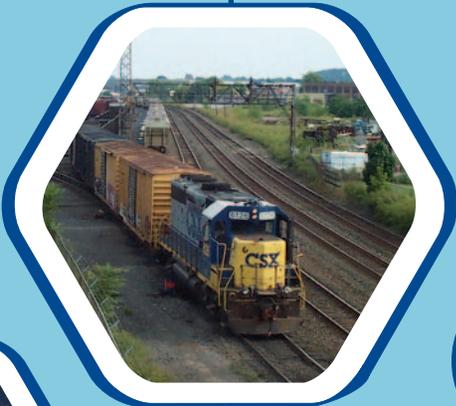


CHAPTER IV - THE TRANSPORTATION SYSTEM





OVERVIEW

The transportation system is a major determinant of quality of life and economic development in every community. The ability to safely and efficiently move people and goods is essential to the social and economic prosperity of the Genesee-Finger Lakes Region.

The transportation system in the region can be divided into the following modes:

- Highway and Bridge
- Public Transportation
- Bicycle and Pedestrian
- Goods Movement
- Interregional Travel

The transportation system will perform best when these modes are integrated to the greatest extent possible to create synergies among their respective functions, recognizing funding limitations

HIGHWAYS AND BRIDGES

The highways and bridges of the region account for the vast majority of physical infrastructure and carry nearly all trips. Over 12,000 centerline miles of federal-aid eligible highways and bridges traverse the region as presented in Map 2.

The vehicle miles traveled on highways and bridges in the Rochester TMA total approximately 27 million daily. Annual daily traffic volumes are highest on the Interstates (I-90, I-490, I-390, and I-590) and on select NYS and Monroe County routes. Map 3 presents the annual average daily traffic volumes on the region's highway and bridge network.

An important aspect of the highway and bridge network is its ability to carry traffic efficiently, minimizing delay due to congestion. As the number of vehicles attempting to travel on a highway (volume) approaches the maximum number the highway can accommodate (capacity), congestion worsens. The ratio of volume-to-capacity is commonly used as a measure of congestion.

Per standard planning practice, highway sections with a volume-to-capacity ratio of 0.9 (90% of capacity) or higher are typically considered to have high levels of congestion and result in excess delay.

Map 4 and Map 5 present the GTC Travel Demand Model's predictions of p.m. peak hour congestion in the base and future years: Map 4 shows where congestion occurs in 2005 and Map 5 shows where it may occur in 2025 if no corrective actions are taken.

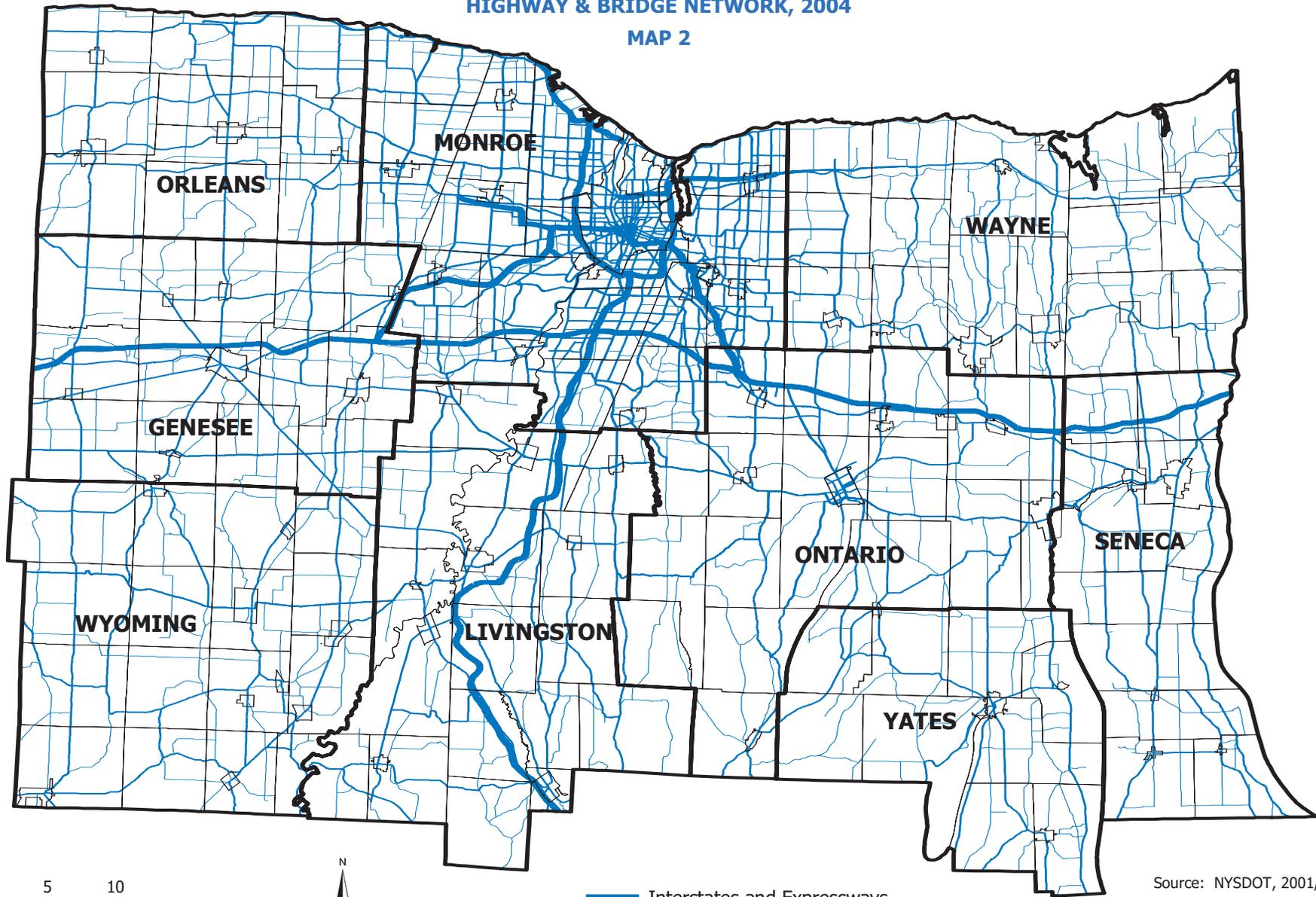
Without corrective actions, the GTC Travel Demand Model predicts a gradual worsening of the congestion that currently occurs, especially along the interstate highways and principal arterial roads that pass through and surround the City of Rochester, as well as the roads that carry traffic to those areas forecasted to experience the most population growth.

The GTC Travel Demand Model's forecasted congestion locations are an integral part of the GTC Congestion Management System (CMS). The CMS provides information on transportation system performance and allows for the assessment of strategies intended to alleviate congestion and enhance the mobility of people and goods.

Data from the GTC Travel Demand Model and CMS are considered during the identification and selection of transportation projects to be studied or implemented by GTC or its member agencies through the UPWP and TIP.



