



RECOMMENDATIONS

GTC staff synthesized regional demographic and employment information, its assessment of the current transportation system, its identification of emerging issues and opportunities, and direct input from regional residents into the needs assessment in the preceding chapter. The recommendations to follow seek to address regional transportation system needs for the next 25 years.

Strategies, physical implementations, programs, and policies recommended in this chapter will help GTC deliver on the commitment to agency goals and objectives, which seek to increase system safety, increase access to a greater number of mobility options, promote efficient system management, protect the natural environment, and support the economic vitality of the region while building partnerships to execute its initiatives.

The following recommendations maintain the region's continued commitment to the preservation and maintenance of the existing surface transportation system. Recommendations that seek to add capacity to the system, primarily focus on increasing mobility and access through enhancing the public transit system and active transportation

networks. Additionally, recommendations encourage the use of alternative fuels, shifting to cleaner burning fuels and electricity as the transportation sector's primary energy choice.

Technology is rapidly evolving. Over the next 25 years how we receive goods, how we move, and how we access information will continue to change. Recommendations that focus on technology are flexible, acknowledging that while we may know that change is upon us, we do not yet understand all the implications of such changes.

Across all recommendations, L RTP 2045 looks to make the region a more equitable place by increasing access and mode choice, along with reducing health disparities through investments. The future transportation system will not hinder residents' ability to pursue economic and social opportunities or negatively impact their well-being.

GTC could initiate some of these programs, but successful implementation will require strong partnerships with public agencies and community organizations. Funding the recommendations is discussed in the following chapter.

RECOMMENDATION GROUP AND TIMELINE

The recommendations on the following pages consist of an identifier, a short description of the recommendation itself, a short explanation related to the importance of the recommendation, identified potential partner agencies, and a time frame within which to begin execution of that strategy, implementation, policy, or program.

Recommendations are organized into broader topic areas listed at right and accompanied by corresponding iconography. Section 450.306 of Title 23 of the Code of Federal Regulations establishes the scope of the metropolitan transportation planning process. The code requires that the planning process provides for consideration and implementation of projects, strategies, and services that will address ten specific factors. The five recommendation groups in LRTP 2045 incorporate those planning factors.

The Health and Safety group is comprised of recommendations consistent with planning factor #2 (Increase the safety of the transportation system for motorized and non-motorized users) and factor #3 (Increase the security of the transportation system for motorized and non-motorized users) while expanding those topics to include the role of the transportation system in determining public health outcomes. The Access and Equity group seeks to satisfy factor #4 (Increase accessibility and mobility of people and freight) and factor #6 (Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight) while also framing access as an equity



HEALTH AND SAFETY



ACCESS AND EQUITY



SYSTEM MANAGEMENT AND MAINTENANCE



SUSTAINABILITY AND RESILIENCE



ECONOMIC DEVELOPMENT

issue related to quality of life and personal economic opportunity. The System Management and Maintenance group successfully incorporates factor #7 (Promote efficient system management and operation) and factor #8 (Emphasize the preservation of the existing transportation system) as the Sustainability and Resilience group covers factor #5 (Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns) and factor #9 (Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation). Finally, the Economics recommendation group incorporates planning factor #1 (Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency) and factor #10 (Enhance travel and tourism) while crossing over into the freight-related aspects of factors #4 and #6.

Within each recommendation group, representative projects are highlighted that either abide by or put various individual recommendations into action. These Project Spotlights do not necessarily represent specific action to be advanced by the fiscally constrained plan, nor is implementation funding necessarily identified. In general, the projects represent the work of past or ongoing GTC-funded planning studies whose conceptual recommendations have been approved by key stakeholder agencies involved in the planning process.

The recommended strategies, projects, programs, and policies will be implemented in order of prioritization phases as funding allows. Actions related to ongoing recommendations have already begun and should continue without interruption. Actions related to Near-, Medium-, and Long-Term recommendations should begin within one-to-five, six-to-ten, and eleven-to-twenty-five years, respectively, from the adoption of this plan. Within subsequent pages of this chapter, these time frames are represented by the iconography pictured below.



