

**CHAPTER V - RECOMMENDATIONS**



# RECOMMENDATIONS



## OVERVIEW

The recommendations are classified into four categories: Preservation & Maintenance, Operations & Management, Expansion, and Land Use:

- Preservation & Maintenance – recommendations that preserve and/or maintain existing infrastructure, equipment, etc.
- Operations & Management – recommendations that provide for more efficient use of existing infrastructure, delivery of services, etc.
- Expansion – recommendations that increase physical structures, provide services to new areas, etc.

Land Use – recommendations that acknowledge the strong connections between the built environment and the transportation system

Please note that the Operations & Management category does not include recommendations necessary for the maintenance or use of infrastructure or the provision of services. Rather, the Operations & Management category includes recommendations for capital projects that *improve* the ability to use the infrastructure or *more efficiently* provide services.

The recommendations for each mode (excluding Land Use) are divided into two types, policies and actions:

- Policies – programmatic strategies to achieve the GTC Goals and Objectives

Actions – specific initiatives that GTC, member agencies, and others can undertake to develop and implement specific projects to meet the policies

Neither the policies nor actions included in the recommendations represent funding commitments for specific projects. Rather, they are intended to serve as a framework for future transportation planning and investment decision-making as determined through the Unified Planning Work Program and Transportation Improvement Program, respectively.

The draft recommendations are further organized by the following modes of transportation:

- Highway & Bridge
- Public Transportation
- Bicycle & Pedestrian
- Multi-Modal
- Goods Movement
- Interregional Travel

These recommendations are consistent with the principal themes of the LRTP Update, as well as the mission and Goals and Objectives of GTC.

## PRESERVATION & MAINTENANCE

### Highway & Bridge

The region has an extensive highway and bridge network. It is critical to preserve and maintain existing roadways and bridges to promote safety and security, increase efficiency and reliability, and minimize lifetime costs. As a region, we must identify the most important existing highway and bridge deficiencies and address them in a cost-effective manner. The funding of highway and bridge preventive maintenance in the *2007-2012 TIP* is a significant step toward improved asset management and should be continued in the future.

Tourism is an increasingly important aspect of the region's economy. Like many sectors of the economy, tourism is greatly impacted by the transportation system. Consequently, the maintenance and overall attractiveness of "gateway" roads and bridges as well as key tourism corridors should be emphasized.

Truck traffic is another important area in which transportation infrastructure plays a sizeable role in economic development. Trucks, however, do accelerate the deterioration of roads. Appropriate resources should be devoted to enforcing truck weight regulations on the region's roadways.



## Public Transportation

Use of public transportation is increasing in the region. Currently, there are transit services in eight of the nine counties in the region, the most recent addition being Seneca Transit Service in September 2004.

Ridership on the region's transit service providers has generally held steady or increased over the last five years. The average fleet age for RTS, the region's largest transit provider, is less than seven years. Numerous routes have been added and/or restructured while underperforming routes have been cut. A simplified fare structure and new fare payment options have been introduced and additional ITS enhancements are planned. These improvements are necessary to attract additional discretionary riders.

In order to ensure that public transportation service in the region is of the highest quality, it is imperative that these services receive the financial support necessary to meet the needs of current and future users. Providing continued funding for preventive maintenance activities on public transportation vehicles will guarantee that users have a safe and comfortable experience. Stable funding mechanisms for public transportation improvements including, but not limited to, increases in Statewide Transit Operating Assistance, will allow the region's transit service providers to enhance their existing services and attract new riders.

## Bicycle & Pedestrian

Bicycle and pedestrian facilities are a growing component of the region's transportation system. They offer quality of life improvements and provide an alternative to the automobile for some trips. Too often, however, these facilities are not given proper attention in regards to maintenance and preservation. All bicycle and pedestrian facilities should be preserved and maintained in a manner that promotes safety and efficiency, and minimizes lifetime costs. Increased monitoring of use and condition is an important consideration.

