

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: Joseph M. Bovenzi, AICP, Executive Director *JMB*
DATE: August 6, 2026
SUBJECT: Accepting reports as evidence of completion of UPWP Tasks / Proposed Council Resolutions 26-32 through 26-34

The following items are provided for your consideration:

1. **Proposed Council Resolution 26-32** (Accepting the *Transportation Listening Sessions* as evidence of completion of UPWP Task 5201) and the **Executive Summary** of the project.

G/FLRPC has completed UPWP Task 5201, *Transportation Listening Sessions*, and will discuss it at the August 13, 2026, Planning Committee meeting.

2. **Proposed Council Resolution 26-33** (Accepting the *Genesee-Finger Lakes Regional Resilience Improvement Plan* as evidence of completion of UPWP Task 5752) and the **Executive Summary** of the project.

GTC has completed UPWP Task 5752, *Genesee-Finger Lakes Regional Resilience Improvement Plan*, and will discuss it at the August 13, 2026, Planning Committee meeting.

3. **Proposed Council Resolution 26-34** (Accepting the *City of Rochester Alleyway Reactivation and Conversion Program* as evidence of completion of UPWP Task 8757) and the **Executive Summary** of the project.

The City of Rochester has completed UPWP Task 8757, *City of Rochester Alleyway Reactivation and Conversion Program*, and will discuss it at the August 13, 2026, Planning Committee meeting.

Recommended Action:

Recommend action by the GTC Board on Proposed Council Resolutions 26-32 through 26-34.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-32 Accepting the *Transportation Listening Sessions* as evidence of completion of UPWP Task 5201

WHEREAS,

1. The *FY 2026-2027 Unified Planning Work Program* includes Task 5201, Transportation Listening Sessions, for the purpose of soliciting community input on the *Long Range Transportation Plan 2050*;
2. Said Task conducted public and stakeholder engagement for the development of the *Long Range Transportation Plan 2050* through in-person and virtual sessions, held throughout the region, that helped spread awareness of the purpose of the Long Range Transportation Plan and the plan development process, obtained feedback on issues and opportunities presented in the plan, and informed the research and development of plan recommendations;
3. Said Task has been completed and resulted in 12 online and in-person listening sessions held in the summer and fall 2025 that informed the *L RTP 2050*; and
4. Said Task has been monitored and 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 *Transportation Listening Sessions* as evidence of completion of UPWP Task 5201; 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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

MEMORANDUM

To: Genesee Transportation Council

From: Genesee/Finger Lakes Regional Planning Council (G/FLRPC)

Re: Executive Summary for Transportation Listening Sessions Task #5201

Date: July 1, 2026

The Transportation Listening Sessions were conducted to engage residents and stakeholders across the Genesee-Finger Lakes Region and gather firsthand input on transportation concerns, needs, and opportunities. The effort provided an opportunity for people representing urban, suburban, village, and rural communities to share their experiences with the regional transportation system and identify issues affecting mobility, accessibility, safety, and quality of life. The information collected through this initiative informed multiple regional planning efforts and strengthened the transportation planning process by incorporating community perspectives alongside technical analysis.

As part of the 2024-2025 Unified Planning Work Program (UPWP), the Genesee/Finger Lakes Regional Planning Council (G/FLRPC) received transportation planning funds through the Genesee Transportation Council (GTC) to conduct a series of Transportation Listening Sessions throughout the Genesee-Finger Lakes Region. The project represented a collaborative effort between the two regional agencies to engage residents across the nine-county planning region while emphasizing transportation sustainability, improved air quality, transportation access, and the unique mobility challenges facing both urban and rural communities.

When the project was initiated, both regional agencies intended to use the information gathered through the Transportation Listening Sessions to support ongoing planning initiatives. G/FLRPC planned to incorporate the input into its Climate Smart Communities (CSC) Program to help identify strategies that advance sustainability and reduce greenhouse gas emissions from transportation sources, while GTC planned to use the input to inform development of the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050 (LRTP 2050).

During the course of the project, G/FLRPC experienced a temporary gap in funding for technical assistance supporting the Climate Smart Communities Program. As a result, the primary purpose of the Transportation Listening Sessions shifted to serving as the first phase of public engagement for GTC's LRTP 2050. However, the information collected through the sessions continued to provide value to G/FLRPC. The broad public input regarding transportation conditions, mobility needs, and regional transportation

priorities informed the transportation element of the Genesee-Finger Lakes Comprehensive Economic Development Strategy (CEDS). Themes identified through the Listening Sessions helped ground the CEDS transit discussion in the experiences of residents, service providers, and other regional stakeholders. This input strengthened the connection between transportation access and broader economic development priorities, including access to employment, essential services, and opportunities throughout the region. Since completion of the Listening Sessions, funding for G/FLRPC's Climate Smart Communities Program has resumed, allowing the organization to continue advancing climate planning and technical assistance for municipalities throughout the region. G/FLRPC coordinated the logistics for twelve Transportation Listening Sessions conducted throughout the nine-county planning region. The Council publicized each meeting, secured venues, facilitated both in-person and virtual sessions, and documented participant comments following each event. By leveraging G/FLRPC's longstanding relationships with local governments, community organizations, and regional partners, GTC was able to conduct a broader and more geographically diverse public engagement effort than would have otherwise been possible. A complete list of Listening Sessions and meeting summaries is provided in the Appendix.

Comments received during the twelve Transportation Listening Sessions reflected the perspectives of residents, local officials, transportation providers, disability advocates, county and municipal staff, and other stakeholders representing communities throughout the region. While individual concerns varied by location, several common themes emerged, including the need to improve rural transportation options, enhance accessibility for older adults and people with disabilities, improve pedestrian and bicycle infrastructure, address roadway safety concerns, strengthen connections between transportation and land use, and expand opportunities for walking, bicycling, and transit.