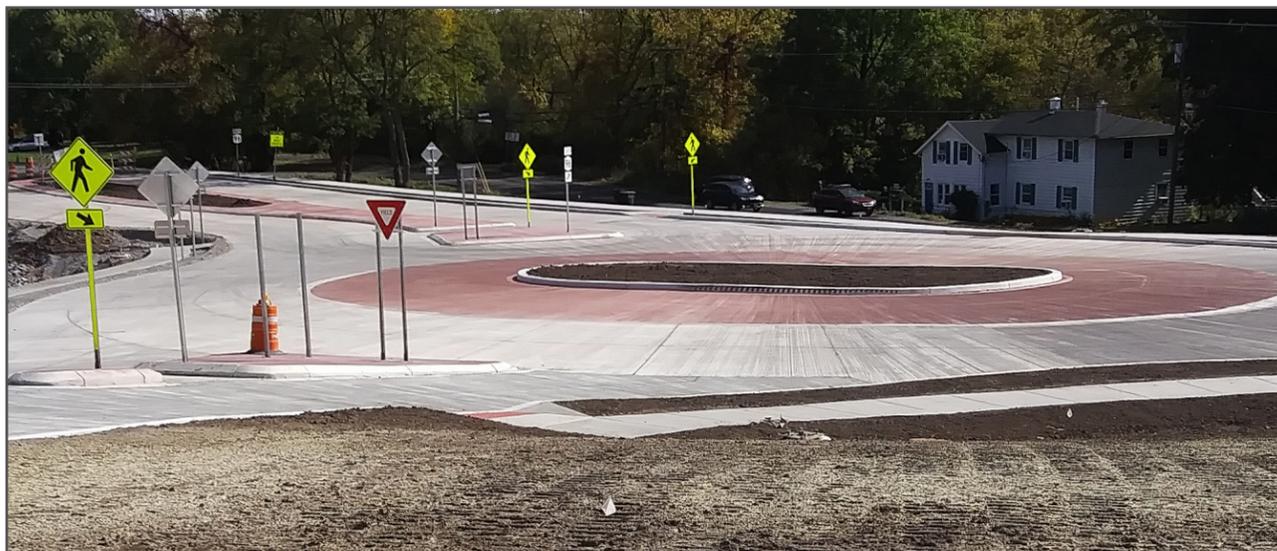
HEALTH AND SAFETY



A well-balanced transportation system, that provides facilities for all users regardless of mode, intrinsically provides for those users' safety and promotes incidental physical activity. Transportation and its link to public health has been identified as an emerging issue. Likewise, the safety of all users has been identified as a system need. Thus, recommendations in the Health and Safety group focus on elements and processes within the existing system that can be enhanced to address future issues and meet future needs. These recommendations look beyond single projects in specific locations to policies that would influence local and regional decision making toward a health- and safety-focused framework.

These recommendations assess performance and condition of certain facilities as well as their health impacts, and guide future decisions related to design and implementation. Two overarching themes of recommendations directly related to design are to ensure that facilities are designed for all users and to design such that the built environment provides self-enforcing cues to users regarding safe operation within the system. These themes also permeate recommendations related to implementation such as specific intersection enhancements and the establishment of safe routes to community destinations.

The following tables describe the design considerations, physical projects, policies, and proposed planning efforts needed to support health and safety objectives.



New Traffic Roundabout at New York State Route 96 and Lynaugh Road in Victor

	Description	Importance	Partners	Timeline
HS-1 Design for All Users	Ensure that pedestrian and bicycle facility design as well as adjacent and intersecting roadway design considers and implements safety measures to protect all users, especially those with physical limitations.	Vulnerable users, such as seniors, the visually impaired, and those in wheelchairs struggle to fully use facilities when the crossing distance is too great, the grade is too steep, or in the absence of curb cuts.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
HS-2 Local Complete Streets Policies	Develop guidance that will support the adoption and implementation of complete streets policies by constituent municipalities based on the most recent policy adoption by the Town of Canandaigua (2017).	A local Complete Streets policy ensures that the safety of all users of the transportation system is considered from facility planning through construction and operation.	Counties Municipalities	 Ongoing
HS-3 Sidewalk Network Expansion	Follow FHWA guidance for inclusion of sidewalks along roadways. Develop new local code that requires the inclusion of sidewalk adjacent to and within new development based on nearby land use and density. Follow existing and develops new local code to retrofit sidewalk gaps adjacent to existing development.	Sidewalks improve pedestrian safety and convenience by providing a firm, stable, and slip resistant surface separate from the roadway, decreasing the likelihood of motor vehicle collisions with pedestrians.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing

HEALTH AND SAFETY



Description **Importance** **Partners** **Timeline**

**HS-4
On-Street
Bicycle
Network
Expansion**

Prioritize on-street bicycle facility implementation that connects to existing facilities by identifying priority projects based on the short distance trip reassignment methodology described in the *Rochester Comprehensive Access and Mobility Plan*.

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 improves overall public health.

New York State Department of Transportation

County Departments of Transportation

Municipalities



**HS-5
Context-
Suited Bicycle
Facilities**

Advance decisions related to on-street or roadway-adjacent dedicated bicycle facility design based on unique roadway and traffic conditions per the *NACTO Urban Bikeway Design Guide*.

High speed and volume roadways require separation between a dedicated bicycle facility and the vehicular traffic lanes. Nationally, a majority of residents have interest in cycling, but only feel secure on separated bikeways.

New York State Department of Transportation

County Departments of Transportation

Municipalities



**HS-6
Revitalize
Multi-Use
Trails**

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



PROJECT SPOTLIGHT
Multi-Use Trail Restoration

The Town of Greece commissioned a concept level study that would assess the 1980 Route 390 Multi-Use Trail from safety, wayfinding, and access perspectives before recommending improvements and funding strategies. The condition inventory found that the trail does not meet current design standards and many trail segments require more than routine maintenance.

An implementation strategy details immediate improvements that address user safety and comfort, but are not long term or permanent trail improvement solutions. Future improvements would meet current multi-use trail design standards, improve accessibility and safety, and enrich the user experience.

The project supports the following recommendations:

- HS-1 - Design for all Users
- HS-6 - Revitalize Multi-Use Trails
- HS-12 - Fully Integrated Cycling Network



TOP: Existing Trailhead at Vintage Lane
Source: Route 390 Multi-Use Trail Restoration Study

BOTTOM: Potential Trailhead Improvements at Vintage Lane
Source: Route 390 Multi-Use Trail Restoration Study

HEALTH AND SAFETY



	Description	Importance	Partners	Timeline
HS-7 Health Impact Assessments	Conduct Health Impact Assessments on existing regional transportation facilities to better understand the effects of transportation projects on the health of a population and the distribution of those effects on that population.	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-8 Health-Focused Planning Framework	Recognize the effects of participating in active transportation and the overall transportation system's impact on health outcomes. Increase the connection between transportation planning and health through revised project selection criteria.	Transportation is a factor impacting both personal and community health. The promotion of physical activity benefits the larger community by alleviating avoidable disease.	GTC Counties Municipalities	 Near-Term 1-5 Years
HS-9 Rural Highway Intersection Safety Evaluation	Evaluate candidate rural intersections for redesign based on collision data, observed speeds, and physical factors. Identify priority locations for roundabout implementation along State and County highways.	Rural intersections controlled by stop signs, are prone to severe vehicle collisions due to sight obstructions coupled with high approach speeds. Roundabout design ensures reductions in speed from all directions.	New York State Department of Transportation County Departments of Transportation	 Near-Term 1-5 Years

