DRAFT

GENESEE TRANSPORTATION COUNCIL
PLANNING COMMITTEE MEETING

CityPlace
50 West Main Street, Rochester
and via PublicInput.com

April 13, 2023
10:00 a.m.

PLANNING COMMITTEE MEMBERS PRESENT
John Boser, NYS Thruway Authority
Tom Frys, Monroe County Executive
Kevin Kelley, City of Rochester – Planning Commission
Scott Leathersich, Monroe County – At-Large (Chairperson)
John Papponetti, Orleans County
Richard Perrin, City of Rochester – Mayor
Kevin Rooney, Wayne County
James Smith, City of Rochester – City Council
Richard Sutherland, Genesee/Finger Lakes Regional Planning Council
Miguel Velázquez, Rochester Genesee Regional Transportation Authority

ALTERNATE REPRESENTATIVES PRESENT
James Bragg, Wyoming County, representing Devin Blue
Joel Kleinberg, NYS Department of Transportation, representing Chris Reeve
Yixuan Lin, Monroe County Planning Board, representing Rochelle Bell
Laura Wadhams, Genesee County, representing Tim Hens
Jason Wolfanger, Livingston County, representing Angela Ellis

PLANNING COMMITTEE MEMBERS ABSENT AND UNREPRESENTED
Uzoma Anukwe, Federal Transit Administration
Dominic Fekete, City of Rochester – At Large
Ben Fischer, Federal Highway Administration
Stephen Golding, Empire State Development Corporation
George Hebert, Monroe County Legislature
David Lindsay, Monroe County – At-Large
Evelyn Martinez, Federal Aviation Administration
Douglas Rapalee, Yates County
C. Mitchell Rowe, Seneca County
William Wright, Ontario County
Vacant, Monroe County Supervisors' Association
Vacant, NYS Department of Environmental Conservation

OTHERS IN ATTENDANCE
Jody Binnix, GTC staff
Julie Boasi, RGRTA
Joe Bovenzi, GTC staff
Zac Cracknell, Livingston County
Eric Farr, RGRTA
Jenny Lowenstein, G/FLRPC
Alex Kone, GTC staff
Lori Maher, GTC staff
Darin Ramsay, City of Rochester
James Stack, GTC staff
Jill Wiedrick, Village of Fairport

1. Call to Order & Introductions

Scott Leathersich, Planning Committee Chairperson, called the meeting to order at 10:00 a.m. Alex Kone conducted a roll call of Committee members and alternates. The names of other attendees were captured from meeting login information.

2. Public Forum

Five comments were received in advance of the meeting. Lori Maher noted that they were of general transportation interest and were not directly related to any of the action items on the agenda. She briefly summarized them, committed to replying to each, passing along as appropriate, and including them in the meeting minutes. The full text of the comments is provided in **Appendix A**.

3. Approval of Minutes

Kevin Rooney moved to approve the minutes from the February 9, 2023 Planning Committee meeting; Laura Wadhams seconded the motion. The motion passed unopposed.

4. Announcements and Old Business

James Stack reported that Ben Fischer has been designated as a member representing the Federal Highway Administration and that Karen Cox has been designated as an alternate for Scott Leathersich, on behalf of the Monroe County Department of Transportation.

5. Action Items

a) Unified Planning Work Program (UPWP)

1. Action concerning consideration of UPWP Project Scopes of Work

    a. Task 5531 – City of Rochester ADA Transition Plan

    Darin Ramsay, City of Rochester, presented the Scope of Work for this project. He noted that this project will create an Americans with Disabilities Act (ADA) compliant Transition Plan for the curb ramps, street intersections, and sidewalks within the City of Rochester. It will provide an action plan for bringing the City's right of way into compliance with the ADA law. These improvements will enhance mobility for all people who live in or visit the City, particularly people with disabilities.

