

APPENDIX A - PUBLIC INVOLVEMENT





SUMMARIES OF PUBLIC COMMENTS RECEIVED

This appendix provides summaries of the public comments received during the development of the LRTP. The individual written comments received are available for review by contacting GTC.

GENESEE TRANSPORTATION COUNCIL LONG RANGE TRANSPORTATION PLAN: 2005-2025 OPPORTUNITIES AND ISSUES

Summary of Public Comments

Six public meetings were held throughout the Genesee-Finger Lakes region between November 10 and November 20, 2003 to introduce the Long Range Transportation Plan: 2005-2025 (LRTP) and gather input on the opportunities and issues facing the region.

The following represents a summary of the comments received from the participants at the six public meetings and others who provided written statements by December 31, 2003. They are categorized into eight topic areas.

The unique identifier (e.g., EDV-12) assigned to each opportunity/issue is used for reference purposes only. No priority has been assigned to any individual opportunity/issue.

Economic Development

EDV-1. The region's economy is still very much based on manufacturing and public investment should support the activities of both traditional and high-tech manufacturers.

EDV-2. The visibility of the region and its assets needs to be increased throughout New York State, across the nation, and around the world in order to increase the influx of out-of-area dollars spent by tourists.

EDV-3. Visitors arriving at major gateways such as the Greater Rochester

International Airport, the Amtrak Station, and the Port of Rochester via the fast ferry need attractive, efficient, and convenient access to regional attractions and activity centers, most notably downtown Rochester, the Finger Lakes (including but not limited to the wine trails), the Erie Canal, Letchworth State Park, and the Waterloo Premium Outlets Mall.

EDV-4. Ample market rate housing, state-of-the-art telecommunications capacity, and multiple cultural and entertainment attractions are key to creating a downtown Rochester that is vibrant 24 hours a day and serves as the anchor of a strong regional economy.

EDV-5. The Erie Canal is a resource of international significance that is severely underutilized as an economic development tool and job creation engine.

EDV-6. The numbers of workers and jobs in the region need to be increased simultaneously to create a cycle of providing employers with a skilled workforce and residents with quality employment opportunities.

EDV-7. The perception that Rochester is not "sexy" or does not offer many social opportunities limits the region's ability to attract and retain younger workers with world-class talent, discouraging businesses looking to relocate or expand from choosing the region.

EDV-8. Agriculture is a major component of the regional economy and currently faces serious obstacles to continued profitability, including but not limited to an aging workforce and small profit margins.

EDV-9. Seasonal migrant workers are a crucial component of the agricultural economy but are not very well integrated into the larger community.

EDV-10. The use of locally produced goods and services by consumers and firms in the region should be encouraged over the use of those produced outside the region to increase economic self-sufficiency.

EDV-11. Economic development efforts should focus on creating and



expanding locally-owned retail businesses as an alternative to “big box” superstores with little or no stake in the community’s long term economic health.

EDV-12. The regional trails system is a unique asset and should be utilized as an economic development tool to attract and retain businesses and a qualified workforce.

EDV-13. The redevelopment of the Seneca Army Depot is crucial to increasing job opportunities for residents in the eastern section of the region whose non-agricultural employment prospects are limited.

EDV-14. Economic development opportunities that link regions in Upstate New York should be explored to reduce duplication of efforts and maximize economies of scale in select industries.

EDV-15. The region’s waterways are currently underutilized as a means for moving people and goods throughout the region, particularly areas south of the City of Rochester that could benefit from access to Lake Ontario.

Land Use

LDU-1. Conflicting land uses along municipal boundaries need to be minimized and the efficiency of land use needs to be increased throughout the region.

LDU-2. The region’s cities and the villages make efficient use of land with their mixed uses and high densities of development, integral components of community character.

LDU-3. Land is being developed for residential uses at a rate greater than the increase in the number of households, resulting in an increase in the vacancy rate of habitable housing units.

LDU-4. For the majority of residents, their places of employment and residences are not in close proximity to each other, limiting their transportation options for commuting to and from work.

LDU-5. Much of the growth in businesses that employ entry-level workers such as retail and service operations has been located in the suburbs with a large number of potential employees located in the City of Rochester, many of whom have limited transportation options.