	Description	Importance	Partners	Timeline
HS-10 Pedestrian Intersection Assessment	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 reconfigurations and safety enhancements.	New York State Department of Transportation County Departments of Transportation Municipalities	 Near-Term 1-5 Years
HS-11 Mid-Block Crossing Safety	Perform a region-wide analysis on both marked and potential mid-block crossing locations. Identify and prioritize locations for pedestrian actuated 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 determining factor in the decision to travel as a pedestrian. Yield-to-pedestrian compliance varies dependent 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-12 Fully Integrated Cycling Network	Reinforce the safety and visibility of the bicycle system by including bicycle facility markings through roadway intersections, and at junctions where off-road bicycle facilities intersect roadways, in street design policies.	Bicyclists experience the most significant conflict and the highest likelihood of collisions with vehicles at intersections or trail crossings.	New York State Department of Transportation County Departments of Transportation Municipalities	 Near-Term 1-5 Years

HEALTH AND SAFETY



Description **Importance** **Partners** **Timeline**

HS-13
Self-Enforcing
Street Design

Employ self-enforcing design principles in roadway design. Deliver a roadway system that allows for intuitive understanding of reasonable travel speed through design controls. Elements include 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 level of safety for all users.

New York State Department of Transportation

County Departments of Transportation

Municipalities



HS-14
Safe Routes
to Community
Destinations

Explore initiation of Safe Routes to School and Transit Programs. Provide technical resources related to funding sources and physical/policy implementation to 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



HS-15
Pedestrian
Intersection
Enhancements

Reconfigure pedestrian facilities at intersections identified and prioritized by the Pedestrian Intersection Assessment. Focus interventions on crossing distance via curb design, curb radii, refuge islands, and signalization.

Even well-connected segments of the pedestrian network experience collisions resulting in injury. Facilities that are perceived as unsafe or difficult to cross discourage walking as a form of mobility.

New York State Department of Transportation

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Municipalities



PROJECT SPOTLIGHT

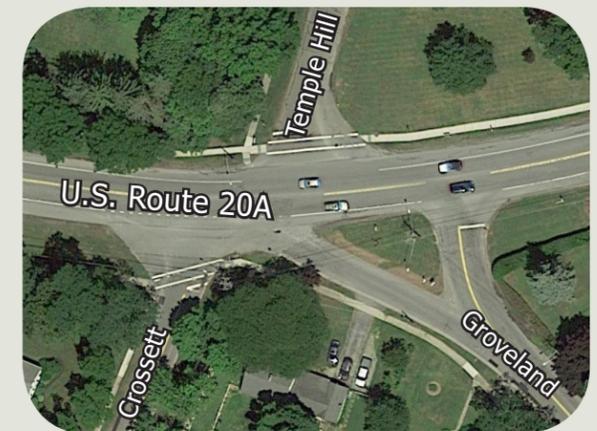
Geneseo Intersection Reconfiguration

The 5-way intersection of U.S. Route 20A, Crossett Road, Groveland Road, and Temple Hill Street was identified as a priority intersection for safety intervention as part of the Geneseo Active Transportation Plan. While a mid-block crossing was installed 350 feet west of the intersection, community input and data analysis illustrated a need for a pedestrian facility-focused reconfiguration.

The roundabout conceptual alternative advanced in the plan responds to high volume traffic and limited visibility. A roundabout would reduce traffic speeds, reduce unprotected pedestrian crossing distances, and simplify potential conflict points between all modes of travel.

The project supports the following recommendations:

- HS-1 - Design for All Uses
- HS-9 - Rural Highway Intersection Safety Evaluation
- HS-13 - Self-Enforcing Street Design
- HS-15 - Pedestrian Intersection Enhancements



TOP: Existing Intersection Conditions
Source: Google Map Data

BOTTOM: Proposed Roundabout
Source: Geneseo Active Transportation Plan

ACCESS AND EQUITY



The quality of a transportation system is diminished when it is not accessible to all regardless of physical ability, income, ethnicity, or language skills. Constantly evolving features of the transportation system, such as the data intensive Mobility as a Service (MaaS) concept, have been identified as an equity consideration. Additionally, the system needs assessment identified ensuring equity, ensuring access to employment, goods, and services, and addressing the mobility needs of seniors. Therefore, recommendations in the Access and Equity group concentrate on investigating service and coordination deficiencies as well as reconsidering municipal and agency policy considerations.

Design and implementation considerations persist as part of this group of recommendations. Emphasis on equity in design and maintenance along with more widespread ADA compliance attempt to ensure access at a wider range of facilities for the entire year. Other encouraged design practices make more equitable transportation modes, such as transit and cycling, more accessible. Finally, direct improvements to intermodal connections and on-demand mobility access, previously planned as part of the ReImagine RTS initiative, are supported.

The following tables describe the assessments, design principles, proposed programs, and preparatory policies required to support access and equity goals.



Opening Day at the RTS Transit Center in Rochester

	Description	Importance	Partners	Timeline
AE-1 Primary Equity Considerations	Strive for equitable outcomes when rehabilitating existing infrastructure and designing new facilities by considering mobility challenges of typically under-represented groups.	Equitable transportation systems facilitate increased economic and social opportunities for those that have been traditionally underserved.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
AE-2 Equity in Design and Maintenance	Incorporate equity considerations, including winter maintenance concerns affecting those with mobility challenges, into transportation facility design and maintenance plans by following guidance collected by the U.S. DOT/FHWA.	An equitable transportation system facilitates access to opportunities for low-income communities and populations who have historically been left out of transportation planning decision making.	New York State Department of Transportation County Departments of Transportation Municipalities RGRTA	 Ongoing
AE-3 System ADA Compliance	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 accommodations increases mobility while ensuring that persons 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

ACCESS AND EQUITY



Description **Importance** **Partners** **Timeline**

**AE-4
Augmented
Regional Trail
Network**

Seeks to implement the near- and medium-term trail project recommendations found in the *Genesee-Finger Lakes Regional Trails Initiative (RTI) Phase III* by conducting trail feasibility studies and initial design activities.

