bicycle and vehicular parking, and aesthetics within the Village of Fairport; and
4. Said Zoning Code has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the updated *Village of Fairport Zoning Code Update* as evidence of completion of UPWP Task 7801; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 11, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council



MEMORANDUM

To: Genesee Transportation Council
From: Village of Fairport
Re: UPWP 7801 (Village of Fairport Zoning Code Update) Executive Summary
Date: March 27, 2026

The Village of Fairport was awarded funding through the Genesee Transportation Council (GTC) Unified Planning Work Program (UPWP) in 2023 and assigned project task number 7801. In the summer of 2023, an RFP was circulated that resulted in the hiring of Fisher Associates to complete the project. Through conversation and discussion, it was decided that the updated Code would be referred to as the Character Based Code, as the goal was to not only incorporate multi-modal transportation, but to also capture the character of the Village of Fairport.

In January of 2024, the Village of Fairport began the project by assembling a Zoning Working Group. The Zoning Working Group served as the project steering committee. The Zoning Working Group served as the advisory body throughout the entire process. Meetings were held where Zoning Working Group members provided their feedback and insight on several topics. In addition, the Zoning working group attended public outreach events, assisting with gathering feedback and listening to the thoughts of residents. Agendas, Minutes, and supporting documentation was posted on the Zoning Code Update webpage.

The Zoning Working Group included staff from Genesee Transportation Council, as the Council awarded a grant to be used towards the cost of the creation of the Character Based Code and Monroe County, as the County must conduct a review of the draft Code per GML 239-m. In addition, staff from the Council and Monroe County are both certified planners and have a depth of experience in land use and development that brought different perspectives to the process.

The Zoning Working Group also included the chairpersons of the land use boards that make decisions and utilize the Code on a regular basis. Each land use board chairperson has a deep familiarity with the current Code and the adopted Comprehensive Plan. Further, each chairperson is a resident of the Village of Fairport.

Staff members from the Village of Fairport were also included as the positions of Code Enforcement Officer/Fire Marshal/Building Inspector and Village Planner have the most interaction and involvement with the Code.

In November of 2021, the Village of Fairport completed the comprehensive planning process by adopting a new Comprehensive Plan. As with the adoption of any comprehensive plan it is necessary to update the municipal zoning code to ensure conformance with the goals of the comprehensive plan. This is necessary to guide development in the municipality so that the vision for that municipality is achieved.

The last Zoning Code update occurred in 1992 and since that time, piecemeal update of the Zoning Code has occurred in response to the identification of barriers to attaining the goals identified in the Comprehensive Plan.

Existing Conditions

Fisher Associates completed an assessment of the existing conditions, providing a summary document that was shared with the Village Board and community. The assessment noted the following:

- **The existing Zoning Code was not aligned with the Comprehensive Plan.** The Village of Fairport adopted a Comprehensive Plan in November 2021, and as is usually the case, Code requirements need to be adjusted to ensure that the desires of the community that are found in the Comprehensive Plan are expressed through the Zoning Code.

- **There existed a need to incorporate best practices into land use requirements.** Fisher Associates pointed out that the parking requirement was too high, especially in the walkable setting of the downtown area, noting that shared parking should be considered. Fisher Associates also found that although the Design Overlay District had a number of useful requirements, it could and should be expanded to include more structures. Additionally, it was recommended by Fisher Associates that the definitions section of the Code be reviewed to ensure that definitions were clear, new definitions were added, and those that were obsolete were removed.
- **The existing Zoning Code included cumbersome processes.** After review of land use board agendas from the past few years, Fisher Associates recognized that many processes involved items that could be included in the Code so that they could be allowed by right. Additionally, it was noted that processes could be streamlined.
- **The Zoning Code could be more user-friendly.** The addition of more tables, diagrams, and a different format could improve the ‘user-friendliness’ of the Zoning Code, to ensure that the Code worked as intended.

Community Engagement

Community engagement looks very different today than twenty years ago. Acknowledging this, a Zoning Code Update webpage was created that functioned as a hub for all things related to the project. Here, members of the community could review draft documents, memorandums to the Village Board, meeting recordings and FAQs, allowing engagement without ever having to leave their computer screen.

A community engagement plan was created to provide a guide for when and how public comment would be collected. This plan included an overview of the project, the roles and responsibilities of different entities, an outline for meetings and outreach, and a project schedule. This was presented to the Village Board at the beginning of the project and released publicly on the Zoning Code Update webpage.

Public comment was incorporated into the Zoning Code Update process. Numerous opportunities were available for the public to participate during two rounds of public engagement. The details of the community engagement effort are outlined below.

