

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: James Stack, Executive Director JS
DATE: November 6, 2025
SUBJECT: Long Range Transportation Plan (LRTP) 2050 – Draft Recommendations

The recommendations section of the Long Range Transportation Plan (LRTP) 2050 identifies regional transportation planning strategies. These recommendations turn the identified and emerging issues and opportunities presented to the Planning Committee on August 7, 2025 into actionable statements that guide the planning efforts of GTC and its member agencies for the next twenty-five years. They guide the use of federal aid transportation funding towards addressing regional priorities. The emerging issues and opportunities that have been identified are transportation and public health, transportation and housing connection, impacts of extreme weather, unforeseen system disruptions, strategic divestment, expansion of alternative fuels, and emerging technologies.

These challenges are addressed by the five categories of recommendations. The categories are Health and Safety, Access and Mobility, System Management and Maintenance, Innovation and Resilience, and Economic Development. Each of these categories also are written to address the ten federal planning factors identified in the Infrastructure Investment and Jobs Act (IIJA), specifically Title 23 (Highways), Section 134 (Metropolitan Transportation Planning) of the United States Code. These categories have been updated from the LRTP 2045 to better fit the new federal transportation planning expectations. Please see the matrix below to see how each of the categories address the federal planning factors.

The recommendations were adapted from the LRTP 2045. Many recommendations remain substantively the same, with only minor edits aimed at clarification. Additional recommendations have been added based on updated statewide transportation plans including the Draft New York State Draft Transportation Master Plan 2050 and the New York State Freight Plan, a review of United States Department of Transportation policies, and consultation with other metropolitan planning organizations in New York State. Some recommendations were removed based on the results of previous planning efforts where a planning project that addressed the recommendation was completed within the last five years.

Please note, this content is being presented with very limited formatting to facilitate inclusion in another software to be formatted and laid out for publication.

Recommendation Categories	Federal Planning Factors									
	Economic Vitality	Increase safety for users	Increase security for users	Increase accessibility and mobility	Protect and enhance the environment	Integration and connectivity	Efficient system management and operation	Preservation of the existing system	Resiliency and Reliability	Travel and Tourism
Health and Safety		X	X							
Access and Mobility				X		X				
System Management and Maintenance							X	X	X	
Innovation and Resilience					X				X	
Economic Development	X			X		X				X

For more information regarding the ten federal planning factors, please refer to the Code of Federal Regulations (CFR), Title 23, Section 450.306

The recommendation categories were also presented to the public during a series of in-person and online listening sessions hosted during the summer and fall of 2025. These listening sessions were held to gather feedback from the community on issues, opportunities, and challenges regarding the transportation system and services. This process helped identify priorities based on challenges transportation system users find in their day-to-day lives. Public input was received both online through a survey and through mailed survey responses.

The proposed recommendations are not project specific. Instead, they are focused on general principles that should be implemented in all transportation planning projects and in the services that GTC's member agencies provide to the community. These recommendations are composed of the action statement which is the core principle the recommendation seeks to implement, a description elaborating on the statement, a statement on importance, and a timeline for implementation. The timeline can be either an ongoing practice, near-, medium-, or long-term.

Further feedback on these recommendations from the Planning Committee and the public will help better refine the recommendations included in the final plan. A full draft of the LRTP 2050, including updated recommendations, will be presented to the Planning Committee in spring 2026.

Please note that these recommendations are still subject to federal review to ensure compliance with US Department of Transportation planning guidelines. This may further impact the content of these recommendations in the final draft of the document, which may result in adjustments. GTC is committed to ensuring compliance with both state and federal policy and regulations as well as regional priorities.

Please see Attachment A to review the draft recommendations.

PUBLIC COMMENTS BY RECOMMENDATION CATEGORY

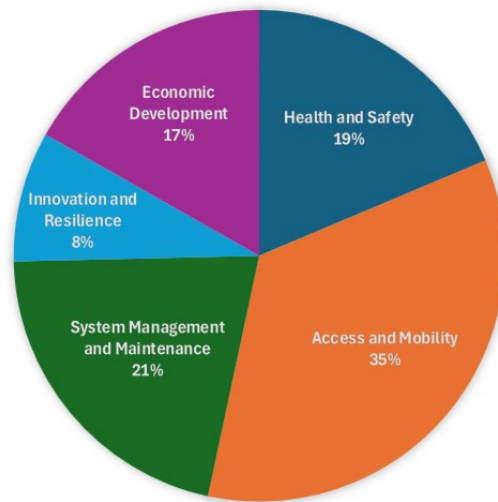


Figure 1. Public input sorted by category. Some data is shared between multiple categories.

Attachment A – LRTP 2050 Draft Recommendations

Category 1: Health and Safety

A well-designed transportation system naturally supports user safety and promotes incidental physical activity. Both user safety and public health are emerging issues, in the transportation system. Recommendations in this category seek to address these challenges, improve elements of the transportation system, and to promote the well-being of the entire region.

These recommendations address two key themes: roadways should encourage safe travel through self-enforcing design and should be accessible to all users. Recommendations also continue GTC support for federal safe-routes programs such as safe routes to schools. An effective system creates a safe environment that protects regional well-being and allows all users to access all the Region has to offer.