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 improves overall public health.

New York State Department of Transportation

County Departments of Transportation

Municipalities



**AE-5
Regional Trails
Initiative**

Assess progress on 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



**AE-6
Direct Non-
Motorized
Connections**

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 modes for daily useful trips when dedicated facilities do not serve the entire length of the trip or when distances are too long.

Municipalities



PROJECT SPOTLIGHT

Trail Feasibility Studies

Seneca County sponsored an effort by the Cayuga-Seneca Canal Trail Association to evaluate concepts and alternative route scenarios for a three mile trail extension of the Cayuga-Seneca Canalway Trail from Waterloo to Seneca Falls.

Consultants evaluated topography, soils, ecological character, habitat, drainage, wetlands, land use and property ownership, destinations, access, transportation/circulation, trail user profile, infrastructure and utilities to identify any significant constraints to trail implementation.

The final recommendations define a preferred alignment for the trail, identify required private property easements, and estimate costs to construct trail infrastructure.

The project supports the following recommendations:

- AE-4 - Augmented Regional Trail Network
- AE-6 - Direct Non-Motorized Connections



TOP: Existing Bridge over Silver Creek
Source: Cayuga-Seneca Canalway Trail Phase II Study

BOTTOM: Recommended Trail Alignment
Source: Cayuga-Seneca Canalway Trail Phase II Study

ACCESS AND EQUITY



	Description	Importance	Partners	Timeline
AE-7 Core Transit Frequency	Support continued assessment and implementation of high frequency, direct transit service in the core of the Metropolitan Planning Area as described in the <i>Reimagine RTS Service Plan</i> .	Reimagine RTS focuses on growing ridership and improving transit productivity through faster, more direct service. Increased bus frequency seeks to reduce customer wait times.	RGRTA	Near-Term 1-5 Years
AE-8 Transit Supportive Street Design	Tie street design to transit supportive enhancements 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 serves existing customers and increases the attractiveness of transit as a transportation option.	RGRTA Municipalities	Near-Term 1-5 Years
AE-9 Regionally Connected Transit	Explore ways to increase county to county transit connections by reviewing and updating the strategic plans for public transportation for each county within the region.	Increased transit service improves access to services, health care providers, and employment opportunities, especially those not found in rural communities.	RGRTA	Near-Term 1-5 Years

	Description	Importance	Partners	Timeline
AE-10 Coordinated Transportation Services	Develop a more efficient, integrated, and coordinated network of human services transportation options by updating the <i>Genesee-Finger Lakes Region Coordinated Public Transit-Human Services Transportation Plan</i> .	An update provides a current assessment of unmet needs and service gaps, and recommends strategies based on best practices for providing specialized transportation services.	RGRTA County Agencies Human Services Transportation Providers Stakeholder Groups	Near-Term 1-5 Years
AE-11 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 powered transportation infrastructure.	Mobility is a primary quality of life factor. Access to goods, services, and employment options at a lower transportation cost strengthens equity within a community.	Counties Municipalities	Near-Term 1-5 Years
AE-12 Transportation Management Association	Provide transportation services to employees of businesses not currently or not expected to be well-served by transit. Study the potential for the establishment of a Transportation Management Association (TMA) in the Metropolitan Planning Area.	TMA are typically member controlled organizations that provide transportation services, such as shuttles or vanpools, to commuters within a defined area. A TMA may help connect people to employment where and when transit is not practical.	RGRTA Chamber of Commerce Workforce Development Private Transportation Providers	Near-Term 1-5 Years

ACCESS AND EQUITY



Description Importance Partners Timeline

AE-13
On-Demand
Mobility

Support implementation of the Community Mobility Zones as described in the *Reimagine RTS Service Plan* to serve areas that do not support fixed-route transit due to low density or poorly connected development patterns.

Community Mobility Zones are intended to provide more customized and flexible transit options within those zones while maintaining access to the larger fixed-route system.

RGRTA
Shared Mobility Providers



AE-14
Shared
Mobility
Management

Attempt to minimize system disruption while promoting the availability of new mobility options such as bicycle share, car share, vanpool, powered bicycles/scooters, and microtransit. Encourage adoption of new curbside management policies while identifying funding sources for new implementation.

Shared mobility services could provide new and innovative ways to get around the region. These services must be managed carefully, however, to ensure they respect public space and support local objectives.

RGRTA
Municipalities



AE-15
Mobility as a
Service

Consider equity issues related to the emergence of Mobility as a Service (MaaS) applications. Seek solutions to technology barriers that preclude the use of advanced trip-planning features.

MaaS applications have the potential to greatly simplify access to transit and shared mobility options, but require users to subscribe to mobile real-time data plans.

RGRTA



PROJECT SPOTLIGHT
Community Mobility Zones

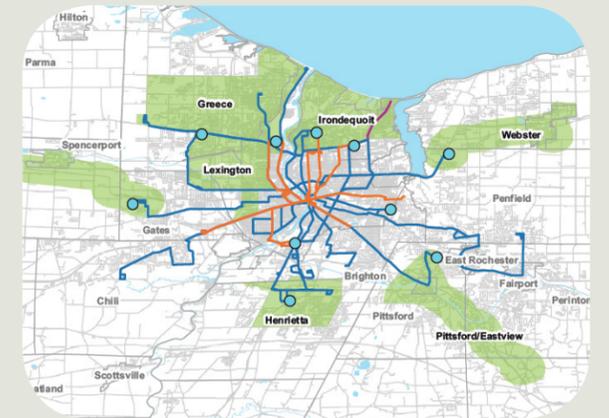
The ReImagine RTS system redesign initiative introduced the concept of Community Mobility Zones (CMZ) as areas where fixed-route service will be replaced by more flexible, customized solutions.