The Transportation Listening Sessions served as the first phase of public and stakeholder engagement for LRTP 2050 and helped identify transportation issues and opportunities across the region. Community input directly informed the development of the Plan's goals, strategies, and recommendations related to health and safety, access and mobility, system management and maintenance, sustainability and resilience, and economic development. In addition, the broad transportation themes documented through the Listening Sessions informed the transportation element of the Genesee-Finger Lakes Comprehensive Economic Development Strategy (CEDS), demonstrating the value of collecting regional public input that can support multiple planning initiatives. Together, these efforts ensure that community perspectives will continue to guide future transportation planning studies, project development, and investment decisions throughout the Genesee-Finger Lakes Region.

Transportation Listening Sessions
Task 5201- Summer 2025

Health & Safety

County Pair	Identified Issue	Standardized Issue Label	Dot Count	Total dots	% of Total Dots	Notes or Quotes
Monroe	Better Bike lanes - safer for bikers and	Safe Walking and Biking	15	28	53.57%	
Monroe	Transit Related GhG emmissions (air	Safe and Accessible Transit	2	28	7.14%	
Monroe	Increasing sidewalk accessibility for differently abled individuals	Safe Walking and Biking	3	28	10.71%	
Monroe	Weather hazards	Safe Roads and Intersections	1	28	3.57%	
Monroe	Speeding	Traffic Speed and Enforcement	1	28	3.57%	
Monroe	Potholes & other road hazards	Safe Roads and Intersections	0	28	0.00%	
Monroe	Stateroad safety	Safe Roads and Intersections	1	28	3.57%	
Monroe	Not enough speed bumps	Traffic Speed and Enforcement	0	28	0.00%	
Monroe	Supporting complete Street	Safe Walking and Biking	3	28	10.71%	
Monroe	Shelters at bus stops	Safe and Accessible Transit	2	28	7.14%	
Ontario & Wayne	Recreational/ Pedestrian Safety (Bikes,	Safe Walking and Biking	6	11	54.55%	
Ontario & Wayne	Public Transit Shelters	Safe and Accessible Transit	0	11	0.00%	
Ontario & Wayne	Support non-vehicle transit to decrease road congestion	Safe and Accessible Transit	5	11	45.45%	
Ontario & Wayne	Main streets better integrated for non-vehicle transit safety (i.e. bike lines, better signals, cross walk guards, etc).	Safe Walking and Biking	0	11	0.00%	
Ontario & Wayne	Concerns with aging populations and lack of emergency services	Equity in Safety for All Users	0	11	0.00%	
Wyoming & Livingston	Aging population medical transit	Safe and Accessible Transit	0	8	0.00%	
Wyoming & Livingston	speed limits & safer crosswalks/side	Safe Walking and Biking	3	8	37.50%	
Wyoming & Livingston	Intersection safety	Safe Roads and Intersections	2	8	25.00%	
Wyoming & Livingston	Cyclist and pedestrian safety	Safe Walking and Biking	2	8	25.00%	
Wyoming & Livingston	more bike lanes	Safe Walking and Biking	1	8	12.50%	
Yates & Seneca	Lack of bike lanes	Safe Walking and Biking	2	12	16.67%	
Yates & Seneca	minimal shoulders - issues with	Safe Roads and Intersections	1	12	8.33%	
Yates & Seneca	Medicaid transit not reliable	Safe and Accessible Transit	3	12	25.00%	
Yates & Seneca	Safe streets and complete streets is	Safe Walking and Biking	1	12	8.33%	
Yates & Seneca	Better side walks	Safe Roads and Intersections	1	12	8.33%	
Yates & Seneca	Bike safety enforcement	Safe Walking and Biking	4	12	33.33%	