LDU-6. Installation of sewers and other public infrastructure leads to increased types of development allowed under existing land use regulations but not consistent with the intent of the infrastructure (e.g., sewers are installed to support farming operations and public health objectives but lead to residential development that is in conflict with the agriculture industry).

LDU-7. Residents of rural areas are further removed from hospitals, shopping, and education facilities than their urban and suburban counterparts, resulting in accessibility issues for those with mobility limitations.

LDU-8. The region’s colleges and universities are not connected to the social and recreational opportunities that the City of Rochester offers to their students upon graduation, hampering the retention of young, locally educated workers.

LDU-9. Colleges and universities also bring a need for associated goods and services to be in proximity to the campuses, most notably restaurants and stores for students and hotels for visiting family members.

LDU-10. Connections between the Greater Rochester International Airport and major regional activity centers and attractions, including those in the Buffalo and Syracuse areas, are important functions. Similarly, so are connections between general aviation airports and smaller, local activity centers.

LDU-11. Increased development on the west side of Monroe County is likely and will bring with it a need for increased infrastructure capacity.



Environmental and Natural Resources

ENR-1. Transportation activities can result in air and noise pollution as well as negatively impact the visual aesthetics of communities, most notably the impacts resulting from the movement of goods that are a necessary function of the regional economy and highly dependent on large, diesel fueled trucks.

ENR-2. Dependence on foreign oil supplies for the movement of goods and commuting by individuals should be reduced to mitigate transportation's impacts on the environment and increase economic independence from politically volatile nations.

ENR-3. Opportunities exist to "piggyback" the environmental and economic benefits of hydrogen fuel cells through the associated research and development activities currently being advanced in the region.

Social and Human Services

SHS-1. There appears to be a disconnect between where persons with special mobility considerations (including seniors) live and where they need and want to go for required services and recreational outings, respectively.

SHS-2. Mobility options for those with physical disabilities need to be convenient and efficient, particularly during colder months.

SHS-3. Many persons with physical disabilities are reliant on fixed incomes and would benefit from flexible payment options for transportation related expenses.

SHS-4. The senior population (age 65 and over) will continue to increase over the next 25 years and it appears a shortage of senior housing units will occur in the foreseeable future.

SHS-5. Current closings of hospitals and the subsequent merging of health services in fewer facilities results in many persons throughout the region having to travel longer distances for needed services and treatments.

SHS-6. Schools throughout the region need to become more fiscally efficient and insure that the instruction they provide is producing a qualified future workforce.

SHS-7. Public investment can play a vital role in building healthy communities by providing opportunities for residents to easily include exercise in their daily activities.

Parks, Recreation, and Open Space

PRO-1. Because loss of open space (including farmlands) is permanent and detracts from the quality of life enjoyed by the region's residents, open space preservation should be considered as part of all planning and development decisions.

PRO-2. The regional trails system is a distinguishing feature of the region and should be continually improved through increased connectivity between existing trails and development of new ones.

PRO-3. Parks and other recreation venues and facilities are important components of quality of life that do not receive as much attention as they should when making planning and public investment decisions.

PRO-4. Concerts and other events at Six Flags Darien Lake in Genesee County can result in congestion and other inconveniences for event-goers and others using roads in and around the amusement park.

Historic Resources

HSR-1. Historic preservation should be encouraged in a community-friendly manner that balances existing and future needs while protecting those facilities and landmarks that exemplify a community's character.

HSR-2. The loss of historic resources is permanent and reduces the uniqueness of this region, detracting from why it is a special place to live, visit, and conduct business.



HSR-3. There are a number of historic resources throughout the region that are of national significance but unknown to residents and under-promoted to visitors (e.g., Waterloo is the birthplace of Memorial Day).

Safety and Security

SAS-1. Security (real or perceived) is based on visibility with lighting being the most important element of providing safe and comfortable settings for social and economic activities.

SAS-2. There is safety in numbers and, as such, opportunity for crime is greatest when there are smaller numbers of persons present (e.g., a single person using a single transit stop at night).