HIGHWAY & BRIDGE NETWORK, 2004 MAP 2



0 5 10
Miles

0 5 10
Kilometers

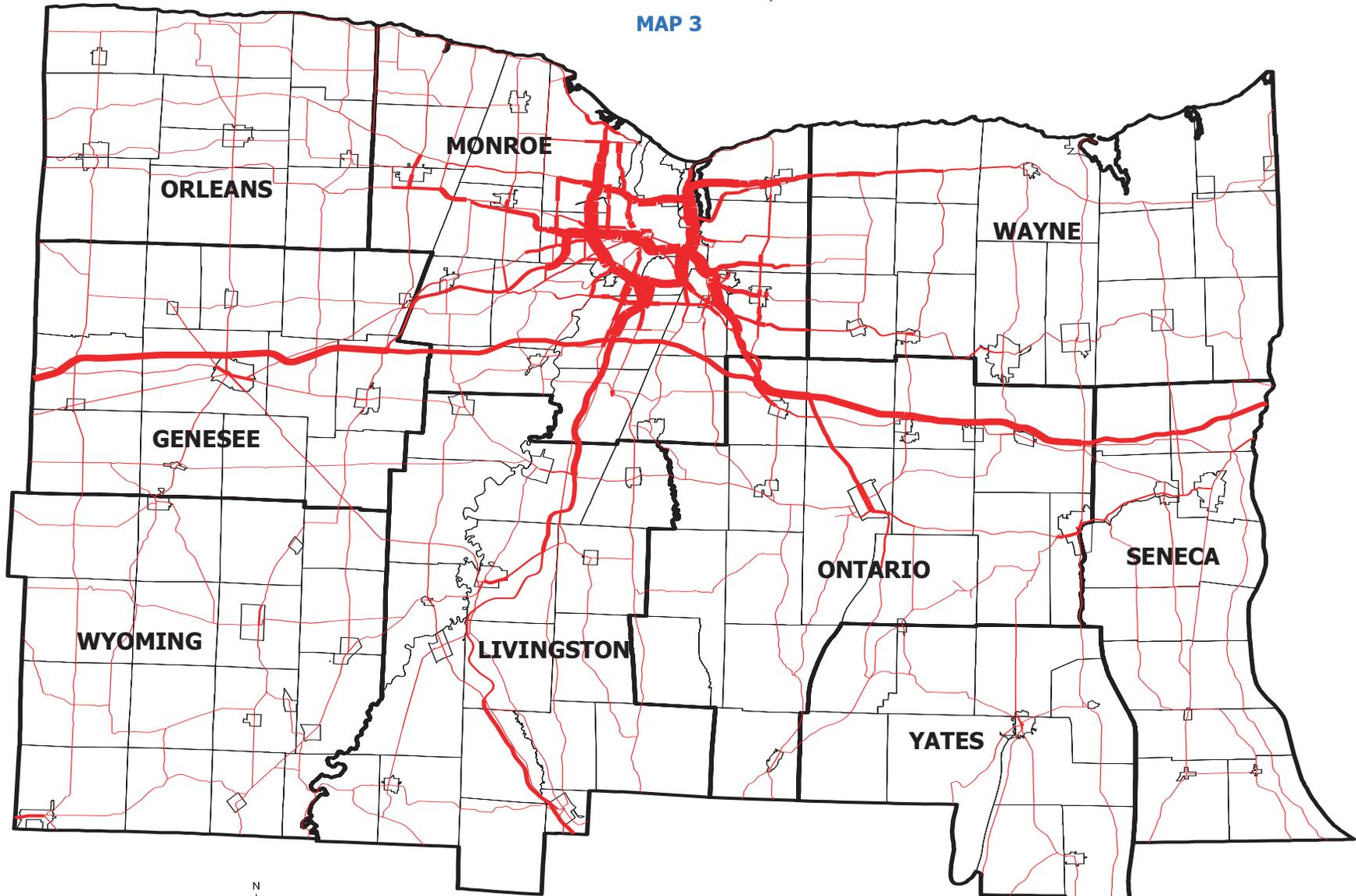


-  Interstates and Expressways
-  Other Major Roads

Source: NYS DOT, 2001/2004



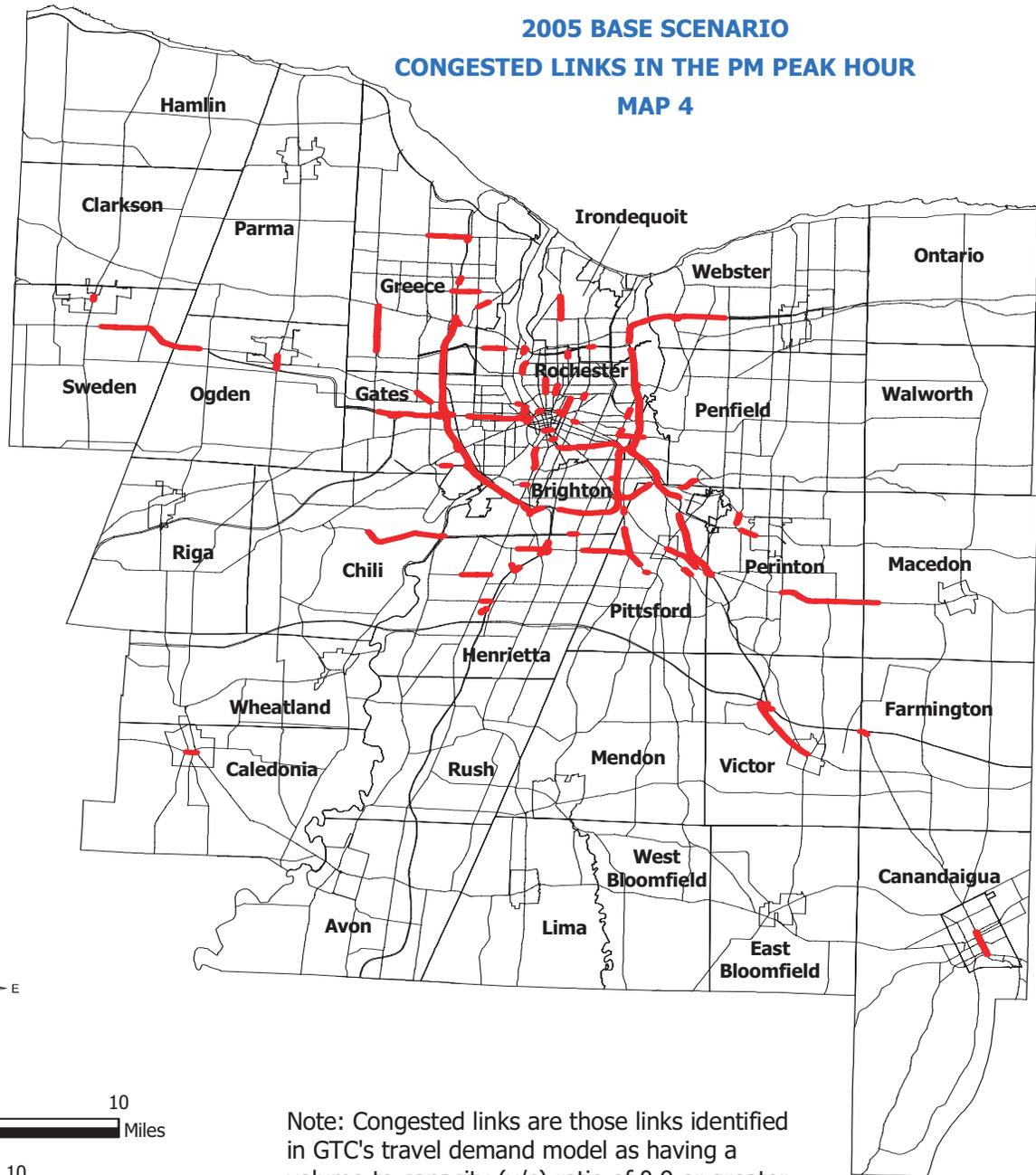
AVERAGE DAILY TRAFFIC, 2002
MAP 3



Source: NYSDOT, 2003



2005 BASE SCENARIO CONGESTED LINKS IN THE PM PEAK HOUR MAP 4



- Congested Links
- Major Roads
- Municipalities

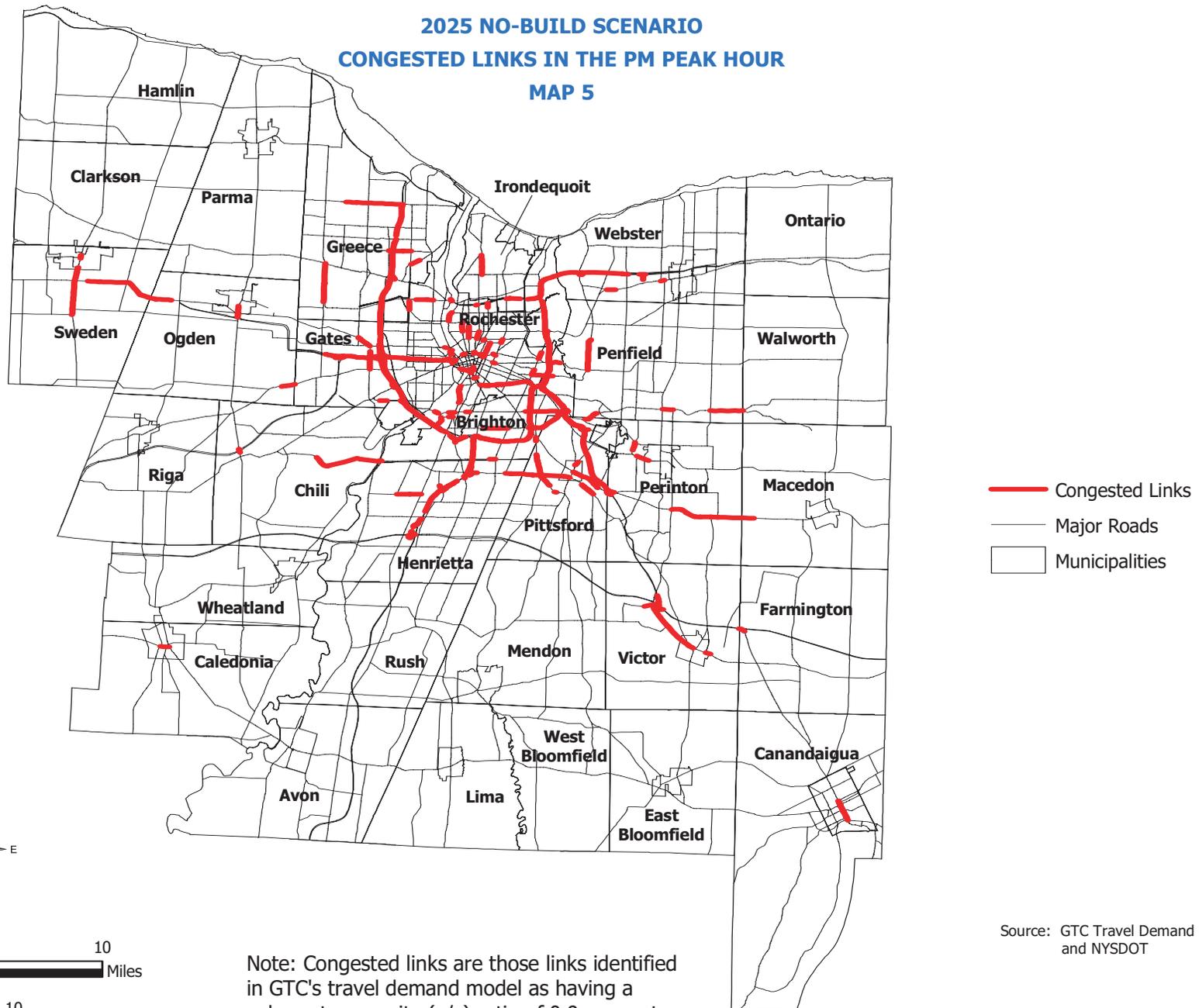


Note: Congested links are those links identified in GTC's travel demand model as having a volume-to-capacity (v/c) ratio of 0.9 or greater

Source: GTC Travel Demand Model and NYSDOT



2025 NO-BUILD SCENARIO CONGESTED LINKS IN THE PM PEAK HOUR MAP 5



- Congested Links
- Major Roads
- Municipalities

Source: GTC Travel Demand Model and NYSDOT

Note: Congested links are those links identified in GTC's travel demand model as having a volume-to-capacity (v/c) ratio of 0.9 or greater



Accomplishments

The region has historically committed over 90% of its federal transportation funds to the preservation and maintenance of existing highways and bridges.