    He noted that this project would coincide with GTC staff's update of the Pedestrian Facilities Inventory. The data that is to be collected under this project will be included in a shared geodatabase that will be grown over the coming years. The City of Rochester will be a pilot partner for that update and GTC staff will share its process with other jurisdictions to update their own ADA Transition Plans.

b. Task 5904 – Monroe County Traffic Signal Preemption Study

Tom Frys, Monroe County, presented the Scope of Work for this project. He reported that the purpose of this project is to investigate the implementation of hardware and software that will enable upgrades and deployment of cellular/Global Positioning System (GPS) Emergency Vehicle Preemption (EVP) and Transit Signal Priority (TSP) at Monroe County traffic signals. TSP and EVP systems are designed to improve public safety and the efficiency of transit and emergency response services. This project will be coordinated with key regional stakeholders, including the New York State Department of Transportation, the Rochester Genesee Regional Transportation Authority, and the Rochester Fire Department. The project will involve developing a business concept and identifying the process needed to transition from the existing optical EVP system to cloud-based TSP and EVP. It will include a review of best practices from around the country. The project findings will be used as the basis for future funding applications to the federal Strengthening Mobility and Revolutionizing Transportation (SMART) grants program, which is a potential source of implementation funding for deploying cloud-based TSP and EVP systems in the region.

Jim Stack noted that the addition of TSP is a recommendation in the most recent FTA/FHWA Joint Certification Review of GTC's planning process.

c. Task 7801 – Village of Fairport Zoning Code Update

Jill Wiedrick, Village of Fairport, presented the Scope of Work for this project. She reported that this project will update the Village of Fairport's zoning code and map to align with its Comprehensive Plan, strengthening walkability, traffic circulation, safety, and the character of the Village. The planning process will include an inventory of current conditions, a needs assessment to identify opportunities for improving the current code, the development of draft recommendations, and preparation of a set of zoning code amendments that the village board will adopt. This project will include extensive public outreach activities, including a community design workshop, to ensure that community members have ample opportunities to provide input on the project.

Jim Stack noted that the cost of this project will be split evenly between GTC and the Village. This is different from most UPWP projects where most of the funding comes from GTC. The even cost split between the two agencies reflects the non-transportation considerations that the zoning code update will consider.

d. Task 8534 – RGRTA Origin & Destination Study

Julie Boasi, RGRTA, presented the Scope of Work for this project. This project will perform a comprehensive rider origin and destination (O&D) survey to properly assess the travel behavior of transit riders and the

effectiveness of links created by the recent redesign of fixed routes and creation of on-demand zones. An O&D survey will be an important strategic planning tool for RTS. The data collected will also provide insights into the transit market and the travel behavior of various rider demographics. The survey specifically determines where certain riders are coming from, where they are going, why they are traveling, and when their trips occur. This information will then be used to make service adjustments to better and more efficiently serve the community.

Once a consultant is selected, they will conduct a comprehensive spatial and temporal survey of current riders of the RTS-Monroe fixed route transit service. Within that large overarching task, the consultant will determine the location of origin and destination of linked trips, the mode used between riders' location of origin and location where they board public transit, the mode used between the location where they alight from public transit and their destination location, and the service used for each unlinked trip within the complete trip. The consultant will also attempt to understand the reason for travel for each trip as well as record the time of day and day of the week of travel. Once acquired, the consultant will tabulate and analyze the data to determine gaps in existing service while identifying desired unserved origins and destinations.

Ultimately, the consultant will develop and draft a Final Report including narrative, graphics, analysis, and other content describing the study process and supporting its conclusions.

e. Task 8554 – Regional Alternative Fuel Vehicle Infrastructure Tools

Jenny Lowenstein, G/FLRPC, presented the Scope of Work for this project. She reported that this project will support municipalities with the transition to alternative fueled vehicles including all-electric and hydrogen fuels. The project will develop tools to guide communities in purchasing and installing alternative fueling station equipment, how to fund these projects, and best practices in fueling station policy, zoning, design, and siting. The project will include a survey of municipal officials to gather information on what they see as the challenges to alternative fuel adoption and identify resources to help them make informed decisions about alternative fuels. The project will result in training sessions that can be delivered at future Regional Local Government Workshops.

Laura Wadhams moved to approve the UPWP Scopes of Work for Tasks 5531, 5904, 7801, 8534, and 8554; Kevin Rooney seconded the motion. The motion passed unopposed.