SAS-3. When emergency or criminal incidents do occur, response times must be as short as possible to minimize damage.

SAS-4. The number of seniors driving will continue to increase and this will require that attention be paid to insuring that the design of transportation infrastructure and facilities meet their needs, particularly in terms of visibility and reaction time.

SAS-5. Consideration should be given to insuring that transportation facility designs of all types do not limit access by pedestrians, particularly those with special mobility considerations such as seniors and the disabled.

SAS-6. Freight movements can present significant safety concerns that should be minimized to reduce loss of life and property, most notably motor vehicle accidents involving trucks and at-grade railroad crossings.

SAS-7. A current evacuation plan for the area immediately adjacent to the Greater Rochester International Airport should be in place and residents and businesses should be apprised of what to do in an emergency.

Fiscal Health

FHL-1. Regional fiscal health is dependent on the creation of well-paying jobs that allow residents to spend more, and subsequently pay more in taxes (property and sales) and fees that comprise public revenues.

FHL-2. Fiscal issues arise when there are substantial portions of more than one school district in a municipality because future development may not benefit the districts equally in terms of the school taxes raised based on assessed property.

FHL-3. Local governments' ability to provide services above existing levels is severely constrained by Federal and State mandates coupled with an electorate that feels they are already overtaxed.

FHL-4. Public spending for transportation infrastructure and operations has not always been for improvements that the public has expressed its desire for at public meetings.

Other

OTH-1. There needs to be an increased sense of pride and ownership among residents as it relates to their being involved in making decisions that will impact the region for many years to come; this is particularly true of young people throughout the region.

OTH-2. Inclement weather is a fact of life during the winter months and the design and implementation of public projects and services should reflect this.



GENESSEE TRANSPORTATION COUNCIL LONG RANGE TRANSPORTATION PLAN: 2005-2025 ALTERNATIVES

Summary of Public Comments

Six public meetings were held throughout the Genesee-Finger Lakes region between May 24 and June 8, 2004 to solicit ideas from the public on potential transportation alternatives that will maximize the contribution of the transportation system to the social and economic vitality of the nine-county Genesee Finger Lakes region over the next 20 years.

The following represents a summary of the comments received from the participants at the six public meetings and others who provided written statements by July 31, 2004. They are categorized into the seven modes for which recommendations will be made in Long Range Transportation Plan: 2005-2025.

The unique identifier (e.g., PT-2) assigned to each alternative is used for reference purposes only. The comments are presented in order of quantity received (number in parentheses); no priority has been assigned to any individual alternative.

Highway & Bridge

EDV-16. Where feasible, convert the Inner Loop Expressway to an at-grade boulevard to reconnect neighborhoods and encourage economic growth. (2)

EDV-17. Consider the use of tolls on area highways to manage traffic flow. (2)

EDV-18. Limit highway investment to maintenance and spot improvements (i.e, do not add capacity to area highways). (2)

EDV-19. Extend the Route 531 Expressway to connect with I-190 in Niagara County to improve access to and foster economic growth in

Orleans County. (2)

EDV-20. Improve the efficiency of area highways through the use of Transportation Demand Management (TDM) strategies. (2)

EDV-21. Establish a car-sharing program in the Rochester area. (2)

EDV-22. Improve the intersection of East Main Street and North Goodman Street in the City of Rochester to reconnect neighborhoods and promote economic growth. (1)

EDV-23. Further study methods to alleviate truck traffic in the Route 14 corridor of Geneva. (1)

EDV-24. Do not construct a Thruway interchange in the Town of Chili. (1)

EDV-25. Pursue the downsizing or downgrading of overbuilt streets and arterials in the region. (1)

EDV-26. Investigate and correct problems at high accident intersections in rural areas. (1)

EDV-27. Increase speed limits on outlying expressways in the region (e.g., 90, 390, 490, 590). (1)

EDV-28. Explore the establishment of high-occupancy vehicle (HOV) lanes on area expressways. (1)

EDV-29. Explore adding capacity to the Thruway given increasing volumes. (1)



Public Transportation

LDU-12. Initiate light rail and/or commuter rail transit service on one or more corridors in the region to improve transportation options and create economic development opportunities. (9)

