

# *Long Range Plan for the Genesee-Finger Lakes Region 2045*

## Appendix A: Summary of Public Comments Received



The following Appendix contains all public comments received during the three public participation periods conducted during the development of *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2045* (LRTP 2045). Prior to the pandemic, GTC staff had prepared to engage the public in-person at farmers markets, festivals, community events, and open houses. An online community engagement platform, [publicinput.com](https://publicinput.com), had been newly acquired to explore virtual engagement methods. Due to the public health guidelines instituted during the pandemic, GTC was required to pivot to a completely virtual public engagement approach.

During the three public review periods oral and written comments were accepted at virtual public meetings, over the phone, on social media (e.g., Twitter, Facebook), through [PublicInput.com/LongRangeTransportationPlan](https://PublicInput.com/LongRangeTransportationPlan), and via email. Comments received during all three rounds of public engagement are included in the Appendix. Personal information (e.g., email addresses, phone numbers) has been withheld from comments in order to protect individuals' privacy.

Three rounds of public involvement were conducted. The first started in the summer of 2020 and the last concluded in the spring of 2021. A summary of each round of public involvement follows below. Complete public comments for each round of outreach follow the summaries.

### **Round 1**

The first round of public engagement on the issues and opportunities facing the region now and in the future took place from mid-July 2020 to early-September 2020. GTC used the [publicinput.com](https://publicinput.com) platform to conduct public engagement and advertised opportunities through both traditional and social media platforms. Two virtual Open House meetings were held in August 2020. These open houses provided opportunities for members of the public to ask staff questions regarding the plan.

GTC staff created an explanatory video regarding the LRTP 2045 development process that was posted on the GTC YouTube page and the [PublicInput.com/LongRangeTransportationPlan](https://PublicInput.com/LongRangeTransportationPlan) site throughout the duration of the LRTP development process.

A concurrent online survey was available on [PublicInput.com/LongRangeTransportationPlan](https://PublicInput.com/LongRangeTransportationPlan). The online survey focused on gauging public opinion related to transportation issues and opportunities facing the region now and in the future along with transportation related solutions that address these issues and opportunities, as well as impacts of the COVID-19 pandemic on travel patterns. The survey was available from mid-July to early September. Approximately, 200 people took the survey. Survey results follow below.

## **Round 2**

The second round of public engagement focused on the draft recommendations. This 30-day public review period was held from February 12 through March 12. During this time two virtual open houses were held. About 20 people participated in the virtual open houses and over 70 people responded to the questions specific to the recommendations on the [PublicInput.com](https://PublicInput.com) platform. Survey results follow below.

## **Round 3**

The Draft LRTP 2045 was completed and posted for a final 30-day public review from April 12 through May 11. GTC utilized the [PublicInput.com](https://PublicInput.com) platform to conduct outreach. GTC sent letters to interested parties per the federal guidelines.

Additionally, a complete outreach log of all public involvement activities conducted during LRTP 2045 process follows below.

If you have questions or require additional information on the public involvement process used to develop LRTP 2045 please reach out to Jody Binnix, Program Manager at [jbinnix@gtcmpo.org](mailto:jbinnix@gtcmpo.org) or call (585) 232-6240.

# LRTP 2045

## Community Engagement Log - May 2020 through June 2021

Engagement Activity	Date	Results	Notes
✓ Started creating a dedicated Project Page on publicinput.com	5/25/20		
✓ Published a dedicated PublicInput.com Page:  https://publicinput.com/LongRangeTransportationPlan	June 2020		Customized URL: <a href="https://publicinput.com/LongRangeTransportationPlan">publicinput.com/LongRangeTransportationPlan</a> Text-based: LRTP to 855-925-2801, toll-free phone: 855-925-2801 e-mail address: <a href="mailto:LongRangeTransportationPlan@publicinput.com">LongRangeTransportationPlan@publicinput.com</a> and could connect with Social Media accounts.
✓ Wrote and published an online survey asking people questions about past and future travel behaviors and patterns, assessment of the current transportation system, anticipated challenges, and recommended solutions, general comments and demographics. The survey was open to accept comments from about the week of July 23 to September 4, 2020.	7/22/20	1,453 page views (not unique) 197 participants, 4,446 responses to questions, 246 comments, 158 subscribers.	See more detailed of comment analysis.
✓ Sent mass email message- <b>Genesee Transportation Council - Long Range Transportation Plan 2045 Community Survey</b> to 595 people	7/23/20	97% delivery rate 39% unique opens 7% unique clicks	Total emails sent: 1875

✓ Sent same message to another 86 people.	7/24/20	100% delivery rate 43% unique opens 14% unique clicks	
✓ Social Media Campaign – What Part of Transportation is Important to YOU? #LRTP2045 - Facebook & Twitter - highlighting survey- graphic - Also posted an animated survey graphic - Updated cover/header images	7/24/20		
✓ Sent same message to another 80 people.	7/27/20	94% delivery rate 48% unique opens 24% unique clicks	
✓ Wrote, recorded, and posted a 5 minute YouTube video providing an overview of the Long Range Transportation Plan and why it is important on the PI Page	8/12/20	25 views (as of 11/19/20)	<a href="#">Link to YouTube Video</a>
✓ Paid Facebook (Boosted Post) targeted ad campaign for 6 days- Aug 13- 19. Cost: \$30.	8/13/20	Reached 2,111 FB profiles 1,723 people engaged with the post.	See more analysis on Social Media Plan/Reports
✓ Issued a media release to about 75 news outlets in the 9-county region via email.	8/18/20	Article published in Westside News on 8/24/20 City Newspaper interviewed us, but never published a story.	
✓ Sent same message to another 1,109 people	8/21/20	90% delivery rate 42% unique opens 7% unique clicks	
✓ Daytime virtual meeting	8/20/20		

✓ Social media—graphic reminding of 8/25 public meeting ✓ Another post with reminder of survey/site	8/21/20		
✓ Evening virtual meeting	8/25/20		
✓ Social media- Happening Now reminder	8/25/20		
✓ Social Media- Shared Westside News post with article	8/25/20		
✓ Deadline to take survey and submit comments on Existing Conditions & Needs	9/4/20		
✓ Compiled Demographic Report of participants/survey respondents			
✓ Compiled Results & Data Report			
✓ Follow up discussion with RMAPI's Rebekah Meyer (United Way) to forward along to other agencies on the committee.	8/24/20		<a href="mailto:rebekah.meyer@uwrochester.org">rebekah.meyer@uwrochester.org</a> >
✓ Farmington Town Supervisor forward a message to town email list.	8/22/20		

✓ Jody and Jim held an individual stakeholder meeting with Rochester Regional Health (healthcare/hospital/medical) to discuss LRTP.	9/2/20		Sarah Chiarella Program Manager Medical Management/Social Work Services  Plus, Keri Hadcock, Eric List, Jeannine Noonan
✓ Presented Draft recommendations to Planning Committee	1/11/21		Included in the public meeting agenda posted to GTC website Feb. 3
✓ Created and published Project on PI.com for Recommendations phase with survey questions and a downloadable PDF.	2/12/21		<a href="https://publicinput.com/S5638">https://publicinput.com/S5638</a> * Note: Converted original page to a Topic Page to retain custom URL, and created a new Project Page dedicated to Existing Conditions & Needs to separate topics and track results.
✓ Media pitch to Brian Sharp at D&C newspaper	2/11/21	No reply.	
✓ Created and posted a 3-minute YouTube video explaining the Recommendations Phase and posted on the page.	2/16/21		<a href="https://youtu.be/S4i9znDg7yw">https://youtu.be/S4i9znDg7yw</a>
✓ Sent mass email message to 1,268 stakeholders including those who participated in first round of outreach.	2/16/21	1,170 Delivered 92.27% 412 Unique Opens 32.49% 19 unique clicks 1.5%	<a href="https://publicinput.com/L141220">https://publicinput.com/L141220</a>
<ul style="list-style-type: none"> <li>✓ Article published in Rochester Business Journal newspaper and included in RBJDaily morning e-mail message to subscribers.</li> <li>✓ Shared the story on Twitter and Facebook on 2/17/21</li> <li>✓ Posted a link to the story on the PublicInput.com page sidebar.</li> </ul>	2/16/21		<a href="https://rbj.net/2021/02/16/nearly-80-projects-recommended-for-regions-long-range-transportation-plan-2045/">https://rbj.net/2021/02/16/nearly-80-projects-recommended-for-regions-long-range-transportation-plan-2045/</a>

✓ Shared mass e-mail link on Facebook and Twitter	2/16/21		
✓ Posted social graphic driving people to website on FB and Twitter	2/16/21		
✓ Created and applied customer Facebook cover image and Twitter header image.	2/17/21		
✓ Posted notes about LRTP Public meetings.	2/19/21		
✓ LRTP Round 2- Public Meeting (Daytime)	2/23/21	8 Participants	<a href="https://publicinput.com/J868">https://publicinput.com/J868</a>
✓ Minority Reporter Black History Edition Paid Quarter Page Ad	2/25/21		Submitted an horizontal ad 4.27x5.75" ad at a cost of \$170.00  Minority Reporter is a weekly newspaper that provides news and information relevant to the African American community. Although our print and on-line publication provide national and world news, our primary focus is to cover local and regional news.
✓ Highlighted the LRTP Public Meeting and project info in the March edition of "A snapshot of upcoming transportation-related community engagement in greater Rochester area" mass email campaign	3/1/21	667 Delivered 97.66% 240 Unique 35.14% 41 Unique 6%  32 People clicked on the LRTP Round 2 Project Page for more info and 3 clicked on the meeting notice.	<a href="https://publicinput.com/D713158?fbclid=IwAR04duthjssxGVt75m1RYRrbatVz1uMM60D3b035qmAJy9ID2xP9OObGleQ">https://publicinput.com/D713158?fbclid=IwAR04duthjssxGVt75m1RYRrbatVz1uMM60D3b035qmAJy9ID2xP9OObGleQ</a>
✓ LRTP Round 2- Public Meeting (Evening)	3/2/21	12 participants	

✓ Sent the Full Draft Plan to PC Members and Alternates as part of the PC Meeting Agenda Package and posted it on the Meeting Materials page of the website as well as the PI.com page.	4/1/21		
✓ Jody presented the Final Draft at the April PC meeting and asked agencies to review and comment.	4/8/21		
✓ Sent mass email message to 1,140 stakeholders including those who participated in previous rounds of engagement and consulting parties	4/12/21	1,112 Delivered 97.54% 407 Unique 35.7% 28 Unique 2.46%	<a href="https://publicinput.com/P471056">https://publicinput.com/P471056</a> See List of Categories and Downloaded list of recipients
✓ Mailed 51 letters to Partners for Consultation	4/12/21		See list of recipients
✓ Posted mass email message link on Facebook and Twitter.	4/12/21		<a href="https://twitter.com/GTCMPO/status/1381660168627367946">Facebook https://twitter.com/GTCMPO/status/1381660168627367946</a>
✓ Sent a message to 30 people who submitted comments on Round 2- Recommendations acknowledging their comments and noting how they were incorporated into Draft Plan	4/12/21		<a href="https://publicinput.com/L224754">https://publicinput.com/L224754</a>
✓ Posted graphics on Facebook and Twitter- pinned to the top of news feeds and swapped out the Header images for both	4/13/21		
✓ Legal Notice published in D&C	4/14/21		
✓ Emailed news release to 64+ local news agencies	4/14/21		

✓ Media pitch to Jeremy Moule at CITY Newspaper	4/14/21	No reply	
✓ Discussed purpose of LRTP at great length with Tonawanda Seneca Nation during another pre-planned meeting.	4/15/21		
✓ Farmington Town Supervisor Ingalsbe forwarded our call for public comments to his email list.	4/19/21		
✓ News article in Batavia Daily News and Livingston County News about Round 3-	4/20/21		<a href="https://www.thedailynewsonline.com/news/gtc-welcomes-public-feedback-on-transportation-plan/article_be8c1fd2-efc-5e26-950e-87cc279dc5a5.html">https://www.thedailynewsonline.com/news/gtc-welcomes-public-feedback-on-transportation-plan/article_be8c1fd2-efc-5e26-950e-87cc279dc5a5.html</a>
✓ Shared Batavia Daily News article on Facebook and Twitter	4/21/21		
✓ News article in Westside News, Inc. Newspaper around Round 3	4/27/21		
✓ Shared Westside News article on Facebook and Twitter	4/27/21		
✓ Reviewed, addressed and responded to comments submitted from regulatory agencies and the general public.	Through 5/11/21		
✓ PC meeting publicity including press release, mass email msg and social media.	5/6/21		
✓ Presented final Draft Plan with a summary of public comments received to GTC Planning Committee.	5/13/21	Approved to recommend the Board in adopt the LRTP 2045 at June meeting. Meeting was held virtually livestreamed and recorded.	

✓ GTC Board meeting publicity including media release, legal notice and social media	6/3/21		
✓ GTC Board Meeting	6/10/21	Virtual livestream. <a href="https://publicinput.com/GTCBoard">https://publicinput.com/GTCBoard</a> Expected adoption of LRTP.	
✓ Finalize adopted document and make available to all.			

Contact:  
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# Round 1 Summary

DELETE Item

# Long Range Transportation Plan 2045

## Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
1,374	197	4,471	247	158



The Genesee Transportation Council (GTC), the Metropolitan Planning Organization (MPO) for the Genesee-Finger Lakes Region began seeking public input for the Long Range Transportation Plan (LRTP) in Summer 2020 with an integrated engagement plan.

A dedicated, project webpage [www.publicinput.com/LongRangeTransportationPlan](http://www.publicinput.com/LongRangeTransportationPlan) was created to provide information, host a survey, received comments and run two virtual public meetings. The project page was established in August 2020.

An interactive survey posed questions covering topics ranging from past and future travel behaviors and patterns including changes due to COVID-19 health pandemic, assessment of the current transportation system, anticipated challenges, and recommended solutions was open from August 18 to September 4, 2020. Individuals also had the option of answering the questions via SMS text message by texting the letters LRTP to 855-925-2801. Or, they could call the office 585-232-6240 or write to us requesting a paper copy. Results and data from each of the questions, plus demographic information about the responders is shown below.

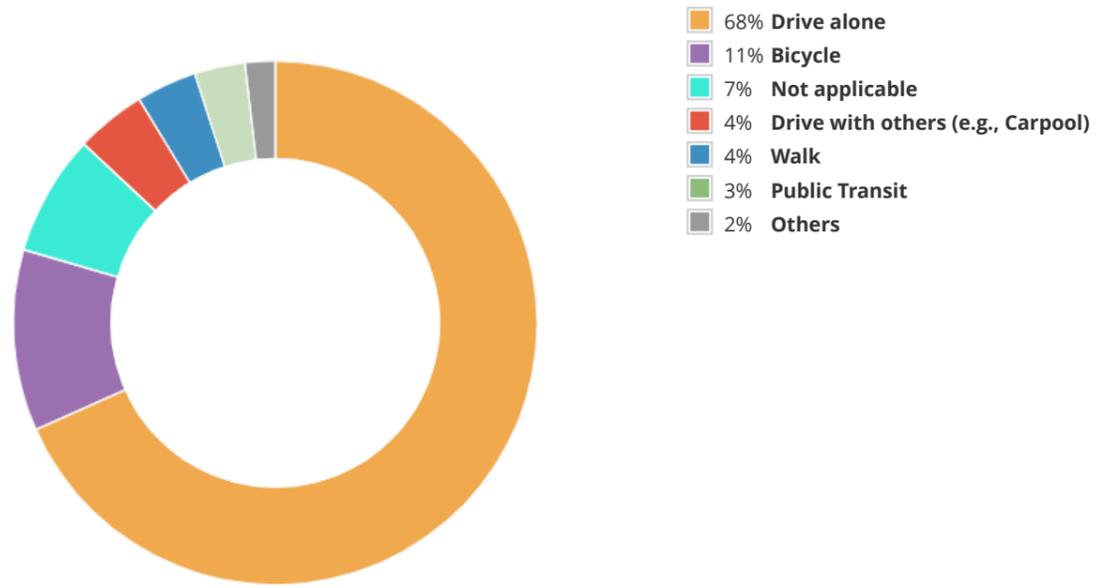
During this first round of public outreach, GTC hosted two online public information open houses to engage people in the 9-county planning region an opportunity to learn more about the LRTP and to offer thoughts and comments.

The first online meeting was held Thursday, August 20 from noon to 1p.m. The second was held Tuesday evening, August 25 from 6:30 to 7:30 p.m. Both sessions were recorded and are available for viewing on the project webpage.

All individuals had the opportunity to listen and/or watch the virtual meetings with a computer, mobile device or phone by calling a toll-free number. People could leave a voice mail message in any language at any time, or join the speaker queue to speak directly with the project team in real time. Lastly, people could submit longer comments via email to a dedicated email address or send correspondence via mail.

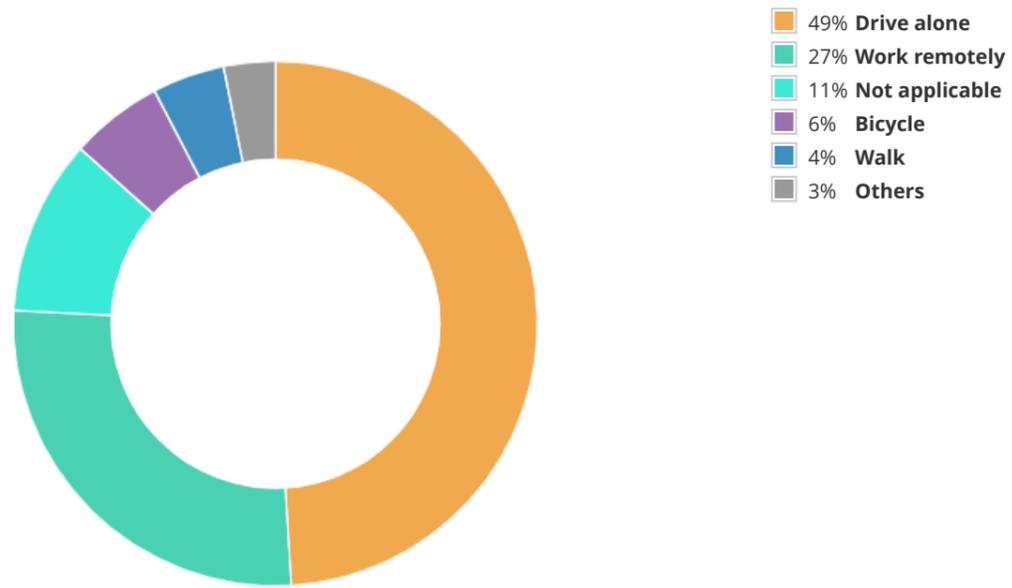
### LRTP 2045 Survey Questions and Results

Prior to COVID-19, please select your *primary* means of travel for work and/or school:



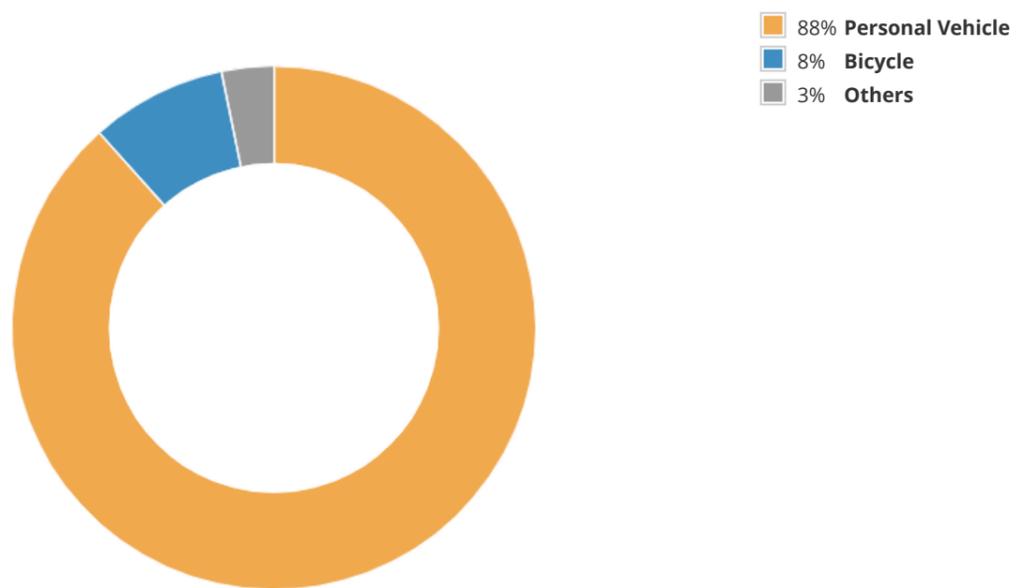
161 respondents

During COVID-19, please select your *primary* means of travel for work and/or school:



157 respondents

What is your *primary* mode of transportation for all non-work/school activities (e.g., errands, appointments, leisure)?