Round 1 – Community Engagement Summary (2024)

- Working with Genesee Transportation Council, the Zoning Working Group offered several different formats for the public to provide feedback and input for the Zoning Code Update. Community members can choose to comment via email, voicemail (that is transcribed), and text message.
- An online survey was created so that community members that were unable to participate in any of the below detailed opportunities could provide feedback.
- An In Person Public Meeting was held on May 20th at the Cafetorium in Johanna Perrin Middle School, approximately 70 community members attended. This event began with a presentation that outlined the project, provided an overview of zoning, described some of the analysis that has occurred, and detailed the next steps. Those in attendance were encouraged to visit the boards that had specific topics.
- On May 21st, 22nd, and 24th, Open Houses were held at the Fairport Public Library. The Open House events functioned as an opportunity for those that had attended or were unable to attend the in person meeting a chance to review the boards and discuss the presentation with the Village Planner and Consultant. This afforded the community a chance to meet in a smaller group, allowing for more intimate conversations regarding the Zoning Code Update. At each Open House, all of the boards that were at the in person meeting were set up. Those who attended the Open House had an opportunity to read feedback that had already been given and add their own.
- On May 22nd, a virtual public meeting was held. This event included the presentation that was given at the May 20th in person meeting, as well as a question and answer period. Questions were asked in a comments section and responded to both in real time, as well as repeated at the conclusion of the presentation. The slides and recording have been uploaded to the Zoning Code Update page on the Village Website.
- On June 15th, a booth at the Farmers’ Market was staffed by Village Staff and the Consultant, serving as an opportunity to receive feedback about the Zoning Code Update, but also was also used to provide information and education. During this time, two walking tours were conducted that

allowed for small groups to discuss the project with the consultant and to provide feedback related to specific structures and areas of the Village.

Round 2 – Community Engagement Summary (2025)

- Working with Genesee Transportation Council, the Zoning Working Group offered several different formats for the public to provide feedback and input for the Zoning Code Update. Community members can choose to comment via email, voicemail (that is transcribed), and directly through the Zoning Code Update webpage.
- On July 28th, the Village Board work session served as an opportunity for the Draft Zoning Code to be reviewed with the Village Board and for conversation between the Village Board, Consultant and Village Staff. In addition, this event was broadcast live and also recorded. The recording was posted on the Zoning Code Update webpage.
- On August 13th, a Public Meeting was held at the Cafetorium in Johanna Perrin Middle School. This meeting functioned as the kick-off to the second round of community engagement. This event began with a presentation that highlighted certain sections of the Draft Zoning Code, and detailed the next steps. Those in attendance were encouraged to visit the boards that had specific topics.
- On August 14th and 15th, Open Houses were held at the Fairport Public Library. The Open House functioned as an opportunity for those that had attended or were unable to attend the public meeting a chance to discuss the Draft Zoning Code with the Village Planner. This afforded the community a chance to meet in a smaller group, allowing for more intimate conversations regarding the Draft Zoning Code. At the Open House, all of the boards that were at the public meeting were set up. Those who attended the Open House had an opportunity to read feedback that had already been given and add their own.
- Two Public Hearings were held on December 8, 2025, and February 9, 2026.

Code Adoption

A draft Zoning Code was presented to the Village Board in July of 2025. Between July and February, a total of two public hearings were held, providing additional opportunities for public comment and Village Board discussion.

The updated Zoning Code was adopted by the Village Board on February 9, 2026.

Transportation Components

Below is a summary of the changes that are related to transportation within the Village.

Off-Street Parking Requirements

- Addition of language to address the calculation of required vehicle spaces.
- Reduced the required parking space for uses within residential districts.
- Added a provision that limits the maximum parking that is allowed. Projects that desire to create more parking than the maximum allowed require submission of a parking plan and review by the Planning Board.
- Parking is not required for buildings that have less than 4,000 square feet of gross floor area in all non-residential districts.
- For buildings that are larger than 4,000 square feet, a parking plan must be reviewed. This plan must include a rationale for how parking demand will be accommodated. Depending on the total number of parking spaces that are proposed to be supplied, the Plan will either be reviewed by the Zoning Officer or the Planning Board.
- A Parking Plan shall include the means that are used to meet the demand, including on-site, off-street parking; public parking (both on-street and off-street); shared parking; mixed-use development; on-site vehicle rental; pedestrian-oriented use and location; and shuttle/valet parking.