2. Recommendation to the GTC Board concerning accepting reports as evidence of UPWP Tasks

   a. Task 8553 – On-Route Charging Feasibility Study / Proposed Council Resolution 23-07 (RGRTA)

On behalf of RGRTA, Joe Bovenzi presented the project closeout. He reported that the purpose of the project was to analyze how on-route charging for electric buses on RTS fixed-routes could contribute to meeting the state goal of having a zero-emission transit fleet by 2035. The first step of the planning process was to identify potential charging locations, including the downtown transit center; connection hubs; and stop, layover, and end-of-line locations. The second step was to develop evaluation criteria to analyze the feasibility of on-route charging locations. The criteria included factors such as power supply and utility accessibility; site ownership, parcel size, and zoning; and the cost of upgrading and installing charging infrastructure. The third step was to evaluate the feasibility of on-route charging at each location.

All locations were found to be potentially viable, but some had greater benefits than others. The fourth and final step was to verify that the potential charging locations can support charging needs for different routes under different operating conditions, which included factors such as duration of service, speeds, topography, and the number and length of stops. Six locations were identified as having the greatest potential benefits for on-route charging. These locations could support weekday services, but weekend services would need more charging options, and all locations would require significant investments in charging infrastructure.

Tom Frys moved to recommend approval of Resolution 23-07; Joel Kleinberg seconded the motion. The motion passed unopposed.

b) Transportation Improvement Program

1. Recommendation to the GTC Board concerning amending the *FFYs 2023-2027 TIP* / Proposed Council Resolution 23-8

   a. Increasing the Total Cost of the CR 4 at CR 20 Intersection Improvements project

   Alex Kone reported that Ontario County staff had requested Planning Committee consideration of a recommendation in advance of the quarterly TIP cycle in order to provide assurances to County officials amending their State-Local Agreement for the project in April.

   The proposed amendment would add $1,316,700 of Federal funds from the Highway Safety Improvement Program (HSIP), provided by NYSDOT Main Office. There would not be any impact on regional Planning Targets or any other project. The increase reflects the low bid price received by the County.

   Joel Kleinberg encouraged project sponsors to review their projects for potential safety accomplishments and to reach out to NYSDOT-Region 4 so that HSIP funding may be considered.

Joel Kleinberg moved to recommend approval of Resolution 23-8; Miguel Velázquez seconded the motion. The motion passed unopposed.

c) Long Range Transportation Plan

(No Action Items)

d) Related Activities

(No Action Items)

6. Reports

a) Status of UPWP Projects

GTC - Jim Stack reported:

- GTC Strategic Planning: GTC Executive Committee is discussing a 3-5 year Strategy for the organization with initial focus on staffing and office space.
- Long Range Transportation Plan Update/ Implementation: No activity to report.
- Genesee-Finger Lakes Scenario Tool: Staff are working with RGRTA on a Sole Source procurement to continue Software-as-a-Service.
- Staff Technical Assistance: Staff will be working with the Town of Lyons to evaluate pedestrian facilities this year.
- Household Travel Data Collection: No activity to report.
- Active Transportation Program: Count program has begun with equipment placed in Monroe, Genesee, and Livingston Counties.
- Complete Streets Program: Reconnect Rochester's Complete Streets Makeover program 2023 project is at the intersection of Arnett Blvd and Warwick Ave. Baseline speed and classification data are being collected this week. Implementation day is scheduled for June 10.
- Safety Planning: Staff has scheduled a meeting to discuss Vulnerable Road User funding with NYSDOT – Main Office on April 14.
- Regional Safety Plan: RFP released March 17; Proposals are due on April 21.
- Security & Resiliency Planning: Staff will present on Resiliency at the NYSAMPO Statewide Conference in May.
- Genesee-Finger Lakes Regional Resiliency Plan: Scope of Work was approved at the February 6 meeting. The RFP is being drafted and is planned to be released after the NYSAMPO Statewide Conference to avoid "quiet period" conflicts.
- 2024 Eclipse Planning: Staff have been participating in stakeholders' meetings and giving presentations to various groups.
- Congestion Management Process (CMP): No activity to report.
- Travel Time Data Collection Program: Staff has downloaded data in support of Eclipse Planning.
- Rt 96 over Rt 14 Strategic Divestment Analysis: A contract was finalized in March, but the Commencement date was set for April 3 to avoid any potential

issues with a change in fiscal year.