Action Statement	Description	Importance	Partners	Timeline
HS-1 Consider the safety needs of all users when planning, designing, and building transportation facilities.	Where appropriate, pedestrian and bicycle facilities should be included in projects. Intersections should accommodate all roadway users, and all facilities should be safe to use.	Improperly designed intersections and corridors are more likely to cause harm, especially vulnerable road users such as people with disabilities or non-traditional roadway users.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
HS-2 Continue the expansion of sidewalk connectivity in appropriate locations throughout the region in a coordinated and cohesive manner.	Follow FHWA guidance for inclusion of sidewalks along roadways. Develop new local codes that require the inclusion of sidewalks adjacent to and within new developments based on nearby land use and density. Follow existing policies and develop new codes to retrofit sidewalk gaps adjacent to existing developments.	Sidewalks improve pedestrian safety and convenience and ensure that vehicle travel is not hindered by non-vehicular travel on the road. Sidewalks provide a firm, solid, and slip resistant surface separate from the roadway, decreasing the likelihood of a motor vehicle collision with pedestrians.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
HS-3 Expand the existing on-street bicycle network in appropriate places	Prioritize on-street bicycle facility implementation that connects to existing facilities by	The presence of dedicated cycling infrastructure for the entirety of a trip provides a safer	New York State Department of Transportation	Ongoing

throughout the region.	identifying priority projects based on the short distance trip reassignment methodology described in the <i>Rochester Comprehensive Access and Mobility Plan</i> .	environment for cyclists while encouraging more cycling activity, which ultimately improves overall public health.	County Departments of Transportation Municipalities	
HS-4 Prioritize development of context-sensitive bicycle facilities.	While on-street bicycle facilities are accessible to many roadway users, less confident riders prefer to use off-street, or street adjacent bicycle facilities. Not every location can support this type of facility, but where applicable, designs should incorporate recommendations based on the <i>NACTO Urban Bikeway Design Guide</i> .	High speed and volume roadways require separation between a dedicated bicycle facility and the vehicular traffic lanes. Nationally, a majority of residents have an interest in cycling as a means of transportation but only feel secure on separated bikeways.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
HS-5 Revitalize multi-use trails to maintain a state of good repair and improve safety for all users.	Initiate and promote studies to assess, rehabilitate, and/or reconstruct older multi-use trails to meet current design standards and improve user safety.	As the region's multi-use trail network ages, maintenance is required to ensure safe use. Facility deterioration results in surface impediments and obstructions.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
HS-6 Conduct Health Impact Assessments of regional transportation facilities and incorporate those results into future projects.	Improvements alone do not measure success. Gathering data on the impacts of regional projects can help better understand the effects these projects have on the region and give valuable insight for future studies.	Health impact assessments provide planners with information used to mitigate potentially adverse health impacts and leverage the potential health benefits of transportation policy and infrastructure.	Regional Health Planning	Ongoing

HS-7 Investigate safety concerns at rural intersections to identify safety improvements.	Using data including collision records, observed speeds, and physical factors, identify safety improvements at rural road intersections.	Rural intersections have unique safety needs that may differ from urban and suburban locations. Focusing on rural intersections enables	New York State Department of Transportation County Departments of Transportation	Near Term 1-5 Years
HS-8 Perform Pedestrian Intersection Safety Analyses.	Perform a Pedestrian Level of Service (PLOS) analysis and collect pedestrian count information at intersections that have recorded motor vehicle-pedestrian collisions in the previous five years.	The collection of safety, service, and use data at key intersections throughout the region helps decision makers prioritize reconfiguration and safety enhancements.	New York State Department of Transportation County Departments of Transportation Municipalities	Near Term 1-5 Years
HS-9 Support the continued implementation of local active transportation plans.	Implement recommendations included in municipal active transportation plans throughout the region.	In the last several years, many of the region's municipalities have completed or started active transportation plans. These projects can help close many of the gaps and upgrade facilities in the active transportation network.	New York State Department of Transportation County Departments of Transportation Municipalities	Near Term 1-5 Years
HS-10 Perform a mid-block crossing safety analysis at appropriate locations.	Perform a region-wide analysis on both marked and potential mid-block crossing locations. Identify and prioritize locations for pedestrian activated traffic controls exceeding the standards set in the <i>New York State Pedestrian Safety Action Plan</i> .	The perceived ability to safely and efficiently cross roadways is a key factor in the decision to travel as a pedestrian. Yield-to-pedestrian compliance varies depending on the crossing treatment and implemented control devices.	New York State Department of Transportation County Departments of Transportation Municipalities	Near Term 1-5 Years
HS-11 Implement bicycle specific roadway markings at appropriate locations throughout the region.	Reinforce the safety and visibility of the bicycle system by including bicycle facility markings through roadway	Bicyclists experience the most significant conflict and the highest likelihood of collision with vehicles at	New York State Department of Transportation	Near Term 1-5 Years