LDU-13. Expand transit services across the region, including increased night and weekend service, more balanced scheduling, and increased headways. (7)

LDU-14. Decentralize the current RTS bus system and convert to a grid-like system with satellite transfer centers at important activity centers, such as Twelve Corners. (5)

LDU-15. Institute an electric rail-based heritage trolley service across the region. (3)

LDU-16. Increase marketing of public transportation services in rural counties. (3)

LDU-17. Institute an intermodal public transportation system utilizing rail service (light rail and/or commuter rail) augmented with feeder bus service. (3)

LDU-18. Access to bus stops should be designed to be safe for all users, especially at suburban shopping destinations. (3)

LDU-19. Improve public transportation and paratransit services for persons with disabilities. (2)

LDU-20. Improve transit traveler information services through the use of an automated bus schedule information system such as NextBus. (2)

LDU-21. Insure that all buses in the region, especially in rural areas, can accommodate bicycles. (1)

LDU-22. Establish a transit service between Wayne County and the Rochester and Syracuse airports. (1)

LDU-23. Establish an accessible taxi service(s) in the Rochester area. (1)

LDU-24. Use smaller buses on less popular transit routes to improve efficiency. (1)

LDU-25. Improve transit service to area colleges and universities. (1)

LDU-26. Expand transit service to the Port of Rochester and ferry terminal. (1)

LDU-27. Improve RTS transfer times. (1)

LDU-28. Establish a coordinated transportation information resource in Genesee, Orleans, and Wyoming Counties. (1)

LDU-29. Increase transit service in rural communities. (1)

LDU-30. Provide transit service to major regional attractions from Batavia. (1)

LDU-31. Preserve the Hojack Swing Bridge between Charlotte and Irondequoit for potential transportation use. (1)

LDU-32. Establish a Saturday shuttle service between Penn Yan and The Windmill Market in Milo. (1)

LDU-33. Establish a transit service in the Palmyra area linking sites along the Erie Canal with Mormon historic sites. (1)

LDU-34. Install bus shelters in villages served by WATS, notably Palmyra. (1)

LDU-35. Establish a north-south transit route serving Sodus Point, Lyons, Geneva, and Watkins Glen. (1)

LDU-36. Establish a CATS / WATS transit connection at the Route 14 / Lyons Thruway Greyhound / Trailways stop. (1)



LDU-37. Establish regular transit service along Route 31 between Perinton and Pittsford to serve seniors and shopping areas. (1)

LDU-38. Insure that all transit buses are fuel efficient. (1)

LDU-39. RTS bus facility should be located at Sibley Building, not Renaissance Square. (1)

LDU-40. Re-instate the EZ-Rider entertainment shuttle, with a small fare. (1)

LDU-41. Insure that the downtown transit center is connected to the Amtrak Station by a shuttle. (1)

Bicycle & Pedestrian

ENR-4. Expand the use of traffic calming techniques in the region to improve the attractiveness and walkability of the region's roadways. (4)

ENR-5. Build upon the existing multi-use trail network to extend bicycle/pedestrian access to all parts of the region. (3)

ENR-6. Improve the pedestrian environment for all users, especially the disabled, through the use of tactile and audible signals and improved signage. (2)

ENR-7. Insure that all bridges are ADA-compliant. (1)

ENR-8. Expand the downtown Rochester Skyway system. (1)

ENR-9. Promote bicycling and walking as healthy exercise and travel alternative. (1)

ENR-10. Consider pedestrian-friendliness when studying the use of a roundabout in the design of a project. (1)

Goods Movement

SHS-8. Eliminate at-grade crossings from Class I railroad freight lines. (1)

SHS-9. Establish multi-modal freight facilities at the Greater Rochester International Airport. (1)

SHS-10. Enclose or fence the CSX Main line for safety and noise abatement purposes. (1)

SHS-11. Shift SR 54 to North Avenue from Clinton Street to Liberty Street to alleviate truck traffic in the Village of Penn Yan. (1)

Interregional Transportation

PRO-5. Support the development of high-speed rail on the Empire Corridor between Buffalo, Albany, and New York City. (6)