- Transp. Perf. Management Enhancement Project: RFQ released on March 17; Responses are due on April 21.
- Greater Rochester Transportation Management Association Feasibility Study: Draft RFP was developed for stakeholder review and comment. It is expected to be released soon.

G/FLRPC – Jenny Lowenstein reported:

- G/FLRPC Regional Land Use Monitoring (CY 2022): G/FL staff distributed the 2022 survey in January. There has been a 62% response rate so far. In the coming quarter, there will be further follow-up.
- The Last Mile (or less): Site Plan Review for Multimodal Transportation: The site plan review survey closed in February with about 100 responses. G/FL staff are currently analyzing the data received and drafting the report. They will present this project at the NYSAMPO Statewide Conference in May.
- Regional Alternative Fuel Vehicle Infrastructure Tools: Scope of Work considered under Item 5.a.1.

Livingston County – Joe Bovenzi reported:

- Lakeville Corridor Strategic Plan: The first round of public outreach is complete, following the public meeting on March 28th at Vitale Park and the virtual public meeting on March 29th. The consultants are finalizing then needs assessment and beginning to develop recommendations for the corridor.

Monroe County – Yixuan Lin and Tom Frys reported:

- Land Use Monitoring: Monroe County staff distributed the annual survey in the first week of March. Fifteen of thirty survey responses have been received so far. The compiled data will be analyzed in May.
- Traffic Signal Preemption Study: The scope of work was considered under Item 5.a.1. Staff have begun drafting an RFP for stakeholder review and comment.
- High Accident Location Program: One intersection has been completed from the 2021 list. Staff have recently started investigating one intersection and seven corridors on the 2022 list.
- Elmwood Avenue Bike Infrastructure Feasibility Study: The project scope is not yet developed and may be revised based upon the design of the upcoming capital project along the corridor.
- Comprehensive Active Transportation Plan: The second public workshop was held on March 22nd. The public workshop report will be available on the County's project website. The draft Plan is currently under review by County staff.

NYSDOT – Joe Bovenzi reported:

- Regional Traffic Operations Center Strategic Plan: The final Steering Committee meeting was held March 16th. The consultant provided a draft final report to the

committee on April 10th for review and comment. The project is anticipated to be presented for closeout at the May 18th meeting.

- TIP Best Practices Study: No activity to report.
- City of Rochester Downtown Sign Assessment: The consultant is concluding the sign inventory and it will be reviewed at the next Steering Committee meeting.

Ontario County – Jody Binnix reported:

- Ontario County Freight Rail Corridor Development Plan - Area 2: The preferred consultant was selected in mid-March. The draft contract scope of work was provided to Ontario County and the consultant for review before finalizing the contract.

City of Rochester – Richard Perrin reported:

- ADA Right-of-Way Transition Plan: The Scope of Work was considered under Item 5.a.1.
- Joseph Avenue ArtWalk Master Plan: The scope of work is being developed. City staff met with the Mindfulness Unraveling Sacred Expression (MUSE) partnership to discuss the project.
- Genesee Riverway Trail Completion Study: The scope of work is being developed. City staff met with the Mindfulness Unraveling Sacred Expression (MUSE) partnership to discuss the project.
- Inner Loop North Mobility and Development Strategy: The scope of work is being developed.
- City of Rochester Active Transportation Master Plan: City staff received the draft plan with recommendations on March 31st. Currently, it is being reviewed internally by non-DES staff. Distribution of the draft plan to the Project Advisory Committee and the public is expected in May.

RGRTA – Eric Farr reported:

- Origin-Destination Study: The Scope of Work was considered under Item 5.a.1
- Service Performance Monitoring and Refinement: RTS initiated minor schedule changes in January and will add further minor changes this month.
- Rural Village and City Local Route Study: RTS staff are expecting delivery of the final report soon.
- Rural On Demand Transit Study: The project will kick-off later this month.
- On Route Charging Feasibility Study: Project was presented for close out under Item 5.a.2.

Wyoming County – Alex Kone reported:

- Wyoming County High Accident Locations Program: The RFP was released on March 17th and proposals are due on April 21st.