Examples of recent highway maintenance and rehabilitation projects include:

- Stone Road in the Town of Greece
- North Street in the City of Canandaigua
- Jefferson Road (NYS Route 252) in the Town of Henrietta
- Union Street (NYS Route 31) in the Village of Newark
- Center Street (NYS Route 31) in the Village of Medina

Examples of recent bridge maintenance and rehabilitation projects include:

- Crittenden Road Bridge in the Town of Brighton
- NYS Routes 5 & 20 Bridge in the Village of Avon
- Buffalo Road Bridge in the Town of Warsaw
- Lake Road Bridge in the Town of Ontario
- Fargo Road Bridge in the Town of Darien
- Harrison Road Bridge in the Town of Shelby

A number of major highway reconstruction projects were begun and/or completed since the adoption of the last LRTP in December 1999. Notable among these are:

- Pittsford-Palmyra Road (NYS Route 31) between Ayrault Road and Moseley Road (NY 250) in the Town of Perinton was reconstructed, including the addition of one travel lane in each direction, widened shoulders, curbs, new sidewalks, and the replacement of the bridge over the Erie Canal.

- West Ridge Road (NYS Route 104) between I-390 and Hanford Landing in the Town of Greece and the City of Rochester was reconstructed, including the installation of a median and construction of an Eastman Avenue extension to alleviate traffic at the Dewey Avenue / West Ridge Road intersection.
- Chili Avenue (NYS Route 33A) between West Avenue and the Rochester City line was reconstructed, including new utilities, curbs, sidewalks, driveway aprons, landscaping, and lighting.
- Main Street (NYS Route 5) in the Town and City of Batavia was reconstructed, including the installation of a raised and landscaped median, realignment of Jefferson Avenue, and various context-sensitive and aesthetic improvements.
- Main Street (NYS Route 36) and State and Chapel Streets (NYS Route 408) in the Village of Mount Morris and Main Street (NYS Route 5 & 20) in the Village of Avon are scheduled for reconstruction.

There were a number of major bridge reconstruction / replacement projects that were begun and/or completed in the region since the adoption of the last LRTP in December 1999. Notable among these are:

- The I-490 Troup-Howell Bridge over the Genesee River in the City of Rochester, the most heavily traveled section of roadway in the region, is being replaced with a signature 433-foot long, 70-foot tall three-member pure steel-arch bridge. Numerous aesthetic amenities including lighted pylons, decorative signage, landscaping, and new walkways along the river beneath are being included. Completion is expected in 2007.
- The Colonel Patrick O'Rorke Bridge was constructed to replace the Stutson Street Bridge over the Genesee River, connecting the City of Rochester and Town of Irondequoit. This project involved not only the construction of a new drawbridge but also improvements to surrounding roadways including the Lake Ontario State Parkway and Lake Avenue.



- The new two-lane Lyndon Road Bridge over the Erie Canal in the Town of Perinton was constructed with shoulders, sidewalks, and access to the Erie Canalway trail to accommodate bicyclists and pedestrians, replacing a link over the Canal that had been missing since 1992.
- The Ballantyne Road (NYS Route 252) Bridge project over the Genesee River in the Towns of Chili and Henrietta will replace the existing five-lane bridge with an eight-lane span. Scottsville (NYS Route 383) Road and River Road will be realigned and environmental improvements will be made. Completion is expected in 2006.

The deployment of Intelligent Transportation System (ITS) technologies has emerged as an integral part of transportation improvements in the region. ITS is discussed here because the majority of existing and planned components are intended to improve the operation of the highway and bridge network.

ITS employs communications and information technologies to better manage and improve the performance of the transportation system.

A number of ITS components have been deployed since the adoption of the last LRTP in December 1999, including:

- The construction of the Regional Traffic Operations Center (RTOC). RTOC is the backbone of the region's growing ITS capabilities including traffic signal coordination, dynamic message signs (DMS), highway advisory radio (HAR) components, and incident management capabilities.
RTOC is a multi-jurisdictional facility that houses members of NYSDOT, Monroe County DOT, and New York State Police.
- The deployment of DMS, cameras, and HAR components on roadways, including, but not limited to, I-90, I-490, NYS Route 590, Route 390, and NYS Route 104.

Map 6 and Map 7 present the existing and planned ITS network in the Rochester area: Map 6 shows the location of deployed ITS components in 2005 and Map 7 shows where additional ITS components are planned for deployment by 2015.

PUBLIC TRANSPORTATION

The provision of public transportation service is an important component of the transportation system in urban, suburban, and rural areas. Public transportation offers:

- Improved access to employment and needed services for individuals without a private automobile
- Expanded mobility options for the physically challenged
- Delayed deterioration of the region's highway and bridge network
- Positive contributions to air quality

Public transportation service is currently available in eight of the nine counties in the region. Combined, public transportation services throughout the region provide nearly 15 million trips covering 50 million passenger miles annually.

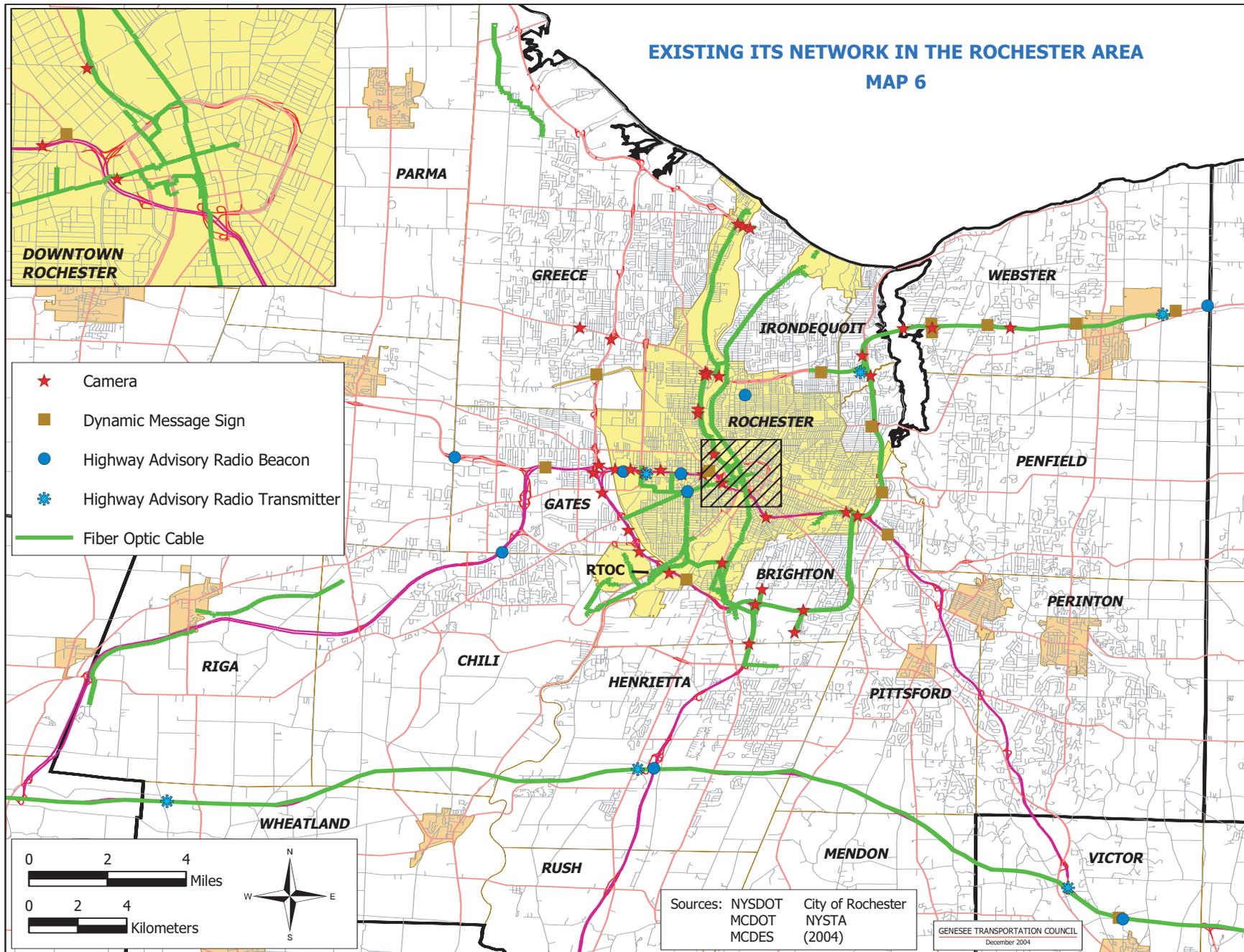
The current number of trips by public transportation represents an increase of approximately 15% over the last decade.