PRO-6. Develop an intermodal terminal in downtown Rochester to serve Amtrak and Greyhound/Trailways. (5)

PRO-7. Implement the recommendations from the Rochester Amtrak Station Revitalization Study. (4)

Land Use

HSR-4. Encourage an integrated land use / transportation planning process. (2)

HSR-5. Preserve active and abandoned railroad corridors for future transportation uses. (2)

HSR-6. Preserve open space for public use. (1)

HSR-7. Respect community character when designing and constructing transportation projects. (1)



Other

SAS-8. Encourage investment in the research and development of alternative fuel vehicles (e.g., hydrogen fuel cells) and fueling stations. (2)

SAS-9. Transportation policy should put less emphasis on automobiles and more emphasis on alternate modes. (1)

SAS-10. The transportation system should recognize and support recreational travel. (1)

SAS-11. Transportation professionals should consult the disabled community on all transportation projects to insure that their needs are being met. (1)

GENESSEE TRANSPORTATION COUNCIL LONG RANGE TRANSPORTATION PLAN: 2005-2025 RECOMMENDATIONS

Summary of Public Comments

Six public meetings were held throughout the Genesee-Finger Lakes region between November 3 and November 15, 2004 to seek input on draft recommendations (policies and actions) developed by GTC for inclusion in the Long Range Transportation Plan: 2005-2025 (LRTP).

The following represents a summary of the comments received from the participants at the six public meetings and others who provided written statements. They are categorized by the modes (i.e., Highway & Bridge, Public Transportation, Bicycle & Pedestrian, Interregional Transportation, Goods Movement, and Land Use) and categories (i.e., Preservation, Operations, and Expansion) which comprise the Recommendations section of the LRTP.

The unique identifier (e.g., PT.O.2.) assigned to each comment is used for reference purposes only. The comments are presented in order of quantity received (number in parentheses); no priority has been assigned to any individual alternative.

Highway & Bridge – Preservation

HB.P.1. Eliminate the Inner Loop to make pedestrian travel, bicycle travel, and business density more viable. (1)

HB.P.2. Enhance gateways to/from the region – new O’Rorke Bridge, High Falls/Inner Loop, and Troup-Howell Bridge provide excellent examples. (1)

Highway & Bridge – Operations

HB.O.1. Increase landscaping to improve motorists’ perceptions of the place they are driving through. (1)

HB.O.2. Increase development of alternative fuels infrastructure (e.g., fueling stations). (1)

HB.O.3. Make information from traffic cameras on the region’s expressways and arterials accessible via television or the internet. (1)

HB.O.4. Reconfigure Troup-Howell Bridge to allow two-way travel on South Clinton and South Avenue. (1)

HB.O.5. Improve key intersections such as West Henrietta / Rush-Henrietta Town Line Road, East Henrietta / Rush-Henrietta Town Line Road, and Schoen Place / North Main Street (Rt. 96). (1)

HB.O.6. Make improvements to I-590 South from Webster to Henrietta to reduce congestion during the morning rush hour. (1)



Highway & Bridge - Expansion

HB.E.1. Explore tunneling under Highland Park and the Swillburg neighborhood to bring I-390 toward Downtown Rochester. (1)

Public Transportation - Preservation

No comments received.

Public Transportation - Operations

PT.O.1. Improve the provision of next-day service for Lift Line and offer same day service. (3)

PT.O.2. Provide lighting at major bus stops to improve safety. (1)

PT.O.3. Encourage the use of public transportation by new users; the current perception is that buses are mainly for the economically and/or physically disadvantaged. (1)

PT.O.4. Raise awareness of existing public transportation services, particularly in the rural counties. (1)

PT.O.5. Provide promotional and way-finding signage at all stops, not just high-volume stops. (1) PT.O.6. Implement "next bus" traveler information displays that are accessible to all riders, especially blind or visually impaired. (1)

PT.O.7. Supports Action PT.12., installing audible and/or visual bus stop/bus route messaging systems on all buses and at high-volume bus stops. (1)

PT.O.8. Incorporate a more grid-based route structure instead of the hub and spoke system currently used by RTS. (1)