Other Agencies – Jim Stack reported:

- Arcade Multi-Use Trail Feasibility Study: The Project Advisory Committee met February 15th. An in-person public meeting was held on March 28th that was well attended. A survey is currently active on the project website.
- Canal Ponds Business Park Connectivity Study: The first technical memo summarizing existing conditions is expected by the end of April.
- West Webster Hamlet Revitalization Plan: The final public meeting was held March 29th. The consultant is preparing the final report. Project closeout is expected soon.
- Village of Fairport Zoning Code Update: The Scope of Work was considered under Item 5.a.1
- Village of Warsaw Active Transportation Plan: GTC staff has met with the consultant staff to explore how the Public Input platform can better serve the project before finalizing the outreach plan.
- Town of Rush Comprehensive Active Transportation Plan: The scope of work is being developed.

b) TIP Staff Modifications

Alex Kone reported that since the last Planning Committee meeting there was one project modified. A report was included in the meeting package.

c) Federal Legislative and Funding Update

Safe Streets and Roads for All

Jim Stack reported that on March 31, the US Department of Transportation (USDOT) released the FY23 Safe Streets and Roads for All (SS4A) Notice of Funding Opportunity (NOFO). This is the second year that funding has been made available and there is considerable funding from the first year remaining. He noted that Monroe County Department of Transportation has already reached out to see if GTC might pursue this grant opportunity.

He stated that GTC staff will begin work on the Regional Safety Plan in the second half of 2023. The scope of work was approved by the Planning Committee at the January 5 meeting. An RFP was released on March 17 and proposals are due April 21.

He noted that GTC can pursue grant funding for 'Supplemental' planning assistance since the Regional Safety Plan will include the required elements of a Comprehensive Safety Action Plan. Under this grant, GTC can add elements to the Plan and conduct complementary planning activities such as additional crash analysis, Road Safety Audits, and expanded data collection efforts.

He asked the Planning Committee for their consideration of GTC taking the lead on "a multijurisdictional group of entities" application on behalf of relevant GTC Member Agencies (Counties and City of Rochester). Richard Perrin asked if the City of

Rochester submitted its own application, would have that an impact on GTC's. Jim Stack would contact FHWA and seek clarification. [Note: subsequent to the meeting, FHWA confirmed that an application from the City would not preclude GTC from applying on behalf of others but a multi-jurisdiction application is preferred.]

Jim noted that the maximum federal share is 80 percent. While in-kind match is allowed, it can be a challenge to document and cannot be used to pay for professional services in support of individual locations. Kevin Rooney asked how much cash would needed from each agency. Jim Stack noted that staff would develop a sketch budget and provide a preliminary figure so that the scope of work could be based upon the amount of Federal funds to be leveraged.

GTC staff would prepare an outline of the proposed activities and hold individual meetings with each member agency. Further details will be presented at the May 18 meeting for a final recommendation to the GTC Board to consider at their June 8 meeting.

USDOT Discretionary Programs

Jim Stack provided an overview of upcoming discretionary funding opportunities through USDOT. He noted a number of resources for potential project sponsors:

- transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity
- transportation.gov/dot-navigator
- transportation.gov/grants/dot-navigator/fy-2023-discretionary-grant-preparation-checklist
- transportation.gov/rural

Joel Kleinberg requested that any project sponsors that are considering pursuing a grant opportunity reach out to him. He noted that Region 4 and Main Office may be able to provide some technical assistance with the process.

d) Other GTC matters

April 8, 2024 Eclipse update

In the interest of time and in lieu of a planned presentation, Jim Stack reported GTC's participation in the 1 Year Out Press Event at the RMSC on April 6. He was joined by Congressman Joe Morelle, County Executive Adam Bello, Rochester Mayor Malik Evans, State Senator Jeremy Cooney, Visit Rochester's Don Jeffries, SUNY Brockport, RMSC, and others. In addition, Monroe County Legislator Jackie Smith requested a presentation with local officials and first responders in her district, which has been scheduled for April 25. Presentations to other groups are being scheduled and conducted.

e) Public Engagement Highlights

Lori Maher reported five GTC-related public engagement events since the last report. She noted that GTC is extending its public engagement platform to its UPWP project teams to leverage the capabilities of the system.

f) Member Agency and Partner Updates

Lori Maher provided an update of recent project sponsor public involvement opportunities. The City of Rochester public held public meetings for the following projects:

- Genesee Street Reconstruction
- North Goodman Street Reconstruction
- Aqueduct Reimagined and Riverfront Promenades

7. New Business

There was no New Business.