Access & Mobility

County Pair	Identified Issue	Standardized Issue Label	Dot Count	Total dots	% of Total Dots	Notes or Quotes
Monroe	Affordable housing near transit lines	Reliable and Affordable Transit	0	26	0.0%	
Monroe	Not enough grid access to expand EV	Reliable and Affordable Transit	0	26	0.0%	
Monroe	Public Transit services are not reliable for getting to work, school, etc on time.	Reliable and Affordable Transit	10	26	38.5%	
Monroe	Public Transit trip lengths take a disproportionately long amount of time compared to the same trip in a personal vehicle.	Reliable and Affordable Transit	2	26	7.7%	
Monroe	Need more volunteer driver programs	Access for Vulnerable Populations	0	26	0.0%	
Monroe	Public Transportation should be free	Reliable and Affordable Transit	2	26	7.7%	
Monroe	There are major gaps in service in low-income	Reliable and Affordable Transit	4	26	15.4%	
Monroe	Traffic / congestion	Traffic and Congestion Equity	0	26	0.0%	
Monroe	Better support for differently abled communitites to get transport for work, etc.	Access for Vulnerable Populations	3	26	11.5%	
Monroe	Expand RTS service farther	Regional and Rural Connectivity	1	26	3.8%	
Monroe	Express Lanes	Traffic and Congestion Equity	1	26	3.8%	
Monroe	More sidewalks in general	Reliable and Affordable Transit	1	26	3.8%	
Monroe	Better support for the aging population who need service to health services	Access for Vulnerable Populations	2	26	7.7%	
Ontario & Wayne	Main Streets dealing with high levels of	Traffic and Congestion Equity	4	11	36.4%	
Ontario & Wayne	Expanding public transportation	Reliable and Affordable Transit	2	11	18.2%	
Ontario & Wayne	Parking issues	Traffic and Congestion Equity	0	11	0.0%	
Ontario & Wayne	Young work force have minimal access to reliable transit for jobs	Reliable and Affordable Transit	2	11	18.2%	
Ontario & Wayne	Medicaid cuts decreasing medical transit	Access for Vulnerable Populations	1	11	9.1%	
Ontario & Wayne	Better housing that connects more effectively to job and transportation hubs	Housing and Transportation Connection	3	11	27.3%	
Wyoming & Livingston	Transit out of food deserts	Housing and Transportation Connection	0	10	0.0%	
Wyoming & Livingston	Barriers to transit study implementation	Community Voice and Barriers	3	10	30.0%	
Wyoming & Livingston	Community opinion should have more weight in planning transit decisions	Community Voice and Barriers	1	10	10.0%	
Wyoming & Livingston	Grant application turn around time is too short	Community Voice and Barriers	1	10	10.0%	
Wyoming & Livingston	rural areas lack mobility	Regional and Rural Connectivity	2	10	20.0%	
Wyoming & Livingston	lack of cross-county interconnectivity via public transit	Regional and Rural Connectivity	1	10	10.0%	
Wyoming & Livingston	public transit service hors are limiting for access	Access to Jobs and Services	2	10	20.0%	
Yates & Seneca	Better access to services and jobs	Access to Jobs and Services	1	12	8.33%	
Yates & Seneca	Not a lot of personal vehicles	Regional and Rural Connectivity	0	12	0.00%	
Yates & Seneca	Public Transit headway/schedule issues - hours of operations are limiting	Reliable and Affordable Transit	5	12	41.67%	
Yates & Seneca	Horse traffic issues and slow traffic	Traffic and Congestion Equity	2	12	16.67%	
Yates & Seneca	Lack of walkability	Reliable and Affordable Transit	4	12	33.33%	

Economic Development

County Pair	Identified Issue	Standardized Issue Label	Dot Count	Total dots	% of Total Dots	Notes or Quotes
Monroe	More reliable public transit service leads directly to better access to work, school, job opportunities which in turn betters our economy	Transit and Job Access	9	26	34.6%	
Monroe	Bike lanes in areas of tourism	Tourism and Local Economy	1	26	3.8%	
Monroe	Expand RTS on Demand	Transit and Job Access	2	26	7.7%	
Monroe	Emphasize complete streets program for planning	Infrastructure for Economic Growth	3	26	11.5%	
Monroe	Invest in visible signs, bike racks, shoulders for trails, etc.	Infrastructure for Economic Growth	1	26	3.8%	
Monroe	Better mobility for young adult/teenage access to jobs	Transit and Job Access	2	26	7.7%	
Monroe	Quality of life in relation to ones mobility options	Equity and Economic Mobility	4	26	15.4%	
Monroe	Downtown core connection between Buffalo and Rochester	Tourism and Local Economy	4	26	15.4%	
Ontario & Wayne	Mobility leading to increased tourism	Tourism and Local Economy	2	13	15.4%	
Ontario & Wayne	Traffic issues in tourism hubs	Tourism and Local Economy	2	13	15.4%	
Ontario & Wayne	People feel stuck - person economic mobility issues	Transit and Job Access	2	13	15.4%	
Ontario & Wayne	Need more sidewalks, bikelanes, and others to increase attraction from tourists	Infrastructure for Economic Growth	2	13	15.4%	
Ontario & Wayne	Lack of funding to invest in community projects	Funding and Investment	3	13	23.1%	
Ontario & Wayne	Green spaces near roads	Infrastructure for Economic Growth	1	13	7.7%	
Ontario & Wayne	Downtown core connection between Buffalo and Rochester	Tourism and Local Economy	1	13	7.7%	

Wyoming & Livingston	Fiscal transit responsibility	Funding and Investment	1	10	10.0%	
Wyoming & Livingston	Better transit leads to access to more jobs	Transit and Job Access	2	10	20.0%	
Wyoming & Livingston	taking planning and making it actionable	Long-Term and Regional Planning	2	10	20.0%	
Wyoming & Livingston	long term planning for transit has issues of reliance	Long-Term and Regional Planning	2	10	20.0%	
Wyoming & Livingston	site development infused with active and alternative trasnit mobility	Infrastructure for Economic Growth	3	10	30.0%	
Wyoming & Livingston	workforce development EV maintenance (training)	Transit and Job Access	0	10	0.0%	
Yates & Seneca	YTS public transit should expand services	Transit and Job Access	4	12	33.33%	
Yates & Seneca	Better public transit leads to better job opportunities	Transit and Job Access	6	12	50.00%	
Yates & Seneca	Public transit lack of funding for expansion	Funding and Investment	2	12	16.67%	
Yates & Seneca	Winery and tourism is critical	Tourism and Local Economy	0	12	0.00%	