	intersections, and at junctions where off-road bicycle facilities intersect roadways, in street design policies.	intersections or at trail crossings.	County Departments of Transportation Municipalities	
HS-12 Include self-enforcing street design principles in transportation planning projects.	Employ self-enforcing design principles in roadway design. Deliver a roadway system that allows for intuitive understanding of reasonable travel speed through design features including lane widths, turning radii, and street edge features.	Street users are more likely to comply with operating expectations when following environmental cues compared to signage obedience or police enforcement. This improves the safety of the road for all users.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
HS-13 Continue the development of safe routes to community destinations.	Continue to develop Safe Routes to School, Safe Streets for All, and Transit Programs. Provide technical resources and staff support related to funding sources and physical/policy implementation partners.	Safe Routes programs promote safe and accessible walking and bicycling routes to schools, community centers, transit stops, and other key destinations through infrastructure improvements and education.	New York State Department of Transportation County Departments of Transportation Municipalities	Near Term 1-5 Years
HS-14 Reconfigure Pedestrian Facilities Identified and Prioritized by the Pedestrian Intersection Assessment.	Using the data gathered in the Pedestrian Intersection Assessment, implement interventions identified at high priority intersections. Improvements should focus on reductions of crossing distance, improved curb design, refuge islands, curb radii, and signalization.	Even well-connected segments of the pedestrian network experience collisions resulting in injuries. Facilities that are perceived as unsafe or difficult to cross discourage walking as a form of mobility.	New York State Department of Transportation County Departments of Transportation Municipalities	Medium Term 6-10 Years

Access and Mobility

The success of the transportation system is measured by the ability to use it. Both people and goods move through the region in many ways. New technology continues to shape and improve this. Mobility-as-a-service, rental e-bikes and scooters, and new types of transportation all provide new avenues for residents to get where they need to go. Recommendations in this group seek to promote these new systems and the infrastructure that supports this movement.

Design and implementation recommendations are more common here because of the specific challenges this group addresses. ADA compliance serves as the foundation of these recommendations and is further built on through the encouragement of safe infrastructure for other modes of transportation, such as walking or biking. Lastly, regional land use is also examined here due to its importance to transportation access.

Action Statement	Description	Importance	Partners	Timeline
AM-1 Design access and mobility options with the needs of all users in mind.	All users should be able to access all modes where possible. New facilities and plans undertaken should consider all types of physical abilities to ensure that all users can enjoy them.	Transportation is only as useful to those who can access it. Traditionally, those with disabilities or mobility challenges have been underserved.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
AM-2 Continue enforcing and improving ADA accessibility.	Enhance access to public rights-of-way by installing ADA-compliant treatments on new and existing transportation facilities in accordance with the U.S. Access Board's <i>Public Rights-of-Way Accessibility Guidelines</i> .	Providing ADA-compliant accommodation increases mobility while ensuring that people with disabilities are not discriminated against in their use of roadways and pedestrian facilities.	New York State Department of Transportation County Departments of Transportation Municipalities RGRTA	Ongoing
AM-3 Expand on the existing Regional Trail Network.	Continue to develop near- and medium-term trail project recommendations found in the <i>Genesee-Finger Lakes Regional Trails Initiative (RTI) Phase III</i> by conducting trail	The presence of dedicated cycling infrastructure for the entirety of a trip provides a safer environment for cyclists while encouraging more cycling activity, which ultimately	New York State Department of Transportation New York State Parks County Planning Departments	Ongoing

	feasibility studies and initial design activities.	improves overall public health.		
AM-4 Update the Regional Trail Initiative based on successful studies and projects.	Assess progress on the RTI near- and medium-term network recommendations and reassess long term planning and management recommendations by updating the Regional Trails Initiative.	As a unifying trails plan for the region, periodic updates allow decision makers to measure progress of system connectivity and accessibility while applying up-to-date best practices to revised recommendations.	New York State Department of Transportation New York State Parks County Planning Departments	Near Term 1-5 Years
AM-5 Provide for more direct routes via non-motorized modes of transportation.	Seek opportunities to make non-motorized transportation more direct and convenient by identifying candidate locations for shared-use paths and/or limiting vehicular traffic on existing network links.	Residents are dissuaded from using active transportation modes for daily trips when dedicated facilities do not serve the entire length of the trip or when distances are too long.	Municipalities	Near Term 1-5 Years
AM-6 Encourage transit supportive street design.	Include transit supportive enhancements in street design by encouraging municipalities to develop a bus stop hierarchy that establishes standards for the inclusion of seating, lighting, shelter, waste receptacles, and other amenities.	Buses carry tens of thousands of regional residents every weekday. Infrastructure investments along the routes both better serve existing customers and increase the attractiveness of transit as an option.	RGRTA Municipalities	Near Term 1-5 Years
AM-7 Facilitate partnerships, cooperation, and coordination across transit services areas.	Explore ways to increase county to county transit connections by reviewing and updating the strategic plans for	Increased transit services improve access to services, health care providers, and employment opportunities,	RGRTA Yates County Transit	Near Term 1-5 Years