## Multi-Modal

Safety and security of the transportation system is a key component of the region's transportation investment decision making. Regardless of mode, proper maintenance of safety and security-related features such as signage, lighting, rail crossing gates, and passenger facilities is of paramount importance.

## Goods Movement

The movement of goods into, out of, and through the region is a major function of the transportation system. Truck traffic is growing and is expected to continue to do so for the foreseeable future. As a result, it is important that goods movement considerations are fully incorporated into all future transportation planning studies and highway and bridge reconstruction projects.

## Interregional Travel

The ability to quickly and easily travel into and out of the region is important to the regional economy. Recent efforts have resulted in lower air fares and improved security at the Greater Rochester International Airport (GRIA). Development of the transit center component of Renaissance Square will improve Greyhound and Trailways intercity bus facilities.

Advancing recommendations of the *Rochester Amtrak Station Revitalization Study* that lead to the reconstruction of the station on the existing site will facilitate improved operations for intercity rail in the region and may provide an economic spark for the north end of downtown Rochester.

# RECOMMENDATIONS



## PRESERVATION & MAINTENANCE

POLICIES	Preserve and maintain existing roadways, bridges, and bicycle and pedestrian facilities in a manner that promotes safety and security, increases efficiency and reliability, and minimizes lifetime costs.	
	Ensure that "gateway" roads and bridges leading into/out of the region as well as those along tourist corridors are well maintained and attractive.	
	Preserve and maintain existing roadway, bridge, and rail infrastructure in a manner that supports the reliable movement of goods and ensures the safety of other motorized and non-motorized users of the transportation system.	
	Ensure that a variety of convenient and reliable interregional transportation options are available to residents of and visitors to the region.	
ACTIONS	<b>HIGHWAY &amp; BRIDGE</b>	
	P.1.	Continue pavement condition monitoring and traffic count collection activities to identify current and future highway preservation investment needs.
	P.2.	Advance preservation and maintenance recommendations identified in corridor, major investment, access management, and other planning studies conducted by GTC and member agencies, as determined through the TIP development process.
	P.3.	Identify "gateway" roads and bridges and develop maintenance plans that ensure these areas reflect positively on the region.
	P.4.	Maintain all Federal-aid roads at a "fair" or better pavement condition, with an emphasis on key trade, tourism, and commuter corridors.
	P.5.	Identify the resources necessary to reduce premature deterioration of highways and bridges through increased enforcement of truck weight regulations.
	P.6.	Continue fiscal practices that allocate funding for highway and bridge preventive maintenance activities.
	<b>PUBLIC TRANSPORTATION</b>	
	P.7.	Maintain the average fleet age of all public transportation operators in the region at or below FTA standards.
	P.8.	Continue fiscal practices that allocate funding for preventive maintenance activities on public transportation vehicles.
P.9.	Create stable funding mechanisms (including, but not limited to, increases in Statewide Transit Operating Assistance funds) for improvements to existing public transportation services in the region.	

# RECOMMENDATIONS



<b>PRESERVATION &amp; MAINTENANCE (cont.)</b>	
ACTIONS (cont.)	<b>BICYCLE &amp; PEDESTRIAN</b>
	P.10. Conduct seasonal traffic count collection and surface condition monitoring on the region's multi-use trails to identify current and future trail preservation investment needs.
	P.11. Advance preservation and maintenance recommendations identified in the Regional Trails Initiative, Priority Trails Advancement program, and other bicycle and pedestrian planning studies conducted by GTC and member agencies, as determined through the TIP development process.
	P.12. Complete the Pedestrian Facilities Inventory, a comprehensive GIS database of sidewalks and other related pedestrian infrastructure in the Rochester TMA.
	<b>MULTI-MODAL</b>
	P.13. Maintain the safety and security-related features of all highways, bridges, public transportation, bicycle, and pedestrian facilities including, but not limited to, signage, lighting, striping, guiderails, rail crossing gates, passenger/maintenance facilities, and pavement markings.
	<b>GOODS MOVEMENT</b>
P.14. Encourage member agencies to increase integration of goods movement considerations into preliminary engineering and design	
<b>INTERREGIONAL TRAVEL</b>	
P.15. Reconstruct the Rochester Amtrak Station at its current Central Avenue site as recommended in the Rochester Amtrak Station Revitalization Study. (Not eligible for Federal formula transportation funds)	