Parking Design & Dimensional Standards

- Solar shades are now included as an option for parking lot design.
- Requires that parking is located behind buildings, as detailed in the Commercial and Mixed-Use District Design Standards.
- Parking is prohibited in the front yard.
- Parking areas are not allowed adjacent to the Canal Path.
- Townhouses are prohibited from constructing individual driveways for each dwelling unit. This requirement ensures that the number of curb cuts is limited, thus making the public right-of-way safer for pedestrians and other modes of transportation.
- Focus on Pedestrian Facilities, specifically sidewalks, paths, and crosswalks.
- Requires that: pedestrian facilities adjacent to buildings shall be connected to pedestrian facilities within parking lots; internal and adjacent off-site pedestrian facilities shall be interconnected; shared parking lots shall include pedestrian linkages between parking areas and adjacent buildings; where multiple buildings exist on the lot, the building must be connected via pedestrian facilities; and internal pedestrian facilities shall connect to public right-of-way pedestrian facilities.

Driveways & Access Management

- Parking for residential uses is not allowed in the side or front yard, except in a driveway that provides access to the rear yard, a detached or attached garage. This ensures that as one is traveling through the Village that residential uses are predominant, not the presence of a parked vehicle.
- Driveways for single-family, two-family, and townhouses shall not exceed 10' in width in the front yard. Small curb cuts ensure that there are fewer conflict points for pedestrians and vehicles.
- Pervious paving is encouraged.
- Parallel parking strips are included as an option for vehicle parking for single-family and two-family dwellings.
- Maneuvering space shall be designed to prevent vehicles from backing into the public right-of-way. Ultimately leading to a safer environment for pedestrians, as well as motorized and non-motorized means of transportation.

Bicycle Parking

- New construction or expansion of a commercial building, mixed-use building, or multifamily dwelling by 2,500 square feet or more must provide bicycle parking.
- One space per 2,500 gross floor area must be provided.
- Must be located and clearly designated.
- Must be at least as convenient as the majority of auto spaces provided.
- Facility design detailed.

Electric Vehicle (EV) Infrastructure

- Applies to new construction after the adoption date
- Parking facilities (when accessory to a principal use or as a principal use) are required to have EV charging stations.

Uses and Design

Design Requirements

- Building Design Guidelines, and General Building Standards were added to ensure that development was appropriate and reinforced the historic and intimate scale of the Village. These standards detail what is allowed with regard to materials, pattern of windows, rooflines, et cetera. Ideally, this will create development that people want to walk by and ride their bikes near, rather than just drive as fast as possible through.

Vehicle Gas Station Design Requirements

- Reverses the conventional site layout for gas stations with convenience stores by placing the storefront along the street line and the gas pumps and canopy behind. This reverse layout orients the building to the street and sidewalk, ensuring that people are given priority rather than automobiles.
- Commercial structures associated with automobile fuel sales shall be located along the street frontage of a lot.

- Requires a fully operational pedestrian entrance open during business hours along the public street.
- Landscaping/hardscaping to limit vehicular movement to established curb openings and protect any portion of the public sidewalk from on-site vehicle maneuvering.
- Curb openings shall be minimized, especially on the primary street frontage. Redundant curb openings shall be closed. This will minimize conflict points between pedestrians and vehicles.

Parking Garage Design Requirements

- Parking Garages are added as a use.
- For parking garages located in nonresidential districts, the façade facing a street must be lined with commercial or residential uses along the building length so that the use of the parking garage is hidden. This speaks to the need to provide parking yet, the desire of the community to ensure that it is not prominent.
- Vehicle rental as an accessory use so that someone could consider a car free lifestyle and be able to rent a vehicle to travel outside of the Village if necessary.

Site Plan Review

- Site Plan Review (review and approval by Planning Board, public hearing is required) is required for parking lots over ten spaces that do not meet the requirements for parking lots.
- Addition of Regional Context Review Considerations to ensure that the project is designed to fit into the existing transportation network and also enhances it.
- Pedestrian and Bicycle Linkages.
- New development shall be laid out and designed to provide walkways and paths that connect with destinations such as parks and trails, schools, and shopping areas within and outside of the municipal boundaries.
- Transit Routes.
- Proposed development shall consider the location of existing and planned transit routes and provide vehicular and pedestrian access to any transit points within or adjacent to the development.

The Village of Fairport is hopeful that the Code changes detailed above will strengthen walkability, traffic circulation, safety, and the character of the Village. The Zoning Code Update has created requirements will result in an increase in mobility options which will lead to an increased level of access and equity. The updated Code allows for consideration of other means of transportation other than automobile when evaluating a project proposal, that will lead to a greater diversity of uses and reuse of existing structures. The Village of Fairport is excited for what the future holds!