Connection hubs will link the fixed-route system to the new mobility solutions, such as RTS On Demand, vanpools, and bicycle share stations, in the CMZs at key network convergence points.

RTS On Demand service will operate as microtransit, providing customer requested trips, and serving any number of origins and destinations within each CMZ. RTS On Demand trips are curb-to-curb with no set route or schedule like a conventional transit service.

The project supports the following recommendations:

- AE-13 - On-Demand Mobility
- AE-14 - Shared Mobility Management
- AE-16 - Intermodal Connections



TOP: Small Transit Vehicle
Source: ReImagine RTS Final Recommendation Report

BOTTOM: Planned Mobility Zones and Connection Hubs
Source: ReImagine RTS Final Recommendation Report

ACCESS AND EQUITY



Description Importance Partners Timeline

AE-16 Intermodal Connections

Support projects at intermodal hubs such as airports, train stations, and inter-city bus stations that facilitate transfers to local transit and other modes. Considerations include transit stop proximity and bicycle parking.

Access to community resources, including inter-city transportation facilities, via multiple modes, is foundational to fostering social equity in the regional transportation system.

RGRTA
Shared Mobility Providers
Inter-City Transportation Operators



AE-17 Transit Facility Support

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



SYSTEM MANAGEMENT AND MAINTENANCE



A well-maintained and efficiently operated transportation system is vital to the region’s public safety, economic opportunity, and overall quality of life. Due to the age of the region’s infrastructure and the corresponding maintenance challenges for the agencies responsible for operating it, recommendations in the System Management and Maintenance category emphasize actions to preserve transportation infrastructure and associated services and capabilities. These recommendations include actions to optimize transportation system performance through Intelligent Transportation System (ITS) deployments that enable operators to monitor and manage transportation infrastructure. ITS implementation also maximizes the value of limited public resources through joint service delivery.

In addition, these recommendations address related issues such as conducting strategic divestment studies to determine whether infrastructure elements can be decommissioned instead of replaced. Improving transportation system connectivity by better linking existing streets, sidewalks, and trails instead of implementing costly capacity expansion projects is encouraged. Finally, the recommendations promote the application of Access Management solutions to help resolve safety, accessibility, and mobility challenges.

The following recommendations describe programs and policies to support transportation system management and maintenance activities.



Control Room at the Regional Traffic Operations Center on Scottsville Road

	Description	Importance	Partners	Timeline
MM-1 TSMO Programs and Services	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
MM-2 ITS Integration	Integrate Intelligent Transportation System (ITS) design elements into transportation assets during the planning, design, and construction phases to facilitate future ITS deployments.	ITS aims to reduce travel time and enhance safety and comfort of 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
MM-3 ITS Communication Infrastructure	Expand and upgrade regional fiber optic and wireless communications infrastructure to enhance ITS service delivery.	Improved communications 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

SYSTEM MANAGEMENT AND MAINTENANCE



Description **Importance** **Partners** **Timeline**

**MM-4
Core TSMO
Programs**

Continue federal-aid funding for core TSMO-related programs, including the Regional Traffic Operations Center (RTOC) and the Highway Emergency Local Patrol (HELP) program.

HELP trucks, dispatched via the ROTC, decrease delay and increase safety by providing emergency roadside service to disabled vehicles on high volume expressways.

New York State Department of Transportation

County Departments of Transportation



**MM-5
Traffic Signal
Synchronization**

Coordinate traffic signal timing at interchanges and intersections, along corridors, and for special events to enhance safety, efficiency, and reliability.

Traffic signal synchronization reduces idling while preserving capacity and travel time reliability along critical travel corridors.

New York State Department of Transportation

County Departments of Transportation



**MM-6
Interagency
Operations
Coordination**

Facilitate interagency coordination committees to encourage cooperation and collaboration among agencies 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



PROJECT SPOTLIGHT

Integrated Corridor Management (ICM)

Interstate 490 is a major metropolitan transportation corridor. Its busiest sections carry over 100,000 vehicles per day. The I-490 ICM plan seeks to coordinate operations along the corridor to proactively manage the highway and enhance traffic safety, minimize delay, and improve travel time reliability.

The ICM planning process identifies opportunities for transportation departments, first responders, and other agencies to collaborate on service delivery such as Work Zone and Traffic Incident Management. ICM planning identifies the ITS deployments required to monitor traffic operations and minimize the impacts of incidents along the corridor.

The project supports the following recommendations:

- MM-1 - TSMO Programs and Services
- MM-3 - ITS Communications Infrastructure
- MM-6 - Interagency Operations Coordination
- MM-15 - ITS Asset Management



TOP: Interstate 490 Westbound
Source: I-490 Integrated Corridor Management Plan

BOTTOM: Highway Emergency Local Patrol
Source: NYS Department of Transportation

SYSTEM MANAGEMENT AND MAINTENANCE



	Description	Importance	Partners	Timeline
MM-7 Traffic Incident Management	Promote interagency Traffic Incident Management (TIM) techniques for safeguarding the traveling 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 County Departments of Transportation Law Enforcement	 Ongoing
MM-8 Connected and Autonomous Vehicles	Monitor advancements 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 technology.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	 Ongoing
MM-9 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

	Description	Importance	Partners	Timeline
MM-10 System Connectivity	Focus new infrastructure construction on connecting gaps in the regional transportation system. Link streets and roads to complete grid patterns, or extends nearby trails to make connections, rather than implementing costly capacity expansion projects.	Closing accessibility and mobility gaps in the transportation system maximizes infrastructure investments while minimizing future operations and maintenance costs.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
MM-11 Access Management	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 spacing.	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
MM-12 Active Transportation Enhancement	During transportation infrastructure repair, rehabilitation, and replacement projects, enhance assets with active transportation elements such as sidewalks, trail connections, and pedestrian crossings 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 Departments of Transportation Municipalities	 Ongoing

SYSTEM MANAGEMENT AND MAINTENANCE



Description Importance Partners Timeline

MM-13 Preventive Maintenance

Maintain a system state of good repair by conducting preventive maintenance projects to proactively address maintenance problems before they emerge.