# RECOMMENDATIONS



## OPERATIONS & MANAGEMENT

### Highway & Bridge

Improving the performance of the region's transportation system with limited capital investment in physical capacity projects has emerged as a viable option for regions across the nation. The Genesee-Finger Lakes Region is no exception. The deployment of Intelligent Transportation Systems (ITS), Transportation System Management & Operations (TSMO), and Transportation Demand Management (TDM) activities are cost-effective alternatives to adding capacity to the highway and bridge network.

ITS and related technologies and strategies should be integrated into all future transportation planning efforts as well as the design of major reconstruction and rehabilitation projects. The region should continue to financially support the expansion of ITS and TSMO efforts to continually improve the efficiency of the highway and bridge network. Continued expansion of surveillance, detection, and information collection/dissemination through the use of fiber optic communications, CCTV cameras, vehicle detection, Highway Advisory Radio (HAR), and Dynamic Message Signs (DMS) is encouraged.

Operational improvements are not limited to advanced technologies. Intersection improvements including, but not limited to, the addition of turn lanes or simple re-striping of a roadway are also operational improvements and can provide significantly enhanced safety and efficiency.

### Public Transportation

The nation, and indeed the region, is in the midst of the largest demographic shift in recent history. The population is aging at an increasing rate as the "Baby Boomers" reach their sixties. The elderly and persons with disabilities need access to basic services and want to actively participate in the community. The region must ensure that public transportation services are aging-friendly, meeting the needs of the increasing senior population and of disabled residents.

Any improvements made should be accompanied by increased marketing to make potential customers aware of the services available to them, especially in suburban and rural areas. Most importantly, facilities must be made accessible to all users at all times. Inclement weather should not preclude a user from having access to public transportation. Transit providers, municipalities, and private landowners should work cooperatively to ensure that transit stops are safe and accessible.

Air quality is an important consideration in the region and one that public transportation can have a positive impact on. Reducing the emissions from the existing bus fleet through replacing or retrofitting existing buses with cleaner-running buses and filtering apparatus will have an impact on emissions levels.

The Coordinated Public Transit-Human Services Transportation Plan that is currently under development will outline how public transportation service providers, social service agencies, school districts, and other transportation providers can most efficiently and effectively work together to improve mobility for individuals with special transportation needs throughout the region. Findings of this plan should be advanced in a cost-effective and timely manner.

### Bicycle & Pedestrian

In order to maximize the use of the region's growing bicycle and pedestrian network, it must be safe, efficient, and accessible to all users. Installation of ADA-accessible pedestrian treatments is required when reconstructing facilities. Where they do not currently exist, ADA-accessible treatments should be installed. A regional bicycle parking program should be organized to ensure adequate storage for bicycles at activity and employment centers across the region. Pedestrian safety improvements at the region's at-grade railroad crossings should be identified, especially at high-traffic crossings.

### Multi-Modal

Traffic calming measures which slow vehicular traffic should be adopted, where appropriate, to improve the bicycle and pedestrian environment. To support the growing tourist economy, promotional and way-finding



signage along tourist corridors, on multi-use trails, and at high-volume bus stops in the region should be improved and expanded. All new transit buses in the region should be equipped to handle bicycles.

To improve air quality and reduce oil dependency, the regional alternative fuels infrastructure should continue to be developed. Expanded use of alternative fuel, hybrid, retrofitted, and/or smaller vehicles in the region's public fleets will support this effort.