Sustainability & Resilience

County Pair	Identified Issue	Standardized Issue Label	Dot Count	Total dots	% of Total Dots	Notes or Quotes
Monroe	Bike Racks / Lanes -> less drivers	Active and Sustainable Mobility	7	26	26.9%	
Monroe	Continue our investment for clean energy - especially in the public transit sector to decrease GhG emissions	Clean Energy and Emissions Reduction	11	26	42.3%	
Monroe	More trails - better protections	Active and Sustainable Mobility	2	26	7.7%	
Monroe	Incentive programs for carpooling, walking, biking, etc.	Funding and Governance for Resilience	0	26	0.0%	
Monroe	Weatherizing and infrastructure protection against extreme weather	Climate Adaptation and Infrastructure Resilience	1	26	3.8%	
Monroe		Electric Vehicle Infrastructure and Transition	1	26	3.8%	
Monroe	Bike share / Car share programs	Clean Energy and Emissions Reduction	1	26	3.8%	
Monroe	Bus Rapid Transit	Electric Vehicle Infrastructure and Transition	3	26	11.5%	
Monroe	Better include EV transitions into planning					
Ontario & Wayne	More bike lanes, more mobility	Active and Sustainable Mobility	4	13	30.8%	
Ontario & Wayne	Increase mobility in tourism regions	Sustainable Tourism and Regional Access	1	13	7.7%	
Ontario & Wayne	supporting long range trails	Active and Sustainable Mobility	2	13	15.4%	
Ontario & Wayne	promoting complete streets for continuing generational access	Active and Sustainable Mobility	3	13	23.1%	
Ontario & Wayne	floodplain management	Climate Adaptation and Infrastructure Resilience	1	13	7.7%	
Ontario & Wayne	Increase funding for weatherizing/ preventative care in face of climate change	Electric Vehicle Infrastructure and Transition	2	13	15.4%	
Ontario & Wayne	Electric vehicle safety regulations	Electric Vehicle Infrastructure and Transition	0	13	0.0%	
Wyoming & Lincoln	Finding creative grant and funding sources for development	Electric Vehicle Infrastructure and Transition	2	10	20.0%	
Wyoming & Lincoln	A need for better interconnection between decision making bodies	Funding and Governance for Resilience	3	10	30.0%	

Wyoming & Livin	Grid capacity is devaluing EVs (lack of grid capacity issues)	Electric Vehicle Infrastructure and Transition	1	10	10.0%	
Wyoming & Livin	Issues and barriers with the EV school bus mandate	Clean Energy and Emissions Reduction	0	10	0.0%	
Wyoming & Livin	Extreme weather infrastructure mitigation planning	Climate Adaptation and Infrastructure Resilience	3	10	30.0%	
Wyoming & Livin	Physical EV charging stations	Electric Vehicle Infrastructure and Transition	1	10	10.0%	
Yates & Seneca	No buy in for EV infrastructure	Electric Vehicle Infrastructure and Transition	4	12	33.33%	
Yates & Seneca	Share the road campaign - for respecting menanite populations	Active and Sustainable Mobility	3	12	25.00%	
Yates & Seneca	has been very successful and should continue					
Yates & Seneca	Support investment in more sidewalks	Active and Sustainable Mobility	5	12	41.67%	
Yates & Seneca	Investing in the finishing of trails	Active and Sustainable Mobility	0	12	0.00%	
Yates & Seneca	EV bikes in relation to vehicle traffic	Electric Vehicle Infrastructure and Transition	0	12	0.00%	

System Management and Maintenance

County Pair	Identified Issue	Standardized Issue Label	Dot Count	Total dots	% of Total Dots	Notes or Quotes
Monroe	Expand electrical grid capacity	Infrastructure Capacity and Congestion Management	2	14	14.3%	
Monroe	Better oversight for RTS on demand	Transit Operations and Reliability	3	14	21.4%	
Monroe	Headways on Public Transit are extremely long (travel time)	Transit Operations and Reliability	1	14	7.1%	
Monroe	Better snow removal	Road and Street Maintenance	1	14	7.1%	
Monroe	RGRTA cutting too much service	Government Coordination, Communication, and	3	14	21.4%	
Monroe	Better trail maintenance	Trail and Active Transportation Maintenance	1	14	7.1%	
Monroe	Lack of communication between local transit authorities and State Department of Transportation	Government Coordination, Communication, and	3	14	21.4%	
Ontario & Wayne	Maintenance reimbursment for road work	Road and Street Maintenance	5	11	45.5%	
Ontario & Wayne	State road management issues	Road and Street Maintenance	1	11	9.1%	
Ontario & Wayne	Issues with truck specific congestion	Government Coordination, Communication, and	1	11	9.1%	
Ontario & Wayne	Transit providers not connected	Government Coordination, Communication, and	1	11	9.1%	
Ontario & Wayne	Preventative maintence for environmental hazards is needed	Preventative and Environmental Maintenance	1	11	9.1%	
Ontario & Wayne	Better interagency communication and cooperation	Government Coordination, Communication, and	1	11	9.1%	
Ontario & Wayne	overall road maintenance issues	Road and Street Maintenance	1	11	9.1%	

Wyoming & Livingston	County level transit manager	Government Coordination, Communication, and	1	10	10.0%	
Wyoming & Livingston	Better communication for better utilization of funds	Government Coordination, Communication, and	3	10	30.0%	
Wyoming & Livingston	Miscommunication between federal, state, and municipal transit/planning organizations	Government Coordination, Communication, and	4	10	40.0%	
Wyoming & Livingston	RTS hours of operations (service hours) are limiting	Transit Operations and Reliability	2	10	20.0%	
Yates & Seneca	Main street Maintenance	Road and Street Maintenance	0	12	0.0%	
Yates & Seneca	Seasonal traffic issues	Road and Street Maintenance	5	12	41.7%	
Yates & Seneca	Rumble strips causing issues continue the removals	Road and Street Maintenance	1	12	8.3%	
Yates & Seneca	Bus reliability is weak and needs to be strengthened	Transit Operations and Reliability	5	12	41.7%	
Yates & Seneca	Seneca lake trail issues	Trail and Active Transportation Maintenance	0	12	0.0%	
Yates & Seneca	support the creation of round-a-bouts	Trail and Active Transportation Maintenance	1	12	8.3%	

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-33 Accepting the *Genesee-Finger Lakes Regional Resilience Improvement Plan* as evidence of completion of UPWP Task 5752