	public transportation for each county within the region.	especially those not found in rural communities.		
AM-8 Encourage transportation efficient land-use decision making.	Encourage the adoption of policies at various tiers of government to revise zoning codes and site selection criteria in order to realize full-service neighborhoods that place less demands on motor vehicle infrastructure.	Mobility is a primary quality of life factor. Access to goods, services, and employment options at a lower transportation cost strengthens a community.	Counties Municipalities	Near Term 1-5 Years
AM-9 Promote transit-oriented development (TOD) at appropriate locations around the region.	Investigate the implementation of transit-oriented development (TOD) in similar urban areas to see the potential applications in the region.	Transit-oriented development improves the coordination between the transportation system and local land use, spurring development around high-capacity transportation facilities. This development can spur economic growth and improved ridership.	Municipalities New York State Department of Transportation County Departments of Transportation	Near Term 1-5 Years
AM-10 Support investment in infill development projects.	Invest federal-aid resources in transportation infrastructure projects and services that support infill development.	Infrastructure and service improvements that support infill development maximize the impact of the existing transportation network and shift federal-aid investments away from costly new construction.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
AM-11 Support implementation of	Support the implementation of	Micro transit provides an	RGRTA	Near Term 1-5 Years

on-demand service in rural communities.	RGRTA's 2024 <i>Regional Rural On-Demand Service Study</i> in implementing on-demand, or micro transit, services in regions where fixed route service are less viable.	opportunity to deliver quality transportation services in a convenient and economical manner to rural communities. These services operate similar to ride share apps that many travelers are familiar with at a far lower cost.	New York State Department of Transportation County Departments of Transportation	
AM-12 Minimize system disruption by supporting a wide range of transportation options.	New mobility options are reaching large scale implementation in the region. Encouraging development of new curbside management policies and identifying funding sources can allow for implementation of these new mobility options in a way that creates a cohesive transportation fabric.	Mobility management services provide new and innovative ways to get around in the region. These services must be implemented in a coordinated way to harmonize with the existing transportation system rather than taking away from it.	RGRTA Municipalities	Near Term 1-5 years
AM-13 Support projects that improve intermodal connections within and outside the region.	Intermodal hubs such as airports, train stations, and inter-city bus stations facilitate transfers from the region to the rest of the country. Projects should focus on increasing the user experience and support other local modes of transportation through investment in	Access to community resources, including inter-city transportation facilities, via multiple modes, is key to providing a complete regional transportation system.	RGRTA Shared Mobility Providers Inter-City Transportation Operators	Near Term 1-5 Years

	improvements like transit stops in proximity and bicycle parking.			
AM-14 Support projects that improve transit facilities.	Support transit operations through the configuration of other physical facilities such as curb extensions, bus turnouts, dedicated transit lanes, transit signal priority, and layover facilities. Provide for the clearance of snow and ice from bus stop landing zones and pathways.	Transit agencies have limited control over the physical facilities on which they operate. Localities can maximize the value of regional transit investments and enhance year-round access by adopting transit supportive policies related to the built environment.	RGRTA New York State Department of Transportation County Departments of Transportation Municipalities	Medium Term 6-10 Years

System Management and Maintenance

As the transportation system ages, maintenance and management have become an important part of GTC planning efforts. If infrastructure begins to wear down, people's quality of life is disrupted, and the economy suffers. Recommendations in this category aim to catch problems before they occur and preserve the system so that future generations can enjoy it.

Key topics in this section include management of intelligent transportation systems, reconnecting neighborhoods, strategic divestment studies, and access management policies. These principles and technologies all serve to increase the efficiency of movement in the region.

Action Statement	Description	Importance	Partners	Timeline
SMM-1 Implement recommendations outlined in the Regional TSMO Strategic Plan.	Implement programs and services in accordance with the recommendations in the <i>Genesee-Finger Lakes Regional Transportation System Management and Operations (TSMO) Strategic Plan</i> .	TSMO programs and services focus on operational improvements that optimize transportation system performance before extra capacity is considered.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing
SMM-2 Integrate ITS into plans and studies as a solution to safety, mobility, and other needs where appropriate.	Integration of Intelligent Transportation Systems (ITS) into transportation assets during the planning, design, and construction phases aids in the facilitation of future ITS deployments.	ITS aims to reduce travel time and enhance safety as well as comfort for commuters by minimizing traffic problems. Building ITS-supportive elements into new infrastructure expands ITS services and reduces future costs.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing
SMM-3 Expand and upgrade regional ITS communication infrastructure.	Due to high data transportation requirements that advanced ITS requires, improving the region's fiber optic and wireless communication facilities will aid in the implementation of future ITS projects.	Improved communication capabilities enable agencies responsible for managing transportation infrastructure to more effectively respond to and coordinate ITS services.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing
SMM-4 Continue supporting core TSMO-related programs.	Continue federal-aid funding for core TSMO-related programs, including	HELP trucks, dispatched via the RTOC, decrease the delay and increase	New York State Department of Transportation	Ongoing