## Goods Movement

Enhancing the safety and efficiency of the region's goods movement system benefits all users of the transportation network. Overhead clearance issues that impede trucks should be mitigated appropriately to ensure a decrease in incident-based delay. Where the mixing of trucks with local traffic is causing significant problems, alternatives should be sought out and implemented. For instance, reassigning Route 54 in the Village of Penn Yan could alleviate truck traffic conflicts on busy village streets. The findings of the Route 63 Corridor Study should be advanced in a timely manner to mitigate the issues associated with truck traffic in that area.

The safety of railroads, especially at-grade railroad crossings, has become an important regional issue. Enhanced inspection of the region's railroad infrastructure will improve the safety and reliability of the rail component of the region's goods movement network. All hazardous and/or high-traffic at-grade rail crossings in the region should be analyzed and mitigated appropriately. Overhead clearance is also an issue for railroads. Removal of these obstructions could allow for double-stacked rail cars, which would shorten trainsets running through the region.

The traffic being carried on Class 1 railroads and the speeds at which they operate can pose safety and noise issues for the communities they are located in. The fencing and/or buffering of Class 1 rail lines in developed areas should be investigated.

Transportation plays a major role in the attractiveness of industrial parks and facilities. Access to these sites is crucial to business attraction and retention. Brownfield sites face numerous difficulties and transportation should not hinder their redevelopment. Safe and efficient access to agri-

cultural areas and related establishments by trucks and large equipment is also vital to the regional economy.

The Regional Goods Movement Strategy will be initiated and its recommendations should be implemented as appropriate.

## Interregional Travel

Improving the efficiency of transportation into and out of the region will have both economic and transportation benefits. If the experience of traveling into and out of the region is enjoyable, a traveler is more likely to use the system again.

The provision of adequate way-finding signage at the region's interregional transportation facilities as well as to key traveler destinations (e.g., museums, parks, shopping, etc.) is a relatively simple yet effective way to improve operations. Adequate parking space for both cars and bicycles, as well as regularly-scheduled public transportation service, must be provided at interregional travel facilities.

# RECOMMENDATIONS



## OPERATIONS & MANAGEMENT

	Identify and address key highway, bridge, and bicycle and pedestrian safety, security, reliability, and efficiency needs.
	Utilize the GTC Congestion Management Process (CMP) to identify corridors where operational improvements can enhance safety and efficiency.
	Support transportation system operational improvements that are responsive to safety, air quality, energy efficiency, and quality of life concerns.
	Increase the use of Intelligent Transportation Systems (ITS), Transportation System Management and Operations (TSMO), and Transportation Demand Management (TDM) applications to enhance the safety, efficiency, and reliability of the transportation network and associated services.
	Ensure that regional attractions are easy to find by both residents and visitors alike.
	Ensure that existing public transportation services are provided in a convenient and safe fashion, offering an attractive alternative to the single-occupant vehicle.
POLICIES	Ensure that public transportation services meet the needs of the disabled and the increasing senior population.
	Increase awareness of existing public transportation services among specific customer groups within the region to better serve their mobility needs in a cost-effective manner.
	Ensure that public transportation facilities are accessible to all users at all times, with special attention paid during the winter months and other periods of inclement weather.
	Increase the safety, efficiency, and accessibility of the region's bicycle and pedestrian network.
	Work with public and private entities to increase the safety and efficiency of the region's goods movement system across all modes.
	Address significant transportation issues that may negatively impact industrial parks and sites (including brownfields).
	Support improvements that promote the stability and enable the growth of agriculture and agribusiness.