WHEREAS,

1. The *FY 2026-2027 Unified Planning Work Program* includes Task 5752, Genesee-Finger Lakes Regional Resilience Improvement Plan, for the purpose of assessing the region's surface transportation system vulnerability to weather events and natural hazards, and providing system-wide and project-specific recommendations to minimize infrastructure asset vulnerability and strengthen system resilience;
2. Said Task included an inventory of critical transportation infrastructure assets including Federal-Aid roads, bridges, and large culverts; an analysis of anticipated natural hazard extents and impacts; an assessment of the vulnerability of critical assets to anticipated hazards; and the identification of implementation strategies for preventing and/or mitigating the impacts of hazard events on those assets;
3. Said Task has been completed and has resulted in the *Genesee-Finger Lakes Regional Resilience Improvement Plan*, which identifies specific actions to prevent and/or mitigate the impacts of hazard events on regional transportation infrastructure and meets the requirements of a Resilience Improvement Plan under the FHWA's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program; and
4. Said Study 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-Finger Lakes Regional Resilience Improvement Plan* as evidence of completion of UPWP Task 5752; 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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council

GENESEE-FINGER LAKES REGIONAL RESILIENCE IMPROVEMENT PLAN

EXECUTIVE SUMMARY

PREPARED FOR
**GENESEE TRANSPORTATION
COUNCIL**

PREPARED BY
CAMBRIDGE SYSTEMATICS



GTC

JUNE 2026

EXECUTIVE SUMMARY

Genesee Transportation Council developed the Genesee-Finger Lakes Regional Resilience Improvement Plan (RIP) to help the region better prepare for current and future weather events and natural hazards that may disrupt the transportation system. The plan updates and builds on prior regional vulnerability work, including the [2016 Regional Critical Transportation Infrastructure Vulnerability Assessment](#), and meets the requirements of a Resilience Improvement Plan under the Federal Highway Administration's (FHWA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program.

This plan provides a regional framework for identifying resilience needs, strengthening project development, and pursuing federal resilience funding opportunities. The RIP covers the nine-county Genesee-Finger Lakes Region: **Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates Counties**. The assessment focused on three categories of critical surface transportation assets:

FIGURE 1 | TRANSPORTATION ASSETS ANALYZED



The RIP evaluated natural hazards that are regionally significant, relevant to the PROTECT program, and supported by available data. The selected hazards were:

FIGURE 2 | SUMMARY OF REGIONAL HAZARDS AND IMPACTS ON CRITICAL SURFACE TRANSPORTATION



The RIP focused on transportation assets that are important to regional mobility, emergency response, freight movement, and access to essential destinations. The **asset ranking approach combined three major steps**:

CRITICALITY	RISK-BASED VULNERABILITY	PRIORITIZATION
<i>How important is the asset to the transportation system and the communities it serves?</i>	<i>How likely is the asset to be affected by hazards, and what could the consequences be?</i>	<i>Where do high-priority resilience needs overlap with planned investments?</i>
Criticality considered: ● Usage And Operational Importance, such as roadway classification, and traffic volume ● Socioeconomic Importance, including disadvantaged communities and employment density ● Health And Safety Importance, including access to hospitals, schools, emergency operations centers, and DOT facilities	Risk-Based Vulnerability was based on: ● Exposure to current and future hazard conditions ● Sensitivity based on asset condition ● Adaptive Capacity based on network redundancy and detour availability ● Likelihood of hazard occurrence ● Owner Cost if the asset is damaged	Priority Project Screening: ● The assessment screened existing Transportation Improvement Program projects against high-priority RIP assets to identify where resilience considerations may already align with programmed investments and where hazard mitigation strategies may be needed to ensure asset durability and system reliability