	the Regional Traffic Operations Center (RTOC) and the Highway Emergency Local Patrol (HELP) programs.	safety by providing emergency roadside service to disabled vehicles on high volume expressways.	County Departments of Transportation	
SMM-5 Improve Traffic Signal Coordination to increase safety and system efficiency.	Coordinate traffic signal timing at interchanges and intersections along corridors, and for special events to enhance safety, efficiency, and reliability.	Traffic signal coordination reduces idling while preserving capacity and travel time reliability along critical travel corridors.	New York State Department of Transportation County Departments of Transportation	Ongoing
SMM-6 Facilitate Interagency Operations Coordination.	Facilitate interagency coordination committees to encourage cooperation among organizations responsible for managing transportation assets and services.	Interagency coordination allows for faster project and service delivery resulting in less disruptions to the traveling public.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing
SMM-7 Promote interagency Traffic Incident Management (TIM).	TIM techniques provide for the safeguarding of the travelling public and first responders, as well as minimizing incident-related delay.	TIM training prepares first responders with the tools to quickly respond to and clear an incident scene, which clears congestion faster and reduces secondary incidents.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing
SMM-8 Maintain and periodically update the regional Congestion Management Process.	Identify the location and causes of traffic congestion, in accordance with federal requirements, through the regional congestion management process.	Awareness of the location and causes of recurring congestion enables agencies to implement context-sensitive solutions to enhance user safety while maintaining the capacity of critical travel corridors.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
SMM-9 Improve System Connectivity to	Focus new infrastructure construction on connecting gaps in	Closing accessibility and mobility gaps in the transportation system maximizes	New York State Department of Transportation	Ongoing

remove gaps in the network.	the regional transportation system. Link streets and roads to complete grid patterns, or extend nearby trails to make connections, rather than implementing costly capacity expansion projects.	infrastructure investments while minimizing future operations and maintenance.	County Departments of Transportation Municipalities	
SMM-10 Implement access management principles to maintain functionality of roadways.	Invest federal-aid resources in transportation infrastructure projects and services that include access management solutions, such as limits on driveways, shared parking inventory, turning lanes, median openings, and traffic signal spacings.	Integrating access management solutions into infrastructure projects benefits transportation system users and business owners by enhancing the safety and efficiency of travel flow.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
SMM-11 Include active transportation elements in studies and new infrastructure development.	During transportation infrastructure repair, rehabilitation, and replacement projects, enhance assets with active transportation elements such as sidewalks, trail connections, and pedestrian crossing where appropriate.	Integrating active transportation elements into transportation infrastructure expands accessibility and mobility for all modes and maximizes the investment.	New York State Department of Transportation County Department of Transportation Municipalities	Ongoing
SMM-12 Support active community gathering spaces at appropriate locations in the transportation system.	Support local communities via the creation of car free areas focused on providing a safe and comfortable place for non-motor vehicle traffic and recreation.	Transit infrastructure provides a unique place to create spaces that foster local businesses and communities as a gathering place. Non-automobile streets can revitalize spaces in larger metropolitan areas and create a unique amenity.	New York State Department of Transportation County Planning Departments Municipalities	Ongoing

SMM-13 Maintenance must consider the impact on all users.	Maintenance has historically prioritized motor vehicle throughput as the main metric for success, which disproportionately impacts those of high incomes. Those with limited access to vehicles, or those who have mobility challenges are often underrepresented in maintenance considerations.	Income inequality leads to many in poverty being underrepresented in conversations regarding roadway maintenance. Ensuring that all mobility options are considered allows the transportation system to provide for these users.	New York State Department of Transportation County Departments of Transportation Municipalities RGRTA	Ongoing
SMM-14 Maintain assets in a state of good repair throughout the transportation roadway network.	Preventative maintenance is imperative to ensure the state of good repair before infrastructure becomes too expensive to maintain due to consistent wear and tear.	Preventative maintenance projects are a cost - effective method to avoid future corrective maintenance or full repair and rehabilitation projects.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
SMM-15 Maintain the state of good repair on public transportation infrastructure.	As a part of preventative maintenance or other transportation improvement projects, ensure that transportation stops receive maintenance to allow all users to access transportation.	Maintenance is an imperative part of ensuring the transportation system continues operation. Particularly transportation stops, where many users are those that have limited transportation options.	Municipalities County Planning Departments	Ongoing
SMM-16 Conduct strategic divestment analyses at appropriate locations.	Conduct strategic divestment assessments to determine whether specific roads, bridges, interchanges, and other transportation facilities can be decommissioned with acceptable impacts on safety, efficiency,	Strategic divestment studies enable transportation management agencies to determine the optimal investment strategy for maintaining or decommissioning assets.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing

	reliability, access, and mobility.			
SMM-17 Maintain ITS assets in a state of good repair.	Replace current ITS instrumentation, including but not limited to traffic cameras, dynamic message boards, traffic sensors, and communications elements at the end of their useful lives.	Regular replacement of ITS field instrumentation maintains current TSMO capabilities and enables effective service delivery.	New York State Department of Transportation New York state Thruway Authority County Departments of Transportation	Ongoing
SMM-18 Reconfigure intersections and interchanges to improve safety, efficiency, and reliability.	Investigate and implement improvements to intersections and interchanges throughout the region that focus on enhancing overall intersection operations.	Infrastructure reconfigurations should be considered as a part of projects relating to potentially unsafe intersections and interchanges where appropriate to ensure that traffic congestion remains minimal.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
SMM-19 Coordinate with municipalities to implement complete streets policies.	Support the recommendations from the 2023 <i>Implementing Complete Streets in the Genesee-Finger Lakes Region</i> guidebook.	A local Complete Streets Policy ensures that the safety of all users of the transportation system is considered through all steps of the planning process.	Counties Municipalities	Ongoing
SMM-20 Maintain roadside safety infrastructure maintains a state of good repair.	Guardrails, road signs, and pavement markings should remain in a state of good repair to ensure that transportation users are not harmed.	Supportive transportation safety features can reduce the amount and severity of impacts and collisions at all intersections. Periodic evaluations of the state of these critical parts of the infrastructure are imperative to remain good stewards of the transportation system.	New York State Department of Transportation County Departments of Transportation	Near Term 1-5 Years
SMM-21 Deploy non-motorized ITS instrumentation at	Deploy ITS field instrumentation at crosswalks, along shared-use trails and	ITS deployments in support of non-motorized transportation	New York State Department of Transportation	Near Term 1-5 Years