## OPERATIONS & MANAGEMENT (cont.)

HIGHWAY & BRIDGE	
ACTIONS	O.1. Advance intersection improvement recommendations (including, but not limited to, reconfigurations) identified in corridor, major investment, access management, and other planning studies conducted by GTC and member agencies, as determined through the TIP development process.
	O.2. More fully incorporate ITS applications into future planning studies conducted by or on behalf of GTC (examples include advanced traveler information systems, road weather information systems, expressway incident management, traffic signal coordination, advanced parking management systems, etc.).
	O.3. Encourage member agencies to increase integration of ITS infrastructure into preliminary engineering and design phases of major reconstruction projects.
	O.4. Implement planned ITS improvements including, but not limited to, CCTV cameras, vehicle detection, highway advisory radio systems, etc.
	O.5. Continue fiscal practices that place an emphasis on ITS and TSMO activities.
	O.6. Enhance the coordination of ITS technologies located along the region's expressways, arterials, and the NYS Thruway.
	O.7. Expand the use of ITS technologies in work zones to improve the safety of workers and travelers.
	O.8. Explore the expanded use of TDM strategies as a cost-effective alternative to capital infrastructure improvements (examples include carpooling, car sharing, parking strategies, alternative work schedules, telecommuting, etc.).
	O.9. Complete the Diversion Route Planning Initiative and implement its recommendations, as determined through the TIP development process.
PUBLIC TRANSPORTATION	
O.10. Continually assess existing public transportation services relevant to current and projected needs, demand, and market potential and determine the necessary route structure and fleet requirements.	
O.11. Consider the locations of senior living communities and other areas where a high percentage of seniors reside when assessing route structures and schedules.	
O.12. Implement and provide support for the RGRTA Technology Initiatives for Driving Excellence (TIDE) program.	
O.13. Conduct targeted marketing of existing and new public transportation services to seniors, rural residents/businesses, and college students.	
O.14. Encourage transit providers, counties, and municipalities to work cooperatively to maintain accessibility to public transportation facilities during service hours.	
O.15. Identify cost-effective methods for improving access to employment and non-emergency medical services as recommended through the Coordinated Public Transit-Human Services Transportation Plan.	

# RECOMMENDATIONS



## OPERATIONS & MANAGEMENT (cont.)

BICYCLE & PEDESTRIAN	
ACTIONS (cont.)	O.16. Institute a regional program to prioritize the retrofit and/or new installation of ADA-accessible treatments in the pedestrian network.
	O.17. Establish a centralized bicycle parking program to support the purchase and proper installation of quality bicycle parking at public and private locations throughout the region.
	O.18. Identify and support pedestrian safety improvements at accident-prone rail crossing locations in the region.
	O.19. Install count-down pedestrian signals at key intersections (i.e., those experiencing significant vehicular and pedestrian traffic volumes) throughout the region, and consider installation at other select locations.
	O.20. Encourage bicycling and walking as healthy and viable means of transportation for both work and non-work-related trips.
MULTI-MODAL	
	O.21. Improve and/or install promotional and way-finding signage along the region's Statewide Tourism Corridors, on multi-use trails, at trailheads, and at high-volume bus stops in the region.
	O.22. Implement traffic calming measures, where appropriate, to improve the bicycling and walking environment.
	O.23. Ensure that all public buses (non-paratransit) in the region can accommodate bicycles.
	O.24. Encourage the expanded use of alternative fuel, hybrid, retrofitted, and/or smaller vehicles in public fleets to reduce emissions and increase energy efficiency.
	O.25. Continue development of the regional alternative fuels infrastructure to decrease oil dependency and improve air quality.
	O.26. Provide technical and financial support to the regional Safe Routes to School program to provide safe and healthy connections between school and home.
	O.27. Complete the Greater Rochester ITS Strategic Plan Update and implement its recommendations, as determined through the TIP development process.