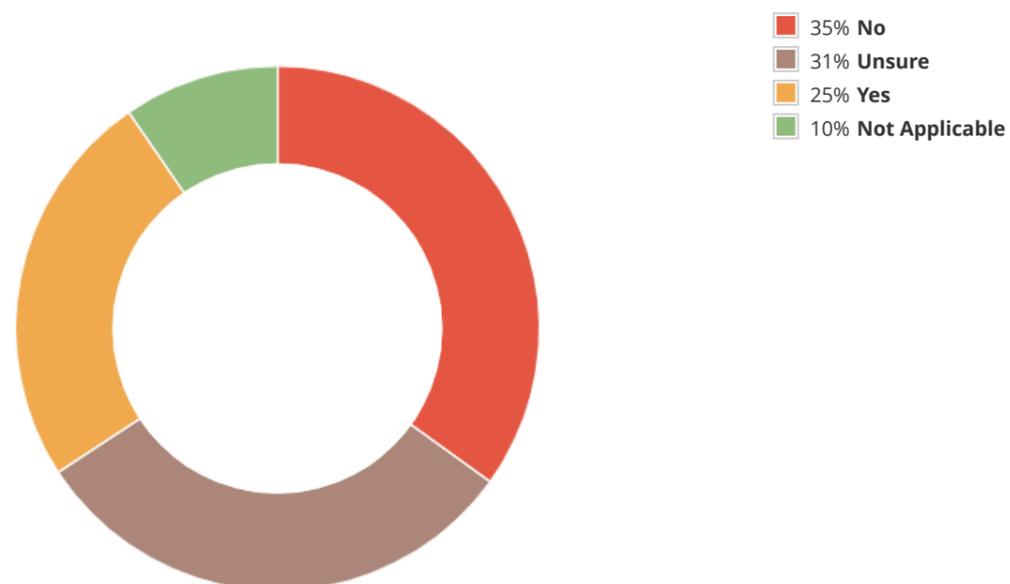
155 respondents

How have your travel patterns changed since COVID-19? What about:

	More	Less	No change	Not Applicable
Driving distance	4% More	72% Less	22% No change	3% Not Applicable
Driving frequency	1% More	85% Less	11% No change	3% Not Applicable
Fuel consumption	2% More	81% Less	12% No change	4% Not Applicable
Money spent on parking and/or tolls	1% More	62% Less	19% No change	18% Not Applicable
Walking for recreation	62% More	5% Less	29% No change	4% Not Applicable
Biking for recreation	35% More	3% Less	42% No change	20% Not Applicable
Walking to destinations	31% More	9% Less	49% No change	11% Not Applicable
Biking to destinations	19% More	7% Less	48% No change	26% Not Applicable
Using shared ride services (e.g., Uber, Lyft)	3% More	28% Less	34% No change	35% Not Applicable
Using public transit	2% More	21% Less	37% No change	40% Not Applicable
Ordering goods online in order to reduce trips to the store	72% More	1% Less	21% No change	6% Not Applicable

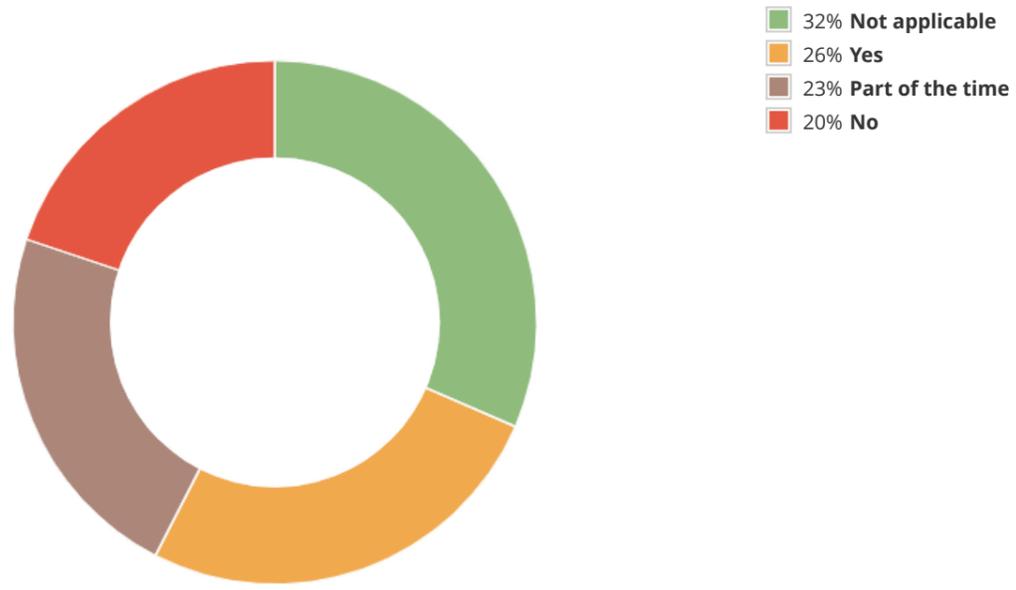
142 respondents

If you are driving less, do you expect this change to be permanent?



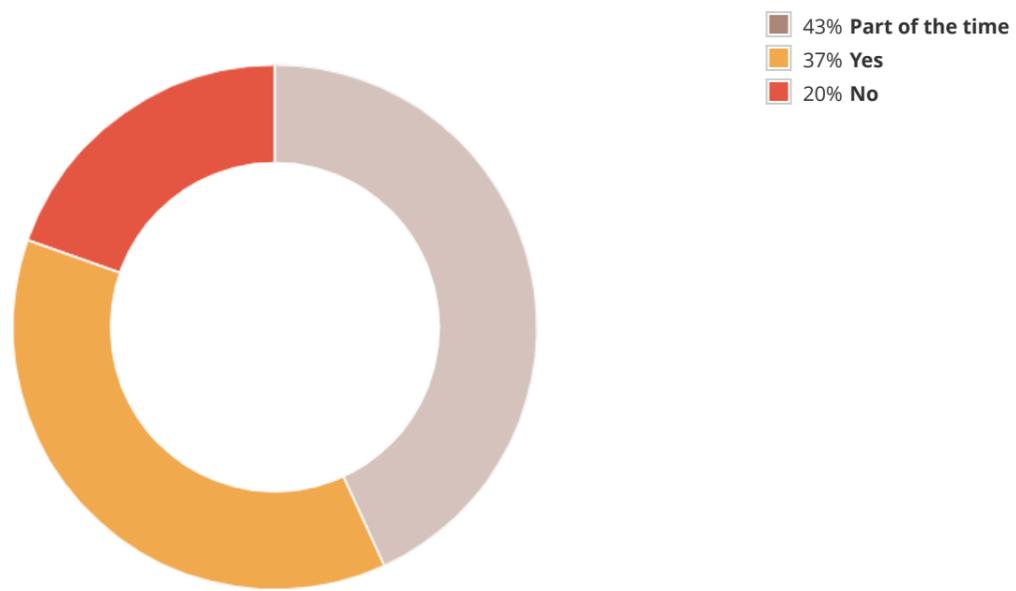
146 respondents

If you were one of the thousands of people in the Finger Lakes Region who worked from home due to the COVID-19 pandemic, are you still working from home?



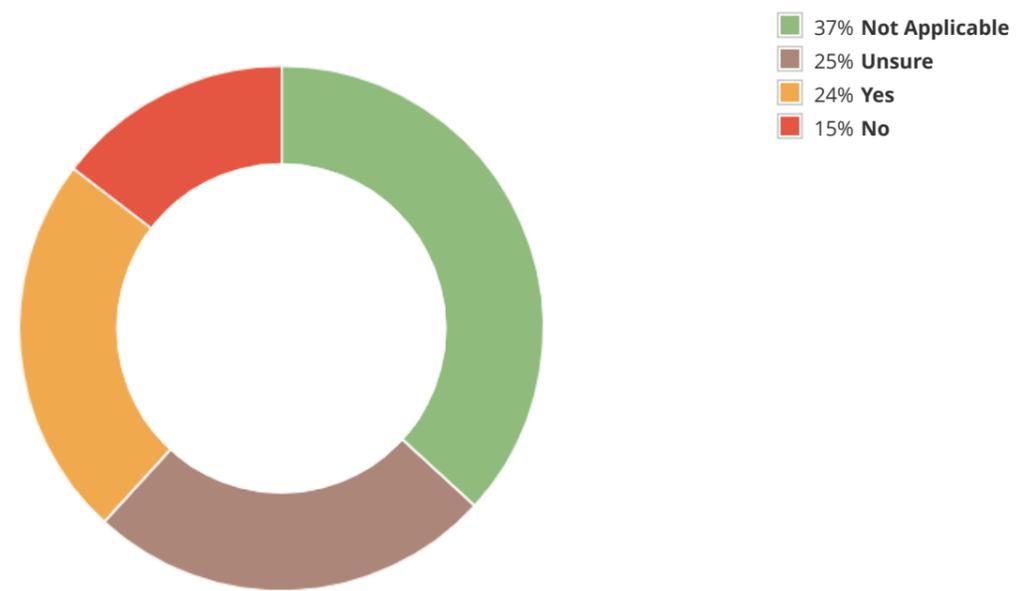
146 respondents

If it were up to you, would you opt to continue working from home?



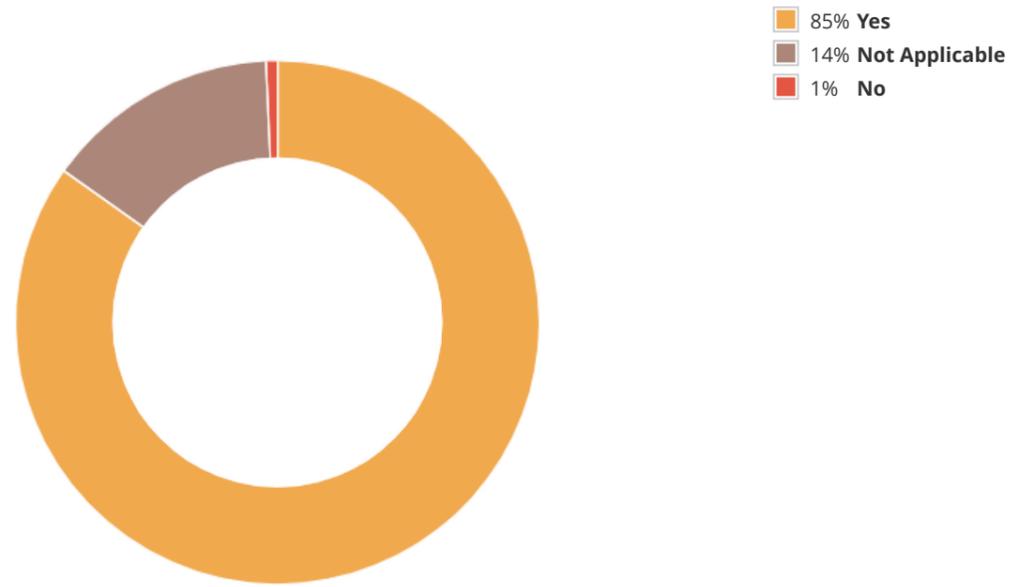
102 respondents

If working from home is a viable option for your job, do you have any indication your employer may consider permanently allowing you to work from home at least 50 percent of the time?



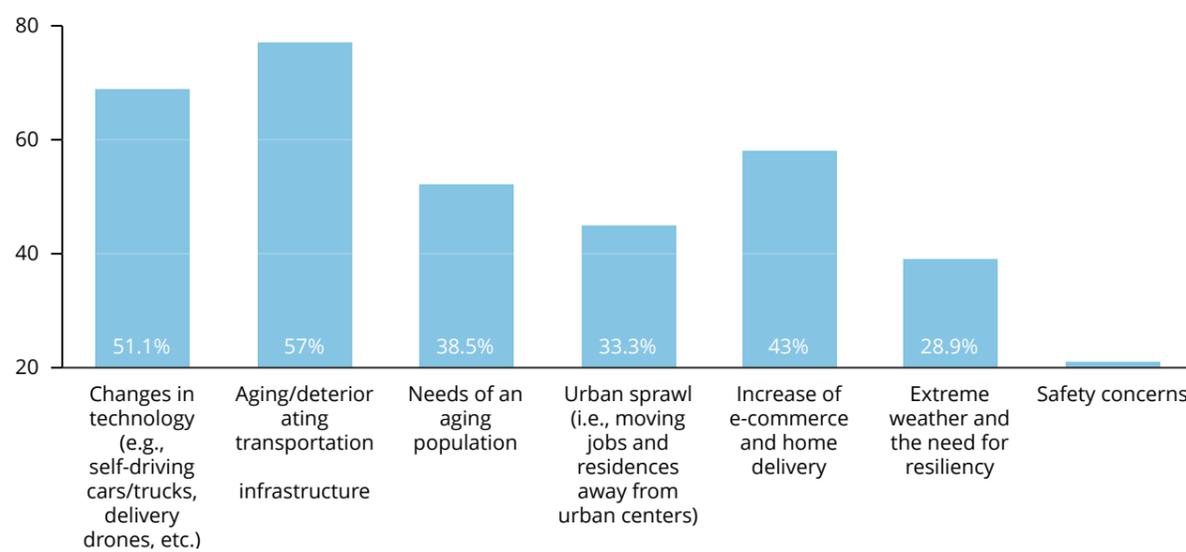
144 respondents

Would you say your commute to work and/or school is reliable (i.e., it takes about the same amount of time each day, excluding significant traffic or weather events)?



145 respondents

What factors do you think will impact the transportation system in the region the most over the next 25 years? Please select your top three choices.



Are there other factors that you think will impact the transportation system over the next 25 years? Please explain below.

Lack of reliable and available transportation often impacts low income individuals' ability to hold a job. Their needs should be part of any long range transportation plan.

one month ago

Need for better mass transit

one month ago

The mass public's understanding of repercussions of fossil fuels and the importance of mental health, finding alternate transportation that will solve both issues.

one month ago

Availability and cost of fuel

one month ago

How successful Rochester is as a city and desination

one month ago

In inner-ring suburbs like Brighton, a focus on rezoning for greater mixed-use and greater density will (hopefully!) put more emphasis on bikeability and walkability...if our transportation infrastructure and mass transit will support it.

one month ago

Rochester has pretty bad transit to the suburbs. It has been known so for many years. Because of this people are hesitant in the suburbs to even trust RGRTA for transportation. A guided bus rail system seen overseas would be a wonderful addition here to run in the center strip of the highways here to bypass traffic. It would allow the bus to take its normal route in the suburbs and serve the suburbs more widely without having to take a full route all the way through the suburb as well as through the city to get back downtown. It would allow hub and spoke transit to be more efficient. I will draw up a visual of what I'm referring to and send it your way too to describe this. I'm a visual guy so it may help to see the visual idea of what I'm referring to. For an example, see A lite rail system would be more beneficial. Here is a link to a youtube video explaining the technology I'm referring to. <https://www.youtube.com/watch?v=PLbhhd0Cdl0&t=2s> Right now the bus takes way too long to get anywhere outside of the city or from the suburbs heading into downtown. Because of it people end up taking way too long to get anywhere and it becomes futile. These guided sections will allow high speed transit without stoppage at lights and a quick speedy shoot right into downtown avoiding highways, accidents, weather slowdowns because of the heated and self clearing properties of the guideways, and ti allows us to not have to drastically make an investment in a rail system that would be much more costly. This creates a hybrid of the two to really advance us. It would be a great addition here. So for instance, take Greece. You have your normal city routes, etc right? You have a main transfer at the Walmart on Dewey Ave. Now, say we have a guided system with a series of its own exits and entrances. A bus goes down Dorsey to Vintage where it turns to the highway to get up to speed. From there, it enters a bus guideway that then allows it to go up to 75 mph without traffic issues. It takes riders directly downtown with a few reduced intermittent stops at overpasses nearby along the path. It remains level at ground and occasionally dips into a tunnel or two to bypass the interchanges and back up with its own interchanges allowing it to say go from greece to henrietta in unheard of times currently, etc. Linking the suburbs together finally and encouraging more commerce and shared resources together as a larger community. It also goes directly downtown creating even quicker transit from suburbs to downtown making the ride much nicer, smoother, faster, and altogether more efficient in fuel, time, and resources. You have a few main transfer points that interact with the busses that utilize the guideway such as the walmart on dewey and a few other main transfer areas where the already established routes cross the path of the guideways. It's really an amazing system to utilize if you ever have the chance. Just imagine the airport plus too from downtown quickly to the airport, etc. It really would benefit us so much. It takes and builds upon our past subway history, and bus history, and creates a history that moves us forward via hybrid thinking, electric bus guides that can actually work through lsm or lim type sections to also recharge the busses on the guideways a they travel, etc. Possibilities with this are endless and they can go anywhere whereas rail is so restricted, etc.

one month ago

I think working remotely will become more normative. However, there are so many professional service providers who cannot provide service remotely that we will always have a need for transit. Also, as retail rebounds, we will continue to rely on public transit. The structure of public transit can actually play a role in helping the economy recover, so we need to ensure that the exigencies of our new reality are met by the public transit services we provide.

one month ago



Federal/state policy in response to climate change (increasing the gasoline tax, decreasing money for new highways, incentivizing bicycle infrastructure)  
Changing land use patterns with more residential infill development will lessen need for more transportation infrastructure in outer ring suburbs

one month ago

College students in the region and the new concentration of housing downtown.

one month ago

The continuing transition toward a work-from-home model. Companies may begin to see this as a cost-savings measure where they need less space and can utilize the new found technologies of Zoom, Skype and customer relationship software to track results and progress. In-person meetings may happen less and less frequently as the convenience of home becomes more productive.

one month ago

Increased use of hybrids and electric vehicles, development of tiny house communities, changing recreation options, plant based diets, local food production

one month ago

Additional online shopping will reduce large shopping areas.  
Working from home.  
Aging communities.

one month ago

Fuel cost, availability of what are currently alternative fuels.

one month ago

Shifts in jobs available

one month ago

Health concerns from reliance on the vehicle vs biking/walking will become more accepted and actions to improve infrastructure will become more widely supported by the public.

one month ago

More people working from home and options of virtual schooling life style.

one month ago

Transportation emissions are the largest source of global warming, climate changing emissions in New York State (36%). We need to change the transportation system to one that is sustainable and doesn't rely on fossil fuels.

one month ago

More people biking as transportation. Please make it safer and more convenient for every day people to use bikes instead of driving.

one month ago

It needs to be advocated that physical activity is a major part of the healthcare system people should not be ignoring.

one month ago

Politics and our lack of will to fund infrastructure

one month ago

Overall increase in usage

one month ago

Lack of adequate Federal funding will result in a deteriorated transportation infrastructure that will increase safety concerns and impact the efficiency of the various transportation modes.

one month ago

What a waste of time

one month ago

changes in parking options for those using personnel vehicles. Need to increase walk ability in neighborhoods and connect to trail system. Expand trail system and make it feel safer.

one month ago

?

one month ago

If we don't invest in state of the art, safe, clean, accessible public transportation few people will give up their private use cars.

one month ago

The impact of climate change and how we need to get to zero emissions by the end of this plan in 2045.

one month ago

Growth of city living

one month ago

Global climate change and fossil fuel scarcities.

one month ago

need to provide public transportation for the poor where job sites are not accessible at present by RGRTA

one month ago

Do not know

one month ago



More people working from home

one month ago

Increase bicycling

one month ago

We just need a cure for the virus and need to learn how to keep are hands clean

one month ago

The climate crisis is going to provoke a surge in population locally as other areas of the country become uninhabitable. We need to plan for density and have a robust public transit system available to meet those needs now.

one month ago

Climate change - the need for electric vehicles  
Diversity of needs - elderly, handicapped, commuters  
Hopefully: desegregation

one month ago

We're coming back around to the idea that there ought to be transportation choices. Viable choices. Less car dependency in the future. More transit, walking & biking. In a community with so much poverty, residents ought not fork out 1/4 to 1/3 of their income for car ownership. Let's create a resident where all modes can get around safely and viably.

one month ago

Climate change -- we need to figure out how to get to zero carbon emissions over the life of this plan.

one month ago

Desires of younger generations to not own an automobile.

one month ago

Funding (decrease or lack of available)

one month ago

The need to minimize the use of personal vehicles to reduce greenhouse gases and avoid the worst impacts of climate change.

one month ago

More electric cars and electric charging stations.  
Need more bike lanes.  
Need more pedestrian friendly routes

one month ago

Fuel cost and economy

one month ago

working from home

one month ago

poverty and income disparity.

one month ago

An increase in online shopping to obtain household needs, increased safety concerns with social distancing and public exposure may result in families remaining home bound thus reducing the number of cars needed per household. Families will engage more within their neighborhood for social and recreation needs and invest more in home improvements and beautification.