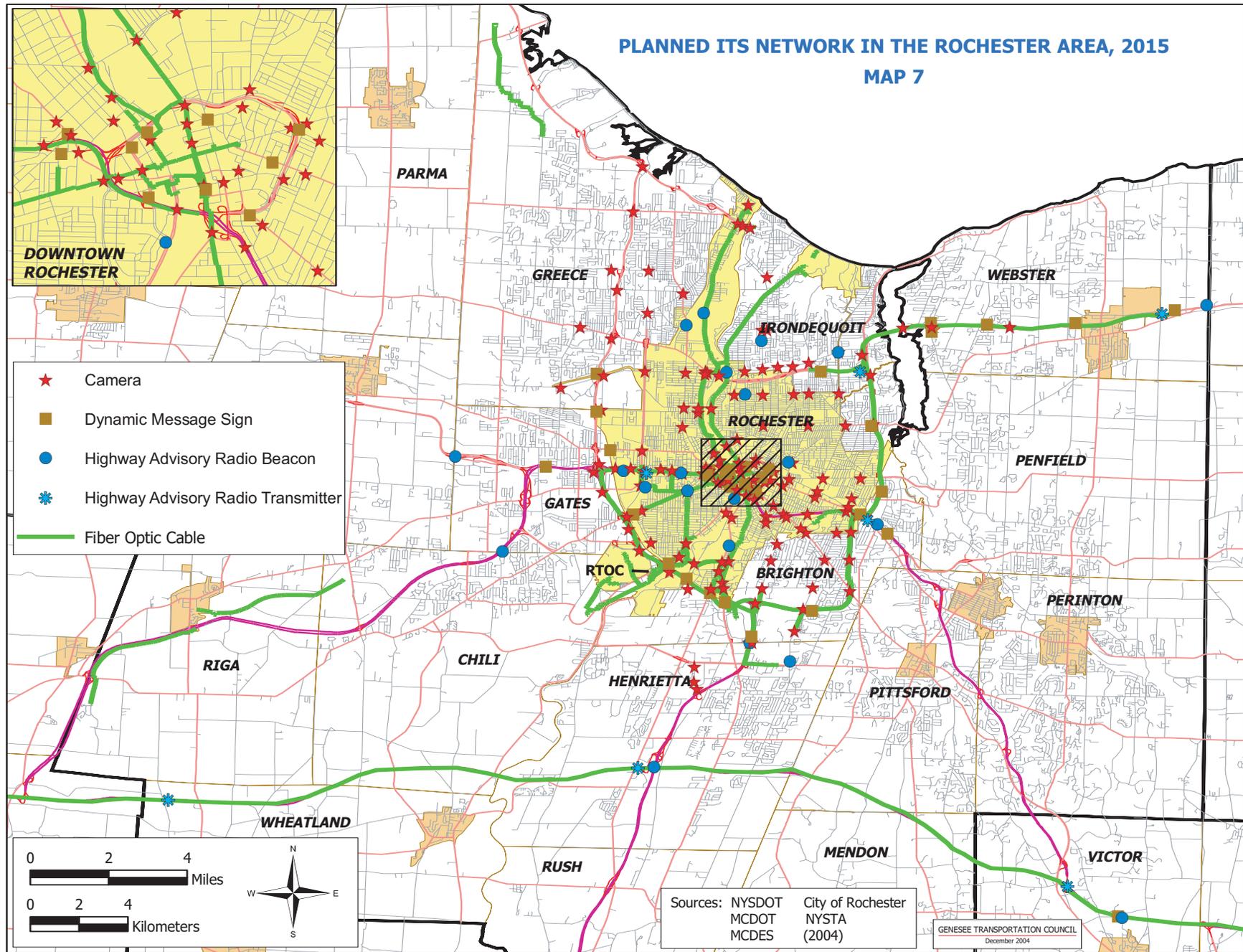
In Monroe County, RGRTA provides public transportation service through its Regional Transit Service, Inc. (RTS) subsidiary. In addition to RTS several other RGRTA subsidiaries provide fixed-route and/or demand-responsive public transportation service outside Monroe County:

- Batavia Bus Service, Inc. (B-Line or BBS) serves Genesee County
- Livingston Area Transportation Service, Inc. (LATS) serves Livingston County
- Orleans Transportation Service, Inc. (OTS) serves Orleans County



**EXISTING ITS NETWORK IN THE ROCHESTER AREA
MAP 6**







- Seneca Transportation Service, Inc. (STS) serves Seneca County
- Wayne Area Transportation Service, Inc. (WATS) serves Wayne County
- Wyoming Transportation Service, Inc. (WYTS) serves Wyoming County

Ontario County operates the County Area Transit System (CATS) which provides fixed-route public transportation service to residents of Ontario County. Weekday demand-responsive service is provided in areas not served by the fixed route system.

The RTS fleet includes over 200 vehicles and provides over 90% of all public transportation trips in the region. All RTS buses are equipped with bicycle racks.

Paratransit services are available to individuals with developmental and/or physical disabilities throughout the region with the majority of these trips provided in Monroe County by Lift Line, Inc. a subsidiary of RGRTA.

Map 8 presents the routes of the eight public transportation service providers operating in the region.

Accomplishments

The transit center component of Renaissance Square, a downtown transit center combined with a performing arts complex and the Monroe Community College downtown campus, has been allocated nearly \$50 million in federal transportation funds. Renaissance Square will integrate main street revitalization in downtown Rochester with improved public transportation to the largest employment district in the region.

RTS replaced nearly 60 buses since the adoption of the last LRTP in December 1999. As a result of this aggressive replacement schedule, all RTS buses are now accessible to the disabled. The average age of the RTS fleet is now just under six years, well below the federal retirement age of 12 years for most vehicles. Lowering the average age of the fleet allows

RGRTA to allocate fewer funds for preventive maintenance and more for operations.

RTS added a new line of quiet and comfortable suburban coach buses to its fleet. These new buses have been credited with increasing ridership on Park & Ride routes. RGRTA also continued its program of replacing Lift Line paratransit buses, replacing as well as purchasing 6 vans.

RTS added new routes serving additional areas of Monroe County as well as providing connections to RGRTA subsidiaries operating outside of Monroe County.

Strategic plans for public transportation service were conducted in Genesee, Livingston, Ontario, Orleans, Wayne, Wyoming, and Seneca counties. Many of the recommendations contained in these strategic plans have been or are being implemented, including:

- The introduction of fixed-route service in Livingston County (Fall 2003).
- The initiation of fixed-route and demand-responsive services in Orleans (Fall 2003) and Seneca (Fall 2004) counties.
- The development of new vehicle maintenance and storage facilities in Livingston (Hamptons Corner) and Ontario (Hopewell) counties.
- Vehicle replacement and expansion for these rural services.