## OPERATIONS & MANAGEMENT (cont.)

GOODS MOVEMENT		
ACTIONS (cont.)	O.28. Address safety issues related to the presence of trucks and slow-moving vehicles, most notably farm vehicles on rural roadways.	
	O.29. Identify locations of low overhead bridge clearance for trucks and develop appropriate mitigation strategies.	
	O.30. Reduce the number of hazardous and/or high traffic at-grade rail crossings on Class 1 railroads in the region.	
	O.31. Identify and improve locations of low overhead bridge clearance to allow for double-stacked rail cars, shortening train-sets on Class 1 railroads in the region.	
	O.32. Work with the Class 1 railroads to identify ways to improve safety and reliability on and along railroads in the region, including enhanced inspection.	
	O.33. Implement goods movement operational improvements which ensure that negative impacts of truck traffic on local communities are minimized, as appropriate.	
	O.34. Identify and implement operational improvements that support agriculture and agribusiness, including "Farm to Fork" initiatives.	
	O.35. Complete a Regional Goods Movement Strategy and advance its recommendations, as determined through the TIP development process.	
	INTERREGIONAL TRAVEL	
	O.36. Provide adequate way-finding signage at interregional travel facilities in the region.	
O.37. Provide sufficient parking at interregional travel facilities in the region.		
O.38. Establish connections between interregional travel facilities and rural public transportation services.		

# RECOMMENDATIONS



## EXPANSION

### Highway & Bridge

Expanding the capacity of the region's roadway network should be limited. As a nonattainment area for ground-level ozone, new travel lanes and/or facilities that increase capacity cannot be added to the transportation system unless a need has been identified through the GTC Congestion Management Process (CMP). Correspondingly, the update to the GTC CMP is incorporated into this Plan.

Capacity expansion projects that have been identified by the GTC CMP and supported by Corridor or Major Investment Studies should be advanced in a manner that maximizes their contribution to the economic growth and vitality of the region. Additional analysis will be needed to justify capacity improvements. Projects will be selected for implementation through the TIP development process.

### Public Transportation

The development of new or expanded public transportation services should be undertaken so as to maximize their contribution to the region's economic growth and vitality. Access to employment opportunities and health care providers must be a key consideration when adding new or extending existing transit routes. Establishment of new transit services such as tourism circulators and express bus service should be investigated.

Construction of the transit component of Renaissance Square will provide improved conditions for riders transferring downtown as well as significant economic development benefits to the region. The planned establishment of satellite transit centers should improve the attractiveness of public transportation to commuters as well as provide new community focal points. The CATS Hopewell facility should improve the efficiency and reliability of public transportation service in Ontario County. GTC will provide support, as needed, to these projects as they proceed to construction.

The region should continue to advance the recommendations of recently-completed public transportation-related plans and studies such as the ru-

ral county strategic plans for public transportation and the *Strategic Plan for Access to Non-Emergency Medical Services*.

### Bicycle & Pedestrian

The bicycle and pedestrian network in the region should continue to be expanded in a manner that maximizes its contribution to the economic growth and vitality of the region. Safety, connectivity, and accessibility are key considerations. For transportation purposes, a multi-use trail is only as good as the places it can provide access to. Therefore, it is imperative that connectivity deficiencies of the existing multi-use trail network are alleviated. The same holds true for sidewalks, crosswalks, bicycle lanes, and other bicycle and pedestrian facilities.

New, improved, or extended multi-use trails should be advanced based on the recommendations of the Regional Trails Initiative and further planning studies (i.e., Priority Trails Advancement plans). Development of a regional "Safe Routes to School" program will encourage an increase in bicycle and pedestrian travel to primary and secondary schools.

### Multi-Modal

All highway and bridge reconstruction and expansion projects should be developed as "Complete Streets" incorporating bicycle, pedestrian, and public transportation facilities, as appropriate.

### Goods Movement

Existing goods movement facilities should be expanded and new facilities constructed to meet the needs of the changing economy. Projects should be advanced in a manner that maximizes their contribution to the economic growth and vitality of the region.

An emerging goods movement need in the region is the development of a multi-modal freight facility, possibly near the Greater Rochester International Airport. This facility could serve existing business and spur the development of new businesses, creating jobs and improving the region's goods movement capabilities.