8. Public Forum

Lori Maher reported that there were no public comments received from observers online.

9. Next Meeting

Scott Leathersich noted that the next meeting is scheduled for May 18, 2023.

10. Adjournment

The meeting was adjourned at 11:58 AM.

Appendix A – Public Comments

The following public comments were received as part of the meeting, along with GTC's responses:

Comment 1:
To all concerned: Hello, my name is Joseph Guest, I'm a lifelong resident of the region and currently live in Irondequoit, just north of Rochester. I'm unsure as to what type of public input is acceptable or useful to the Planning Committee, but am greatly interested in transit and have forwarded a previous email which I had sent to the GTC Board on February 19th, 2023. Hopefully this is the type of input you're looking for, and I apologize in advance if it isn't. To expand on that email slightly, it's pleasing to see new bus-only lanes through Main Street in Rochester, and brings hope for the future of transit in this region. In regards to bus-only lanes and Bus Rapid Transit (BRT): Rochester, Minnesota has had a proposal recently accepted by the Federal Transit Administration for a three mile, seven station stretch of BRT that would connect their Saint Mary's Hospital, Mayo Clinic Downtown Campus, Mayo Civic Center, University of Minnesota-Rochester, their Downtown Transit Center, and their Rochester-Olmsted Government Center. That proposal has been attached to this email for reference, and has made me wonder if something similar might be feasible here: connecting our St. Mary's Hospital to strategic locations on Main Street such as the Monroe County Office Building, RTS Transit Center at St. Paul/North Clinton, Parcel Five, Eastman Theater, Main Street Armory, and the Public Market, (potentially stretching as far as Browncroft). Please feel free to follow up with me if you'd like, or if you have any questions or concerns. My contact details can be found here: 37 Armstrong Ave Rochester NY, 14617 (585) 747-9296 Once again, my sincere thanks for your work and your time, Joseph Guest ---------- Forwarded message --------- From: *Joe Guest* Date: Sun, Feb 19, 2023 at 2:40 PM Subject: Use of Existing Railways and Bus Rapid Transit To: To all concerned: My name is Joseph Guest, I'm a lifelong resident of the region and currently live in Irondequoit, just north of Rochester. After reviewing both the Transportation Improvement Plan and the Long Term Transportation Plan, I wanted to inquire about increasing passenger rail transit throughout the region, as well as the feasibility of Bus Rapid Transit (BRT) within the city proper. My personal belief is that by investing in these types of solutions, we can build and retain population to far greater effect than by simply maintaining existing modes of transportation. More people are working from home than ever before, a trend that is likely to continue and drive down reliance on motor vehicle transportation (Long Range Transportation Plan, pages 29 and 55). At the same time, our population is aging (Long Range Transportation Plan, page 19) and projected to decrease (Long Range Transportation Plan, page 57), while younger demographics (of which we have no shortage, given the colleges and universities within the region) are increasingly choosing to walk, bike or utilize public transit options (Long Range Transportation Plan, page 45). Urbanism is also on the rise both nationally and globally. Investing in new passenger rail and BRT infrastructure now, especially as the City of Rochester works to realize "Rochester 2034", has the potential to pay dividends