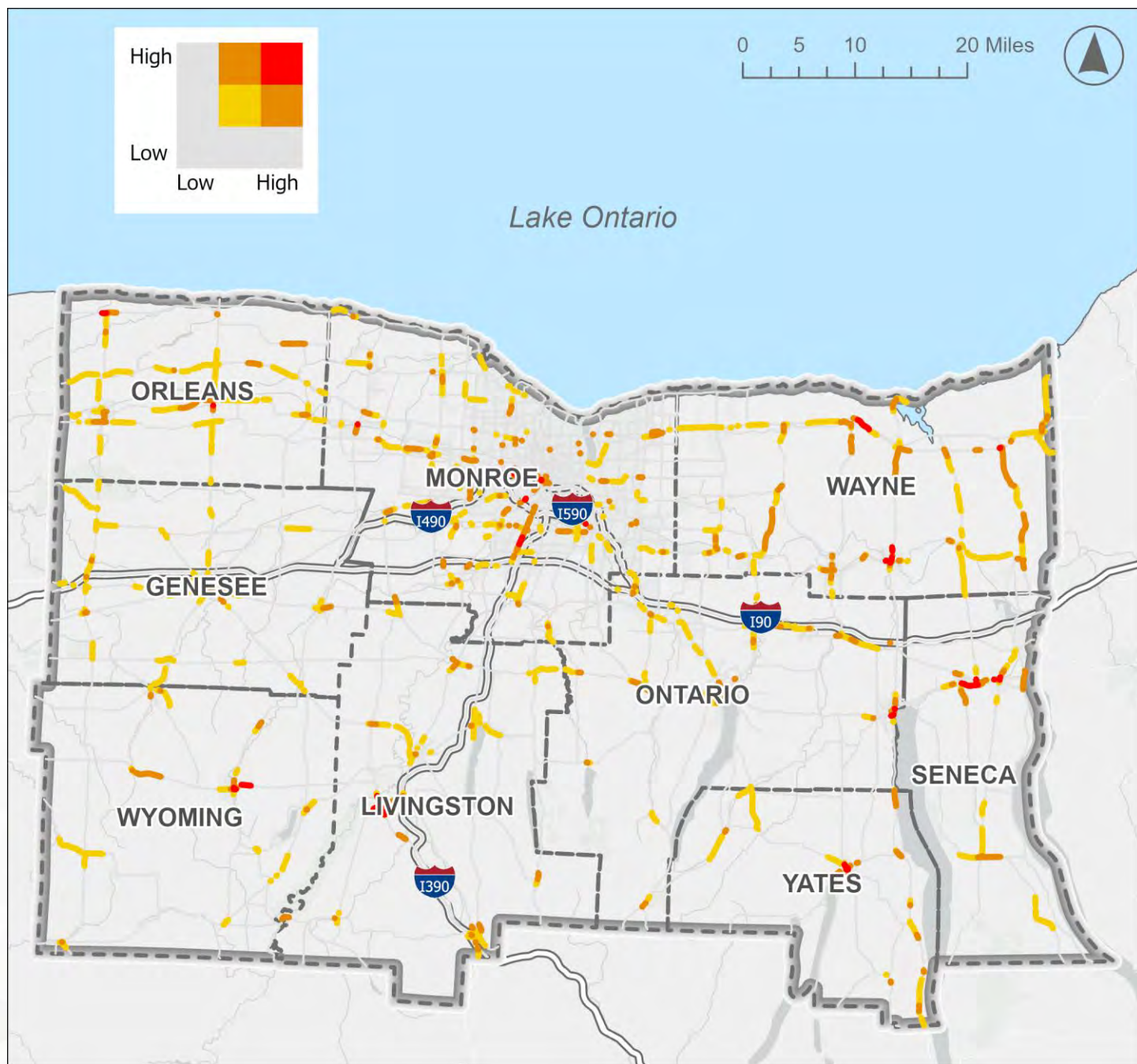
Stakeholder input from across the region was used to validate the data and refine results to align with local experience. The final asset ranking combined risk and criticality equally. Each asset was assigned to one of nine categories based on whether it had low, moderate, or high risk and low, moderate, or high criticality.

TABLE 1 | ASSET RANKING MATRIX

Risk	Risk			
		High	Moderate	Low
		High	Moderate	Low
		High	Moderate	Low
	High	High Risk Low Criticality	High Risk Moderate Criticality	High Risk High Criticality
	Moderate	Moderate Risk Low Criticality	Moderate Risk Moderate Criticality	Moderate Risk High Criticality
	Low	Low Risk Low Criticality	Low Risk Moderate Criticality	Low Risk High Criticality
		Low	Moderate	High
		Criticality		

Note: Assets classified as High Risk/High Criticality, High Risk/Moderate Criticality, Moderate Risk/High Criticality, and Moderate Risk/Moderate Criticality were identified as high-priority assets for further resilience strategy development.

FIGURE 3 | HIGH-PRIORITY ROADWAYS



The asset ranking results show that resilience needs are distributed across the region. High-criticality assets are concentrated primarily in Monroe County and around the Rochester urbanized area, where travel demand, development intensity, and access to key destinations are greatest. However, priority assets are not limited to Monroe County. High-priority roadway, bridge, and culvert assets occur across all other regional counties as well.

The results identified **45 roadway segments, 8 bridges, and 40 culverts in the high-risk/high-criticality category**. The RIP also identified additional assets in the high-risk/moderate-criticality, moderate-risk/high-criticality, and moderate-risk/moderate-criticality categories. These assets may warrant further consideration as GTC and its partners advance future studies, project scoping, and programming decisions.

The RIP also screened existing Transportation Improvement Program (TIP) projects against the high-priority RIP assets. This overlay identified locations where planned investments already intersect with resilience needs, as well as locations where additional resilience strategies or project development may be needed. The resulting priority project list provides a planning-level resource for incorporating resilience into, project scoping, and implementation efforts.

The Genesee-Finger Lakes Regional RIP provides GTC and its partners with a shared framework for strengthening transportation resilience across the region.

Over time, GTC can leverage this plan to incorporate resilience into future studies, project development, funding decisions, and long-range transportation planning. As new hazard data, asset condition information, and local priorities emerge, the RIP can be updated to continue supporting a safer, more reliable, and more resilient regional transportation system.

THE RIP IS INTENDED TO SUPPORT REGIONAL RESILIENCE IMPLEMENTATION THROUGH THE FOLLOWING:



Identify Transportation Assets That May Need Resilience Improvements

Incorporate Resilience Into Project Scoping and Design



Support Future PROTECT and Other Discretionary Grant Applications

Inform UPWP and TIP Development



Coordinate With Counties, Municipalities, NYSDOT, and Other Regional Partners

Advance General and Asset-Specific Adaptation Strategies



GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 26-34 ***Accepting the City of Rochester Alleyway Reactivation and Conversion Program Plan as evidence of completion of UPWP Task 8757***

WHEREAS,

1. The *FY 2026-2027 Unified Planning Work Program* includes Task 8757, City of Rochester Alleyway Reactivation and Conversion Program, for the purpose of developing a plan that will re-envision how alleyways function throughout the City of Rochester and by reactivating these spaces to improve safety, provide connections for nonmotorized and active transportation modes, and revitalize neighborhoods;
2. Said Task included a comprehensive inventory and mapping of existing alleyways and alleyway conditions throughout the City of Rochester, the development of an existing conditions report, an evaluation of alleyway network strengths and challenges through a needs and opportunity analysis, the development of alleyway typologies and typology-specific design recommendations, a proposed implementation actions and execution timeline, and a comprehensive public engagement process that included two public open house meetings, and an on-site tour and charrette of City alleyways with the Project Advisory Committee (PAC);
3. Said Task has been completed and has resulted in the *Alleyway Activation and Planning Study* report, which identifies specific near-, mid-, and long-term actions for various alleyway typologies in the form of a comprehensive design recommendation and implementation plan; and
4. Said Study 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 *Alleyway Activation and Planning Study* report, as evidence of completion of UPWP Task 8757; 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 August 27, 2026.