A waterborne freight facility on Lake Ontario in Monroe, Orleans, or Wayne counties is another facility worthy of study. Currently, the Port of Rochester handles one freighter carrying cement shipments. The establishment of a full-scale port facility could lead to additional economic growth and goods movement capabilities.

Another potential goods movement investment to examine is the conversion of certain abandoned rail corridors for use exclusively by trucks. These corridors could provide access to existing industrial areas, removing truck traffic from local roads and improving freight travel times.

## Interregional Travel

New or expanded facilities that will increase travel options for residents and visitors alike should be pursued. Transfers between the region's interregional transportation facilities (e.g., GRIA, Renaissance Square, and the Amtrak Station) should be facilitated, possibly through the introduction of a shuttle service.

Construction of a new Amtrak station in Lyons will provide improved access to interregional travel for residents in the eastern portion of the region. Efforts to add high-speed rail service on the Empire Corridor between Buffalo and New York City should be supported. Additional improvements and expansions at GRIA identified in their upcoming Master Plan update should also be supported.

# RECOMMENDATIONS



<b>EXPANSION</b>	
<b>POLICIES</b>	Increase capacity through new traffic lanes/facilities only when a need has been identified in the GTC Congestion Management Process (CMP) and other alternatives have been exhausted.
	Continue the development of new and expanded public transportation facilities to increase the marketability and attractiveness of these services as an alternative to single-occupancy vehicles, particularly in suburban areas.
	Increase accessibility to employment opportunities and medical services for persons without access to a private automobile.
	Improve the mobility of students at colleges and universities in the region to increase the likelihood of retention upon graduation.
	Increase the size and scope of the region's bicycle and pedestrian network through the development of new and expanded facilities.
	Develop new goods movement facilities and expand existing ones to meet the changing needs of the regional economy.
	Develop new interregional travel facilities and expand existing ones to increase interregional travel options.
<b>HIGHWAY &amp; BRIDGE</b>	
E.1.	Monitor the performance of the transportation system as it relates to the GTC CMP.
E.2.	Advance recommendations for new traffic lanes/facilities identified in corridor studies and major investment studies that are consistent with the GTC CMP, as determined through the TIP development process.
<b>PUBLIC TRANSPORTATION</b>	
E.3.	Provide support as needed to Main & Clinton Local Development Corporation for the development of Renaissance Square.
E.4.	Provide support as needed to Ontario County Area Transit System (CATS) for the development of the CATS Hopewell facility.
E.5.	Advance the recommendations of the rural county strategic plans for public transportation, as appropriate.
E.6.	Advance the recommendations of the Strategic Plan for Access to Non-Emergency Medical Services, as appropriate.
E.7.	Explore partnerships with the not-for-profit sector to provide services that complement and expand on existing ADA-prescribed para-transit services for persons with disabilities.
E.8.	Explore the establishment of circulator services linking proximate tourist and entertainment destinations within the region.
E.9.	Investigate the feasibility of providing express bus service in the region using traffic signal priority for transit vehicles.
<b>ACTIONS</b>	