2 months ago

Mode of travel may change that we have not yet considered

2 months ago

Self driving cars and the shift to car sharing ie multiple people using the same car will make our roads safer, reduce parking needs, reduce space needed for cars and lane width.

2 months ago

e commerce and home delivery will continue to grow.

2 months ago

Need for carbon consumption reduction

2 months ago

The necessity of adapting to climate change and mitigating future impacts is paramount. A comprehensive public transit network including buses, rail, bicycle, and ride share must be developed. Electric vehicle charging network must be built-out to accommodate the growing prevalence of electric vehicles.

2 months ago

More use of electric vehicles---more EVCS needed

2 months ago

Roads must be maintained! The Parkway is a great example of a highway that has been allowed to deteriorate to third world conditions and has only now started to be repaired in sections.

2 months ago

There is a need for 531 West to extend to Albion, Orleans County and beyond. As the ancient Romans said: "Where the road goes, so goes prosperity. The extension of 531 West is critical to the economic revitalization of Orleans County.

2 months ago

The infrastructure which is beneath these roads needs attention as well as the roads themselves. If possible move infrastructure out of the roadways to make repairs and service better in the future

2 months ago

Government controls and requirements

2 months ago

I am afraid that our region will keep sprawling, which is wasteful and negatively impacts low-income people (esp. city residents) who need jobs, school, healthcare, groceries, shopping, and other services closer to home. I REALLY hope we can start to take regionalism seriously and reinvest and attract good jobs for all skills and education levels back into the city and really build up around our transit corridors to create a mixed use, walkable, bikeable, transit friendly and equitable CITY as the thriving beating heart and pulse of our region.

2 months ago

Work from home option will be permanent reducing the number of commuters; public transit will be considered risky for virus transmission for some time; electric cars will become more popular owing to climate change response and stores and workplaces should reserve spaces for charging stations; people are cycling like never before for recreation -- safety is paramount, esp. w/ the lack of helmet use; air travel will be diminished for some time owing to the pandemic -- certainly business travel will never recover; you should add charging stations to the list of priorities below.

2 months ago

Working from home increasing dramatically.

2 months ago

Rural area. No change in the area for big business so i am thinking that we will become self reliance by ordering on line, growing what we need. We are a very quiet area of upstate NY with wine fields and Amish. Both ends of the spectrum of life

2 months ago

fuel,pollution, cost, and the need for new transportation Ex Trains

2 months ago

Consider prioritizing investments to provide equitable access to transportation services. This would likely mean more investments in public transit - van shuttles, etc to provide access to jobs, childcare, health care, and shopping and less investment in infrastructure to improve efficiency of road network.

2 months ago

I am hopeful that a desire to reduce energy consumption and integrate the community will prioritize expanding routes and available transportation options.

2 months ago

availability of government funding for infrastructure.

2 months ago

population density and clusters could demand more public transportation

2 months ago

Multi-modal systems to reduce our dependency upon automobiles will help, but only during certain times of the year. These multi-modal systems can not happen on a local basis and must be planned for on an inter-municipal (regional) basis.

Emphasis will still need to be placed upon improved safety of our highways.

2 months ago

lack of state funding early enough to correct issues prior to them becoming bigger issues

2 months ago

Safety. Active transportation. More work from home and flexible hours.

2 months ago

The desire for alternative modes of transportation

2 months ago

Heavy weight vehicles sharing the road with residential traffic, cars, bikes, walkers- safety while moving food and goods

2 months ago

Shared vehicles will dramatically impact travel.

2 months ago

Transportation inequality--low/lower wage jobs generally don't allow for work at home options. Public transportation is already expensive due to low density land use and dispersed jobs. Unless there is a paradigm shift transportation inequality is just another factor that enforces income inequality.

2 months ago

Urbanization - People moving back to the City  
Global Warming Avoidance - People opting for travel modes that reduce carbon use  
Health and Well-Being - People opting for active transportation modes

2 months ago

Continued sprawl

2 months ago

None of the above response were ideal. But since those were my options. More importantly, we need to shift to a more multi-modal (better public transit, bicycles, walking, etc.) and equitable transportation system. Based on the above responses, maybe that is not envisioned. But our region needs to invest in multi-modal transportation systems with the same level of money and enthusiasm that we invested in roads for automobiles for the past 50-75 years. Just as pedestrians, cyclists, and transit riders were ignored for much of the 20th century we need to ignore automobiles and re-prioritize these healthier, safer, and less carbon emitting modes of transportation. This isn't just about mode choice, it is about the health and safety of individuals, communities, and our planet. We need to design the shift we need to see, not simply let the present patterns continue.

2 months ago

In my opinion the COVID-19 situation has altered how many organizations operate, and will likely result in a smaller need for office space, meaning fewer trips to the office with more people working from home. When people work from home, I believe we need more focus on trails, safe bike lanes, etc for pedestrian activity to help people feel connected and sharing space.

2 months ago

Construction Cost

2 months ago

I think that how we use the transportation system will drive change. I think (hope) that demand for transportation alternatives to the automobile will force local municipalities to consider pedestrian and bicycle infrastructure improvements.

2 months ago

Electric vehicles

2 months ago

increasing costs of personal vehicle ownership. increasing cost of building infrastructure.

2 months ago



Loading all comments...

For all modes of travel, what types of transportation improvements do you see the most need for? Please select your top three priorities.

57%	Maintain existing roads/bridges	Rank: 1.49	75 ✓
50%	Add bicycle facilities (e.g., bicycle lanes/boulevards)	Rank: 1.74	65 ✓
57%	Add pedestrian facilities (e.g., sidewalks, enhanced crosswalks)	Rank: 1.85	75 ✓
36%	Add bus routes and/or stops	Rank: 2.11	47 ✓
26%	Improve intersection operations/traffic signals	Rank: 2.32	34 ✓
8%	Remove existing roads/bridges that are under utilized	Rank: 2.45	11 ✓
25%	Expand the trail system	Rank: 2.48	33 ✓
7%	Add new highway facilities	Rank: 2.56	9 ✓

131 Respondents

Are there other types of transportation improvements that you see a need for? Please explain below.

Increased car share options for people who need a car but can't currently afford one; other innovative programs to make car ownership more accessible.

one month ago

Less automated vehicles. More pedestrian facilities.

one month ago

Light rail for the future when gasoline becomes scarce and expensive again

one month ago

Reduction in lanes on four lane roads sick at Elmwood and Monroe to two lanes with a center turn/emergency lane and more bike areas and sidewalks

one month ago

I would add a second tier of priorities: Expand the trail system; Improve intersection operations/traffic signals; and Maintain existing roads/bridges. I would absolutely NOT support adding new highway facilities.

one month ago

Guided bus rail systems like I mentioned above. <https://www.youtube.com/watch?v=PLbhdoCdl0&t=2s> Is a great representation of the technology at work. Please review my comments there. I will also draw up a visual of what I am referring to for Rochester utilizing our area. Thanks :)

one month ago

We need to make sure that we are developing a multi-modal transit infrastructure. I have dramatically increased both my time spent walking and biking since the pandemic. I don't think I am the only one.

one month ago

Pedestrian zones in the center of cities and villages.  
Speed and red-light cameras to automate traffic enforcement.

one month ago

I do believe that an expansion of the trail system should be encouraged. In addition, a review of current infrastructure and new infrastructure should be looked at from a perspective on efficiency and return on investment.

one month ago

charging stations, EV use incentives, zoning regulations that slow down sprawl, infrastructure to allow small scale employment options

one month ago

Additional pedestrian safety and the need for complete walkable streets and green walking areas.  
Removal of traffic lanes

one month ago

Rail and high speed rail

one month ago

Integrated traffic management in urban areas.

one month ago

Cycling Freeways

one month ago

More bike/walking safe solutions for school age kids. I live less than a mile from the school my kids attend but due to very busy intersections (with 5 lanes to cross at intersections and no bike infrastructure) between my house and school i don't feel safe having my kids bike/walk to school.

one month ago

Would love sidewalks on both sides of the streets especially busy streets that are two lanes or more

one month ago

Transportation emissions are the largest source of global warming, climate changing emissions in New York State (36%). We need to change the transportation system to one that is sustainable and doesn't rely on fossil fuels.

one month ago

People need the information that walking and biking is part of the healthcare system that is underutilized.

one month ago

light rail

one month ago

Inter-connectivity of bike paths to urban areas

one month ago

Adding bus routes/stops would also be good as well as expansion of the trail system for pedestrians and bicyclists.

one month ago

crossing signs along Lake avenue - currently seems to operate as a speedway. Need a variety of tools to reduce traffic speeds in residential areas - traffic calming strategies.

one month ago

While I don't use public transportation, it is critical to maintain ease of use and extension of service from the city of Rochester to and from the suburbs. Many jobs are now outside the city and city residents need public transportation access to them. This is both an economic necessity and an environmental issue.

one month ago

Semi-related is the increasing amount of trash, broken glass and other debris in the area that makes walking less pleasant and potentially dangerous.

one month ago

New cars for Amtrak. The current amtrak cars must date back to the 1940s. We desperately need new, fast, clean, convenient, train options in America.

one month ago

A transportation network that is more supportive of car sharing within neighborhoods

one month ago

Add to frequency of buses with smaller buses. Buses should be a critical component of the transportation infrastructure, and the system is now awful.

one month ago

Build an urban streetcar system based upon highest density routes today and projected into the future.

one month ago

jitney transportation with more frequent schedules than offered today by RGRTA so that those at all income levels can avoid use of the personal car and reduce the number of vehicles on the road, gas consumption, and expense of maintaining a vehicle

one month ago

A light rail system among cities would be nice, say between Rochester and Buffalo and their airports, or between these cities and those along the Finger Lakes. Consider a system like the Phoenix Metro Light Rail between Phoenix and Tempe.

one month ago

No

one month ago

None

one month ago

No

one month ago

Integrate the current systems: common fare media, signage, access points and amenities for bikeshare and RTS. Incorporate the redundant private university bus lines into the public system. Improve amtrak and expand rail options. Install clearly designated bicycle parking facilities at every public building and major business hub in the region.

one month ago

Get CSX to follow the law and yield to Amtrak. Bike infrastructure can't be City only.

one month ago

Improved bus stops (covered waiting areas, benches, digitized signs with bus arrival times, etc.)

one month ago

EV charging infrastructure

one month ago

infranstructure

one month ago

bike share.

complete streets programs region-wide. cooperation between the various governments (cities, counties and state) so that improvements do not create "islands" of decent infrastructure with no way to get to them. (eg, a city that has a great route system in its downtown, but no pleasant routes into the city from neighboring towns)

one month ago

As the entertainment industry returns to normal, there should be transportation services such as shuttle services with added enticements at parking locations such as food trucks or small live performances intended to set the mood for events included so that drivers can walk or drive a short distance to a park and ride location and be driven to the entertainment venue.

2 months ago

Better mass commuter transit, like light-rail, to replace or augment reliance on aging and poorly designed (for future needs) highway networks.

2 months ago

no

2 months ago

Create smart cities and streets that have more communication between the cars and the street system. Dramatically reduce the crash rates to make our streets safer by better road design.

2 months ago

Maintenance of rights of way should give equal priority to pedestrians and cyclists. Bike lanes, shoulders, trails and sidewalks MUST be given the same repair and replacement standards as auto lanes.

2 months ago

Electric vehicle charging network must be built-out to accommodate the growing prevalence of electric vehicles.

2 months ago

Perhaps consider adding a "slow" lane for senior drivers.

2 months ago

increased public/for hire availability for the handicapped (wheelchair bound) on weekends and holidays

2 months ago

GET BIKES OFF ROADWAYS AND BACK ON SIDEWALKS , NOBODY WALKS ON THEM AROUND HERE THEY ALL WALK IN STREET YEAR ROUND.

2 months ago

highway drainage systems and maintenance of the existing systems.

2 months ago

we need more mixed use density along our transit corridors and more jobs and employers in the city, particularly downtown, at eastman business park, and other urban employment centers (instead of growing out in the suburbs where its difficult for many urban residents to access).

2 months ago

Keep an eye on the expansion of deliveries, esp. Amazon, FedEx and UPS -- they could start to constitute a significant portion of traffic;

2 months ago

The best transportation plan is a good land use plan (quote from urban planner Brent Toderian). I need uses closer together - schools, daycares, work. Right now I'm driving all over the place.

2 months ago

Land use planning to create more density of people and destinations. Too spread out currently.

2 months ago

For our elderly and handicap resident we need more volunteers to take to medical appointments and shopping if necessary. Buses just don't seem to fit the bill in these cases

2 months ago

Feasibility of more round-a-bouts being installed. Identifying priority locations on a regional scale.

2 months ago

Plan for the future of driverless cars and pilotless drone transportation

2 months ago

Rural intersection safety projects

2 months ago

I would like to think that there would be some high speed rail options in our area within this time period.

2 months ago

I would like to think that there would be some high speed rail connections completed during this time period.

2 months ago

More highway/lane removal and giving space back to pedestrians and cyclists.

2 months ago

Prevent road dieting in agricultural areas, shared roadways with large equipment is hazzardous. Continue to pave larger shoulders

2 months ago

This survey seems to focus only on vehicular transportation. Integration of freight and passenger rail is very important when looking at the long term and should be acknowledged.

2 months ago

Amount of travel will decrease so less congestion will occur...do not expand lanes.

2 months ago

Passenger Rail

2 months ago

More biking, paved trails without garbage & broken glass.

2 months ago

We need to focus on communities rather than the road and it's LOS to ensure that the streets that line our city, towns, and villages are as safe as the suburban cul-de-sac that is typically described as the American Dream. This is foundational and generational change that needs to be made my DOTs, engineers, planners, and citizens.

2 months ago

Much more in terms of trails, biking lanes, etc.

2 months ago

improvements to ADA accessibility

2 months ago

Do you feel that transportation system infrastructure (e.g., roads, bridges, sidewalks) are in a state of good repair?

	Yes	No	Unsure
Roads	35% Yes	58% No	7% Unsure
Bridges	12% Yes	69% No	19% Unsure
Sidewalks	33% Yes	55% No	12% Unsure
Trails	42% Yes	32% No	26% Unsure
Bus Stops	16% Yes	34% No	51% Unsure

132 respondents

## Did we miss anything important to you?

Need for more sidewalks - and sidewalks that are maintained in all weather conditions - to make walking a more viable option for people of all abilities. Also important to make sure there are sufficient sidewalks connecting bus stops to nearby homes and businesses.

one month ago

In my previous comment, I mentioned low income individuals are often disadvantaged when it comes to transportation. Soliciting their input would provide them a voice in this process and I encourage you to pursue it.

I would very much like to see bicycle trails and lanes expanded. Encouraging healthy commuting/lifestyles is difficult when it can be dangerous, and not attractive when you're competing with cars for space on the road.

one month ago

Route 436 bridge in Portageville, Wyoming County is a deathtrap and needs to be replaced. (this may not be in your targeted area, but seriously, it needs to be looked at)

one month ago

Light rail should be on the table. It would decrease highway traffic and reduce pollution and gasoline consumption.

one month ago

Thank you for the opportunity to provide input on the LRTP!

one month ago

AS I said previously, please review my comments regarding an automated guided bus rail system that allows quicker transit via bus (electric at that reducing the carbon footprints, etc. and optimizing fuel costs). Feel free to contact me more about this. But again a basic overview of this type of infrastructure can be seen here: <https://www.youtube.com/watch?v=PLbhhd0CdI0&t=2s>

one month ago

No.

one month ago

It's hard to plan for transportation in 2045 without considering changes in land use. Continuing to build houses in Farmington, Victor, etc., for people commuting to Rochester will stress transportation systems and lock in car dependency for another generation. But if that changes as a result of state/federal policy changing the incentives that cause people to build/buy out there, then transportation policy will have to follow.

Also in planning for pedestrian and bicycle infrastructure and public transit, we need to plan/budget for winter snow removal, just like we do for cars.

one month ago

I would like to see more trails connected to each other

one month ago

Love that you are making bike trails and bike lanes...but would like the bike lanes to not be part of the shared road of vehicles... especially for family bike rides.... And if unable to do that make side walks smoother and wider.and have all side walks be that sidewalks no more sidewalks that are at the same level of the roads,...not safe especially on busy roads with heavy traffic.

one month ago

Transportation emissions are the largest source of global warming, climate changing emissions in New York State (36%). We need to change the transportation system to one that is sustainable and doesn't rely on fossil fuels.

one month ago

Yes! Please work with counties to adopt complete streets policies.

one month ago

The cars kill too many people with zero media hype. That doesn't make sense.

one month ago

Improved signage in the city of NYSDOT maintained signs, more roundabouts, public art in our infrastructure projects

one month ago

Changing the mindset of "car-centrism" in a rural area is difficult and expensive. A basic rail-to-trail and bike lanes should be priority for recreational usage

one month ago

Less or a reduction in the size of parking lots in the future

one month ago

see above

one month ago

State of the art train travel throughout the country.

one month ago

Planning for a light rail system in the city of Rochester to help move people more efficiently. Even the thought of a light rail section to Canandaigua allowing for travel to one of the Finger Lakes. Any rail type system that is indicative of European rail travel between towns.

one month ago

There is a need to make public transportation attractive transportation, not just the domain of the poor.

one month ago

provide shared vehicles at minimum cost for workers making under \$15/hr who must travel to jobs located off the main RGRTA routes, and trick shifts. Getting people back to work is the nations highest priority, and RGRTA should offer solutions.

one month ago

Bike share

one month ago

No

one month ago

The state of rusting bridges ( even the Freddie) is an eyesore

one month ago

State of New York falling way behind maintaining rural roads and bridges And they lacked money before Covid 19 and are worse off now. Agriculture and business isn't sustainable with out highways and bridges

one month ago

Transportation plans need to be based on community goals, not catering to what we are now. "A community must make decisions today as if it's already the community it wants to be tomorrow...or it will never get there."

one month ago

My gosh I hope you're intending to reduce our region's reliance on personal vehicles! To not do so would be completely irresponsible, given the seriousness of climate change.

one month ago

Transportation releases lots of greenhouse gasses. Anything we can do to encourage electric buses, walking, biking, carpooling, electric charging stations, ridesharing, less travel is important

one month ago

thanks for asking.

one month ago

Citizens should be given a credit for driving less and having fewer cars.

2 months ago

No question as to whether trails or bike facilities are in a good state of repair

2 months ago

Do not overlook the needs of rural areas! Also, given the aging population, it is important to make sure that road markings and signs are visible by enlarging the font size on signs and increasing the use of reflective and white directional markings on the roads and intersections.

2 months ago

Look at the infrastructure beneath the roads as well as the roads themselves. The region is seeing alot more individual weather events that affect drainage, which then impacts travel and overburdened storm/sewer systems.

2 months ago

can't talk about improving transportation without improving LAND USE. we need to get serious about attracting employers, healthcare, grocery, retail, etc into our city along with more housing choices and mixed use density along our high frequency transit corridors, downtown, eastman business park, and other areas within the city that could support additional growth and densification.

2 months ago

Electric vehicles and charging stations.

2 months ago

I drive to work alone because I need to stop at daycare before and after work. I have biked with the kids, but I feel very, very, very unsafe. Also, there is a lack of end of trip amenities (shower, covered bike parking, etc.).

2 months ago

We are not a big city with all of those requirements. We are lucky if we have internet to some of our homes. We can't walk from our homes to shop or grab a bit to eat. We have to drive where ever we go, doctor offices, shopping ,animal support, Things that "city folk" take for granted. We all relied on each other to get the help that we need and we give help to those that need it. We are a whole different life style around here.

2 months ago

no more highway extensions or widenings.

2 months ago

How can local MPO Long Range Plans be better used to influence state, county and local transportation funding decisions? Does "Upstate New York" have a chance to be competitive with the "Downstate New York" metropolitan area?

2 months ago

We need better rail sub tracks to take outlying communities into city centers, and better rail systems between major cities. For example, I should be able to jump on a train from urban areas to major airports. Saving - Time, state money to fix roads,, increasing transportation safety by less drivers on the road. There are endless benefits

2 months ago

I responded to these questions as someone who is retired and not in school. However, my extensive volunteer work is much like a full time job and I find myself having regular remote meetings and working more from home similar to a regular employee. I am not sure if considering myself in a full time job would have changed any of my responses, but including volunteers along with those employed or in school might make a difference to some responders.

2 months ago

Transportation inequality --- If you can't afford to own and maintain a personal vehicle or can't drive for physical reasons you are basically shut out of the economy and full participation in life. I don't think you missed it since you do have it in all plans. I just think it needs to be acknowledged.