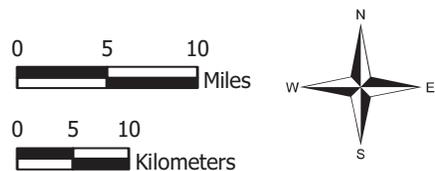
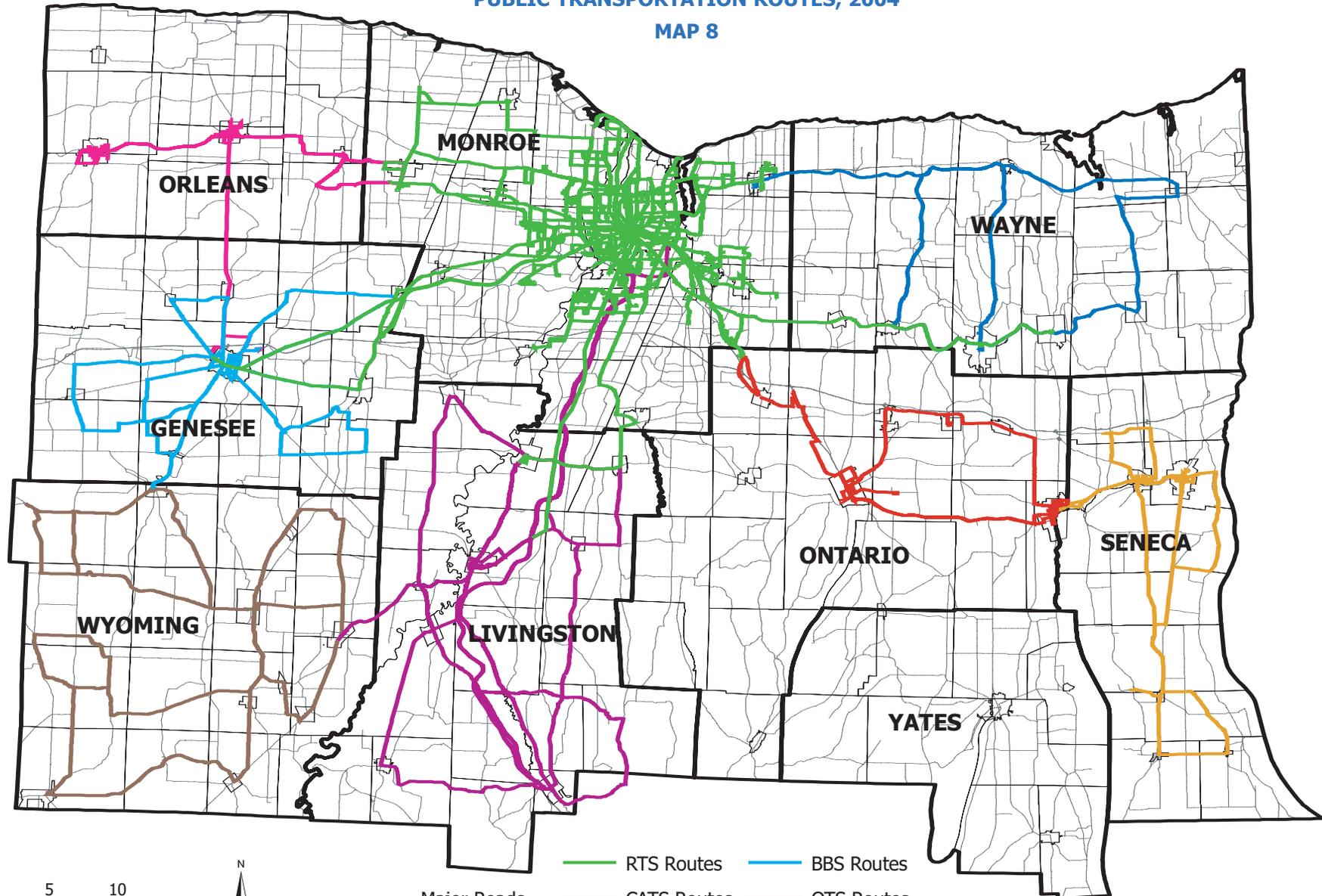
BICYCLE AND PEDESTRIAN

Bicycle and pedestrian facilities are key elements of the regional transportation system. From increasingly walkable cities, villages, and towns to more connected multi-use trails, walking and bicycling as reasonable travel alternatives are quickly becoming distinguishing features of the Genesee-Finger Lakes Region.

Whether used for transportation or recreation, bicycle and pedestrian activity offers the potential for:



PUBLIC TRANSPORTATION ROUTES, 2004
MAP 8



- Major Roads
- Counties
- Municipalities
- RTS Routes
- CATS Routes
- LATS Routes
- WATS Routes
- BBS Routes
- OTS Routes
- WYTS Routes
- STS Routes

Sources: Rochester-Genesee Regional Transportation Authority, 2004
Ontario County Area Transit System, 2004



- Improved transportation choice
- Reduced congestion and more efficient use of the transportation system
- Healthier citizens and decreased community health care costs
- Increased attractiveness to existing and potential residents, employers and visitors
- Improved air quality and more efficient use of limited energy resources

The highway and bridge network doubles as the main component of the bicycle and pedestrian network. In addition, there are nearly 250 miles of existing multi-use trails and approximately 100 miles currently being developed.

These multi-use trails have the potential to increase the viability of bicycling and walking as an attractive alternative to motorized transport by serving as an expressway for non-motorized users of the transportation system - provided that convenient access to and from the highway and bridge network is provided.

Map 9 on the following page presents the existing, under development, and planned multi-use trails in the region.

Accomplishments

New or reconstructed sidewalks and wider shoulders and travel lanes suitable for bicyclists were constructed as part of many highway and bridge projects. These constitute a large portion of the improvements made to the bicycle and pedestrian network.

Notable sidewalk additions and extensions include:

- The completion of the first phase of ARTWalk, a permanent urban art trail, in the City of Rochester in 2002.
- The construction of 12,000 feet of sidewalk in the Hamlet of Gorham in 2004.

- The extension of sidewalks along Buffalo Road (NYS Route 33) in the Town of Chili in 2004.
- The construction of pedestrian and streetscape improvements in the Village of Avon in 2004.

The Regional Trails Initiative (RTI) was completed for the Rochester TMA in June 2002 and for the remainder of the region outside the TMA in March 2004.

RTI is a comprehensive action plan for the development of a safe, accessible, and highly functional multi-use regional trail system that is fully integrated with the existing transportation system.

Notable trail extensions and additions include:

- Genesee Riverway Trail - construction of two miles of new trail between Turning Point Park and the O'Rorke Bridge scheduled for completion in 2005 and a pedestrian bridge at Lower Falls scheduled for completion in 2007, as well as neighborhood connector trails providing improved access to the main trail.
- Erie Canalway Heritage Trail - construction of 17 miles of new trail between Adams Basin (Town of Ogden) and the Village of Albion completed in 2002 and 6.5 miles of new trail between the Village of Palmyra and the Town of Arcadia scheduled for completion in 2005.
- Genesee Valley Greenway - construction of a missing segment between Scottsville Road and the Greenway in the Town of Chili and the one-mile Deep Cut trail section in the Town of Portage; both are scheduled for completion in 2005.
- Lake Ontario State Parkway Trail - construction of a three-mile segment of the trail connecting the Genesee Riverway Trail and Port of Rochester with the Route 390 Trail in the Town of Greece, scheduled for design in 2006.



An additional 25 miles of trails were constructed, reconstructed, or resurfaced along the Lehigh Valley Linear and Multi-use trails, Hojack Trail, Cayuga-Seneca Trail, Seabreeze-Charlotte Multi-use Trail, Wallington-Sodus Point Trail, Canandaigua Lagoon Walk Trail (including connecting sidewalks), and the Outlet Trail in Yates County.

GOODS MOVEMENT

The economic growth and vitality of the region is dependent on the efficient movement of goods into, out of, within, and through the region. The relative ease of getting products to market and receiving necessary inputs is a key consideration of goods-producing businesses when looking to continue, expand, or relocate operations.

To ensure the economic success of the region, the goods movement network needs to be a distinguishing competitive feature of the transportation system relative to other metropolitan areas within New York State, across the nation, and around the globe.

The majority of inbound (75.9%) and outbound (87.5%) tonnage to and from the region originates and terminates within the Northeast U.S.

Map 10 and Map 11 present the inbound and outbound tonnage of goods moving into and out of the region by U.S. and Canadian economic area.

Truck Service

Since the development of the interstate highway system, trucks have handled the vast majority of goods moving into, out of, within, and through the region, constituting the fastest growing component of travel on the region's highways and bridges.

The continuing increase in freight transport by truck coupled with the North American Free Trade Agreement (NAFTA) and the region's close

proximity to the Canadian border have resulted in measurable impacts to the highway and bridge network.

According to freight movement data for 2001, trucks handled 91% of all inbound traffic to the region and 99% of all outbound traffic, totaling 57 million tons of transported goods. The distinct competitive advantage that trucks offer in terms of flexibility for short hauls indicates that these trends will continue over the period covered by the LRTP.

Map 12 presents roadways with significant truck traffic as defined by facilities with average daily truck traffic that is more than 20% above the regional average. As expected, these roadways include interstates, major east-west routes, and the Route 63 corridor.

Rail Service

The transport of freight in the region via railroads continues to decline. Two Class 1 (annual revenues in excess of \$250 million) railroads, CSX and Norfolk Southern, and ten Class 3 or "shortline" (annual revenues less than \$20 million) railroads operate in the region as displayed in Map 13.