important non-motor crossings.	sidewalks, and at intermodal transfer centers to support non-motorized modes of transportation.	emphasize safety enhancements, and traveler information systems to encourage expanded use of non-motorized modes.	County Departments of Transportation	
SMM-22 Support locally implemented access management policies.	Encourage municipalities to adopt land use policies and regulations that require site access management solutions.	Local municipalities are responsible for a significant share of the transportation system. Access management concerns extend to these facilities not always eligible for federal aid.	County Planning Departments Municipalities	Near Term 1-5 Years
SMM-23 Support Corrective Maintenance as needed in the region.	Maintain a state of repair by conducting corrective maintenance projects to address emerging maintenance issues before they require more costly repairs.	When preventative maintenance is infeasible, corrective maintenance projects are a way to avoid the need for costly full repair or rehabilitation projects.	New York State Department of Transportation County Department of Transportation Municipalities	Near Term 1-5 Years
SMM-24 Rehabilitate and repair transportation infrastructure assets at appropriate times.	Maintain a state of good repair by conducting repair and rehabilitation projects to preserve and extend the useful life of transportation infrastructure assets.	When corrective maintenance projects are infeasible, repair and rehabilitation of transportation assets is a cost-effective approach to preserve transportation system safety, efficiency, and capacity.	New York State Department of Transportation County Departments of Transportation Municipalities	Medium Term 6-10 Years
SMM-25 Replace Infrastructure assets when repair and rehabilitation is not possible.	Maintain a system state of good repair by replacing infrastructure assets at the end of their useful life to ensure continuity of service.	Transportation assets should be replaced with new facilities when the cost of repair or rehabilitation exceeds the benefits of keeping the facility in service.	New York State Department of Transportation County Departments of Transportation Municipalities	Long Term 11-25 years
SSM-26 Upgrade older ITS Field Instrumentation as new models are developed.	Replace current ITS field instrumentation with next generation ITS devices as a part of coordinated	Expanding coverage and enhancing ITS capabilities improves transportation safety, efficiency,	New York State Department of Transportation	Long Term 11-25 Years

	deployment of new technologies and services.	and reliability through direct communication with roadway users.	New York State Thruway Authority County Department of Transportation	
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Innovation and Resilience

Hazard events are a regular challenge facing the transportation system today. These can include small disruptions like a single car accident or large scale weather events that can affect the whole region. Large scale disruptions can interrupt the supply chain, hamper emergency efforts, and can significantly escalate the scope of a disaster. The innovation and resilience category focuses on reducing the impact of these hazard events. This is done through building resilient infrastructure that minimizes disruptions and adopting policies and technologies that allow for speedy recovery after hazard events.

Policy recommendations include stormwater management practices and improved coordination with emergency response. Technology recommendations include research into implementation of ai, improved monitoring systems, and automated driver alerts. These recommendations remain flexible, and GTC will continue to monitor the cutting edge of innovation to bring the best service to the Region.

Action Statement	Description	Importance	Partners	Timeline
IR-1 Prepare the transportation system to withstand disruptions from hazard events.	Minimize the impacts of hazards on transportation assets and services by implementing the recommendations in the <i>Genesee-Finger Lakes Regional Critical Infrastructure Vulnerability Assessment</i> .	Integrating resiliency considerations into planning, design, construction, operation, and maintenance safeguards facilities, minimizes disruptions, and protects lives and property.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation RGRTA	Ongoing
IR-2 Implement stormwater management best practices as a part of transportation infrastructure projects.	Adopting stormwater management best practices include supporting policies that minimize runoff, remove pollutants, and ensure safety at agencies and municipalities throughout the region.	Effective stormwater management policies minimize flooding, pollution, erosion, sedimentation of waterways, and other negative impacts of flooding events.	New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing
IR-3 Promote resilient environments near infrastructure.	Pursue hazard mitigation through development of natural barriers including wetlands, natural drainage systems,	Natural environmental mitigation provides a clean and relatively low maintenance system to reduce	New York State Department of Transportation County Departments of Transportation	Ongoing