2 months ago

Improved maintenance of existing facilities is preferred to new construction

2 months ago

The intersection of Land Use and Transportation

2 months ago

We need to focus on making safe alternative transportation options among and between communities. The distances that divide our villages, towns, and city are not great. But for those who choose anything other than a car their are serious concerns about safety and comfort or one has to go out of their way to take a safe route to and from destinations.

2 months ago

Nope

2 months ago

Transportation authorities (local, regional, state gov) must put the needs of pedestrians and cyclists at a higher priority than it is now. The infrastructure to allow (encourage) people to start traveling by other means besides a car needs to be in place in order for them to feel safe enough to use it. Simply asking folks if they walk or bike isn't enough - many don't do it simply because the facilities don't exist (yet). I hate to use the phrase, "if you build it, they will come," but in some instances (locations), I think it's true.

2 months ago

Are there other factors that you think will impact the transportation system over the next 25 years? Please explain below.

Lack of reliable and available transportation often impacts low income individuals' ability to hold a job. Their needs should be part of any long range transportation plan.

one month ago

Need for better mass transit

one month ago

The mass public's understanding of repercussions of fossil fuels and the importance of mental health, finding alternate transportation that will solve both issues.

one month ago

Availability and cost of fuel

one month ago

How successful Rochester is as a city and desination

one month ago

In inner-ring suburbs like Brighton, a focus on rezoning for greater mixed-use and greater density will (hopefully!) put more emphasis on bikeability and walkability...if our transportation infrastructure and mass transit will support it.

one month ago

Rochester has pretty bad transit to the suburbs. It has been known so for many years. Because of this people are hesitant in the suburbs to even trust RGRTA for transportation. A guided bus rail system seen overseas would be a wonderful addition here to run in the center strip of the highways here to bypass traffic. It would allow the bus to take its normal route in the suburbs and serve the suburbs more widely without having to take a full route all the way through the suburb as well as through the city to get back downtown. It would allow hub and spoke transit to be more efficient. I will draw up a visual of what I'm referring to and send it your way too to describe this. I'm a visual guy so it may help to see the visual idea of what I'm referring to. For an example, see A lite rail system would be more beneficial. Here is a link to a youtube video explaining the technology I'm referring to. <https://www.youtube.com/watch?v=PLbhhd0CdI0&t=2s> Right now the bus takes way too long to get anywhere outside of the city or from the suburbs heading into downtown. Because of it people end up taking way too long to get anywhere and it becomes futile. These guided sections will allow high speed transit without stoppage at lights and a quick speedy shoot right into downtown avoiding highways, accidents, weather slowdowns because of the heated and self clearing properties of the guideways, and ti allows us to not have to drastically make an investment in a rail system that would be much more costly. This creates a hybrid of the two to really advance us. It would be a great addition here. So for instance, take Greece. You have your normal city routes, etc right? You have a main transfer at the Walmart on Dewey Ave. Now, say we have a guided system with a series of its own exits and entrances. A bus goes down Dorsey to Vintage where it turns to the highway to get up to speed. From there, it enters a bus guideway that then allows it to go up to 75 mph without traffic issues. It takes riders directly downtown with a few reduced intermittent stops at overpasses nearby along the path. It remains level at ground and occasionally dips into a tunnel or two to bypass the interchanges and back up with its own interchanges allowing it to say go from greece to henrietta in unheard of times currently, etc. Linking the suburbs together finally and encouraging more commerce and shared resources together as a larger community. It also goes directly downtown creating even quicker transit from suburbs to downtown making the ride much nicer, smoother, faster, and altogether more efficient in fuel, time, and resources. You have a few main transfer points that interact with the busses that utilize the guideway such as the walmart on dewey and a few other main transfer areas where the already established routes cross the path of the guideways. It's really an amazing system to utilize if you ever have the chance. Just imagine the airport plus too from downtown quickly to the airport, etc. It really would benefit us so much. It takes and builds upon our past subway history, and bus history, and creates a history that moves us forward via hybrid thinking, electric bus guides that can actually work through lsm or lim type sections to also recharge the busses on the guideways a they travel, etc. Possibilities with this are endless and they can go anywhere whereas rail is so restricted, etc.

one month ago

I think working remotely will become more normative. However, there are so many professional service providers who cannot provide service remotely that we will always have a need for transit. Also, as retail rebounds, we will continue to rely on public transit. The structure of public transit can actually play a role in helping the economy recover, so we need to ensure that the exigencies of our new reality are met by the public transit services we provide.

one month ago



Federal/state policy in response to climate change (increasing the gasoline tax, decreasing money for new highways, incentivizing bicycle infrastructure)  
Changing land use patterns with more residential infill development will lessen need for more transportation infrastructure in outer ring suburbs

one month ago

College students in the region and the new concentration of housing downtown.

one month ago

The continuing transition toward a work-from-home model. Companies may begin to see this as a cost-savings measure where they need less space and can utilize the new found technologies of Zoom, Skype and customer relationship software to track results and progress. In-person meetings may happen less and less frequently as the convenience of home becomes more productive.

one month ago

Increased use of hybrids and electric vehicles, development of tiny house communities, changing recreation options, plant based diets, local food production

one month ago

Additional online shopping will reduce large shopping areas.  
Working from home.  
Aging communities.

one month ago

Fuel cost, availability of what are currently alternative fuels.

one month ago

Shifts in jobs available

one month ago

Health concerns from reliance on the vehicle vs biking/walking will become more accepted and actions to improve infrastructure will become more widely supported by the public.

one month ago

More people working from home and options of virtual schooling life style.

one month ago

Transportation emissions are the largest source of global warming, climate changing emissions in New York State (36%). We need to change the transportation system to one that is sustainable and doesn't rely on fossil fuels.

one month ago

More people biking as transportation. Please make it safer and more convenient for every day people to use bikes instead of driving.

one month ago

It needs to be advocated that physical activity is a major part of the healthcare system people should not be ignoring.

one month ago

Politics and our lack of will to fund infrastructure

one month ago

Overall increase in usage

one month ago

Lack of adequate Federal funding will result in a deteriorated transportation infrastructure that will increase safety concerns and impact the efficiency of the various transportation modes.

one month ago

What a waste of time

one month ago

changes in parking options for those using personnel vehicles. Need to increase walk ability in neighborhoods and connect to trail system. Expand trail system and make it feel safer.

one month ago

?

one month ago

If we don't invest in state of the art, safe, clean, accessible public transportation few people will give up their private use cars.

one month ago

The impact of climate change and how we need to get to zero emissions by the end of this plan in 2045.

one month ago

Growth of city living

one month ago

Global climate change and fossil fuel scarcities.

one month ago

need to provide public transportation for the poor where job sites are not accessible at present by RGRTA

one month ago

Do not know

one month ago

More people working from home

one month ago

Increase bicycling

one month ago

We just need a cure for the virus and need to learn how to keep are hands clean

one month ago

The climate crisis is going to provoke a surge in population locally as other areas of the country become uninhabitable. We need to plan for density and have a robust public transit system available to meet those needs now.

one month ago

Climate change - the need for electric vehicles  
Diversity of needs - elderly, handicapped, commuters  
Hopefully: desegregation

one month ago

We're coming back around to the idea that there ought to be transportation choices. Viable choices. Less car dependency in the future. More transit, walking & biking. In a community with so much poverty, residents ought not fork out 1/4 to 1/3 of their income for car ownership. Let's create a resident where all modes can get around safely and viably.

one month ago

Climate change -- we need to figure out how to get to zero carbon emissions over the life of this plan.

one month ago

Desires of younger generations to not own an automobile.

one month ago

Funding (decrease or lack of available)

one month ago

The need to minimize the use of personal vehicles to reduce greenhouse gases and avoid the worst impacts of climate change.

one month ago

More electric cars and electric charging stations.  
Need more bike lanes.  
Need more pedestrian friendly routes

one month ago

Fuel cost and economy

one month ago

working from home

one month ago

poverty and income disparity.

one month ago

An increase in online shopping to obtain household needs, increased safety concerns with social distancing and public exposure may result in families remaining home bound thus reducing the number of cars needed per household. Families will engage more within their neighborhood for social and recreation needs and invest more in home improvements and beautification.

2 months ago

Mode of travel may change that we have not yet considered

2 months ago

Self driving cars and the shift to car sharing ie multiple people using the same car will make our roads safer, reduce parking needs, reduce space needed for cars and lane width.

2 months ago

e commerce and home delivery will continue to grow.

2 months ago

Need for carbon consumption reduction

2 months ago

The necessity of adapting to climate change and mitigating future impacts is paramount. A comprehensive public transit network including buses, rail, bicycle, and ride share must be developed. Electric vehicle charging network must be built-out to accommodate the growing prevalence of electric vehicles.

2 months ago

More use of electric vehicles---more EVCS needed

2 months ago

Roads must be maintained! The Parkway is a great example of a highway that has been allowed to deteriorate to third world conditions and has only now started to be repaired in sections.

2 months ago

There is a need for 531 West to extend to Albion, Orleans County and beyond. As the ancient Romans said: "Where the road goes, so goes prosperity. The extension of 531 West is critical to the economic revitalization of Orleans County.

2 months ago

The infrastructure which is beneath these roads needs attention as well as the roads themselves. If possible move infrastructure out of the roadways to make repairs and service better in the future

2 months ago

Government controls and requirements

2 months ago

I am afraid that our region will keep sprawling, which is wasteful and negatively impacts low-income people (esp. city residents) who need jobs, school, healthcare, groceries, shopping, and other services closer to home. I REALLY hope we can start to take regionalism seriously and reinvest and attract good jobs for all skills and education levels back into the city and really build up around our transit corridors to create a mixed use, walkable, bikeable, transit friendly and equitable CITY as the thriving beating heart and pulse of our region.

2 months ago

Work from home option will be permanent reducing the number of commuters; public transit will be considered risky for virus transmission for some time; electric cars will become more popular owing to climate change response and stores and workplaces should reserve spaces for charging stations; people are cycling like never before for recreation -- safety is paramount, esp. w/ the lack of helmet use; air travel will be diminished for some time owing to the pandemic -- certainly business travel will never recover; you should add charging stations to the list of priorities below.

2 months ago

Working from home increasing dramatically.

2 months ago

Rural area. No change in the area for big business so i am thinking that we will become self reliance by ordering on line, growing what we need. We are a very quiet area of upstate NY with wine fields and Amish. Both ends of the spectrum of life

2 months ago

fuel,pollution, cost, and the need for new transportation Ex Trains

2 months ago

Consider prioritizing investments to provide equitable access to transportation services. This would likely mean more investments in public transit - van shuttles, etc to provide access to jobs, childcare, health care, and shopping and less investment in infrastructure to improve efficiency of road network.

2 months ago

I am hopeful that a desire to reduce energy consumption and integrate the community will prioritize expanding routes and available transportation options.

2 months ago

availability of government funding for infrastructure.

2 months ago

population density and clusters could demand more public transportation

2 months ago

Multi-modal systems to reduce our dependency upon automobiles will help, but only during certain times of the year. These multi-modal systems can not happen on a local basis and must be planned for on an inter-municipal (regional) basis.

Emphasis will still need to be placed upon improved safety of our highways.

2 months ago

lack of state funding early enough to correct issues prior to them becoming bigger issues

2 months ago

Safety. Active transportation. More work from home and flexible hours.

2 months ago

The desire for alternative modes of transportation

2 months ago

Heavy weight vehicles sharing the road with residential traffic, cars, bikes, walkers- safety while moving food and goods

2 months ago

Shared vehicles will dramatically impact travel.

2 months ago

Transportation inequality--low/lower wage jobs generally don't allow for work at home options. Public transportation is already expensive due to low density land use and dispersed jobs. Unless there is a paradigm shift transportation inequality is just another factor that enforces income inequality.

2 months ago

Urbanization - People moving back to the City  
Global Warming Avoidance - People opting for travel modes that reduce carbon use  
Health and Well-Being - People opting for active transportation modes

2 months ago

Continued sprawl

2 months ago

None of the above response were ideal. But since those were my options. More importantly, we need to shift to a more multi-modal (better public transit, bicycles, walking, etc.) and equitable transportation system. Based on the above responses, maybe that is not envisioned. But our region needs to invest in multi-modal transportation systems with the same level of money and enthusiasm that we invested in roads for automobiles for the past 50-75 years. Just as pedestrians, cyclists, and transit riders were ignored for much of the 20th century we need to ignore automobiles and re-prioritize these healthier, safer, and less carbon emitting modes of transportation. This isn't just about mode choice, it is about the health and safety of individuals, communities, and our planet. We need to design the shift we need to see, not simply let the present patterns continue.

2 months ago

In my opinion the COVID-19 situation has altered how many organizations operate, and will likely result in a smaller need for office space, meaning fewer trips to the office with more people working from home. When people work from home, I believe we need more focus on trails, safe bike lanes, etc for pedestrian activity to help people feel connected and sharing space.

2 months ago

Construction Cost

2 months ago

I think that how we use the transportation system will drive change. I think (hope) that demand for transportation alternatives to the automobile will force local municipalities to consider pedestrian and bicycle infrastructure improvements.

2 months ago

Electric vehicles

2 months ago

increasing costs of personal vehicle ownership. increasing cost of building infrastructure.

2 months ago

For all modes of travel, what types of transportation improvements do you see the most need for? Please select your top three priorities.

57%	Maintain existing roads/bridges	Rank: 1.49	75 ✓
50%	Add bicycle facilities (e.g., bicycle lanes/boulevards)	Rank: 1.74	65 ✓
57%	Add pedestrian facilities (e.g., sidewalks, enhanced crosswalks)	Rank: 1.85	75 ✓
36%	Add bus routes and/or stops	Rank: 2.11	47 ✓
26%	Improve intersection operations/traffic signals	Rank: 2.32	34 ✓
8%	Remove existing roads/bridges that are under utilized	Rank: 2.45	11 ✓
25%	Expand the trail system	Rank: 2.48	33 ✓
7%	Add new highway facilities	Rank: 2.56	9 ✓

131 Respondents

Are there other types of transportation improvements that you see a need for? Please explain below.

Increased car share options for people who need a car but can't currently afford one; other innovative programs to make car ownership more accessible.

one month ago

Less automated vehicles. More pedestrian facilities.

one month ago

Light rail for the future when gasoline becomes scarce and expensive again

one month ago

Reduction in lanes on four lane roads sick at Elmwood and Monroe to two lanes with a center turn/emergency lane and more bike areas and sidewalks

one month ago

I would add a second tier of priorities: Expand the trail system; Improve intersection operations/traffic signals; and Maintain existing roads/bridges. I would absolutely NOT support adding new highway facilities.

one month ago

Guided bus rail systems like I mentioned above. <https://www.youtube.com/watch?v=PLbhdoCdl0&t=2s> Is a great representation of the technology at work. Please review my comments there. I will also draw up a visual of what I am referring to for Rochester utilizing our area. Thanks :)

one month ago

We need to make sure that we are developing a multi-modal transit infrastructure. I have dramatically increased both my time spent walking and biking since the pandemic. I don't think I am the only one.

one month ago

Pedestrian zones in the center of cities and villages.  
Speed and red-light cameras to automate traffic enforcement.

one month ago

I do believe that an expansion of the trail system should be encouraged. In addition, a review of current infrastructure and new infrastructure should be looked at from a perspective on efficiency and return on investment.

one month ago

charging stations, EV use incentives, zoning regulations that slow down sprawl, infrastructure to allow small scale employment options

one month ago

Additional pedestrian safety and the need for complete walkable streets and green walking areas.  
Removal of traffic lanes

one month ago

Rail and high speed rail

one month ago

Integrated traffic management in urban areas.

one month ago

Cycling Freeways

one month ago

More bike/walking safe solutions for school age kids. I live less than a mile from the school my kids attend but due to very busy intersections (with 5 lanes to cross at intersections and no bike infrastructure) between my house and school i don't feel safe having my kids bike/walk to school.

one month ago

Would love sidewalks on both sides of the streets especially busy streets that are two lanes or more

one month ago

Transportation emissions are the largest source of global warming, climate changing emissions in New York State (36%). We need to change the transportation system to one that is sustainable and doesn't rely on fossil fuels.

one month ago

People need the information that walking and biking is part of the healthcare system that is underutilized.

one month ago

light rail

one month ago

Inter-connectivity of bike paths to urban areas

one month ago

Adding bus routes/stops would also be good as well as expansion of the trail system for pedestrians and bicyclists.

one month ago

crossing signs along Lake avenue - currently seems to operate as a speedway. Need a variety of tools to reduce traffic speeds in residential areas - traffic calming strategies.

one month ago

While I don't use public transportation, it is critical to maintain ease of use and extension of service from the city of Rochester to and from the suburbs. Many jobs are now outside the city and city residents need public transportation access to them. This is both an economic necessity and an environmental issue.

one month ago

Semi-related is the increasing amount of trash, broken glass and other debris in the area that makes walking less pleasant and potentially dangerous.

one month ago

New cars for Amtrak. The current amtrak cars must date back to the 1940s. We desperately need new, fast, clean, convenient, train options in America.

one month ago

A transportation network that is more supportive of car sharing within neighborhoods

one month ago

Add to frequency of buses with smaller buses. Buses should be a critical component of the transportation infrastructure, and the system is now awful.

one month ago

Build an urban streetcar system based upon highest density routes today and projected into the future.

one month ago

jitney transportation with more frequent schedules than offered today by RGRTA so that those at all income levels can avoid use of the personal car and reduce the number of vehicles on the road, gas consumption, and expense of maintaining a vehicle

one month ago

A light rail system among cities would be nice, say between Rochester and Buffalo and their airports, or between these cities and those along the Finger Lakes. Consider a system like the Phoenix Metro Light Rail between Phoenix and Tempe.

one month ago

No

one month ago

None

one month ago

No

one month ago

Integrate the current systems: common fare media, signage, access points and amenities for bikeshare and RTS. Incorporate the redundant private university bus lines into the public system. Improve amtrak and expand rail options. Install clearly designated bicycle parking facilities at every public building and major business hub in the region.

one month ago

Get CSX to follow the law and yield to Amtrak. Bike infrastructure can't be City only.

one month ago

Improved bus stops (covered waiting areas, benches, digitized signs with bus arrival times, etc.)

one month ago

EV charging infrastructure

one month ago

infranstructure

one month ago

bike share.

complete streets programs region-wide. cooperation between the various governments (cities, counties and state) so that improvements do not create "islands" of decent infrastructure with no way to get to them. (eg, a city that has a great route system in its downtown, but no pleasant routes into the city from neighboring towns)

one month ago

As the entertainment industry returns to normal, there should be transportation services such as shuttle services with added enticements at parking locations such as food trucks or small live performances intended to set the mood for events included so that drivers can walk or drive a short distance to a park and ride location and be driven to the entertainment venue.

2 months ago

Better mass commuter transit, like light-rail, to replace or augment reliance on aging and poorly designed (for future needs) highway networks.

2 months ago

no

2 months ago

Create smart cities and streets that have more communication between the cars and the street system. Dramatically reduce the crash rates to make our streets safer by better road design.

2 months ago

Maintenance of rights of way should give equal priority to pedestrians and cyclists. Bike lanes, shoulders, trails and sidewalks MUST be given the same repair and replacement standards as auto lanes.

2 months ago

Electric vehicle charging network must be built-out to accommodate the growing prevalence of electric vehicles.

2 months ago

Perhaps consider adding a "slow" lane for senior drivers.

2 months ago

increased public/for hire availability for the handicapped (wheelchair bound) on weekends and holidays

2 months ago

GET BIKES OFF ROADWAYS AND BACK ON SIDEWALKS , NOBODY WALKS ON THEM AROUND HERE THEY ALL WALK IN STREET YEAR ROUND.

2 months ago

highway drainage systems and maintenance of the existing systems.

2 months ago

we need more mixed use density along our transit corridors and more jobs and employers in the city, particularly downtown, at eastman business park, and other urban employment centers (instead of growing out in the suburbs where its difficult for many urban residents to access).

2 months ago

Keep an eye on the expansion of deliveries, esp. Amazon, FedEx and UPS -- they could start to constitute a significant portion of traffic;

2 months ago

The best transportation plan is a good land use plan (quote from urban planner Brent Toderian). I need uses closer together - schools, daycares, work. Right now I'm driving all over the place.

2 months ago

Land use planning to create more density of people and destinations. Too spread out currently.

2 months ago

For our elderly and handicap resident we need more volunteers to take to medical appointments and shopping if necessary. Buses just don't seem to fit the bill in these cases

2 months ago

Feasibility of more round-a-bouts being installed. Identifying priority locations on a regional scale.

2 months ago

Plan for the future of driverless cars and pilotless drone transportation

2 months ago

Rural intersection safety projects

2 months ago

I would like to think that there would be some high speed rail options in our area within this time period.