in the future. Passenger rail enjoys far greater efficiency than motor vehicles when moving groups of people. Depending on implementation, passenger rail also allows a more equitable mode of transit; our own studies have shown up to 25% of people in and around the City of Rochester do not own a vehicle (Long Range Transportation Plan, page 29) and driving becomes increasingly difficult with advanced age. Additionally, modern electric solutions can operate at net-zero emissions, vastly reducing our carbon footprint. Many railways and right-of-ways currently exist within our region; plans for them seem to be primarily focused on maintenance for freight and commercial use. In this regard, I have a few questions: -These lines are mainly owned by CSX Transportation (CSXT), Rochester & Southern Railroad (RSR), or Amtrak; how can we leverage this infrastructure to better benefit the region as a whole (i.e. purchasing sections of the railways for lease to these major companies)? -How recently has the demand for passenger rail in the region been investigated? -After significant investment into the Louise M. Slaughter Station, have there been plans to add additional stations in the region, such as at the Public Market, Frederick Douglass International Airport, Chili, East Rochester/Fairport, or renovating/reopening the existing station in Charlotte? On BRT: Rochester-Genesee Regional Transportation Authority (RTS) is making efforts to replace its fleet of gas vehicles with battery powered ones, as well as to increase service in high demand areas in the City of Rochester (RTS 2022-25 Comprehensive Strategic Plan). -Have there been studies on implementing a BRT system in these high demand areas? -Has there been investigation into the use of Trolleybuses, or "Trackless-Trams", which draw power from overhead wires instead of batteries? Please feel free to follow up with me if you wish, but I would like to remain anonymous if this email is addressed at the publicly broadcast meeting. My sincere thanks for your work and your time, Joseph Guest 37 Armstrong Ave Rochester NY, 14617 (585) 747-9296

Response:
Mr. Guest,
Thank you for taking the time to submit your comments and ideas about the transportation network through the GTC Planning Committee public engagement hub. Even though your comments were general and not directly related to a specific agenda item, we still appreciate your thoughts pertaining to public transit. We will include your comments in the meeting minutes and will forward them to the appropriate project manager, and/or agency.

GTC has helped support our local transit agency, RTS, assess and understand conditions and needs to explore suitable solutions to provide a public transit system under the Reimagine RTS effort. Bus Rapid Transit is an interesting solution to address a specific set of travel needs of a community. At this point in time, such conditions and needs in Rochester, NY, are not at the levels needed to pursue this level of investment. We would be remiss if we didn't refer your ideas to the transit company since they are the decision makers on public transportation in our area.

We will also add your comments to our files for our next Long Range Transportation Plan.

We have added you to our email list for future opportunities for public outreach. We encourage you to stay involved and watch for other topic-specific outreach campaigns from our member agencies. You can always reach out with questions.

Comment 2:
The current RTS system allows for easy access to the downtown Rochester area and via connections, to the broader city. One challenge is moving between neighborhoods in Rochester. For example, to move from the 19th ward to South wedge requries two buses that go to the transit center first, which can add on an hour in each direction. While cross town buses do exist, they don't connect many of the neighborhoods around the downtown area. For a city with a growing student population, and a demographic that works in one neighborhood but may live in another, could we launch a study to look into the feasibilty of running an inter-neighborhood rapid transit bus that loops around the outer neighborhoods rather than having the transit center be a required stop? This would be in addition to the "RGRTA Origin & Destination Study" which focuses on assessing rider behavior but does not survey in-person feedback.

Dear James,
Thank you for taking the time to submit your comments and ideas about the transportation network through the GTC Planning Committee public engagement hub. We will include your comments in the meeting minutes and will forward them to our public transit agency, RTS since they oversee transit operations and are more suited to address your question about service between neighborhoods within the city.

We have added you to our email list for future opportunities for public outreach. We encourage you to stay involved and watch for other topic-specific outreach campaigns from our member agencies. You can always reach out with questions.

Comment 3:
Are there plans to improve walkability and add much-needed protected bike lanes around the county?

Dear Commenter,
Thank you for taking the time to submit your comments and ideas about the transportation network through the GTC Planning Committee public engagement hub. We will include your comments in the meeting minutes and will forward them to our member agencies who own, operate and maintain the roads.

Although not every project meets criteria for designated bike lanes, many of the federally funded highway projects happening throughout the county include improvements for non-motorized travelers. Monroe County and the Town of Brighton recently announced a project to enhance Elmwood Avenue from S. Goodman St. to Twelve Corners, with bike lanes as part of a maintenance project.

Several of our recent and current planning studies include components to improve facilities and to promote active transportation. Both Monroe County and the City of Rochester are wrapping up active transportation planning studies looking at this very topic. Monroe County ATP and City of Rochester ATP. Additionally, other planning studies evaluating bike and pedestrian facilities across our nine-county region will be advanced under our annual work program that began on April 1, including Joseph Avenue ArtWalk Master Plan, Genesee Riverway Trail Completion Study, Inner Loop North Mobility and Development Strategy, Genesee-Finger Lakes Regional Trails Initiative Update, Town of Rush Bike/Ped Safety and Connectivity Plan.