PT.O.9. Include dedicated phone number for each bus stop so people can call for information as part of "next bus" concept. (1)

Public Transportation - Expansion

PT.E.1. Advance the Renaissance Square project as it will revitalize Downtown Rochester. (41)

PT.E.2. Support the development of light rail connecting activity centers in Rochester and the surrounding area. (5)

PT.E.3. Increase opportunities to use public transportation across county boundaries; there is a need for increased connections, especially for specialized medical services. (1)

PT.E.4. Conduct a market study to determine the type of public transportation college students want. (1)

PT.E.5. Increase public input opportunities during the development of the Renaissance Square project, especially for the disabled community. (1)

PT.E.6. Any additional studies on light rail service should be focused on moving the concept forward to implementation rather than another look at "threshold". (1)

PT.E.7. Establish a policy that supports a local transit system with intense coverage of the built-up parts of the region such that no home is more than a quarter-mile from a bus stop and headways are sufficient to provide a high level of service. (1)

PT.E.8. Conduct a study to determine exactly what we can and cannot do with regard to rail transit. (1)

PT.E.9. Develop smaller RTS suburban transfer stations as recommended in the 1995 LRTP. (1)

PT.E.10. Conduct a high-capacity transit Major Investment Study that looks at various types of service to determine which is best for the region. (1)



Bicycle & Pedestrian - Preservation

No comments received.

Bicycle & Pedestrian - Operations

BP.O.1. Include distances on multi-use trail way-finding signage to improve user experience. (1)

BP.O.2. Supports Action BP.10., install count-down pedestrian signals at key intersections but would like to add audible signals as well. (1)

BP.O.3. Raise awareness of the requirement that motorists must stop for pedestrians in crosswalks. (1)

Bicycle & Pedestrian - Expansion

BP.E.1. Improve bicycle lanes/trails making a continuous route from Genesee Valley Park to Charlotte. (1)

BP.E.2. Improve bicycle trails to the Route 104 - Irondequoit Bay Bridge and accommodate bicycles on the bridge. (1)

BP.E.3. Complete the Genesee River Trail on the west side and construct a trail on the former Beebee line and Bridge between Rochester and Irondequoit. (1)

Goods Movement - Preservation

No comments received.

Goods Movement - Operations

GM.O.1. Implement Commercial Vehicle Operations systems to improve goods movement, where appropriate. (1)

Goods Movement - Expansion

No comments received.

Interregional Transportation - Preservation

No comments received.

Interregional Transportation - Operations

IR.O.1. Action IR.3. should be more pro-active; citizens should be able to take part in any studies that take place concerning the Port of Rochester.

(1) IR.O.2. Be more specific about which “interregional travel facilities” are being referred to. (1)

IR.O.3. Passenger rail service needs to better accommodate wheelchair/scooter users with regard to the separation between the rail car and station platform. (1)

IR.O.4. Rehabilitate the Rochester Amtrak station to provide a proper gateway to the region. (1)

IR.O.5. Supports construction of a new Amtrak station in Rochester and the implementation of high-speed passenger rail service. (1)

Interregional Transportation - Expansion

IR.E.1. Improve transportation service between important attractions and institutions in the region. (1)

IR.E.2. Improve accommodations on the Erie Canal and other waterways. (1)

Land Use

LU.1. Require a thorough review of transportation provisions when developing housing for seniors and/or disabled people; the review should ensure adequate infrastructure and proximity to public transportation. (1)

LU.2. Pleased at the recognition of the important relationship between transportation and land use and the inclusion of several actions to address that relationship in the LRTP. (1)



General

GEN.1. Advance comments and suggestions that the disability community makes at public forums and make recommendations to implementing agencies to commit to accessibility in all forms of transportation. (4)

GEN.2. Implement accessible private taxi service. (3)

GEN.3. Convene a transportation meeting/summit for older adults and agencies serving seniors to assist in planning for the transportation needs of the expanding senior population. (2)

GEN.4. The plan should include a larger discussion of the regional vision beyond promoting a healthy economy, environment, and quality of life. (1)

GENESEE TRANSPORTATION COUNCIL