2 months ago

I would like to think that there would be some high speed rail connections completed during this time period.

2 months ago

More highway/lane removal and giving space back to pedestrians and cyclists.

2 months ago

Prevent road dieting in agricultural areas, shared roadways with large equipment is hazzardous. Continue to pave larger shoulders

2 months ago

This survey seems to focus only on vehicular transportation. Integration of freight and passenger rail is very important when looking at the long term and should be acknowledged.

2 months ago

Amount of travel will decrease so less congestion will occur...do not expand lanes.

2 months ago

Passenger Rail

2 months ago

More biking, paved trails without garbage & broken glass.

2 months ago

We need to focus on communities rather than the road and it's LOS to ensure that the streets that line our city, towns, and villages are as safe as the suburban cul-de-sac that is typically described as the American Dream. This is foundational and generational change that needs to be made my DOTs, engineers, planners, and citizens.

2 months ago

Much more in terms of trails, biking lanes, etc.

2 months ago

improvements to ADA accessibility

2 months ago

Do you feel that transportation system infrastructure (e.g., roads, bridges, sidewalks) are in a state of good repair?

	Yes	No	Unsure
Roads	35% Yes	58% No	7% Unsure
Bridges	12% Yes	69% No	19% Unsure
Sidewalks	33% Yes	55% No	12% Unsure
Trails	42% Yes	32% No	26% Unsure
Bus Stops	16% Yes	34% No	51% Unsure

132 respondents

## Did we miss anything important to you?

Need for more sidewalks - and sidewalks that are maintained in all weather conditions - to make walking a more viable option for people of all abilities. Also important to make sure there are sufficient sidewalks connecting bus stops to nearby homes and businesses.

one month ago

In my previous comment, I mentioned low income individuals are often disadvantaged when it comes to transportation. Soliciting their input would provide them a voice in this process and I encourage you to pursue it.

I would very much like to see bicycle trails and lanes expanded. Encouraging healthy commuting/lifestyles is difficult when it can be dangerous, and not attractive when you're competing with cars for space on the road.

one month ago

Route 436 bridge in Portageville, Wyoming County is a deathtrap and needs to be replaced. (this may not be in your targeted area, but seriously, it needs to be looked at)

one month ago

Light rail should be on the table. It would decrease highway traffic and reduce pollution and gasoline consumption.

one month ago

Thank you for the opportunity to provide input on the LRTP!

one month ago

AS I said previously, please review my comments regarding an automated guided bus rail system that allows quicker transit via bus (electric at that reducing the carbon footprints, etc. and optimizing fuel costs). Feel free to contact me more about this. But again a basic overview of this type of infrastructure can be seen here: <https://www.youtube.com/watch?v=PLbhhd0CdI0&t=2s>

one month ago

No.

one month ago

It's hard to plan for transportation in 2045 without considering changes in land use. Continuing to build houses in Farmington, Victor, etc., for people commuting to Rochester will stress transportation systems and lock in car dependency for another generation. But if that changes as a result of state/federal policy changing the incentives that cause people to build/buy out there, then transportation policy will have to follow.

Also in planning for pedestrian and bicycle infrastructure and public transit, we need to plan/budget for winter snow removal, just like we do for cars.

one month ago

I would like to see more trails connected to each other

one month ago

Love that you are making bike trails and bike lanes...but would like the bike lanes to not be part of the shared road of vehicles... especially for family bike rides.... And if unable to do that make side walks smoother and wider.and have all side walks be that sidewalks no more sidewalks that are at the same level of the roads,...not safe especially on busy roads with heavy traffic.

one month ago

Transportation emissions are the largest source of global warming, climate changing emissions in New York State (36%). We need to change the transportation system to one that is sustainable and doesn't rely on fossil fuels.

one month ago

Yes! Please work with counties to adopt complete streets policies.

one month ago

The cars kill too many people with zero media hype. That doesn't make sense.

one month ago

Improved signage in the city of NYSDOT maintained signs, more roundabouts, public art in our infrastructure projects

one month ago

Changing the mindset of "car-centrism" in a rural area is difficult and expensive. A basic rail-to-trail and bike lanes should be priority for recreational usage

one month ago

Less or a reduction in the size of parking lots in the future

one month ago

see above

one month ago

State of the art train travel throughout the country.

one month ago

Planning for a light rail system in the city of Rochester to help move people more efficiently. Even the thought of a light rail section to Canandaigua allowing for travel to one of the Finger Lakes. Any rail type system that is indicative of European rail travel between towns.

one month ago

There is a need to make public transportation attractive transportation, not just the domain of the poor.

one month ago

provide shared vehicles at minimum cost for workers making under \$15/hr who must travel to jobs located off the main RGRTA routes, and trick shifts. Getting people back to work is the nations highest priority, and RGRTA should offer solutions.

one month ago

Bike share

one month ago

No

one month ago

The state of rusting bridges ( even the Freddie) is an eyesore

one month ago

State of New York falling way behind maintaining rural roads and bridges And they lacked money before Covid 19 and are worse off now. Agriculture and business isn't sustainable with out highways and bridges

one month ago

Transportation plans need to be based on community goals, not catering to what we are now. "A community must make decisions today as if it's already the community it wants to be tomorrow...or it will never get there."

one month ago

My gosh I hope you're intending to reduce our region's reliance on personal vehicles! To not do so would be completely irresponsible, given the seriousness of climate change.

one month ago

Transportation releases lots of greenhouse gasses. Anything we can do to encourage electric buses, walking, biking, carpooling, electric charging stations, ridesharing, less travel is important

one month ago

thanks for asking.

one month ago

Citizens should be given a credit for driving less and having fewer cars.

2 months ago

No question as to whether trails or bike facilities are in a good state of repair

2 months ago

Do not overlook the needs of rural areas! Also, given the aging population, it is important to make sure that road markings and signs are visible by enlarging the font size on signs and increasing the use of reflective and white directional markings on the roads and intersections.

2 months ago

Look at the infrastructure beneath the roads as well as the roads themselves. The region is seeing alot more individual weather events that affect drainage, which then impacts travel and overburdened storm/sewer systems.

2 months ago

can't talk about improving transportation without improving LAND USE. we need to get serious about attracting employers, healthcare, grocery, retail, etc into our city along with more housing choices and mixed use density along our high frequency transit corridors, downtown, eastman business park, and other areas within the city that could support additional growth and densification.

2 months ago

Electric vehicles and charging stations.

2 months ago

I drive to work alone because I need to stop at daycare before and after work. I have biked with the kids, but I feel very, very, very unsafe. Also, there is a lack of end of trip amenities (shower, covered bike parking, etc.).

2 months ago

We are not a big city with all of those requirements. We are lucky if we have internet to some of our homes. We can't walk from our homes to shop or grab a bit to eat. We have to drive where ever we go, doctor offices, shopping ,animal support, Things that "city folk" take for granted. We all relied on each other to get the help that we need and we give help to those that need it. We are a whole different life style around here.

2 months ago

no more highway extensions or widenings.

2 months ago

How can local MPO Long Range Plans be better used to influence state, county and local transportation funding decisions? Does "Upstate New York" have a chance to be competitive with the "Downstate New York" metropolitan area?

2 months ago

We need better rail sub tracks to take outlying communities into city centers, and better rail systems between major cities. For example, I should be able to jump on a train from urban areas to major airports. Saving - Time, state money to fix roads,, increasing transportation safety by less drivers on the road. There are endless benefits

2 months ago

I responded to these questions as someone who is retired and not in school. However, my extensive volunteer work is much like a full time job and I find myself having regular remote meetings and working more from home similar to a regular employee. I am not sure if considering myself in a full time job would have changed any of my responses, but including volunteers along with those employed or in school might make a difference to some responders.

2 months ago

Transportation inequality --- If you can't afford to own and maintain a personal vehicle or can't drive for physical reasons you are basically shut out of the economy and full participation in life. I don't think you missed it since you do have it in all plans. I just think it needs to be acknowledged.

2 months ago

Improved maintenance of existing facilities is preferred to new construction

2 months ago

The intersection of Land Use and Transportation

2 months ago

We need to focus on making safe alternative transportation options among and between communities. The distances that divide our villages, towns, and city are not great. But for those who choose anything other than a car their are serious concerns about safety and comfort or one has to go out of their way to take a safe route to and from destinations.

2 months ago

Nope

2 months ago

Transportation authorities (local, regional, state gov) must put the needs of pedestrians and cyclists at a higher priority than it is now. The infrastructure to allow (encourage) people to start traveling by other means besides a car needs to be in place in order for them to feel safe enough to use it. Simply asking folks if they walk or bike isn't enough - many don't do it simply because the facilities don't exist (yet). I hate to use the phrase, "if you build it, they will come," but in some instances (locations), I think it's true.

2 months ago

If you would like to continue to provide input about *LRTP 2045*, please provide your contact information below.

No data to display...

Thanks for your input!

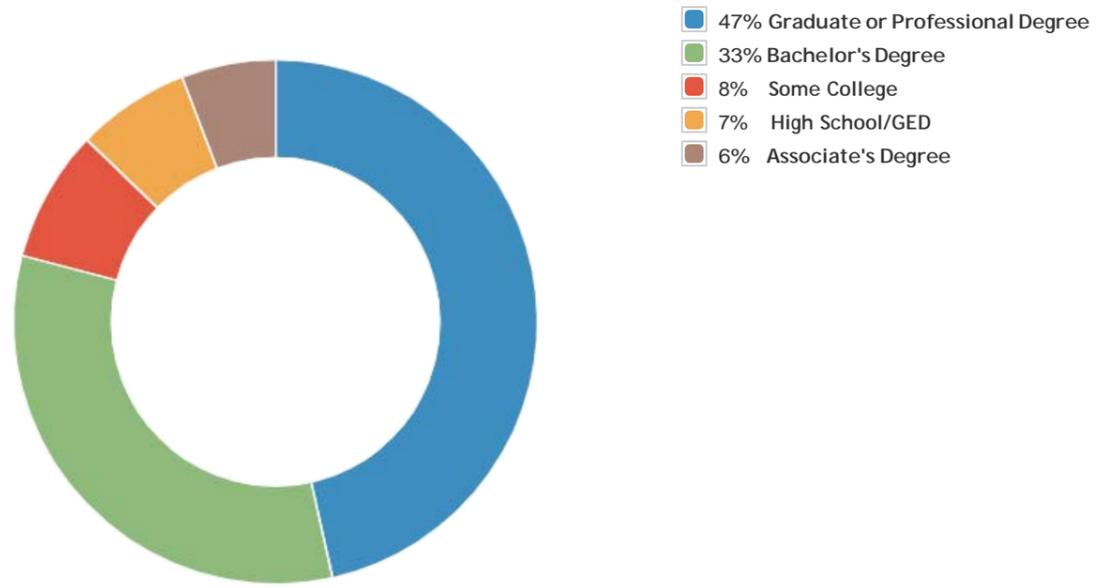
No data to display...

# L RTP 2045 Survey Demographic Report

## Project Engagement

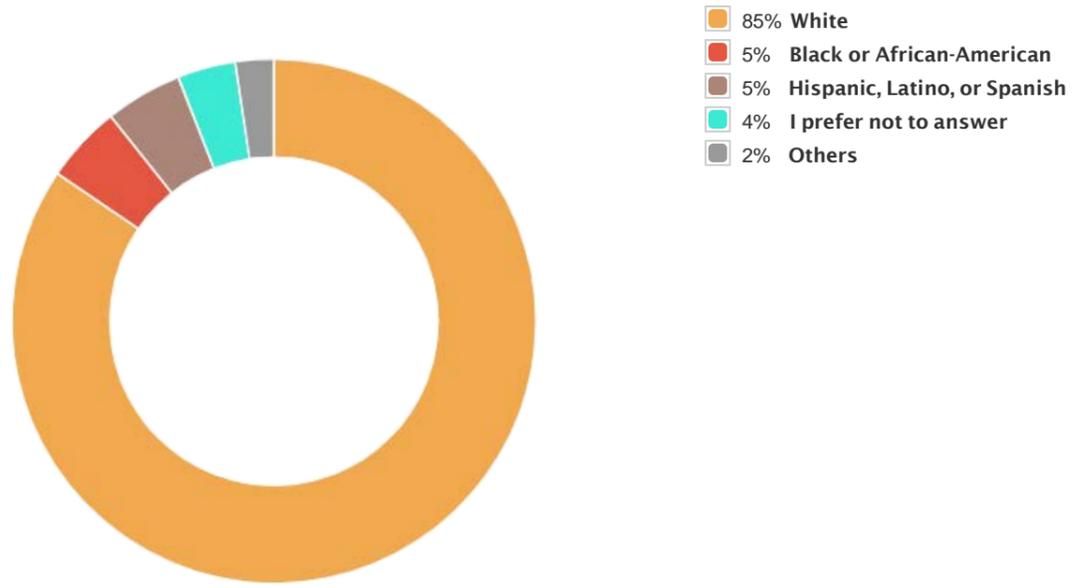
VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
1,376	197	4,471	247	158

What is your highest formal education level?



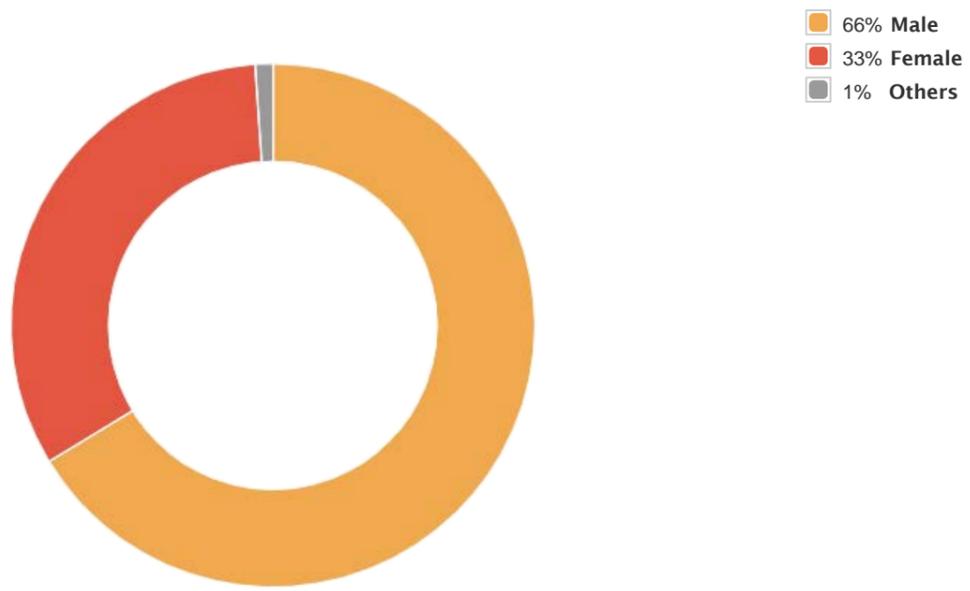
83 respondents

### What is your race/ethnicity?



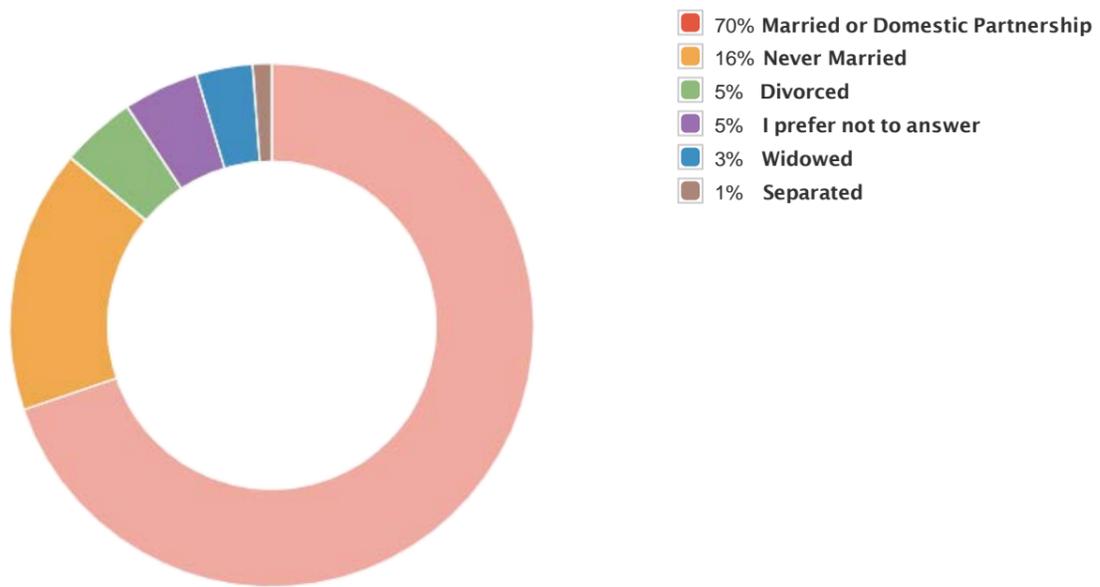
81 respondents

### What is your gender?



89 respondents

### What is your marital status?



84 respondents

### What is your age?

No data to display...

# Round 1 – Open House Meetings

## Long Range Transportation Plan 2045 Virtual Open House Meeting #1 (Daytime)

### Comments

Good afternoon. Drop a note below to say hello and let us know you're here.

9 months ago

What is the flexibility in plans if there are long range effects to covid. The dust has not settled on schools, restaurants, recreation and entertainment

9 months ago

We hope to gain some insights on the impacts of COVID via the survey. The LRTP must be updated every 5 years so we do have a deadline of June 2021 for this plan. We hope to have a good sense of COVID impact by the time we prepare recommendations for public reaction.

## Long Range Transportation Plan 2045 Virtual Open House Meeting #2 (Evening)

### Comments

It would be so important for Henrietta to have a park&ride for commuters coming in from the south who used to park at the former Suburban Plaza and take the bus the rest of the way into the city. Equally important would be a safe bike lane on E.Henrietta Road into the city. It's a relatively short, direct route into the city.

8 months ago

Unfortunately, I was not available for either virtual open house, but thank you for having them. My comments concern the very poor road conditions on Sweden Walker Road Rt 260 ( a State Road) in the Town of Sweden. We get an enormous amount of traffic to and from Rt 531 via Rt 31 especially during morning and evening drive times. For over a decade, I have contacted the NYSDOT, my state legislator, and the Town regarding the speed limit (eventually it was reduced to 50MPH which very few drivers obey) and most urgently, to have this road completely RESURFACED, not just randomly patched. The road surface has been cracking in the middle as well as on the edges causing the roadway to break off, narrow, and eventually with chunks of roadway flying onto our property, The shoulders flood when it rains. Bikers, walkers, ( even some in wheelchairs) who try to ride in the shoulders are at great risk because there is little shoulder left in areas. Earlier this summer, the State patched the road, HOWEVER, they patched many but not all of the holes and cracks. AND they patched AFTER striping it so now once again, drivers pass on double yellow lines that don't always look like double yellow lines because the patch is placed over them. In addition, the many trailers still clang along and rattle every time they hit a crack. hole or edge of shoulder. While supposedly nothing will be done about the increasing traffic especially the increased number of construction and 18 wheeler trucks that travel this road, a complete redo of the surface I believe would lessen the danger caused by the holes, the flying asphalt, the narrowed shoulders and the noticeably worsening noise level. The last I heard was that the resurfacing of this road was being pushed out to 2023. This is completely unacceptable and thoroughly unsafe.

9 months ago

I think it is extremely important to continue to create well marked bicycle lanes and educate the community about what they should do when the encounter a shared lane. In addition, there is a huge need, especially in the suburbs and outskirts for just in time affordable means of transportation for older adults and persons with disabilities that cannot drive to get to doctors, social engagements, faith institutions, access to food, banking, and other basic needs.

9 months ago

We need to build complete streets that accommodate pedestrians and provide family friendly cycling infrastructure. Accessible via any form of cycle (bicycles, tandems, adaptive trikes, etc) so that everyone can be safe while traveling, regardless of ability or income.

What message are we sending to our kids when we get into a car for every trip (including to go cycling!) because the streets are not safe for pedestrians or cyclists? This fragments the community and hurts the local economy.

With so many of us working from home, the expense of maintaining a vehicle for occasional travel is less appealing. Our roads are dysfunctional if they do not accommodate other forms of travel that are fun, healthy, non-polluting, much more affordable and efficient. Let us reconnect our towns and communities!

9 months ago

Thank you! I'll be sure to spread the word on the survey to Brighton.

9 months ago

Thank you.

9 months ago

Thank you for working to get public input! We will share the survey through our Healthi Kids network.

9 months ago

Thank you again to everyone that joined us tonight and provided input.