Studies that are underway that include a strong active transportation component include Arcade Multi-use Trail Feasibility Study and Village of Warsaw Active Transportation Plan. Previous Plans and Studies can be found on our website.

We have added you to our email list for future opportunities for public outreach. We encourage you to stay involved and watch for other topic-specific outreach campaigns from our member agencies. You can always reach out with questions.

Comment 4:
need better public infrastructure, i.e. More segregated bike lanes (no bs sharrows or anything like that. More bollards), better bus stop shelters/more shelters, not just a sign. Also, like James S stated, the hub and spoke model might work really well for airlines, etc. It's not always the best for a local bus system. Also the bus time headways are insane. 1 bus per hour is a joke.

Response:
Dear Commenter:
Thank you for taking the time to submit your comments and ideas about the transportation network through the GTC Planning Committee public engagement hub. We will include your comments in the meeting minutes and will share them with our public transit agency, RTS since they oversee transit operations and are more suited to address your comments about transit service. We will also share your ideas about protected bike lanes, bus stop shelters, and service schedules and routes.

We have added you to our email list for future opportunities for public outreach. We encourage you to stay involved and watch for other topic-specific outreach campaigns from our member agencies. You can always reach out with questions.

Comment 5:
I wonder if there is any chance of re-evaluating some of the RTS timetables. Right now, it appears that the timetable is heavily padded. While I appreciate that RTS wants to achieve high on-time performance, it is not uncommon for the bus to simply pull over and wait for minutes which I assume is to let the timetable catch up. I appreciate that some of this may be due to the current clock-face scheduling where the timetable has to account for peak hour traffic, but I think some re-evaluation of timetable padding in low-traffic areas might be warranted. A second helpful adjustment would be to enable easier transfers between standard and crosstown lines. The current system allows for relatively convenient downtown transfers but minimal opportunities for crosstown transfers. While the 41 intersects with many other lines, most transfers are not feasible due to excessively long wait times, especially during off-peak hours. This could be addressed through increased frequency on the crosstown lines or through schedule adjustments of the standard lines to allow for easier transfers.

Response:
Thank you for taking the time to submit your comments and ideas about the transportation network through the GTC Planning Committee public engagement hub. We will include your comments in the meeting minutes and will forward them to our public transit agency, RTS since they oversee transit operations and are better suited to address your question about service between neighborhoods within the City of Rochester.

We have added you to our email list for future opportunities for public outreach. We encourage you to stay involved and watch for other topic-specific outreach campaigns from our member agencies. You can always reach out with questions.

Comment 6:
The city should focus more on connecting existing bike lanes into a cohesive network. Currently, many bike lanes simply disappear at an intersection, forcing the rider into motor vehicle traffic only to rejoin a different bike lane later. This is dangerous and leads to many opportunities for collision. I think relatively few adjustments at key intersections would make the existing bike infrastructure much more useful and safer for bike riders around the city.

Response:
Dear Commenter:
Thank you for taking the time to submit your comments and ideas about the transportation network through the GTC Planning Committee public engagement hub. We will include your comments in the meeting minutes and will forward them to our member agencies who own, operate and maintain the roads.

Although not every project meets criteria for designated bike lanes, many of the federally funded highway projects happening throughout the county include improvements for non-motorized travelers. Monroe County and the Town of Brighton recently announced a project to enhance Elmwood Avenue from S. Goodman St. to Twelve Corners, with bike lanes as part of a maintenance project.

Several of our recent and current planning studies include components to improve facilities and to promote active transportation. Both Monroe County and the City of Rochester are wrapping up active transportation planning studies looking at this very topic. Monroe County ATP and City of Rochester ATP. Additionally, other planning studies evaluating bike and pedestrian facilities across our nine-county region will be advanced under our annual work program that began on April 1, including Joseph Avenue ArtWalk Master Plan, Genesee Riverway Trail Completion Study, Inner Loop North Mobility and Development Strategy, Genesee-Finger Lakes Regional Trails Initiative Update, Town of Rush Bike/Ped Safety and Connectivity Plan.

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