<b>EXPANSION (cont.)</b>	
<b>ACTIONS (cont.)</b>	<b>PUBLIC TRANSPORTATION (cont.)</b>
	E.10. Assess the potential of high-capacity transit corridors in the region to determine the viability of implementing cost-effective fixed guideway public transportation services in coordination with associated transit oriented development.
	<b>BICYCLE &amp; PEDESTRIAN</b>
	E.11. Advance trail expansion recommendations as identified in the Regional Trails Initiative, Priority Trails Advancement program, and other planning studies conducted by GTC and member agencies, as determined through the TIP development process.
	E.12. Improve the connectivity of the region's bicycle and pedestrian network through the development of new trails, sidewalks, bicycle lanes, wide curb lanes, curb offsets, and/or paved shoulders that meet or exceed the minimum requirements of the agency responsible for the roadway.
	E.13. Establish a regional and local "Signed Shared Roadway" system of bicycle routes that link key destinations/generators of bicycle trips.
	<b>MULTI-MODAL</b>
	E.14. Develop "Complete Streets" that incorporate bicycle and pedestrian facilities as part of all highway and bridge reconstruction and expansion projects, as appropriate.
	<b>GOODS MOVEMENT</b>
	E.15. Support the development of a freight terminal combining truck, air, and/or rail capabilities to serve as a potential inland port distribution center.
	E.16. Explore the development of a waterborne freight facility on Lake Ontario in Monroe, Orleans, or Wayne counties.
	E.17. Expand and/or update rest areas to meet NYSDOT policies, provide additional space for trucks, and include other improvements such as truck stop electrification.
	E.18. Advance goods movement capital recommendations identified in corridor, major investment, access management, and other planning studies conducted by GTC and member agencies, as determined through the TIP development process.
	E.19. Investigate the potential for truck-only roadways using existing and abandoned rights-of-way.

# RECOMMENDATIONS



EXPANSION (cont.)	
	<b>INTERREGIONAL TRAVEL</b>
ACTIONS (cont.)	E.20. Enable connections between Renaissance Square and other interregional travel facilities throughout the region.
	E.21. Construct a new Amtrak station in Lyons. (Not eligible for Federal formula transportation funds)
	E.22. Support efforts to establish double-tracked, high-speed rail service on the Empire Corridor between Buffalo and New York City. (Not eligible for Federal formula transportation funds)
	E.23. Provide assistance as needed to the Greater Rochester International Airport in the development of their Master Plan update.
	E.24. Improve access to the Erie Canal and other major waterways in the region.
	E.25. Provide support as needed to assess transportation needs at the Port of Rochester.



## LAND USE

There is a strong connection between land use and transportation. Transportation facilities determine what land uses can be supported and land uses determine what transportation facilities are needed. Planning for either should not be done in isolation, but rather in a cooperative and complementary manner. Regional transportation needs and local land use and development objectives must be balanced with respect to transportation planning and investment decision making.

Local communities should be encouraged to pursue infill development, with attention paid to the redevelopment of brownfields, whenever possible. With established infrastructure already in place, infill development and redevelopment is an efficient use of this region's physical resources.

Preservation of existing active and abandoned rights-of-way for future transportation use is strongly recommended. These rights-of-way often pass through desirable locations and would be highly difficult and expensive to restore once they are fragmented.

All transportation projects advanced in the region should be done in a manner that enhances and protects community character. Accordingly, context sensitive design principles should be incorporated into the design of transportation projects, as appropriate. In addition, Main Street planning activities should be continued to help ensure that the region's cities, villages, and hamlets are suitably planned for.

# RECOMMENDATIONS



LAND USE	
	Encourage infill development and redevelopment of areas (including brownfields) with existing transportation infrastructure.
	Encourage land use practices that incorporate consideration of the transportation system early in the development process.
	Ensure that transportation planning and investment decision making balances local land use and development objectives with regional transportation needs.
	Continue to provide technical planning assistance to member agencies and municipalities.
	Preserve existing rights-of-way for possible future transportation uses.
POLICIES	
	Expand the distribution of GTC instructional materials including, but not limited to, the How-To Guidebook for Rural Transportation Plans, Access Management Video and Guide, and various bicycle and pedestrian safety fact sheets.
	Continue funding for land use related planning activities (e.g., Land Use Monitoring, Optimizing Transportation Infrastructure Through Effective Land Use, Cluster Development Enhancement Project Feasibility Study, etc.) in the Unified Planning Work Program.
	Encourage the inclusion of transportation components in local comprehensive plans.
	Further incorporate context sensitive design principles into highway reconstruction projects.
	Work with member agencies to expand "Main Street" planning activities.
	Develop model transit-supportive zoning language for use by municipalities served by fixed-route transit service.