Date _____

BRADLEY A. WALIKE, Secretary
Genesee Transportation Council



Executive Summary



CITY of ROCHESTER
Malik D. Evans, Mayor

Project Purpose & Goals

The City of Rochester developed the Alleyway Activation & Planning Study to evaluate Rochester's network of publicly owned alleyways and identify opportunities to improve safety, connectivity, placemaking, sustainability, and neighborhood vitality.

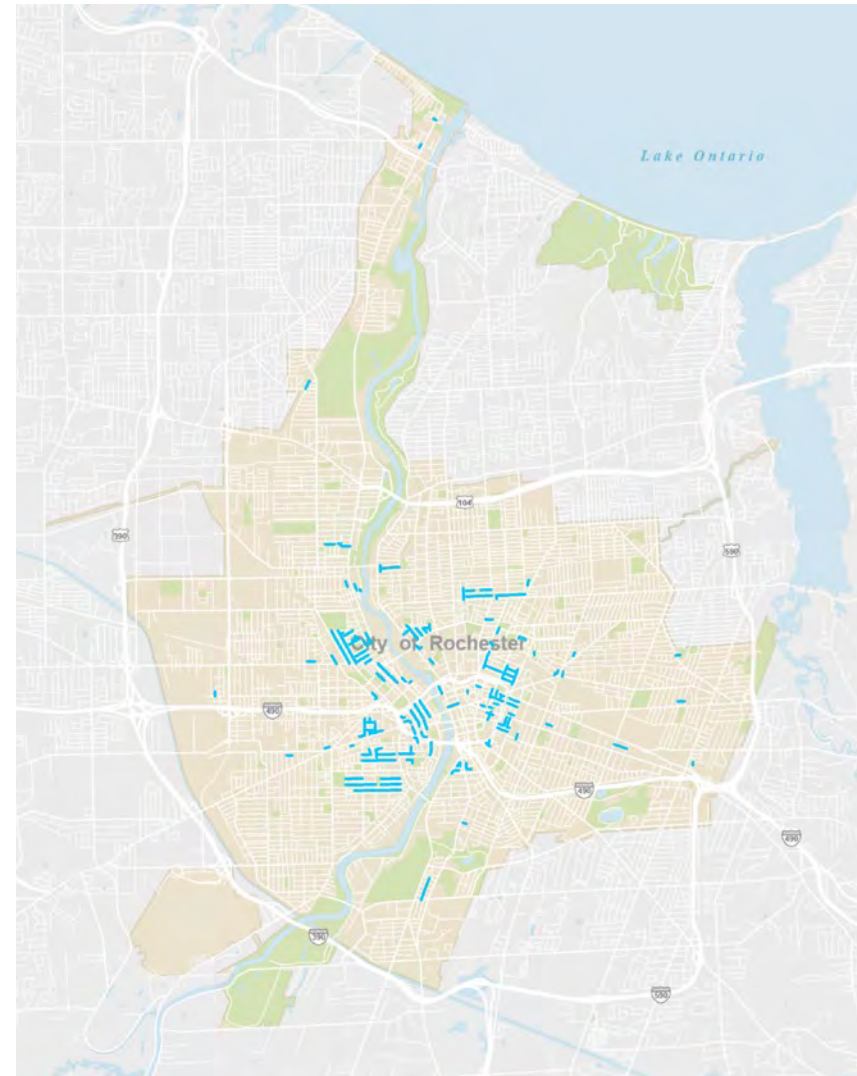
Planning Context

Rochester's alleyway system includes more than 100 public corridors extending over 13 miles throughout the city and serving a wide variety of residential, commercial, service, and transportation functions.

Historically, Rochester's alleyways have functioned primarily as secondary access corridors supporting deliveries, waste collection, utilities, rear parking access, and property access. While these functions remain critical, the study found that many alleyways represent underutilized community assets located near neighborhoods, commercial districts, parks, transit infrastructure, bicycle facilities, and community destinations.

The Alleyway Activation & Planning Study establishes a citywide framework for improving alleyways while preserving their essential operational functions. The plan builds upon Rochester's Vision Zero Initiative, Active Transportation Plan, Complete Streets Policy, Countywide Active Transportation Plan, and Comprehensive Access and Mobility Plan.

The study includes an Existing Conditions Assessment (**Chapter 01**), Needs and Opportunities Analysis (**Chapter 02**), Alleyway Activation Strategies (**Chapter 03**), Design Recommendations (**Chapter 04**), and Implementation Plan (**Chapter 05**).



Legend: ● Alleys



CITY of ROCHESTER
Malik D. Evans, Mayor

Public Participation

Community engagement played a central role in shaping the study and identifying priorities for future improvements.

The Project Team engaged residents, business owners, property owners, neighborhood organizations, community advocates, institutional partners, public agencies, and other stakeholders through a multi-phase outreach process that included stakeholder meetings, agency coordination, two rounds of public workshops, and virtual presentations. These discussions identified key priorities that directly informed the study's recommendations.