9 months ago

Hi, it's just it's Phil Collins again. I just wanted to add something where you're talking about the the data for cycling in Cycles to use of travel times. There's a number of fitness apps now including Strava that are becoming much more popular, especially with the lot more people out doing cycling during the pandemic. So there should be a good amount of data out there. Now regarding frequently-used cycling routes and cycling times. That's good to know. Thank you. Yeah, thank you Bill. We had looked at the Strava in the past and you pre Cove it. So maybe things would be a little different. Yeah, and and then what we're hoping to find them just you know something that's in Broad used to give us a a better a broader picture. I think Strava if I recall Right started mostly in the running Community wage. And under the bicycling Community the hardcore the the dedicated bicycle started using that and you know, we also want to try to I think we'd have to look at multiple sources because different people are using different information or different apps and devices. So like the the key for us particularly any kind of wage data collection or performance measures is the idea of getting a data source that informs us appropriately and then is consistently am reliably available for for updates that we can see Trends and we could see activities it it's they they talk about performance measures being smart an age, you know part of that is, you know specific. It's measurable terminal in the yard the T, but the the the fact that you can get it off. Here you can you can compare different time periods is key to informing the planning decisions. So we'll take a look at drive again and see if the penetrations gotten deeper in Rochester area. Yeah, what other tools might be out there, but um, we're always looking for for sources of good and and reliable and repeatable data. Yeah. I know Google Maps also has the cycling function, right? So where you can choose choose it to plan out a route for for a bicycle Journey off and then it'll follow you along. So Google might have information from its Maps app there, too. That's another good suggestion. Thank you. All right. Thank you.

9 months ago

Okay, go ahead. Hello, you join us on the phone or through their computer. I don't know if we got them connected through Laurie. Let me see a minute. Any I think I think I myself I'm sorry. Can you let us know who you are and and thank you for calling this is Faith in Partyka with reconnect Rochester. Um Jason, how are you already took off the reconnect Rochester. So you can't say anything else just kidding for those are don't know Bill and Jason have been uh interacting with GTC for many years. So they're they're folks we can joke with so I you know, I don't think I have some comments about performance measures actually that are in the transportation plan. I don't know if she should be back on that or suggestions. Um anything anything that's great. Yeah. It's just so you know sort of preference the the performance measures we had wage. GTC started trying to identify some performance measures before the federal government requires to do. So, we do have over calling Regional performance measures that

were established and then we have a separate National performance measures report. We're calling it national performance measures because those are the ones identified by the Federal Highway Administration. So the same you share might end up in a regional might end up in a national but I just wanted to make sure you know, we have two different uh-huh separate but complementary performer measure efforts. Okay, very cool. I was wondering I'm looking I'm looking at what's in the \$24 plan. So this might not be a comprehensive like as well either way, but one of those things uh, I believe you guys would be able to include or add just crash data as a performance. Um, like you have number of fatalities in there. I don't know if it was possible to add phone number of crashes if that's something that can be tracked and a lot but um and maybe even separate it out by, you know vehicle by pedestrians back on me as far as the performance measures go with the vehicle safety. New York state has set performance measures and Targets on a Statewide basis that we have as a region and and pretty much every region in the state has agreed that it would make sense to program funds to try to achieve a Statewide improvements and one of the examples I gave for not having it set at the regional level several years ago on Route 390 down in Livingston County. There was a situation where a coach bus with like a travel hockey team was uh wage driving down the highway and the driver drifted onto the shoulder and hit a parked heavy truck and it was a very significant crash I think down in the Dance Floor area. Um, but nearly everybody on the bus was injured. I don't think they had a fatality but there were some serious injuries, and now when you're trying to look at yep, Targets for a region a small really a small as ours in the grand scheme of things one incident like that can skew your result unfairly. So what the state has looked at in we actually have on Thursday our way. Our board will be considering amending that National Transportation performance measures document that I referred to to incorporate the latest safety goals that the New York state has set four fatalities for serious injury for injury for crashes. Um, and that that's what they are reporting to the federal government to make commitments. Hey Shares are Target's for 20 21 and our goal is to wage. For safety issues and um and program projects that can help that now the challenge becomes is when it comes to crash data, you have to understand but you know, what is the nature of the crash and can something be done from an Essence an engineering solution. It's hard to build something to take, you know, make Behavior change for the distracted driver the impaired driver, but where there's something physically challenging in a road, then you look to make it difference or increase the the warning signs. Um, we are working with the State Department of Transportation on Thursday supplementing their efforts to analyze locations of crashed out and come up with what they call mitigation efforts and it initially was envisioned that wage. Kind of enhanced what they've got going on. I just supplement not enhanced so that they had a backlog of locations that they were looking and we were going to bring out a board a consultant to help clear the backlog but as we got into it, it was recognized that West Henrietta Road from the basically from Erie Canal Club down to Jefferson Road was identified by the state as some of the highest number of crashes vehicles and pedestrians vehicles and bicycles. So it was really an area of concern and rather than having the the Consulting team look at, you know, ten or twelve locations across the region wage. They did a concerted effort of looking at that Corridor specifically and what kind of changes need to happen in that Corridor and uh, that is dead. Something that it's not done yet. We're still in the middle of that process, but the thought is coming out of that what can be identified for improvements that hopefully will reduce the number of crashes certain. We absolutely want to reduce the number of crashes of vehicles versus pedestrians or bicycles. I don't know if you were on earlier when I was talking about the vulnerable users and you know, people are not wrapped in a steel cage the the the unprotected user of the of the roads. They get hit by a vehicle off speed is a huge difference. But you know, what can we do to just prevent that crash from over happening? So, um, there is a concerted effort to look at where the data is showing a problem areas and what can we do to mitigate? So before you commit to get you have to understand is it crashes T-boned crisis is a rear-end crashes. Is it sideswiped crashes? Yep. No, discernible pattern, you know, you might have five crashes in a short stretch, but there for five different reasons. Somebody hit a deer somebody drifted off the side of the road. Yeah. There's not a cog in uh, a common issue and if there's not a a pattern that can be fixed. That's fine. Fortunately there. There's there's no fixed to be had but absolutely we want to reduce the number of crashes particular those resulting in fatalities or serious injuries. So I'm just off of minor Point too. I know the national performance measures document that you were talking about for the Nia Stat or the national Safety targets that were medium through knives that one of them

at just that I can perform as measures talks about the number of non-motorized fatalities and serious injuries. They do get into that vulnerable user population. That is, specifically in the performance measure document. That's a separate separate from the ldp right now, but we're going to be rolling it into the new lrcp wage. And so when it comes time for selecting projects for funding safety is our highest priority and has the the highest value in the criteria. So projects that are addressing a safety issue. Usually it would be unusual for them not to get funded about. The only time you might happen is if we don't have enough information yet to figure out what can be done. It needs more more study or engineering to understand what the fix is required, but by and large it's addressing a safety issue. It's getting top priority for funding. It is that data like post anywhere or made public anywhere like either the New York State the Okies website or like what those measures are that you guys use the same answer this statement of us. We do have them on our website right now. If you navigate to GTC and then if you go to bed at the very bottom of the page, there's a national performance measures report. If you click on that link, it takes you to call the national performance measures that are separate from our individual authors at the empty. Oh, these are measures that every every state you with you across the country has to report on per the federal guidelines and in there, there's the safety measures and I can send you some more information. I'm not sure what night is that has on their website. I'm assuming they have to have something that I'm not 100% sure where that would be. Yeah. Yep. I had mentioned that our board on Thursday will be looking at the updates for the 2021. So also on our web page if you had if you go to the uh, either of the main page and scroll down where it's upcoming events, and it makes reference to our board meeting or under the get involved tab. You can see the meeting materials, uh within um, there is a link right on our website what the numbers that the new measures the values are that will be adopted on Thursday. So they are available on the website page to what those new numbers will be And I think it even knows what they are to what they're going. And those are based on a rolling five-year average and then what the state does to try to improve on that 5 Year and thank you for all that. I'll take a look at all that and then I think I had just one more thing when I came to perform measures travel time based. I know there's one. Uh, there's a travel time index for you know, major rotary right is dead. Is that basically cars or do we do any kind of travel time stuff or bicycles? For example, so right now we just have that for vehicles. They use our in our case data for that. So, I believe that includes passenger vehicles and some Freight Vehicles as well like three trucks and what not. We do not have that for bicycles. That's an interesting job. Interesting and part of the challenge is finding a reliable data source Jody made reference to in Rick's which is our data vendor. And sometimes you see uh Road congestion maps on the on the TV screen. You'll see a little I think they call it the bug will icon in the corner that says in Rick's but what they do is, Lex aggregate data from GPS enabled devices in vehicles. So they're you know, if you signed on for yeah, I'll use Google Maps or listening to an Apple iPhone anything that's got location-based they're able to take that information and get Anonymous location information so they can see well, you know this particular device was moving along at sixty miles an hour now, it's doing Thirty. Oh and we got a bunch of other devices around them. So they have algorithms that Kool-Aid all that data off. I don't know of many broadly used device or I guess it would be apps or devices that could feed us to the information and you know, as time goes on we might be able to do that. Um, we we talked about travel time reliability in the sense that from day to day. It's pretty predictable that hey the trip that took me twenty minutes today is going to take me 20 minutes tomorrow. It's going to take me off the day after that. So that's where the reliability comes in that in essence predictability. We are working right now on your familiar. I know with our paper bicycle map. We are updating that um to be mobile. We're using my Citi Bike as a platform and and perhaps through that app is people use it and and navigate around maybe that ends up becoming a data feed for us. I don't know if that's built into it. But what we try to create is rather than last month. Map that's updated every five to ten years something that you know can be easily accessed on somebody's device and then uh as information changes we can update it in real time as new information becomes available as new facilities are created or you know, the what we want to try to start to integrate is what it's not just that, you know, there's a bike trail there. But what kind of condition is it in? Is it rough? Is it smooth but then hey it got repaid. So now we've changed it from rough to smooth. So I'm having it digitally is going to allow I think a greater flexibility in in getting the information out keeping it current and and hopefully a better experience for the user of that map. Um, I I'm confident we will have it before the next big bike season in the spring potentially even having it

for this fall. That's pretty cool. All right. Yeah, you know, I'm kind of like though I can see the floor for now. I do have some other stuff to talk about. Thursday. How about your time? So well, I know we have about five minutes left in our time. So if there's anybody else that wants to talk personally off, please make sure you hit a star three Jody. Yeah, and then we will continue to accept comments through our website. I'm going to keep that open people can still quote to our public input page and leave us messages. We will be following up on that. We will I believe it can even leave recorded messages through their choice in the emails. Ugh. This is not the last opportunity for folks to to to share their their uh perspectives with us, and certainly yep. Many people as we can't get to answer that survey the better. Thank you. Thank you for calling we do have one other person.

9 months ago

What the new for us to try? Okay, you can go ahead and somebody Hi, how are you? Good. How are you doing? Well, thank you for for joining and and and being our guinea pig on the connecting through this not happen at your daytime prior and we didn't have it. We didn't have anybody that wanted to talk to us live during the daytime size in last week. Oh, wow, and this whole platform is only been available to us for six months. So we're learning in adapting Whole New World great. Great. Nice. Okay. Well, yeah, so I had a I had a question. So I thought I'd like to know is is GTC committed to funding complete streets projects and this so we'll condition surveys for for Thursday. Are states include shoulders bike lanes and sidewalks all of which are used by right of way users other than car. Well, the the first part is easy. Yes. We are committed to supporting complete streets. I believe our existing Transportation plan already has a reference to complete streets. There are requirements wage, uh in under New York State rules to look at. Um, any project involving State funds has to look at complete streets and uh where they're appropriate where they make sense would need to be pursued. We have already built into our criteria when for example going for funding to repair a road or bridge where pedestrian or bicycle facilities don't exist now, but would be appropriate if a project sponsor um is dead. Proposing those they have an opportunity to get extra points on their application. If there's not appropriate of you don't put a sidewalk out in the country. They're not penalized wage per se the sort of get a default of one. But if it's some place that should have them and they're not proposed and they will not get any credit for for for a pedestrian bicycle facilities. Again, it's intended to enhance somebody's opportunity to get funding. Um, I'm sure there was a another aspect to your question. But yeah, sometimes your your surveys of roads for repair, right? So the guidance we use now for pavement management, we can follow a system that is used by the state. So when we go out we do have to look from essentially white line to white line. We don't look egg. Condition of the shoulder for pavement Rehabilitation because the bulk of the impact of vehicles particularly heavy Vehicles is in the travel pass, but any time that we're uh funding projects that are looking at Rehabilitation they do go edge-to-edge. So the same surface condition, uh, is is refreshed for the tire road we look for opportunities to create some better spacing for bicyclists often makes sense. Um anytime we replace a bridge that bridge is going to be wide enough to have bike space. Um, you know, we don't want it to be neck a particularly if there's good shoulders leading up to a bridge then you got a narrow bridge. We we don't want that situation and in some cases you end up with a bridge that's wider than yep. The road is leading up to it. So while the shoulder the condition of the shoulder is not a factor per say where they shoulders in bike space is not sufficient or or not have good quality and project sponsor is looking to improve that as part of their proposal. They get extra points for funding consideration. I just want to bring that up not only because myself I I use shoulder to the cyclist. But especially on Rural roads that that don't have sidewalks. The shoulder are especially important for pedestrians that to use the road. Number one and number two. That's mostly where an area again is where there's not sidewalks wage that's handicapped users use the road. So the shoulders especially in the rural areas a more rural areas or even Suburban areas can be extremely important and the condition of them is extremely important if they're in bed condition than those pedestrians and and handicapped people are forced out into the right of way, which is very dangerous. Yeah, we agree. There are some recall vulnerable users. I described that as anybody that's not surrounded by a steel cage. So if you're walking if you're in a wheelchair, if you're on a wage if you're on a motorcycle gear in a horse-drawn buggy, the the situation is is more risky Choice folks and we we undertook an effort to try to look at a variety of factors from urban area to rural area. And how do we identify some of those boxes that are at a higher risk for vulnerable users? Um, and and how do we screen for some of the information through

the the data that we have? It's uh, well established how you should screen the data for vehicles as to determine if a place is safe or unsafe you have what they call crash rates. Where how many? Yep In versus how many miles of you know how many cars going by but because we don't have good counts on how many people are walking or how many people are riding their bicycle or using a wheelchair or even how many people are avoiding those spaces with a bicycle or walking or wheelchair because they don't feel safe. So it's very hard to determine a rate wage, but we're trying to utilize other analyses. But you know, can we work on the location of where incidents are happening and we identify patterns on your clusters. So what can we do to make those areas safer? What can we hear from people, you know, uh, um, letting their their County Highway superintendents know, letting their their municipality know about places that just don't feel safe if they're able to pass that on we can try to adapt to that, but we definitely be dead. We're we're cognizant of the fact that there's way more than just Motor Vehicles using the system right now, and we want to create viable alternatives for people to use the transportation system in a way that's safe for all that's definitely a goal of ours. And I just I just went to throw in before I forget bills your comment about evaluating the the pavement and stuff. One of the things that is happening. Now. It's transitioning to a system where for many years the state was responsible for evaluating the condition of the roads on the state system, but wage federal guidelines the the responsibility for the state has grown and they also have to look at other roads that are owned by counties and towns and Villages and cities and I'm wrong through on the different roads. They have actually increased the use of an Essence a super van, you know a van that goes down with all kinds of sensors on it off cameras and lasers and uh gyroscopes all kinds of different things to evaluate conditions and those might have the opportunity to at least visually get some more of the The edge of the road to shoulders and the light so as that data rules out perhaps There's an opportunity for us to get better information to use for a position making in the future. Sorry, it's Jody. I was just going to add that we have a complete streets project right now that we funded through our ups and we're doing it with Genesee Finger Lakes Regional planning Council. And right now we're with the village opinion to help them Implement can Street complete Street policies down there? Yeah, thank you for bringing up Jodi cuz that was something that we wanted to look at with in a regulatory framework. How can local communities should move towards a complete streets focus and Penn Yan was one of the uh was a community volunteer for us to look at their life situation. Look at County rules State rules. And and any regulatory type changes, they would need uh-uh. So you can think of as a pilot area. Uh, we actually may I believe it was Saturday that there was a community event and we had somebody out there we had there were several staff out there trying to get some input from the community directly. So I'm Jodie. Thank you for raising it. I appreciate your your input. Thank you very much guys, and I do have another question. I'll let other people jump in if they want to and then I can ask another question regarding Transit. I think you're the only one speaker Q so if you want to okay, yeah, you can keep going. Yeah, go ahead bill cuz nobody else is raised their hand in order to speak with okay that it. Oh, thanks, so I was curious as to if if projects get extra points for including public transit related improvements such as concrete pads around bus stops and also sheltered bus stops, the the concrete pads, you know, Thursday, we are immediately adjacent to the road. So there'd be you know easy to put in and when when doing a a road project and you know, if you've noticed people standing, you know, a lot of bus stops are in bad weather or in mud or you know deep snow or whatever and a pad would be very helpful for those bus commuters wage. All right bus users I should say and then also, you know, it seems like Transit users need to be sheltered wherever they're stop is I know tends to be somewhat parsimonious. So perhaps you know municipality putting in shelter plus stops with get extra points and their home and their project application. So the simple answer is yes, just like we're bicycle and pedestrian facilities are packed operate on a road project if they're doing stuff to enhance Transit, they get extra points and we even take it a step further. We have the frame a bit confusing but the term they use at the federal level is environmental justice and really what that's focused not so much on the environment but on uh despair it impacts your the mortgage. Negative impacts on areas where there's higher concentrations of low-income folks or ethnic minorities racial minorities or people with limited English. So whenever we're doing our our project evaluations, that's another thing we look at is what are you doing to make the facilities make it easy for folks in these areas to get around because typically there's a high correlation that you'll in areas with higher concentrations of low-income as expected. There's less availability of private automobiles. There's there's higher incidence

of Transit use or walking or bicycling out of necessity as opposed to other places people do it by choice. Um, so there is additional consideration of points to be gained certainly on the transit side. If the appropriate accommodations are being sought then they you know, the idea of the concrete pads is a great example, especially you think about we had some trouble Rings this week and we have other times even in the springtime when the snow thaws but now you got a muddy spot. So those are identified as far as shelters go. I know there is Criterion that Rgrta, RTS uses for determining where a shelter is make sense. And a lot of that has to do with how many people are using them after because the shelter's become. Well number one, there's expense to put them in and then you have to worry or not worried. But then you have to create a plan to be able to to maintain them. You have to ensure you on a lot of on the roads. It's the you know, the town or the city, you know, the municipality is responsible for shoveling out wage shelters, but they have a lot of other stuff that they're responsible for. So sometimes it's an afterthought so that the ongoing maintenance changing the trash and and clearing out the snow those things need to be agreed upon an advance before shelter could be and and we need the people who the entities have said. Yeah, we'll maintain it to stick to it. It's kind of like, you know when your kids say they suck. Puppy and I'll take care of the dog and they'll walk the dog and then we'll feed the dog. And you know, it's it's a challenge that they have to overcome, but certainly wage, you know, people are using Transit, um whether by choice or by necessity need to have some You know some some reasonable. Protection from from the weather where it makes sense but a stop that's only serving, you know, ten or fifteen people day at the big expense stop that's serving ten or fifteen bucks an hour every half hour. It's a different calculus. I don't know the thresholds they use but I know particularly when it comes to shelters. Um, there is that and I think wage RTS is generally amenable to if a local entity a town or Village or city wants to try to do shelters and and is going dead particular they're willing to pay for maintain them. I believe rgrta will provide their specifications and and you know, what, they need to make it function properly. I I, you know, I I would encourage to be think of flexibility in this case cuz you know I've seen dead. Like for instance, there's a shelter along Lake Avenue, which is no longer used because he has changed the the spot but it's across from Saint Bernards. It was basically a shelter built in the same style of the Stonewall that was there. But, you know a sheltered people at that bus stop so many years and really if you if you're a Transit user, especially in the areas that don't get as frequent service, you know that a lot of times that means that you've got to stand out waiting longer for that box to come along and the shelter's even more important. So, you know, I I guess I would encourage, you know building of a shelter to be more money to to have a you know, get higher Point levels or whatever kind of incentives you can provide I I have a shelter at the end of my street luckily for ma'am. What I need to use the bus and I will tell you the city does not shovel that out. So it is never shovels it out. And so I don't think you just shoveling is something that the city does for any of us club sets. So I don't think that that's quite as much of a barrier perhaps as as as clubs, you know, obviously if if something gets broken in the bus shelter, you know, they have to replace it. But as far as far as shoveling in the winter or cleaning out trash at other times of the year, the city does not do that, right and that's that's a continuing challenge. I think it's Hit or Miss but then where it is and I think in some places you might happen, you know nearby Merchants that kind of take it upon themselves and or concern neighbors who will pick up the trash and take care of things because they are they dead. Frightened where they are but it's a challenge when you consider how much coverage the system has and where there might be shelters. I know some situations where Roots have changed. My life has changed they've moved shelters to other areas. Obviously the one that at st. Bernards reference at you know, got the stone sort of national the wall. That's not something you can easily ugh redeploy. So but I think they are they're they're looking for opportunities. Um, unless it's shelters been really damaged say me and my vehicle they're not generally scrapping on my buildings. They even you know, sort of keeps them in in where they've pulled some back to keep them back for spare parts and the like wage but you're you referenced, you know damage. I know there's been places where for whatever reason people feel compelled to vandalize things and there's been she'll ma'am. that you know, the glass has been broken so many times that they just put like the like an open mesh great up there because it won't break is easy. But then you lose the protection from the wind and everything else, but they need to have some odd that um, it's not solid because you know, it needs to be the the the bus driver as they're approaching the stop can or shelter can see that there's somebody in there looking to use it so suck it. It's not easy when people feel

compelled to just vandalize for for no apparent reason. Jim we also have some other comments coming through the chat padh to I know we have some comments about as related to Transit as long as it relates to.