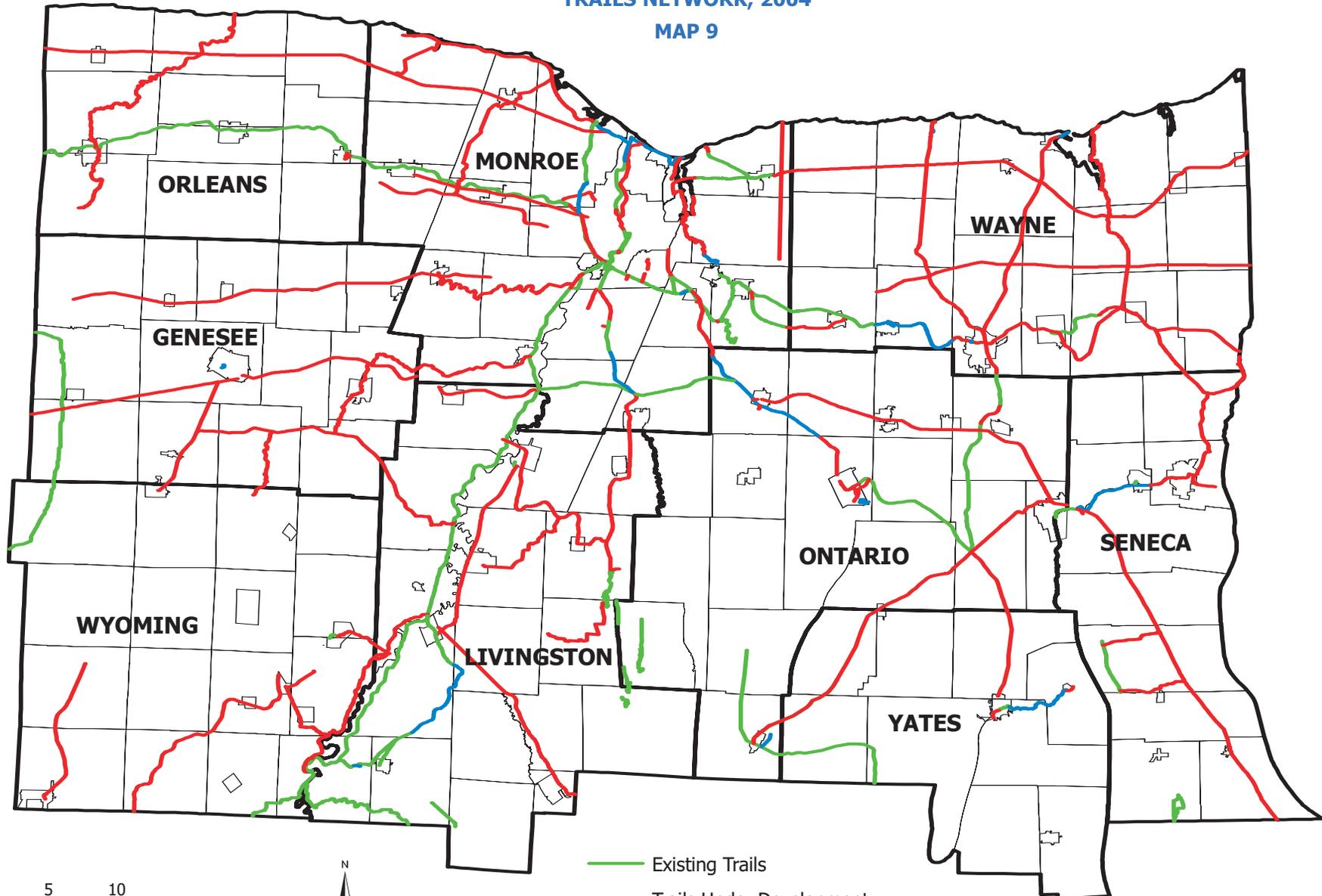
Less than 10% of the total tonnage imported to the region in 2001 arrived by rail. More than half of this 2 million tons was coal shipped from mines south of New York State. At the same time, less than one percent of the total tonnage produced by firms in the region was shipped out via rail. Much of this decline is the result of shifting logistics and management practices including, but not limited to, just-in-time delivery requirements.

Air Cargo

According to the Federal Aviation Administration, more than 207,000 tons of freight was shipped through facilities at the Greater Rochester International Airport (GRIA) in 2002. This was a more than 400% increase over the amount of tonnage transported through GRIA in 1995.



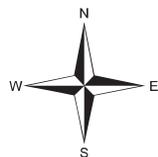
TRAILS NETWORK, 2004
MAP 9



- Existing Trails
- Trails Under Development
- Planned Trails

0 5 10
Miles

0 5 10
Kilometers





In 2002, GRIA was the largest air cargo airport in upstate New York. While the tonnage shipped through GRIA will in all likelihood never compete with that transported by truck, the value of goods moving through GRIA will gain a greater share of the regional total in the future.

As the regional economy continues to transition itself to higher value-added production industries, the requirements placed on GRIA's air cargo capabilities will increase, as will the ability of trucks and other vehicles to access freight facilities at the airport.

Water Transport

The Port of Rochester at the mouth of the Genesee River handles the only significant waterborne freight movement in the region. Inbound shipments of cement to be distributed throughout the state are regularly received here. In addition, the Spirit of Ontario fast ferry service to Toronto, Ontario has the potential to handle up to 10 trucks on each trip.

Increasing the amount of goods transported along the Erie Canal has been raised by members of the community. Commercial activity along the Erie Canal is limited by varying controlling depths along the 524-mile long waterway. The New York State Canal Corporation, a subsidiary of the New York State Thruway Authority, is responsible for the maintenance and operation of the Erie Canal as well as entitling the transport of goods along it.

Accomplishments

The highway and bridge network provides the primary infrastructure for the region's goods movement network. The further consideration of trucks and associated safety and efficiency issues will need to increase as future planning and improvements to the highway and bridge network are advanced.

Recent examples of planning studies conducted or underway with respect to goods movement include:

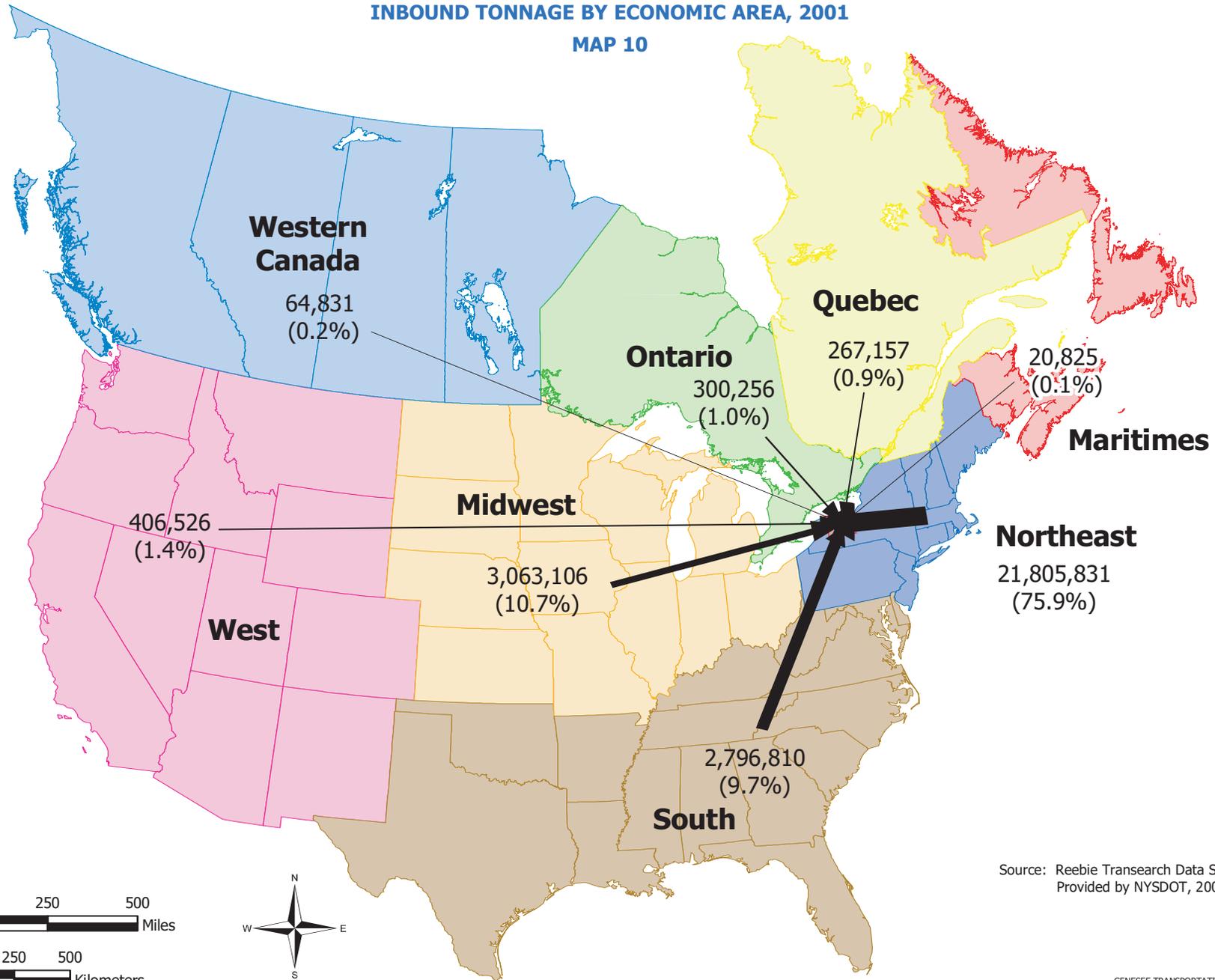
- Airport Corridor Major Investment Study - Monroe County conducted a study to assess current and forecasted mobility needs along roads leading and providing access to GRIA. The study recommended extending Jetview Drive and adding auxiliary lanes along Brooks Avenue and other roadways to increase through-flow of vehicles. The study was completed in April 2002.
- Route 14 Truck Study - The Town and City of Geneva conducted a study to identify issues related to truck traffic along NYS Route 14 in their municipalities. The Study recommended operational and regulatory improvements along the corridor to mitigate conflicts between trucks and other users of the corridor. The study was completed in June 2003.

The City and Town of Geneva along with the Town of Phelps received a NYS Quality Communities grant to develop a joint comprehensive transportation plan that will include a corridor management plan for NYS Route 14. Truck traffic and associated issues along the corridor will receive further attention as part of that effort.