	and forests to reduce the impacts of severe weather events on transportation assets.	the impacts of severe weather. Secondary benefits also provide spaces for recreation, prevent air and water pollution, and improve aesthetics.	Municipalities	
IR-4 Continue supporting investments in alternative fuels.	Continue to coordinate with stakeholders to educate the public and fleet operators on the benefits of alternative fuel vehicles.	Reliable information about alternative fuels enables informed decision-making about how domestically produced fuels can support the regional transportation system.	NYS Energy Research and Development Agency Greater Rochester Clean Cities Municipalities	Ongoing
IR-5 Monitor and investigate the impacts of autonomous, connected, and automated vehicles on the regional transportation system.	Monitor the advancements made in emerging autonomous, automated, and connected vehicle technologies and deployments to ensure the benefits of these developments accrue to the community.	Informed planning agencies and decision makers regarding the advancements and impacts of emerging technologies on the transportation system are better able to adapt to disruptive changes caused by new technologies.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	Ongoing
IR-6 Support the expansion of alternative fuel infrastructure.	Deploy alternative fuel supply infrastructure, including but not limited to electric charging and hydrogen, propane, and natural gas fueling infrastructure, in strategic locations around the region.	The increased availability of alternative fuel facilities enables increased use of alternative fuel vehicles and decreased emissions, improved air quality, and reduced fossil fuel dependency.	NYS Energy Research and Development Agency Greater Rochester Clean Cities Municipalities	Near Term 1-5 Years
IR-7 Expand the use of alternative fuel fleet vehicles.	Expand the use of alternative fuel vehicles, such as municipal public	Alternative fuel vehicles decrease emissions and improve air	NYS Energy Research and Development Agency	Near Term 1-5 Years

	waste trucks, transit buses, and delivery vans, in public and private fleets.	quality. During the time frame of this plan, the automobile industry is expected to increase	Greater Rochester Clean Cities Municipalities	
IR-9 Prevent hazard impacts on transportation assets where possible.	Relocate, elevate, and/or limit access to vulnerable transportation assets to reduce the impact of potential hazards.	Preventing hazard impact can reduce or eliminate asset damage and service disruption due to hazard events.	New York State Department of Transportation County Departments of Transportation RGRTA	Near Term 1-5 Years
IR-10 Protect transportation assets from hazard impacts.	Strengthen transportation assets to better withstand anticipated hazard impacts such as flooding and severe weather.	When hazard prevent methods are unfeasible, strengthened assets can better resist anticipated hazard impacts.	New York State Department of Transportation County Departments of Transportation RGRTA	Medium Term 6-10 Years
IR-11 Increase system and asset redundancy.	Incorporate redundant elements such as duplicate structural members and alternative routes to prevent asset and system failure from hazard impacts.	Redundancy can prevent catastrophic infrastructure and service failures by ensuring that assets and systems have multiple structural and operational backups.	New York State Department of Transportation County Departments of Transportation Municipalities	Medium Term 6-10 Years
IR-12 Implement Recovery Operations using ITS.	Integrate recovery considerations such as traveler information dissemination and alternative route planning into infrastructure and service design. Where possible, incorporate new technologies to increase dissemination impacts.	Recovery considerations minimize the effects of hazard impacts by enabling faster restoration of damaged infrastructure and disrupted services.	New York State Department of Transportation County Departments of Transportation RGRTA	Long Term 11-25 Years

Economic Development

The movement of goods in the region is the backbone of the economy. Jobs, lives, and businesses all depend on the transport of food, medicine, and merchandise. Our region has an efficient system with low congestion and quick travel times. The region is well connected to state and national highways. The focus of this section is to ensure this remains true into the next twenty-five years.

The needs of the Region will continue to change into the future, so it is important that the network improves as well. The region will prosper by improving last-mile connections, and providing better access to shopping and work. The GTC will continue to be an active partner with businesses, localities, and residents to get people and goods where they need to be.

Action Statement	Description	Importance	Partners	Timeline
ED-1 Improve travel time reliability on regional freight corridors.	Support reliable travel times across the surface transportation system, especially along interstates and freight corridors, utilizing all available management tools and roadway designs elements.	The private sector struggles to consistently estimate the duration of freight trips due to hours-of-service rules and rigid delivery windows. Unforeseen congestion costs time and money.	New York State Department of Transportation County Departments of Transportation Municipalities Railroads	Ongoing
ED-2 Support rail enabled businesses by expanding facilities.	Support rail enabled businesses through the development of new rail siding and adopt and use regulations that support industrial uses in proximity to rail facilities and reduce conflicts with residential properties.	Shifting goods shipment to rail reduces emissions, decreases conflicts with truck traffic, and utilizes existing infrastructure. Support of local businesses promotes regional economic growth.	Economic Development Agencies Railroads.	Ongoing
ED-3 Maintain and modernize rail infrastructure to support modern use patterns.	Improving existing infrastructure entails improving the maximum allowed weights at the highest permitted operating speeds. Enable short line railroads to	Short lines provide critical access to class 1 railroads for local businesses. Railroads need to maintain and modernize their infrastructure to operate efficiently and competitively.	Railroads	Ongoing