Preventive 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



MM-14 Strategic Divestment

Conduct strategic divestment assessments to determine whether specific roads, bridges, interchanges, and other transportation facilities can be decommissioned with acceptable impacts on safety, efficiency, reliability, access, and mobility.

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



MM-15 ITS Asset Management

Replace current ITS field 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



PROJECT SPOTLIGHT

New York Route 36 Corridor Study

Local officials in Mt. Morris and Leicester in Livingston County had concerns regarding safety, accessibility, and wayfinding along the Route 36 corridor. They commissioned a corridor study with help from state, county, and not-for-profit agencies to assess needs and propose solutions.

The study provides state, county, and local officials with a guide for investing in transportation infrastructure improvements along the corridor. In addition to addressing safety concerns at multiple intersections, the plan emphasizes access management solutions for minimizing vehicular conflicts, enhances pedestrian connections within village centers, and strengthens linkages between the regional trail system and adjoining infrastructure.

The project supports the following recommendations:

- MM-11 - Access Management
- MM-12 - Active Transportation Enhancement
- MM-17 - Locally Implemented Access Management



TOP: Letchworth State Park Entrance Roundabout Concept
Source: New York Route 36 Corridor Study

BOTTOM: Main Street Mt. Morris Improvements
Source: New York Route 36 Corridor Study

SYSTEM MANAGEMENT AND MAINTENANCE



	Description	Importance	Partners	Timeline
MM-16 Non-Motorized ITS	Deploy ITS field instrumentation at crosswalks, along shared-use trails and sidewalks, and at intermodal transfer centers to support non-motorized modes of transportation.	ITS deployments in support of non-motorized transportation emphasize safety enhancements, and traveler information systems to encourage expanded use of non-motorized modes.	New York State Department of Transportation County Departments of Transportation	 Near-Term 1-5 Years
MM-17 Locally Implemented Access Management	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
MM-18 Corrective Maintenance	Maintain a state of good repair by conducting corrective maintenance projects to address emerging maintenance problems before they require more costly repairs.	When preventive 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 Departments of Transportation Municipalities	 Near-Term 1-5 Years

	Description	Importance	Partners	Timeline
MM-19 Repair and Rehabilitation	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, repairing and rehabilitating 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
MM-20 Infrastructure Replacement	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
MM-21 Advanced ITS Field Instrumentation	Replace current ITS field instrumentation with next-generation ITS devices as part of a coordinated deployment of new technologies and services.	Expanding coverage and enhancing ITS capabilities improves transportation safety, efficiency, and reliability through direct communication with roadway users.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation	 Long-Term 11-25 Years

SUSTAINABILITY AND RESILIENCE



Minimizing disruptive impacts of climate change and hazard events on transportation infrastructure and services is key to safeguarding the lives and property of the traveling public. Minimization involves protecting federal-aid transportation investment, ensuring supply chain continuity, and preserving natural and community resources. Recommendations in the Sustainability and Resilience category focus on actions to prevent hazards from damaging assets and disrupting services. They seek to protect infrastructure from anticipated hazard impacts and ensure that impacted systems and structures have redundant elements to avoid catastrophic failure. Finally, the recommendations consider how post-hazard recovery activities, including both short-term response and long-term restoration, can be integrated into the transportation planning process.

In addition, sustainability recommendations address efforts to expand the availability and use of alternative fuels to reduce vehicle emissions and improve air quality, as well as to encourage domestic energy production. Other environment-focused topics seek to minimize pollution through improved stormwater management and promote infill development as means of reinvesting in communities while maximizing land use efficiency.

The following recommendations lay out programs and policies to enhance the sustainability and resilience of the regional transportation system.



Electric Vehicle Charging Stations at I-Square in Irondequoit

	Description	Importance	Partners	Timeline
SR-1 Climate Change and Hazard Impacts	Minimize anticipated climate change and hazard impacts on transportation assets and services by implementing the recommendations in the <i>Regional Critical Transportation Infrastructure Vulnerability Assessment</i> .	Integrating resiliency and sustainability considerations into planning, design, construction, operation, and maintenance safeguards facilities, minimizes service disruptions, and protects lives and property.	New York State Department of Transportation New York State Thruway Authority County Departments of Transportation RGRTA	 Ongoing
SR-2 Stormwater Management	Adopt stormwater management best practices, such as minimizing runoff and removing pollutants, at agencies and municipalities throughout the region.	Effective stormwater management minimizes flooding, pollution, erosion, sedimentation of waterways, and other negative impacts of stormwater runoff.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing
SR-3 Infill Development Supportive Investment	Invest federal-aid resources in transportation infrastructure projects and services that support infill development.	Infrastructure and service improvements that support infill development maximize the viability of existing assets and shift federal-aid investments away from costly new construction.	New York State Department of Transportation County Departments of Transportation Municipalities	 Ongoing

SUSTAINABILITY AND RESILIENCE



Description **Importance** **Partners** **Timeline**

**SR-4
Alternative
Fuel Benefit
Promotion**

Continue to coordinate with stakeholders to educate individuals, households, and families regarding the benefits of alternative fuel vehicles.

Reliable information allows residents to make informed purchasing decisions related to alternative fuels, increasing the likelihood of household carbon footprint reduction.