9 months ago

Is the City of Rochester's Comprehensive Access and Mobility Plan informing the LRTP?

9 months ago

Yes, generally speaking GTC looks to our UPWP projects for recommendations. The CAMP was funded through the UPWP.

9 months ago

And, hello to 6 or 7 people who called in to listen to the audio portion of our meeting tonight.

9 months ago

It would be great to include routes and destinations, particularly those that are associated with health services, youth services (recreation, libraries, schools, etc.), public transit, and access to food, when evaluating projects going forward.

9 months ago

Absolutely! As I've learned more about how projects are planned (or transit systems are reimagined), I was surprised to learn that access to shared public assets and basic needs is not a top consideration.

9 months ago

Hi! Christine Corrado, Brighton Town Board, jumping in. Thanks for hosting this opportunity to provide input.

9 months ago

Connecting the Groveland Secondary Trail to the Genesee Valley Greenway has been in the works for awhile.

9 months ago

Hello!

9 months ago

Hey Jason!

9 months ago

Hi. Drop us a note to say hello so we know you are here.

9 months ago

Hi! Thanks for stopping by tonight.

9 months ago

hello

9 months ago

Hi. Mike from Healthi Kids.

9 months ago

Hey Mike! Thanks for being here to represent our energetic youth!!

9 months ago

Good evening everyone! Thank you for joining us tonight. We will start at 6:30.

9 months ago

Is there going to be any efforts to install more permanent bike lanes?

9 months ago

Greetings. Are there continuing plans to use the Groveland Secondary Trail (Alexander/York) to connect the Niagara River Greenway to the Genesee Valley Greenway in Piffard? Thank you.

9 months ago

Absolutely. It will be posted right here on this page: [publicinput.com/LongRangeTransportationPlan](http://publicinput.com/LongRangeTransportationPlan)

9 months ago

I can't make the meeting tonight. Will it be possible to listen at a later time???

9 months ago

I'm on vacation the week of August 24. I filled out a survey,

9 months ago

Thanks Jim!

9 months ago

Are there plans to extend 531 West all the way to Brockport? The changes made in the past several years to the stretch of road before Brockport seem to have little or no positive effect on the congestion drivers experience as they near Brockport and the intersection of Rt. 31A and Rt. 19.

9 months ago

Are there plans to in the future to extend transportation runs to Alexander and points South of Batavia?

9 months ago

## L RTP 2045 Public Engagements Comments – Round One

Phone comment:

He explained that he usually transports about 160 individuals to day programs, or other trips. Due to COVID-19 restrictions to operate at 50% capacity, ridership is down to a third of that which reduced the number of vehicle miles driven. He has a loss of drivers. Those stats are what help him justify funding for new buses, through 5310. He hopes the decision-makers will consider the impact of the pandemic in future funding. They don't participate in 5311, but there could be impacts there, too. He is due to receive 3 buses from the last round and is hopeful nothing changes in order to serve his agency.

ARC OF GENESEE ORLEANS

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Phone conversation with Rochester Regional Health – Keri Hadcock, Erin List, Jeanine Noonan, Jody Binnix, James Stack – September 2, 2020

- Securing reliable, affordable, and accessible transportation for patients has always been challenging, however impacts from COVID-19 have provided new challenges for all parties involved.
  - Availability of stretcher van services have decreased since the pandemic, making it hard to secure discharge transportation for patients. Alternative is an ambulance, which is not ideal given increased costs (\$80 for stretcher van ride or \$400 for ambulance), logistics in coordinating approval through insurance, and timeliness (i.e., ambulance will bypass scheduled pickups for emergencies).
  - Reliability and quality of outpatient transportation is not consistent. Certain providers are not professional and do not treat patients with respect.
  - Above issues are amplified in rural areas.
- 

Email comment:

As president of the Upper Mt Hope Neighborhood Association I need to express two things of importance in designs going forward:

- 1) The reworking of the expressway exchanges a couple years ago neglected to include a westbound exit ramp onto Kendrick Rd – to handle traffic coming from the East and South toward the UR and areas up Genesee Street. As a result, there is excessive traffic traversing our residential neighborhood streets, especially on Westmoreland Drive.
- 2) In the reverse direction, there is way too much thru-traffic filtering our residential neighborhood streets originating at the UR and from the Elmwood Ave bridge across the river. Again, it mostly affects Westmoreland but includes other streets as well.

The City took some baseline traffic counts on a few of the residential streets before the Mt Hope reconstruction started, but I'd like to sit down and see what the best long-term solutions might be. I anticipate the current reconstruction will result in no desirable change in the counts and more likely will be worse due to the enlarged access onto/from Westmoreland to both Westfall and south on Mt Hope. Traffic needs to be pushed to stay on Kendrick or use Elmwood or Latimore to Mt Hope.

Please let me know when a good time might be to discuss [via Zoom].



November 2, 2020

Re: Long Range Transportation Plan 2045 Input

Dear Mr. Stack and Ms. Binnix.

Reconnect Rochester appreciates the opportunity to provide input for the update of the Long Range Transportation Plan for the Genesee-Finger Lakes Region. Our organization envisions a more equitable, sustainable and multimodal transportation network for our region, and champions transportation choices that enable a more vibrant and equitable community. Since LRTP 2045 will provide the framework for GTC's transportation priorities, we value the opportunity to provide input on issues and opportunities facing our region we believe should be addressed in the updated plan.

### **Proposed Goals**

The LRTP highlighted some of the following goals in prior plans. We feel a sharper focus on these would better serve the needs of our community:

#### **"Safety For All"**

Our current transportation system is killing and injuring many of our citizens. Just as we are considering reform in other areas to save lives and improve well-being, the highest priority for transportation planning and funding should be ensuring safety for all citizens -- regardless of age, ability, income or mode of transportation. To accomplish this, we have to attempt to reduce bias in the planning system towards funding for the safer majority (car users) and place priority on the safety needs of the more vulnerable minority (pedestrians, public transit users, cyclists and the disabled).

#### **"Transportation Equity"**

Transportation project funding has been consistently inequitable regarding the transportation needs of vulnerable populations: low income, people of color, disabled, cyclists, pedestrians, and public transit users. Hundreds of millions of dollars are spent each year to make our transportation network safer and more convenient for car and truck drivers. A very small fraction of that is spent making walking, cycling and public transit safer and more convenient. This is also true in rural areas, where people used to be able to walk and cycle safely, but higher vehicle speeds on wider rural roads now make that problematic.

#### **"Emissions Reduction"**

Thousands of lives across this region are lost every year to diseases related to internal combustion engine (ICE) emissions -- asthma, COPD, emphysema, lung and other cancers. These diseases tend to hit those same previously-mentioned vulnerable

populations hardest. In addition, carbon emissions are causing multiple climate-related hardships for the entire population. Reducing carbon emissions has been a goal of the City of Rochester, Monroe County and New York State. These goals must be reflected in our transportation funding. Projects discouraging more ICE transportation and encouraging transit, cycling and other mobility options should be considered. Efforts toward electrification of the transportation system should be made, and every project evaluated for how it will impact particulate and carbon emissions. Speeds and long intersection idling should be reduced through right of way design (narrower vehicle lanes are proven speed reducers and should be encouraged in projects). Cycling, pedestrian and public transit projects should be prioritized over new highway projects.

### **Proposed Recommendations (by mode):**

#### **Transit:**

- 1) **Include bus stop seating and shelters where appropriate and possible in road reconstruction projects.** Transit users (which frequently include the elderly and single parents with children) currently often wait in rain, snow or mud to ride a bus.
- 2) **Include crosswalks at bus stops in road repaving and reconstruction projects.** When people take busses to a destination, they usually return where they started on the other side of the road.
- 3) **Transit signal priority implemented.** This was a recommendation in the 2040 plan and has not yet been implemented.
- 4) **Funding for electrification of the active bus fleet.** Noise pollution and particulate pollution from diesel engines causes stress and illness for residents along the commercial corridors that busses often run.

#### **Cycling:**

- 1) **Separated/protected bicycle infrastructure.** Complete streets are those that are safe for everyone -- regardless of age, ability, income or mode of transportation. "Sharrows" provide no increase in safety, and regular "painted" bike lanes produce only small safety benefits. Separated, buffered, and protected bike lanes are the only facilities shown to significantly reduce cycling fatalities and should be considered in road projects, particularly on high speed or high volume roads.
- 2) **Regular evaluation, repair and maintenance of multiuse trails, cycle tracks, bike lanes, sidewalks and road shoulders used by cyclists and pedestrians.** Pedestrian and cycling facilities should be on a similar schedule for repair and maintenance as vehicle facilities and infrastructure.
- 3) **Improve and connect bike/ped/transit facilities into complete networks.** People who walk or bike are put in danger when infrastructure ends short of their destination, often forcing them into busy traffic lanes.

#### **Walking:**

- 1) **Encourage a wide variety of enhanced crosswalks,** especially in places where you want to encourage more walking. People should feel comfortable using crosswalks and

there should be signals for drivers to respect that space. Enhanced crosswalks (street murals, checkerboard or piano key crosswalks, textured materials, etc), are an easy and inexpensive tool to alert drivers of a pedestrian zone and allow neighborhoods to engage in placemaking.

2) **Safe separation between sidewalks and vehicle traffic lanes.** The fatality rate for a pedestrian hit by a driver increases exponentially at speeds above 30 MPH. Providing a buffer between pedestrians and vehicles greatly increases safety. When sidewalks must be close to vehicle traffic lanes, every design effort should be made to lower vehicle speed.

3) **Separate space for pedestrians and cyclists.** Multiuse trail and cycle track projects should make every effort to separate pedestrians and cyclists. This makes the infrastructure safer for pedestrians and cyclists, and will encourage use as a true alternative to driving.

**For all three modes:**

Facilities must be designed for use and easy maintenance year round. Many people do not drive or have access to a vehicle. Complete streets are those that can be used year round by all people -- regardless of age, ability, income and mode of transportation.

While individual projects are not created or designed by GTC, we believe the following projects would address the goals outlined above and should be considered by the municipalities and agencies that GTC funds:

1) **Practical pedestrian, cycling and micro-mobility connectivity between the Amtrak Station, the Greyhound Station and the Transit Center.** Linking local transit to regional outlets is vital to creating a seamless transportation network. With crumbling sidewalks, dangerous traffic patterns and a generally uninviting pedestrian experience, this corridor is currently unsafe and inconvenient for anyone outside a vehicle. As we approach the next phase of the Inner Loop reclamation, a separated path connecting the short routes between our transit hubs would be a small but positive step forward.

2) **Bus Rapid Transit.** Bus Rapid Transit could be a powerful connective tool, and adapted to already existing major bus routes. For example, Charlotte to U of R via Downtown Rochester would provide more regular service for one of the most popular RTS routes. The Capital District Transportation Authority (CDTA) is implementing its second BRT route and working on a third. A collaborative conversation between RTS and CDTA could provide some insight on BRT possibilities for our transit network.

3) **A circulator bus system to facilitate pedestrian use of downtown businesses.** A high-frequency free electric bus connected to parking garages would reduce emissions and decrease downtown vehicle traffic.

4) **Pave trail network.** Our region has an incredible trail network, but cinder trails become muddy and impractical in rainy or snowy weather and cannot be plowed in winter. Paving the trails would allow more people to use those routes reliably and consistently year round for both transportation and recreation. As micro-mobility options

become more popular and e-scooter share becomes part of our micro-mobility network, paved trails will be needed.

5) **Dedicated and connected East/West bike facilities.** Between the Genesee Riverway Trail (which will get even better with the 2034 plan) and the Union Street Cycle Track, the 390 trail and El Camino Trail, the city has multiple car-free North/South options for cycling. There are, however, no safe East/West bike routes through the City of Rochester. Main Street and Ford Street have the potential to be those corridors, if dedicated cycling facilities are provided. A separated, continuous East/West trail would be the optimal East/West companion to the GRT, and a study for such a trail should be a high priority for funding.

6) **Construction of intercity bus terminal adjacent to the Louise Slaughter train station.** The original plan was for the station to be an intermodal terminal. Currently, bus customers have to wait in converted trailers. Providing equitable access to transportation amenities aligns with the community vision established in Rochester 2034.

Thank you for the opportunity to provide input and for your consideration.

Sincerely,



Bill Collins,  
Cycling Workgroup Advocacy Committee



Renee Stetzer  
President, Reconnect Rochester

And...

Pete Nabozny, Vice President  
Jackie Marchand, Treasurer  
Susan Levin, Cycling Work Group Chair  
Jason Partyka, Bus Work Group Chair  
DeWain Feller, Rail Work Group Chair  
Jesse Peers, Cycling Coordinator

Michael Damico  
Arian Horbovetz  
John Lam  
Brendan Ryan  
Victor Sanchez  
Daniel Speciale

# Round 2 Summary

# Long Range Transportation Plan 2045 Round #2 Recommendations

What are your top priorities under the Health and Safety Recommendations? Please choose up to five.

56%	HS-4 On-Street Bicycle Network Expansion	18 ✓
53%	HS-12 Fully Integrated Cycling Network	17 ✓
53%	HS-14 Safe Routes to Community Destinations	17 ✓
50%	HS-6 Revitalize Multi-Use Trails	16 ✓
34%	HS-1 Design for All Users	11 ✓
28%	HS-2 Local Complete Streets Policy	9 ✓
28%	HS-5 Context-Suited Bicycle Facilities	9 ✓
25%	HS-10 Pedestrian Intersection Assessment	8 ✓
25%	HS-15 Pedestrian Intersection Enhancements	8 ✓
22%	HS-13 Self-Enforcing Street Design	7 ✓
19%	HS-3 Sidewalk Network Expansion	6 ✓
19%	HS-9 Rural Highway Intersection Safety Evaluation	6 ✓
13%	HS-8 Health-Focused Planning Framework	4 ✓
13%	HS-11 Mid-Block Crossing Safety	4 ✓
3%	HS-7 Health Impact Assessments	1 ✓

32 Respondents

Did we miss anything important to you related to Health and Safety? If so, please explain.

---

Definitely need more proactive identification of the need to get people out of private motor vehicles -- to preserve health and safety through reduced physical car-nage from vehicles, and reduced emissions (40% of our GHG emissions are from transportation, which of course is way too much private and single-occupant vehicle in our region). Electric cars are better for emissions, but they are still the biggest physical danger we face in our communities and society.

2 months ago

Nothing here about reducing CO2 emissions.

2 months ago

It's bizarre to me that this section says nothing about reducing greenhouse gas emissions through discouraging the use of personal vehicles and encouraging the use of active and public transit. Climate change is the ultimate public health crisis, so mitigating climate change must be a top priority when it comes to health and safety.

2 months ago

No

2 months ago 

Our multi-use trail network relies on corridors that often were set aside many decades ago, particularly in urban / inner-suburban areas. Revitalizing these trails to current standards and making them safer and more useful is critically important, but perhaps equally important is expanding the network. Multi-use trails should be ubiquitous and exist in more places than just older corridors left over from prior land uses (canal, highway construction vestiges, rail corridors). Maybe this is covered within HS-14, Safe Routes to Community Destinations, but we need multiple options about which multi-use trails and routes we can use to get to our destinations – similar to the breadth of choice offered in vehicular routes. For many of us, especially with children, riding bicycles next to cars on vehicular streets will never be a safe substitute for our real needs. We need significant a multi-use trail network expansion.

3 months ago

Had a tough time selecting only 5 priorities in this section. Several "non selected" choices seen as important...

3 months ago

---

What are your top priorities under the Access and Equity Recommendations? Please choose up to five.

65%	AE-11 Land Use Decision Making	17 ✓
58%	AE-5 Regional Trails Initiative	15 ✓
46%	AE-4 Augmented Regional Trail Network	12 ✓
46%	AE-6 Direct Non-Motorized Connections	12 ✓
35%	AE-3 System ADA Compliance	9 ✓
31%	AE-9 Regionally Connected Transit	8 ✓
27%	AE-2 Equity in Design and Maintenance	7 ✓
23%	AE-1 Primary Equity Considerations	6 ✓
23%	AE-7 Core Transit Frequency	6 ✓
23%	AE-8 Transit Supportive Street Design	6 ✓
23%	AE-16 Intermodal Connectors	6 ✓
12%	AE-10 Coordinated Transportation Services	3 ✓
12%	AE-14 Shared Mobility Management	3 ✓
8%	AE-13 On-Demand Mobility	2 ✓
4%	AE-15 Mobility as a Service (MaaS)	1 ✓
0%	AE-12 Transportation Management Association	0 ✓
0%	AE-17 Transit Facility Support	0 ✓

26 Respondents

Did we miss anything important to you related to Access and Equity? If so, please explain.

---

Exposure to NOx and PM2.5 emissions from diesel vehicles occurs disproportionately in low-income and marginalized communities, causing health problems such as childhood asthma. This is yet another reason to aggressively pursue electrification of trucks and buses -- not only cars.

2 months ago

It is not hyperbole to say that most pedestrian facilities in our region are ADA violations for many months of the year (winter). It is unconscionable to force wheelchairs and baby strollers into traffic because sidewalks and crosswalks and curb cuts are inaccessible from snow and ice. Culprits here include governments, citizens, and private plow contractors, who bury pedestrian facilities with plowing, and/or don't clear obstructions of pedestrian facilities. NOT OK

2 months ago

Improved access to transit, current plans reduces that access to many even in the COR urban core.

2 months ago

Traveling with Pets is a growing trend that should be included as a part of AE-2

2 months ago

No

2 months ago 

What are your top priorities under the System Management and Maintenance Recommendations? Please choose up to five.

65%	MM-13 Preventive Maintenance	17 ✓
58%	MM-19 Repair and Rehabilitation	15 ✓
54%	MM-12 Active Transportation Enhancement	14 ✓
42%	MM-16 Non-Motorized ITS	11 ✓
35%	MM-18 Corrective Maintenance	9 ✓
31%	MM-14 Strategic Divestment	8 ✓
31%	MM-20 Infrastructure Replacement	8 ✓
23%	MM-10 System Connectivity	6 ✓
19%	MM-11 Access Management	5 ✓
15%	MM-3 ITS Communication Infrastructure	4 ✓
15%	MM-5 Traffic Signal Synchronization	4 ✓
15%	MM-8 Connected and Autonomous Vehicles	4 ✓
15%	MM-9 Congestion Management Process	4 ✓
12%	MM-2 ITS Integration	3 ✓
12%	MM-7 Traffic Incident Management	3 ✓
8%	MM-1 TSMO Programs and Services	2 ✓
8%	MM-4 Core TSMO Programs	2 ✓
8%	MM-6 Interagency Operations Coordination	2 ✓
4%	MM-15 ITS Asset Management	1 ✓
4%	MM-17 Locally Implemented Access Management	1 ✓
0%	MM-21 Advanced ITS Field Instrumentation	0 ✓

26 Respondents

Did we miss anything important to you related to System Management and Maintenance Recommendations? If so, please explain.

Provide dedicated lanes for transit vehicles to improve the safety and timeliness of transit services -- a step toward Bus Rapid Transit.

2 months ago

The term divestment makes it sound like the solution is to remove facilities when in fact its a strategic analysis of facilities and the studies should determine an outcome before its evaluated. It could result in more investment in some areas, divestment in others and modifications to facilities based on changing needs (i.e. road diets). I believe a broader and more comprehensive title for this category should be considered.

2 months ago

No

2 months ago 

All were very good and need to be done

3 months ago

What are your top priorities under the Sustainability and Resilience Recommendations? Please choose up to five.