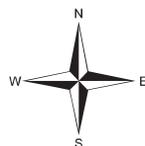
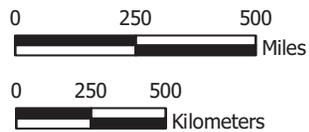
- Route 63 Corridor Study - NYSDOT is conducting a study to identify strategies to improve the safety and efficiency of the Routes 63, 20, and 77 corridor in Genesee, Livingston, and Wyoming counties. The corridor is heavily traveled by trucks as a shorter, faster, and less expensive alternative to the I-90/I-390 interchange. NYSDOT is developing possible alternatives to address the existing and future needs that were identified in the most recently completed phase of the study.
- Intermodal Freight Terminal Study - RGRTA conducted a study to determine the feasibility of developing an intermodal freight facility in the Rochester area. The study recommended developing an intermodal terminal combining rail and truck service to serve as an inland distribution facility for the Port of New York/New Jersey. The study was completed in October 2001.



INBOUND TONNAGE BY ECONOMIC AREA, 2001
MAP 10

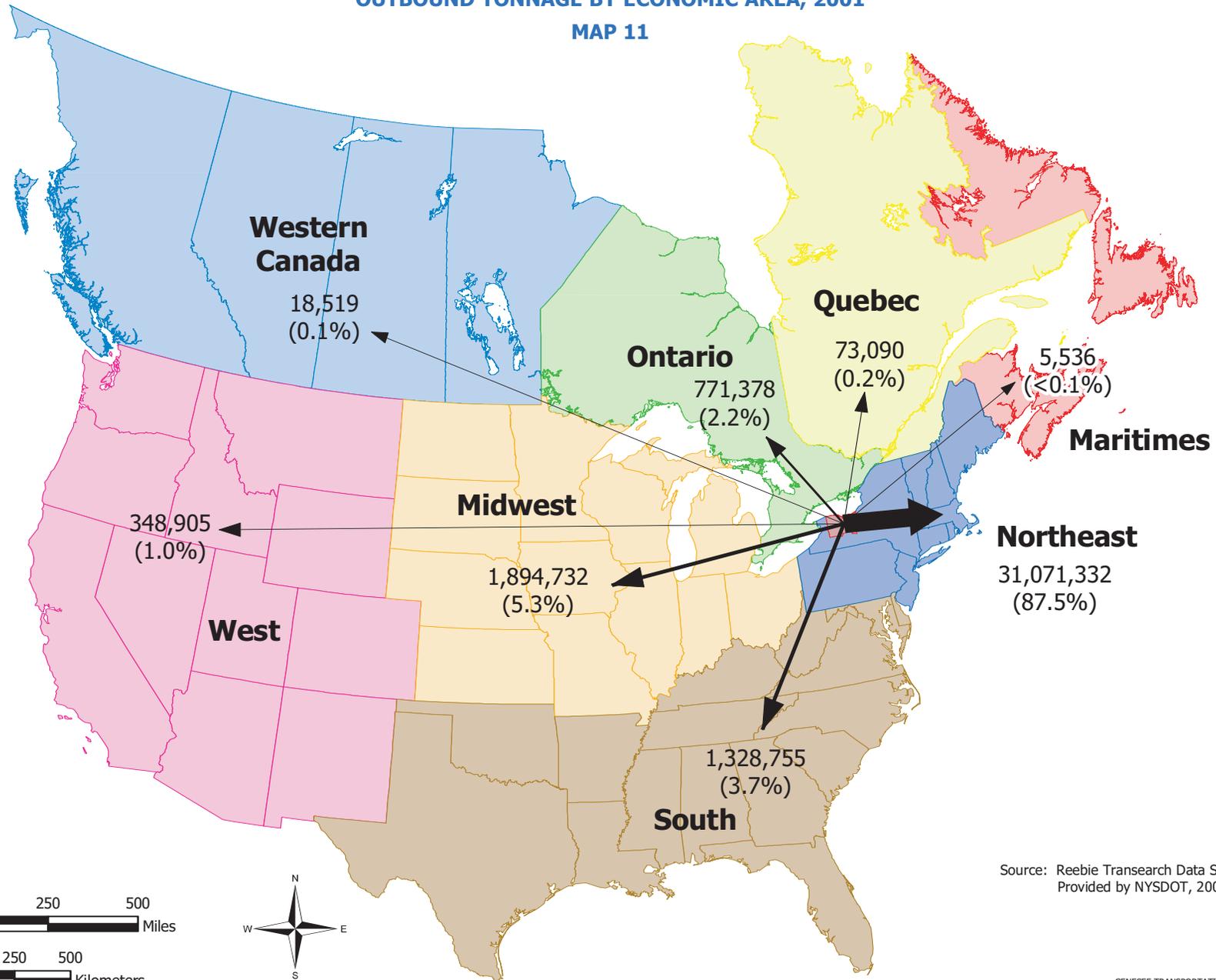


Source: Reebie Transearch Data Set
Provided by NYSDOT, 2001





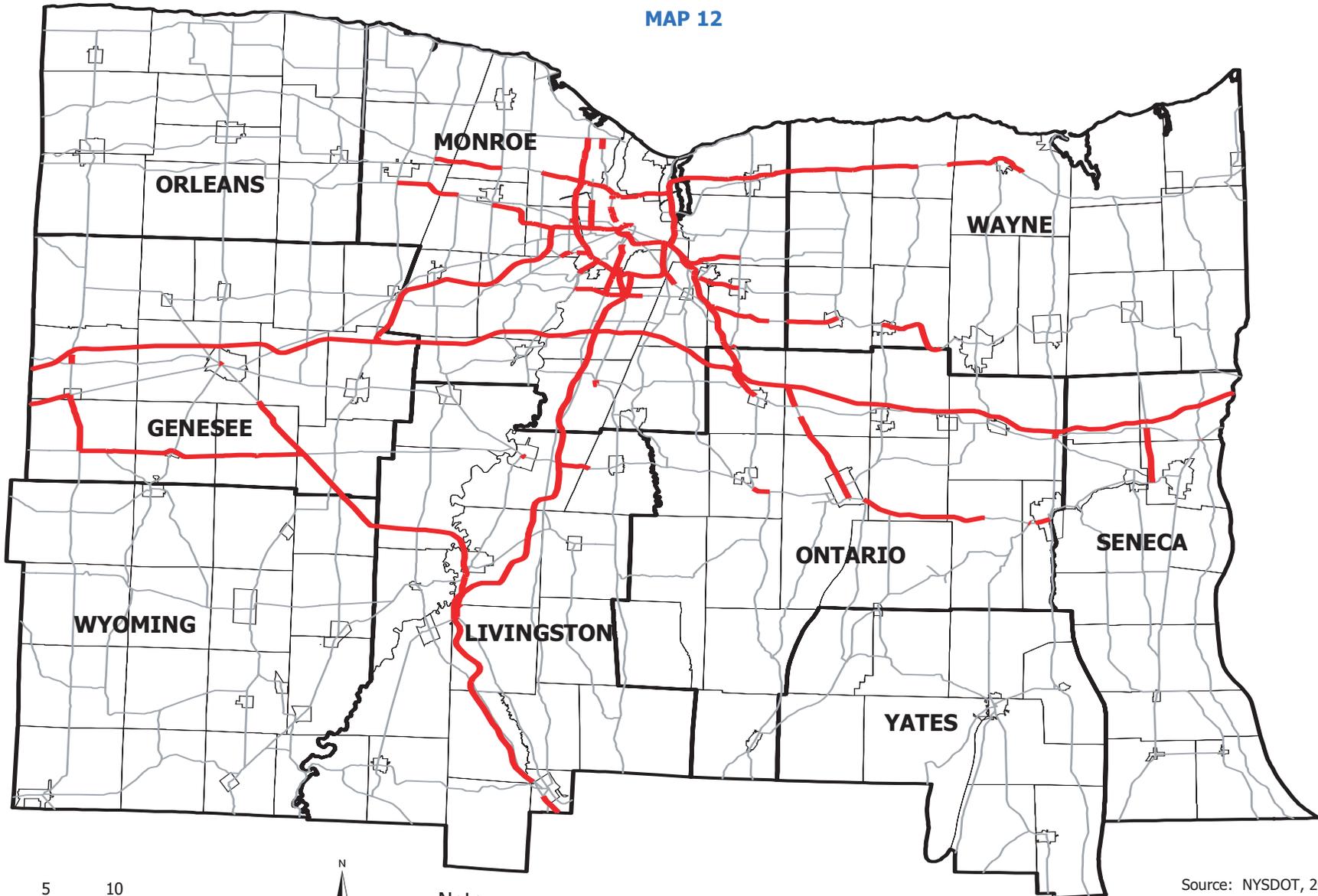
OUTBOUND TONNAGE BY ECONOMIC AREA, 2001
MAP 11