- **Public Workshop #1** was held in October 2025 and consisted of an in-person open house at the Lewis Street YMCA Neighborhood Center, and a virtual session. More than 35 individuals participated in the open house and identified lighting, vegetation management, alley activation, multimodal connectivity, traffic calming, and public art as the highest-priority improvements.
- **Public Workshop #2** was conducted in April 2026 and included an in-person open house at the Edgerton R-Center and a virtual public presentation. Participants emphasized pedestrian-scale lighting, traffic calming, wayfinding, transparency along alley-facing building facades, beautification, and maintenance.

! Throughout the engagement process, **community members consistently highlighted safety and maintenance as the most pressing concerns** while expressing support for public art, community programming, bicycle and pedestrian connectivity, vacant lot activation, and stronger neighborhood stewardship.



Participants at Public Workshop #1 prioritized the alleyway activation strategies they considered most important.



The Project Advisory Committee explored Rochester's alleyways during a walking tour in September 2025.



Key Findings

The study identified a number of significant opportunities to improve safety, connectivity, and placemaking throughout Rochester's alleyway network.

Key findings include:

- ✓ **Strong transportation connectivity potential.** Seventy-nine percent (79%) of alleyways are located within one block of an existing bicycle facility, while 81% are within one block of transit infrastructure. These corridors have the potential to function as low-stress pedestrian and bicycle connections that improve access to neighborhoods, commercial areas, transit stops, schools, parks, and community destinations.
- ✓ **Significant placemaking and public realm opportunities.** Many alleyways possess a human-scale character that is well suited for public art, community gathering spaces, wayfinding, and pedestrian-oriented improvements. Several existing alleyways already demonstrate how small-scale investments can improve neighborhood identity and create more welcoming public spaces.
- ✓ **Opportunities to leverage parks, trails, and open spaces.** Fifty-nine percent (59%) of alleyways are located within one block of a park or green space, while 26% are located near a trail connection. Improving these corridors could enhance access to recreational assets and strengthen connections between neighborhoods and the city's broader active transportation network.
- ✓ **Substantial potential for vacant lot activation.** Nearly three-quarters (74%) of alleyways are adjacent to at least one vacant lot. These spaces present opportunities for interim uses such as community gardens, pocket parks, stormwater management

features, play areas, public art installations, and temporary programming while awaiting long-term redevelopment.

- ✓ **Community support for activation and beautification.** Public engagement consistently demonstrated support for lighting improvements, vegetation management, alley activation, public art, traffic calming, community programming, and multimodal connectivity. Residents expressed a desire to transform alleyways from overlooked service corridors into safer and more attractive community assets.

The study also identified several challenges that require coordinated public investment and ongoing stewardship. Residents repeatedly cited inadequate lighting, illegal dumping, overgrown vegetation, speeding vehicles, deteriorated pavement conditions, and unwanted activity as barriers to alley use. Less than half of inventoried alleyways were found to provide a strong sense of safety, highlighting the need for targeted interventions focused on visibility, maintenance, activation, and community presence. Between 2022 and 2025, more than 1,200 crimes were reported in alleyway areas and nearly 400 crashes occurred within close proximity to alley locations, further reinforcing the importance of safety-focused improvements.



These findings suggest that **Rochester's alleyways represent a largely untapped network of public spaces** that can support neighborhood revitalization, multimodal transportation, environmental sustainability, and community-building goals. Strategic investment in maintenance, safety, connectivity, and activation can transform these corridors into valuable assets while preserving the critical service functions they provide.



Recommendations

The study identifies a comprehensive set of recommendations to enhance the function, safety, and character of Rochester's alleyway network.

Recommendations are organized around six alley typologies, allowing improvements to respond to the unique characteristics and needs of different corridors throughout the city, while preserving essential functions like property access, utilities, waste collection, deliveries, and emergency access.

- ✓ **The study prioritizes safety, accessibility, and maintenance** through enhanced lighting, vegetation management, visibility improvements, traffic calming measures, and strategic code enforcement efforts. These actions directly respond to concerns raised during public engagement regarding illegal dumping, speeding vehicles, deteriorated conditions, and perceptions of unsafe activity.
- ✓ **The study also recommends strengthening multimodal connectivity** by improving wayfinding, pedestrian accommodations, bicycle access, and connections to nearby transit stops, parks, and trails. Together, these investments can help transform select alleyways into low-stress routes that support walking, bicycling, and neighborhood access.
- ✓ **A key component of the study is the activation of underutilized alleyways** and adjacent vacant lots through public art, community gardens, pocket parks, temporary events, outdoor dining opportunities, retail spill-out spaces, and other placemaking elements that encourage positive activity and strengthen neighborhood identity.



A conceptual visualization illustrating potential placemaking improvements along Bohrer Alley.

- ✓ **The study also promotes green infrastructure strategies,** including permeable pavement, rain gardens, native plantings, and expanded tree canopy to improve stormwater management, environmental performance, and the overall appearance of alleyways throughout Rochester.

Implementation Strategy

The implementation strategy outlines a roadmap for advancing the study's recommendations.

This phased framework allows the City to build momentum through early successes while planning for larger, long-term investments.

- **Near-term priorities** include vegetation management, lighting improvements, public art, wayfinding, traffic calming pilots, safety enhancements, and temporary activation projects.
- **Mid-term priorities** focus on typology-specific improvements, multimodal accommodations, and retail activation projects.
- **Long-term investments** include green infrastructure, permanent placemaking features, expanded bicycle connections, and strategic redevelopment opportunities.

Successful implementation will require continued collaboration among City departments, residents, businesses, neighborhood organizations, public agencies, utility providers, and community partners.

! By taking an **incremental, community-driven, and context-sensitive approach**, Rochester can transform its alleyway network into a system of safe, attractive, and connected public spaces while preserving the essential service functions that alleyways provide.



Existing conditions along School Alley (top) compared to a conceptual visualization illustrating potential future improvements (bottom).