<b>78%</b>	SR-1 Climate Change and Hazard Impacts	21 ✓
<b>56%</b>	SR-2 Stormwater Management	15 ✓
<b>52%</b>	SR-5 Alternative Fuel Supply Expansion	14 ✓
<b>44%</b>	SR-4 Alternative Fuel Benefit Promotion	12 ✓
<b>41%</b>	SR-7 Local Implementation of Infill Development	11 ✓
<b>37%</b>	SR-6 Alternative Fuel Fleet Expansion	10 ✓
<b>33%</b>	SR-3 Infill Development Supportive Investment	9 ✓
<b>30%</b>	SR-9 Vulnerable Asset Protection	8 ✓
<b>19%</b>	SR-8 Hazard Impact Prevention	5 ✓
<b>19%</b>	SR-10 Redundancy	5 ✓
<b>4%</b>	SR-11 Recovery Considerations	1 ✓

27 Respondents

Did we miss anything important to you related to Sustainability and Resilience? If so, please explain.

---

SR-4, 5, and 6 need to prioritize ELECTRICITY as the alternate fuel of choice, NOT propane or natural gas, which are both fossil fuels adding to climate change. Even GM and Ford are going all electric in the next 10-15 years!

3 months ago

[5 Agree](#)

Yes, but don't promote of that nearly as heavily as non-car alternatives. Getting people out of cars is far greater impact than what they are powered with

3 months ago

[1 Agree](#)

None of the fuels in SR-5, other than charging stations, really deserve to be called "alternative". Alternative should be anything other than combustion processes.

2 months ago

[2 Agree](#)

This section is inadequate and misleading. Promoting electric vehicles is positive and necessary, and hydrogen is appropriate for some difficult to electrify applications, but propane and natural gas should be phased out immediately. Investing in additional infrastructure to facilitate the use of propane and natural gas would be an irresponsible waste of money. Instead, we need a dramatic increase of investment in our public and active transit systems and intentional efforts to discourage the use of cars and trucks. If local residents still need a personal vehicle to get around in 2045, we're in big trouble. In addition, I hope the Genesee Transportation Council is planning for how to accommodate an increase in population over the coming years, because climate refugees are already moving to our region and more will certainly follow.

2 months ago

[2 Agree](#)

On-road transportation (cars, trucks, and buses) in the Region is responsible for more than 5.5 million metric tons of greenhouse gas emissions every year, more than two thirds of that from cars and light trucks. To meet the state's legal commitments under the CLCPA, these emissions will have to be reduced by more than a third by 2030. These recommendations fall far short of what will be needed to accomplish this reduction. In particular, switching from one fossil fuel to another (propane or natural gas) is no solution at all. Barriers to electric vehicle ownership, real and perceived, must be addressed for all vehicle owners including those in rental housing. Transit provided by electric buses must be massively scaled up so as to realistically replace trips by car/SUV for many commuters. Passenger rail needs its own infrastructure to be able to provide frequent and reliable service, instead of being shoehorned into residual capacity of the freight rail system. The Council seems blind to the scale of the changes needed.

2 months ago

I agree wholeheartedly with the red flags identified in the comments below!!

2 months ago

No

2 months ago 

Ending economic incentives for greenfield development

3 months ago

What are your top priorities under the Economic Development Recommendations?  
Please choose up to five.

64%	ED-3 Rail Infrastructure	16 ✓
48%	ED-11 Wayfinding Systems	12 ✓
40%	ED-2 Rail Enabled Business	10 ✓
40%	ED-14 Workforce Development	10 ✓
36%	ED-4 Rights-of-Way	9 ✓
36%	ED-9 Regional Destination Promotion	9 ✓
32%	ED-13 Shared Parking	8 ✓
28%	ED-5 Last Mile Access	7 ✓
28%	ED-8 Interregional Travel Facilities	7 ✓
24%	ED-10 Rural Mobility Option Expansion	6 ✓
16%	ED-1 Freight Corridor Reliability	4 ✓
16%	ED-7 Curbside Management Policy	4 ✓
16%	ED-12 Parking Management	4 ✓
0%	ED-6 e-Commerce Support	0 ✓

25 Respondents

Did we miss anything important to you related to Economic Development? If so, please explain.

The problem with current rail is that it is entirely devoted to freight. To the extent that passenger trains in NYS are delayed to wait for freight. This is entirely unacceptable.

2 months ago

2 Agree

Rail shouldn't be for goods only. People should be able to easily, comfortably, and conveniently travel by rail also.

2 months ago

2 Agree

The technology exists now to electrify drayage and last-mile delivery.  
<https://www.ttnews.com/articles/trucking-takes-initial-steps-toward-zero-emission-future>. As others have noted, passenger rail needs its own dedicated infrastructure to provide timely, reliable service and replace trips by car or plane.

2 months ago

Way finding needs a major improving, primarily by having NYSDOT properly maintain the signs under their jurisdiction in the City of Rochester.

2 months ago

Establishing regional trail hubs that include basic public amenities necessary to benefit the hub and the host community at a scale that supports multi-use trail users including parking and restrooms; the Genesee Valley Trail Town Program is one current effort to leverage multi-use trails for local community economic development through partnership.

2 months ago

No

2 months ago

How did you hear about this opportunity to review and comment on the GTC's Draft Long Range Transportation Plan? Select all that apply.

48%	E-mail message	12 ✓
36%	Social media (Facebook, Instagram, Twitter, LinkedIn, etc.)	9 ✓
16%	Other	4 ✓
4%	Newspaper/Radio/TV	1 ✓

25 Respondents

### Poll Questions 'Other' Responses:

internal communications of nonprofit organization

2 months ago

Genesee Valley Trail Towns program volunteer

2 months ago

Professional Newsletter

3 months ago

How would you describe your affiliation and interest with the Long Range Transportation Planning Process?

<b>60%</b>	I use the transportation system.	15 ✓
<b>40%</b>	I am interested in the transportation system mainly for professional reasons. (I am a planner, engineer, or otherwise work in the transportation industry or for a municipality, etc.)	10 ✓
<b>16%</b>	Other	4 ✓
<b>12%</b>	My business or company depends on the state of the transportation system.	3 ✓

25 Respondents

Poll Questions 'Other' Responses:

I work with nonprofit organizations concerned with transportation as a component of climate policy.

2 months ago

concerned citizen

2 months ago

I bike to work and would like better bike infrastructure and public transit for livability and environmental reasons.

3 months ago

## Comments: Long Range Transportation Plan 2045 Round #2 - Recommendations Feb. 23

Thanks, Y'all. It was nice to see the RT 390 Trail Project mentioned in the Project Spotlight section.

3 months ago

Thank you all. This concludes today's meeting.

3 months ago

Thank you. This is very helpful. I'll spread the word to get more feedback.

3 months ago

You bet!

3 months ago

Thank you, Lori - this has been helpful. I will review the full document as suggested and provide additional comments if I have any.

3 months ago

Good morning, this question pertains to an area Western area of Ridge Road. Are you planning to do any I gathered from my last comment that he there is not any long-term planning on four major expansions, but the area that I'm having trouble hearing with is from the magnetar to 259 expansion. Are you planning in the near future doing that further west on Ridge Road? And if so, I have a huge concern with the tie-in of Clarkson Parma Townline Road at the Ridge Road entrance and I am begging that someone take a drive out there when it's evening and just taken overall wage. How the danger is in factored into that that joining at that Ridge Road? I'm nearly had a head-on accident and here right right and it just shakes me to think about the the lack of attention that that area is getting because unfortunately, it's a drop-off area off of Ridge Road and you don't see the road at night and the lighting system is horrendous. We need to at least look at some new LED light in that area. Is that a possibility short-term? And Clarkson Parma parks department the extension. Yes. please Well, it it it's one lane there. Okay, and okay and Clarkson. In order to access. I live on Spencer Road. So I need to get down and and make that left hand turn. The oncoming traffic is really scary sometimes because it's single line and buy. Looking back or or coming from Brockport is what my situation was and making that left hand turn because that you know Ridge Road is higher wage. That's where it takes its descent down and dipped down and the lighting is horrendous. And what happened was a it was because it's not Tulane There's No Light No, Traffic Light there some gentleman. I gathered by the time I got to my Panic stage that was about seven cars back decided to pass everyone in front of him directly into my oncoming Lane of traffic and fortunately I had the space to roam virtually hit the ditch to allow him not to it's just at my age. I don't need that traumatic, you know. Yep. Somebody checking that out. So it's we need help out here. well All right. right right May I just had one more quick comment when you're coming when you're coming from Brockport and driving east. They there used to be a sign identifying the Deerfield Country Club, which you knew was identifying the Clarkson Parma Townline left hand turn available exit that's all been removed as you're driving Ridge Road there. You have no idea where that that turn is until you're right upon it and until you and if you're you're from out of town, you're you're lost because you have no idea. There's no sign identifying on the south side of the road that Clarkson Parma Townline Road is coming up or turning availability. Thank you. right Right and just identifying the turn for Clarkson Parma Townline Road prior to getting to it. That's that is really Yeah, well the identifying if you're from out of the area and you're you're going I don't care if it's GPS or or just a roadmap you need to have some kind of old-fashioned of where you are before you have to drive all the way down to 2:59 and then come back, you know, it's it's just frustrating. So that's my life main reason. Okay, okay. I would highly appreciate that. I have tried to contact the New York State Transportation Department and which I assume is fundamentally you but I really do it didn't do anything other than just alleviate a little anxiety that particular day, but I want to also thank you for the announcement in our local PennySaver Westside news on the front page because when I saw this, I've tasted it right on the cabinet to make sure I didn't miss your call opportunities in our town. Yeah. That's okay. Yeah, because I mean there's a stretch of those little country roads that you have to make those left-hand turns off of off of Ridge Road that are right fire to that in that Brockport. You'll route edited and the accident that happened up there are not good ones and you should have documentation. Yes. Oh, it's so that's the biggest part. Okay. Thank you so much. Thank you. Bye.

3 months ago 

Sure, you can send us a letter with any comments. Send it to us at 50 West Main St. Suite 8112.  
Rochester, NY 14614

3 months ago

Is there a way to provide input \*not\* on the internet?

3 months ago

I hope we answered your questions Crystal.

3 months ago

is there a relationship between the Priority and funding?

3 months ago

(self)

3 months ago

for example, what does ongoing signify versus near term?

3 months ago

Can you talk about the difference between the Priority levels listed in the plan?

3 months ago

What questions or comments about the draft recommendations do you have?

3 months ago

Thanks, Lori.

3 months ago

Welcome, John.

3 months ago

John Caterino - Town of Greece Planning

3 months ago

Hi Jim. Hi Susan. Thanks for joining us today.

3 months ago

Susan Reconnect Rochester

3 months ago

Jim Chodak U of R

3 months ago

hello

3 months ago

Yeah Crystal!

3 months ago

We will get started at 1p.m.

3 months ago

Good afternoon. Thanks for joining us today to talk about the Long Range Transportation Plan 2045.  
Say hello below to let us know you're here. You can leave a question or comment here or call in.

3 months ago

Comments: Long Range Transportation Plan 2045 Round #2 Recommendations - March 2

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Thank you all for your participation tonight. This concludes tonight's meeting.

2 months ago

Thank you very much! Have a good night

2 months ago

Yes. Visit [publicinput.com/LongRangeTransportationPlan](https://publicinput.com/LongRangeTransportationPlan) You can click through the tabs for each section, or you can download and read a longer PDF Document. Let us know if you need assistance in accessing it.

2 months ago

Thanks everyone. Very helpful.

2 months ago

But the current recommendations are online?

2 months ago

The current draft is available?

2 months ago

For more information about the upcoming transit service, visit <https://reimagine.myrts.com/> for plenty of resources including maps, videos, and information.

2 months ago

March 15. Thanks for your feedback tonight. It's very helpful to hear new ideas.

2 months ago

Great discussion. If you could submit your comments by March 15, that would be helpful. Thank you for your interest.

2 months ago

You're welcome Maria.

2 months ago

Thanks for the response.

2 months ago

Thanks, Jody

2 months ago

Are Active Transportation Plans supported through the Health Care Industry like other Active Transportation Plans around the country?

2 months ago

How many of the 70+ recommendations are in each of the 5 categories?

Are there more recommendations for certain categories or are they generally balanced?

2 months ago

Hello? Hello. Hi, this is Karen Emerson and, uh, I live on the West side of the city and I did note that there is a greatly reduced services to our main quarters, specifically, um, Thurston road. Um, and, um, I think, um, I'm not recalling exactly, but probably West Avenue, uh, and, uh, Genesee park Boulevard and some of our ma our other main, uh, Brooks Avenue. And we used there used to be, um, several more, uh, buses serving our area, and that is not happening at the moment in the new plan. It looks like we are only have like three routes that are serving our neighborhood.

2 months ago 

Good evening. Let us know you're here by saying hello.

2 months ago

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# Round 3 Summary

## ***L RTP 2045 Public Engagement Comments – Round Three***

The following comments were received via email. All identifying information has been removed.

Dear GTC,

I reviewed the Long Range Transportation Plan and was surprised that vanpooling was not specifically mentioned in it. Although the current vanpool program is small and has faced multiple challenges since launching a couple years ago, it is valuable for the existing participants and has the potential to meet the needs of more area commuters, especially those not close to fixed route options, commute more than 10 miles and those who work outside of typical commute hours.

Vanpooling can affect all 5 categories identified by GTC;

- Health and Safety – Vanpooling is the safest for of public transit and a reduced exposure public transit option for participants concerned with COVID-19, that coupled with adherence to CDC guidelines and cleaning procedures, our participants feel safe and healthy riding in our vanpools.
- Access and Equity – Those that are transit dependent but living in a transit desert for one reason or another are at a severe disadvantage. Vanpooling and specifically the RGRTA program can provide economical, reliable transportation for the entire community but especially in lower income or low density areas where transportation is desperately needed.
- System Management and Operations – Our best-in-class turnkey service alleviates staff time, money while continuing to reap the benefits of expanding transit service and servicing those not currently utilizing the public transit system.
- Sustainability and Resilience, and – Each of our vanpool groups takes up to 14 cars off the road, opens up to 14 parking spaces, reduces Vehicle Miles Travelled, reduces carbon emissions, is a market demand flexible transit option, and the most economical mode for RTS in terms of cost per trip or per mile. The program also helps to generate federal transportation funding and keeps commuting costs low for the participants, saving them up to \$5,000 when compared to driving a single occupancy vehicle.
- Economic Development – What better way to increase the economic vitality of the GTC area then getting folks to work in a reliable, flexible and economical way? Vanpooling not only expands the labor pool for employers but also reduces employee churn and absenteeism which impacts employers' bottom line is a big way while opening up job opportunities for the community.

We are happy to discuss more at your convenience.

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Thank you for the opportunity to provide input to the GTC's Long Range Transportation Plan 2045. In large part, the draft plan is an excellent blueprint for transportation in our region. Most of the areas of the plan that could be improved revolve around public transportation.

While ReImagine RTS will improve transit in a number of key corridors, the high-frequency routes will only restore frequency to levels that Rochester used to have in the 1990s and 1980s, but in a vastly shrunken fixed-route network. The fixed-route network will remain fairly strong on the east side of the city, but the west side of the city will see fixed routes dwindle down to only eight routes. While the goals of ReImagine RTS included making routes straighter and

## **L RTP 2045 Public Engagement Comments – Round Three**

more efficient, the actual implementation includes a highly circuitous combination of the Arnett/Thurston and Jefferson Avenue route that reduces the functionality of transit in both corridors. While the report describes the OnDemand zones as being focused on low-density and disconnected areas, the actual implementation replaces fixed route service in relatively high-density of the city with OnDemand zones.

Goal 1 states, "The transportation system should be a distinguishing competitive feature of the metropolitan area relative to other areas." If we are truly to achieve this goal, have a long way to go to improve transit above and beyond what will be accomplished through ReImagine RTS. We need to restore frequency on high-frequency routes to the point where it is possible to walk to a bus stop without having to first plan around the schedule (a headway of 10 minutes per bus or less). We need to restore more fixed route service to the city and inner suburbs. We need to restore direct Park-and-ride service from the suburbs to downtown. In order to bring transit to a truly competitive level, we need to get serious about modern streetcars and light rail.

The section on intercity buses on page 43 should mention that the downtown bus station is in a temporary facility and that the unbuilt phase II of the intermodal center should be built. Phase II would expand the intermodal center to provide higher-quality permanent facilities for intercity buses.

While the report recognizes that land use has an impact on transportation, it fails to mention the fact that transportation has an impact on land use. Our downtown used to support much higher density when a much stronger transit system enabled more people to access downtown without a driving and parking. As our transit service has been cut over the years and downtown became more dependent on parking, we could no longer support the density that we once had. If we are to achieve our goals of economic development and equity, then we need to greatly improve transit to the point that we can enable more density in the city of Rochester. We have the zoning and land use policies already in place, but those policies alone cannot achieve a restoration of density if we do not have the transit service that enables that density.

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Dear Council Members:

I have read your draft plan and am suitably impressed. There has obviously been much thought and time devoted to this study, with a good eye towards making whatever improvements are feasible and affordable. Perhaps more funding will become available with the newest Federal stimulus package (as long as funds are not misdirected before reaching you!). Thank you for your public work for the common good.

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The following is a summary of comments received from the New York State Department of Transportation Main Office:

"Really like the updated format and look, it is easy to read..."

- Extensive comments provided
- Editorial and content based
- Comments generally focus on exceeding key federal (FHWA/FTA) objectives

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- Preliminary certification review findings highlighted – MPA/MPO area boundary distinctions, emphasis on tribal coordination
- Clarification needed regarding the distinction between LRTP 2045-based Performance Measures and National Performance Measures Report
- No comments regarding plan recommendations
- Appendix B – Explanation of “Funding to Investment Flows” Sankey chart



May 11, 2021

Re: Long Range Transportation Plan 2045 Input

Dear Mr. Stack and Ms. Binnix:

Reconnect Rochester is grateful for the opportunity to provide another stage of input for the update of the Long Range Transportation Plan for the Genesee-Finger Lakes Region. Our organization envisions a more equitable, sustainable and multimodal transportation network for our region, and champions transportation choices that enable a more vibrant and equitable community. Since LRTP 2045 will provide the framework for GTC's transportation priorities, we value your collaboration with the community to seek feedback on issues and opportunities facing our region.

We especially appreciate the inclusion of many of our prior recommendations in the new draft and applaud the emphasis on safety and equity in the goals of the plan.

The **Transportation System Needs** section is excellent, and we have two additional suggestions:

- 1) Under **Reducing Energy Usage and Greenhouse Gas Emissions**, we recommend adding the need to encourage transit use and active transportation, not just electrification of vehicles.
- 2) Under **Supporting Leisure Travel and Tourism**, we recommend adding the need to add alternatives for those who don't want to use a car (or can't afford one) when they visit -- transit, bike rental and trails to places of interest should be available.

The **Recommendations** section is also excellent, and we have a few recommendations here as well:

- 1) The **Pedestrian Intersection Assessment and Mid-Block Crossing Assessment** are very worthy recommendations. We urge you to give special consideration to those road crossings that are tied to transit stops.
- 2) In the **System Management and Maintenance** section, "reducing delay" seems to be a common theme. In non-highway settings, higher traffic speed is dangerous and polluting. Lower, steady speeds should be encouraged for safety, equity and environmental reasons. Narrower lane width and other design factors should be included in street plans

to keep traffic moving, but at a more appropriate speed for community streets and quality of neighborhood life.

- 3) In the **Economic Development** section, consider better integration with inter-city bus and passenger rail (including possible high speed rail) as an additional recommendation.

In the **Evaluating Progress** section, we have the following suggestions:

- 1) It would be valuable for the **Bicycle Facility Inventory** to start tracking off-street and protected bike facilities. These are the only facilities proven to give substantial safety benefits to cyclists.
- 2) **Pavement conditions assessments** should include shoulders, bike lanes, bus stop pads and sidewalks. These are all part of the transportation system, not just the portion of the right-of-way used by vehicles.
- 3) We recommend providing public updates of **annual CO2 emissions assessments** to track progress. We understand that there is a significant lag in data, yet believe annual updates would provide a useful benchmark and reminder of community goals.

Thank you again for this opportunity to provide input. We look forward to the completed LRTP and supporting it in our region!

Sincerely,



Bill Collins,  
Advocacy Committee Chair



Renée Stetzer  
President, Reconnect Rochester

And...

Pete Nabozny, Vice President  
Jackie Marchand, Treasurer  
Brenda Massie, Secretary  
Susan Levin, Cycling Work Group Chair  
Jason Partyka, Bus Work Group Chair  
DeWain Feller, Rail Work Group Chair

Jesse Peers, Cycling Coordinator  
Arian Horbovetz  
John Lam  
Brendan Ryan  
Victor Sanchez  
Daniel Speciale