NYS Energy Research & Development Agency

Greater Rochester Clean Cities

Municipalities



**SR-5
Alternative
Fuel Supply
Expansion**

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 & Development Agency

Greater Rochester Clean Cities

Municipalities



**SR-6
Alternative
Fuel Fleet
Expansion**

Expand the use of alternative fuel vehicles, such as municipal DPW trucks, transit buses, and delivery vans, in public and private fleets.

Alternative fuel vehicles decrease emissions and improve air quality. During the time frame of this plan, the automobile industry is expected to increase electric vehicle production while phasing out combustion engines.

NYS Energy Research & Development Agency

Greater Rochester Clean Cities

Municipalities



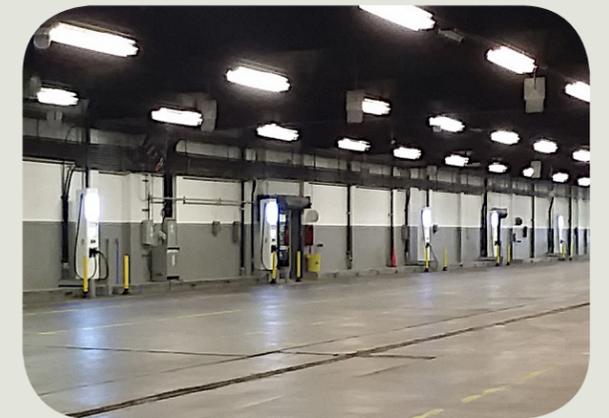
PROJECT SPOTLIGHT
Electric Transit Bus Deployment

In the fall of 2020, Regional Transit Service-Monroe (RTS) added ten new electric buses to its fleet. These buses are the first vehicles in a larger electric bus fleet RTS plans to deploy during the time frame of this plan. Like other upstate transit agencies, RTS is working to meet state goals of having zero emission vehicles make up 25 percent of its bus fleet by 2025 and 100 percent by 2035.

The benefits of electric buses include reduced operations costs for transit agencies, improved air quality for communities, and quieter rides for passengers. By replacing ten diesel buses, the new electric buses will reduce greenhouse gas emissions by 905 metric tons per year, the equivalent of removing 197 personal vehicles from the road.

The project supports the following recommendations:

- SR-5 - Alternative Fuel Supply Expansion
- SR-6 - Alternative Fuel Fleet Expansion



TOP: New RTS Electric Bus
Source: Genesee Transportation Council

BOTTOM: Charging Stations at the RTS Bus Storage Facility
Source: Genesee Transportation Council

SUSTAINABILITY AND RESILIENCE



	Description	Importance	Partners	Timeline
SR-7 Local Implementation of Infill Development	Encourage municipalities to adopt land use policies and regulations, potentially part of the site review process, that prioritize infill over greenfield development.	Infill development maximizes existing transportation system capacity, promotes efficient land use, encourages reinvestment, and improves energy efficiency.	County Planning Departments Municipalities	 Near-Term 1-5 Years
SR-8 Hazard Impact Prevention	Prevent hazard impacts on vulnerable transportation assets by relocating, elevating, and limiting access to those assets.	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
SR-9 Vulnerable Asset Protection	Protect transportation assets by hardening them to better withstand anticipated hazard impacts.	When hazard prevention 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

	Description	Importance	Partners	Timeline
SR-10 Redundancy	Incorporate redundant elements such as duplicate structural members and alternate 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
SR-11 Recovery Considerations	Integrate recovery considerations such as traveler information dissemination and alternate route planning into transportation infrastructure and service design.	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

SUSTAINABILITY AND RESILIENCE



PROJECT SPOTLIGHT

Rochester Inner Loop Transformation

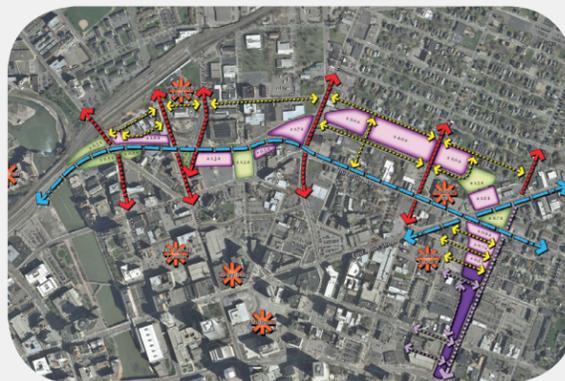
By the beginning of the 21st century, Rochester's Inner Loop had become an underused sunken highway facility that separated neighborhoods and required costly bridge maintenance. Scoping studies determined that removal of the eastern portion of the loop was feasible.

In 2014, the City applied a federal grant to decommission and deconstruct the highway, restore elements of the original street network, and install the City's first protected cycle track along the corridor. The project reclaimed six acres of land that have acted as a catalyst for over \$200 million in development investment.

A scoping study evaluating potential transformation of the northern segment, further promoting multimodal connectivity, accessibility, and opportunity, is in progress.

The project supports the following recommendations:

- HS-1 - Design for All Users
- MM-14 - Strategic Divestment
- SR-3 - Infill Development Supportive Investment
- SR-6 - Local Implementation of Infill Development



TOP: New Development and Complete Street Facilities on Former Inner Loop Site
Source: Genesee Transportation Council

BOTTOM: Inner Loop North Preliminary Concept
Source: City of Rochester



ECONOMIC DEVELOPMENT



An efficient multimodal transportation system supports the region’s economy and allows users to seamlessly experience all the region has to offer. Our region benefits from low levels of congestion, quick travel times, a well-connected interstate system, and many natural and historic wonders. The transportation system as currently configured is not a barrier to economic development and growth. As we look to the next 25 years, it is essential that the region continues to maintain the existing system in a state of good repair, augments last mile connections, and improves access to destinations.