	remain competitive.			
ED-4 Preserve existing transportation corridor rights-of-way for future developments.	Preserve existing linear rights-of-way by following the preservation strategies identified in the 2015 <i>Regional Rights-of-Way Study</i> . Coordinate with local landowners to maintain potential access.	Existing right-of-way offers options for future transportation needs that may not be currently realized. Procuring new right-of-way is difficult and expensive. Once right-of-way is disassembled, it is often impossible to restore.	Utilities Municipalities	Ongoing
ED-5 Improve first and last mile access to manufacturing, warehousing, and other industrial and commercial sites.	Improve the ability of freight to move from expressways to local freight-related facilities via local roads and intersections, known as last mile access, and typically the most complicated move of a freight trip.	Freight facilities often lack properly designed ingress/egress points. Long queues may develop, including through incompatible residential areas, if operation needs are not properly planned.	New York State Department of Transportation County Departments of Transportation Municipalities	Near Term 1-5 Years
ED-6 Support e-commerce through effective and efficient last mile transportation.	Ensure that last mile e-commerce deliveries can continue to be made in a safe and timely manner. Reconsider traditional commercial land use policy as brick-and-mortar retail continues to evolve. Plan for future implications of autonomous delivery methods.	E-commerce's market share continues to grow, signaling a shift away from traditional retail. An evolving transportation system that meets the needs of a changing economy creates a competitive regional advantage.	New York State Department of Transportation County Departments of Transportation Municipalities	Near Term 1-5 Years
ED-7 Ensure curbside deliveries are safe, efficient, and non-disruptive.	Ensure that delivery vehicles have adequate curbside accommodation for commercial deliveries in urban	Curbside access is valuable along denser corridors found in city and village centers. Municipalities that actively manage	Municipalities Shared Mobility Providers	Near Term 1-5 Years

	areas. Likewise, accommodate the safe operation of transit shared mobility, and private transportation services in these areas.	use of this space are best able to capture that value while realizing their access priorities.	Private Transportation Providers	
ED-8 Expand and maintain interregional transit travel options.	Encourage transfers between all modes with particular attention to enhancing connections to local transit, active transportation, and rideshare. Promote projects that enhance the traveler's experience within station facilities.	Travel by air, rail, and bus provides critical connections to economic and social opportunities outside the region. The quality of station facilities has a direct impact on intercity travel mode choice.	Intercity Bus Providers Amtrak Greater Rochester International Airport County Departments of Transportation	Near Term 1-5 Years
ED-9 Promote recreational travel to and within the region.	Portray the transportation system as a distinguishing feature in providing access to events, natural attractions, historically significant places, and nationally acclaimed trails.	Affordable and easy access to an efficient transportation system increases the attractiveness of regional assets as destinations to visit, generating economic activity.	New York State Department of Transportation County Departments of Transportation Municipalities	Near Term 1-5 Years
ED-10 Increase active transportation and multimodal connections to and within rural communities.	Expand transportation options to employment and service destinations in rural communities, especially where personal vehicles are the dominant mode.	Increasing multimodal options provides additional access to rural residents without vehicle access. This can further support rural economies that may be dependent on tourism.	New York State Department of Transportation County Departments of Transportation Municipalities	Near Term 1-5 Years
ED-11 Study, design, and implement	Study, design, and implement physical and technology-based	Wayfinding systems establish a coherent sense of place and allow	Business Associations	Near Term 1-5 Years

improved wayfinding.	wayfinding systems in downtowns, in neighborhoods, and along historic districts and routes throughout the region.	users of a space to navigate to and from destinations which promotes feelings of comfort, safety, and security.	Economic Development Agencies Municipalities	
ED-12 Enhance air freight connections with the surface transportation system and services.	Improve airport cargo infrastructure to allow for smoother delivery of freight into the region.	Airport cargo infrastructure is a critical leg of the freight transportation system in the region. Ensure that airport infrastructure can remain a competitive part of the system.	Economic Development Agencies Greater Rochester International Airport New York State Department of Transportation	Medium Term 6-10 Years
ED-13 Revise parking requirements and management techniques.	Revise traditional parking requirements and management techniques given recently observed shifts in travel behavior. Changes in local land use regulations and codes should reflect changing parking needs in terms of new, infill, and existing development.	The continued growth of telework, and other travel behavioral changes, diminishes the dominance of work trips as the primary trip type. A meaningful response will require codified rules that favor more productive land use over parking facilities.	Landowners Major Employers Municipalities	Medium Term 6-10 Years
ED-14 Encourage shared parking in new developments.	Encourage shared parking among new and infill development as well as existing districts. Develop and employ models that aid planning efforts to identify parking demand for sites and district areas based on land use and time of day.	Shared parking results in more productive land use, allow for increased flexibility in site design, reduces impervious surfaces, and improves stormwater management.	Business Owners Municipalities	Medium Term 6-10 Years

ED-15 Improve rail corridors in the region to better enable concentrated business parks.	Support the implementation of recommendations in the 2024 <i>Ontario Freight Rail Corridor Development Plan: Area 2</i> study.	The region has a robust rail infrastructure connecting and service many of the major industries in the area. To remain competitive, coordinating future development around specific, developable sites can provide maximum return on investment in both economic and job growth.	Economic Development Agencies Railroads New York State Department of Transportation County Departments of Transportation	Long Term 11-25 Years
ED-16 Support workforce development opportunities.	Support workforce development through educational and job training opportunities related to careers in the transportation, freight, logistics, and manufacturing industries.	Employers require a skilled workforce to effectively operate and grow their business.	Workforce Development Agencies Economic Development Agencies	Long Term 11-25 Years
ED-17 Coordinate federal-aid investments on the transportation system with municipal, regional, state, and national economic development programs.	Invest federal-aid resources in transportation infrastructure and services that advance regional economic development, job growth, and private investment priorities.	The private sector relies on a safe, efficient, and reliable transportation system to obtain raw materials for manufacturing, deliver goods to market, and provide employees with access to job sites.	Economic Development Agencies New York State Department of Transportation County Departments of Transportation Municipalities	Ongoing