The COVID-19 pandemic taught the world just how fast the traditional way of doing business can change and evolve. The long-term impacts of the pandemic on everyday life have yet to be realized. The shift to e-commerce had slowly been gaining ground over the last decade, only to take a massive leap due to the reluctance to shop in-person and stay-at-home orders. The future of work remains fluid as telework becomes a viable long-term option. LRTP 2045 acknowledges the uncertainties surrounding the impacts of the pandemic and provides flexibility in our response.

The following recommendations lay out programs and policies that support economic development through the transportation system.



CSX Mainline Class I Railroad in Lyons

Description

Importance

Partners

Timeline

ED-1 Freight Corridor Reliability

Support reliable travel times across the surface transportation system, especially along interstates and freight corridors, utilizing all available management tools and roadway design 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 Rail Enabled Business

Support rail enabled business through the development of new rail sidings and adopt land 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 Rail Infrastructure

Maintain and modernize railroad infrastructure to allow maximum weights at the highest permitted operating speeds. Enable short line railroads to remain competitive.

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

ECONOMIC DEVELOPMENT



Description Importance Partners Timeline

**ED-4
Rights-of-Way**

Preserve existing linear rights-of-way by following the preservation strategies identified in the 2015 *Regional Rights-of-Way Study*. Coordinate with land owners to maintain potential future access.

Existing right-of-way offers options for future transportation needs that may not be currently realized. Procuring new right-of-way is difficult. Once right-of-way is disassembled, it is often impossible to restore.

Utilities
Municipalities



**ED-5
Last Mile
Access**

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 operational needs are not properly planned.

New York State Department of Transportation
County Departments of Transportation
Municipalities



**ED-6
e-Commerce
Support**

Ensure that last mile e-commerce deliveries can continue to be made safely and timely. Reconsider traditional commercial land use policy as brick-and-mortar retail demand evolves. 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 regional competitive advantage.

New York State Department of Transportation
County Departments of Transportation
Municipalities



PROJECT SPOTLIGHT

Freight Corridor Development Plan

The 2017 Ontario County Freight Corridor Development Plan examined the opportunities for development of rail-oriented, freight businesses along the railroad corridor within the Town of Manchester and Farmington, and the Villages of Manchester, Shortsville, and Clifton Springs.

In 2019, Leonard's Express converted the former Great Lakes Kraut facility to a warehousing space. Interest continues in the redevelopment of the historic Lehigh Valley Railroad Roundhouse. A buildings assessment is underway to determine redevelopment viability while the Environmental Protection Agency has documented contamination and needed mitigation measures.

The project supports the following recommendations:

- ED-2 - Rail Enabled Business
- ED-3 - Rail Infrastructure
- ED-9 - Regional Destination Promotion



TOP: Potential Manchester Yard Redevelopment Plan
Source: Ontario County Railway Corridor Development Plan

BOTTOM: Lehigh Valley Railroad Roundhouse - Manchester
Source: Genesee Transportation Council

ECONOMIC DEVELOPMENT



	Description	Importance	Partners	Timeline
ED-7 Curbside Management Policy	Ensure that delivery vehicles have adequate curbside accommodations for commercial deliveries in urban areas. Likewise accommodate the safe operation of transit, shared mobility, and private transportation services in these areas.	Curbside access is valuable along denser corridors found in city and village centers. Municipalities that actively manage use of this space are best able to capture that value while realizing their access priorities.	Municipalities Shared Mobility Providers Private Transportation Providers	 Near-Term 1-5 Years
ED-8 Interregional Travel Facilities	Support and maintain current interregional 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 of 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 Regional Destination Promotion	Portray the transportation system as a distinguishing feature in providing access to events, natural attractions, historically significant places, and nationally acclaimed multi-use 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

	Description	Importance	Partners	Timeline
ED-10 Rural Mobility Option Expansion	Increase active transportation and multimodal connections to 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 Wayfinding Systems	Study, design, and implement physical and technology-based wayfinding systems in downtowns, in neighborhoods, and along historic districts and routes throughout the region.	Wayfinding systems establish a coherent sense of place and allows users of a space to easily navigate to and from destinations which promotes feelings of comfort, safety, and security.	Business Associations Economic Development Agencies Municipalities	 Near-Term 1-5 Years
ED-12 Parking Management	Revise traditional parking requirements and management techniques given recently observed shifts in travel behavior. Change local land use regulations and codes to reflect changing parking needs among new, infill, and existing development.	The emergence 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 uses over parking facilities.	Land Owners Major Employers Municipalities	 Medium-Term 6-10 Years

ECONOMIC DEVELOPMENT



Description Importance Partners Timeline

**ED-13
Shared Parking**

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 districts areas based on land use and time of day.

Shared parking results in more productive land use, allows for increased flexibility in site design, reduces impervious surfaces, and improves stormwater management.

Business Owners
Municipalities



**ED-14
Workforce Development**

Support workforce development through educational and 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. Living-wage jobs lift disadvantaged residents out of poverty and increase community self-sufficiency.

Workforce Development Agencies
Economic Development Agencies



PROJECT SPOTLIGHT

Upstate Revitalization Initiative

The Finger Lakes' Upstate Revitalization Initiative (URI) plan, developed cooperatively through the Finger Lakes Regional Economic Development Council, focuses on economic development in the nine-county Finger Lakes Region. URI priority locations for job growth include three top next-generation manufacturing and technology hubs: Eastman Business Park, the Rochester Downtown Innovation Zone, and the Western New York Science & Technology Advanced Manufacturing Park (STAMP) in Genesee County. Transportation infrastructure investment within and around these sites will continue to support new business development opportunities, job growth, and provide our region with a competitive advantage.

The project supports the following recommendations:

- ED-2 - Rail Enabled Business
- ED-3 - Rail Infrastructure
- ED-5 - Last Mile Access
- ED-14 - Workforce Development



TOP: Eastman Business Park
Source: Finger Lakes Regional EDC

BOTTOM: Potential STAMP Site Buildout
Source: Upstate Revitalization Initiative Plan