Source: Reebie Transearch Data Set
Provided by NYSDOT, 2001

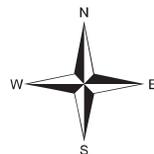


ROADWAYS WITH SIGNIFICANT DAILY TRUCK TRAFFIC, 2002
MAP 12



Source: NYSDOT, 2003

0 5 10
Miles



0 5 10
Kilometers

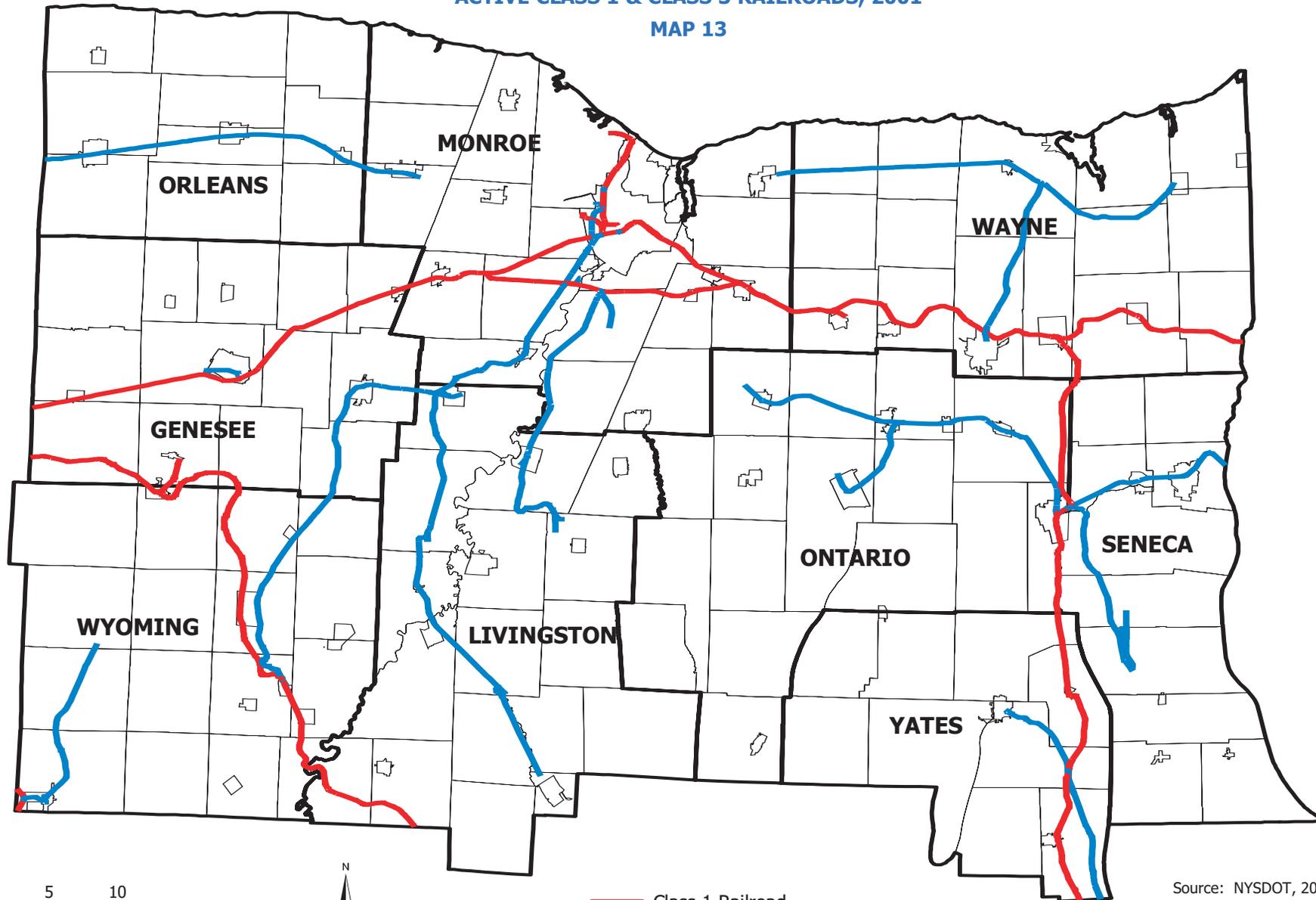
Note:

A roadway with significant daily truck traffic is defined as any one with average daily truck traffic that is more than 20% above the regional average for a roadway segment (i.e., $\geq 1,187$ trucks per day).



ACTIVE CLASS 1 & CLASS 3 RAILROADS, 2001

MAP 13

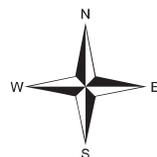


- Class 1 Railroad
- Class 3 (Short Line) Railroad

Source: NYSDOT, 2001

0 5 10
Miles

0 5 10
Kilometers





Currently, no true intermodal freight facility with the ability to handle significant volumes of freight from various modes at a single location exists in the region. Efforts are underway to develop a tri-modal freight facility in the vicinity of GRIA near now-vacant Rochester and Southern Railroad yards in the Town of Chili.

INTERREGIONAL TRAVEL

Interregional travel facilities provide opportunities for travel into and out of the region. Regions that are easily accessible by a variety of modes are generally considered more attractive places to live and to visit as well as to do business. Multiple modes of interregional travel currently provide service to the region, offering convenience to residents and visitors alike. The interregional travel facilities in the region are presented in Map 14.

Via Air

There are 23 Public Use airports in the region. The Greater Rochester International Airport (GRIA) is the Primary Commercial Service airport for the region. A Primary Commercial Service airport provides regularly scheduled passenger and freight service and serves more than 10,000 enplanements annually.

GRIA served approximately 2.5 million passengers in 2003, roughly equal to 1998 despite the lingering effects of the September 11 attacks. As of April 2004, GRIA was experiencing a 10% increase over 2003.

There are currently ten commercial air carriers providing service to 24 destinations from GRIA, which is a noticeable increase over 1998. The carriers and their respective destinations are as follows:

- Air Canada (two round-trip flights daily to Toronto)
- AirTran Airways (eight round-trip flights daily to Atlanta, Baltimore/Washington, Fort Lauderdale, Orlando, and Tampa)
- American Airlines (six daily round-trips to Chicago - O'Hare)

- Continental (16 round-trip flights daily to Albany, Cleveland, Elmira/Corning, Newark, and Westchester County)
- Delta (10 round-trip flights daily to Atlanta and Cincinnati)
- Independence Air (eight round-trip flights daily to Washington - Dulles)
- JetBlue (five round-trip flights daily to New York - JFK)
- Northwest Airlines (seven round-trip flights daily to Detroit and Minneapolis/St. Paul)
- United (11 round-trip flights daily to Chicago - O'Hare and Washington - Dulles)
- USAirways (21 round-trip flights daily to Boston, Charlotte, Hartford, New York - LaGuardia, Philadelphia, Pittsburgh, and Washington - Reagan)

There are 10 General Aviation airports in the region. General Aviation refers to all civil aircraft that are not classified as air carrier, commuter, or military. Of these General Aviation airports, five are classified as Reliever airports and five are classified as Other.

A Reliever airport pulls private aircraft away from the Commercial Service airports, such as Greater Rochester, Buffalo Niagara, or Syracuse Hancock international airports, to reduce air traffic delays and increase safety in the region.

Improvements are also being made to the many General Aviation airports in the region. Both Canandaigua and Genesee County are in the process of major expansions that will extend their current runways, allowing service by corporate jets.

GRIA and the 10 General Aviation airports are State Aviation System Plan (SASP) airports, making them eligible for federal-aid



Via Rail

Amtrak service in the region is provided at the Central Avenue station in downtown Rochester. Nine trains per day - four westbound and five eastbound - serve Rochester. Ridership at the Rochester station was estimated to be approximately 120,000 in 2001. Recent declines in Amtrak ridership in Rochester may be attributed to reduced air fares between Rochester and New York City.

The status of Amtrak as the national passenger rail provider is unclear. A significant infusion of funds is required for Amtrak to remain competitive and expand service. Planned high-speed rail improvements for the Empire Corridor linking Buffalo and Rochester with Albany and New York City are in question due to the current uncertainty surrounding Amtrak. GTC remains supportive of efforts to bring high-speed rail to the Empire Corridor.

Via Bus

Intercity bus service in the region is provided by Greyhound Lines and New York Trailways. The central transfer point for intercity buses in the region is the terminal at Midtown Plaza. Greyhound and/or Trailways make stops at eight additional locations throughout the region. Current connections between intercity and intracity (public transportation) buses allows for convenient transfer between the two modes at Midtown Plaza.

Via Water

The Spirit of Ontario fast ferry across Lake Ontario between the Port of Rochester to Toronto, Ontario began service in June 2004. Although it stopped service temporarily in September 2004, ferry service could resume as early as Spring 2005.

During its three months of service, "The Breeze" demonstrated that a market existed for passenger service with more than 140,000 passengers carried in that short time period. GTC supports the return of fast ferry service in the near future.

Accomplishments

Extensive physical improvements are currently being made to GRIA. A new centralized security checkpoint will enhance the safety of the airport and its airlines for travelers and employees. Airfield improvements include new taxiways, reconstructed runways, and rehabilitated internal roadways.

A key consideration when flying into and out of a region is the cost. GRIA had some of the highest air fares in the nation in 1998. Since that time, fares have been cut substantially, due in large part to the presence of low-fare carriers such as AirTran, JetBlue, and Independence Air.

GTC completed the Rochester Amtrak Station Revitalization Study in March 2002. The purpose of the study was to position the greater Rochester area for the arrival of high-speed rail through the functional and aesthetic redesign of the station. Strategies were identified to ensure its full integration with downtown Rochester and the regional transportation system.

The study calls for the construction of a new station to be built just west of the existing station as well as the installation of high-level platforms, new passenger rail tracks to the north and south of the existing tracks, and a pedestrian bridge connecting the new station with the new tracks.

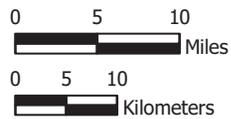
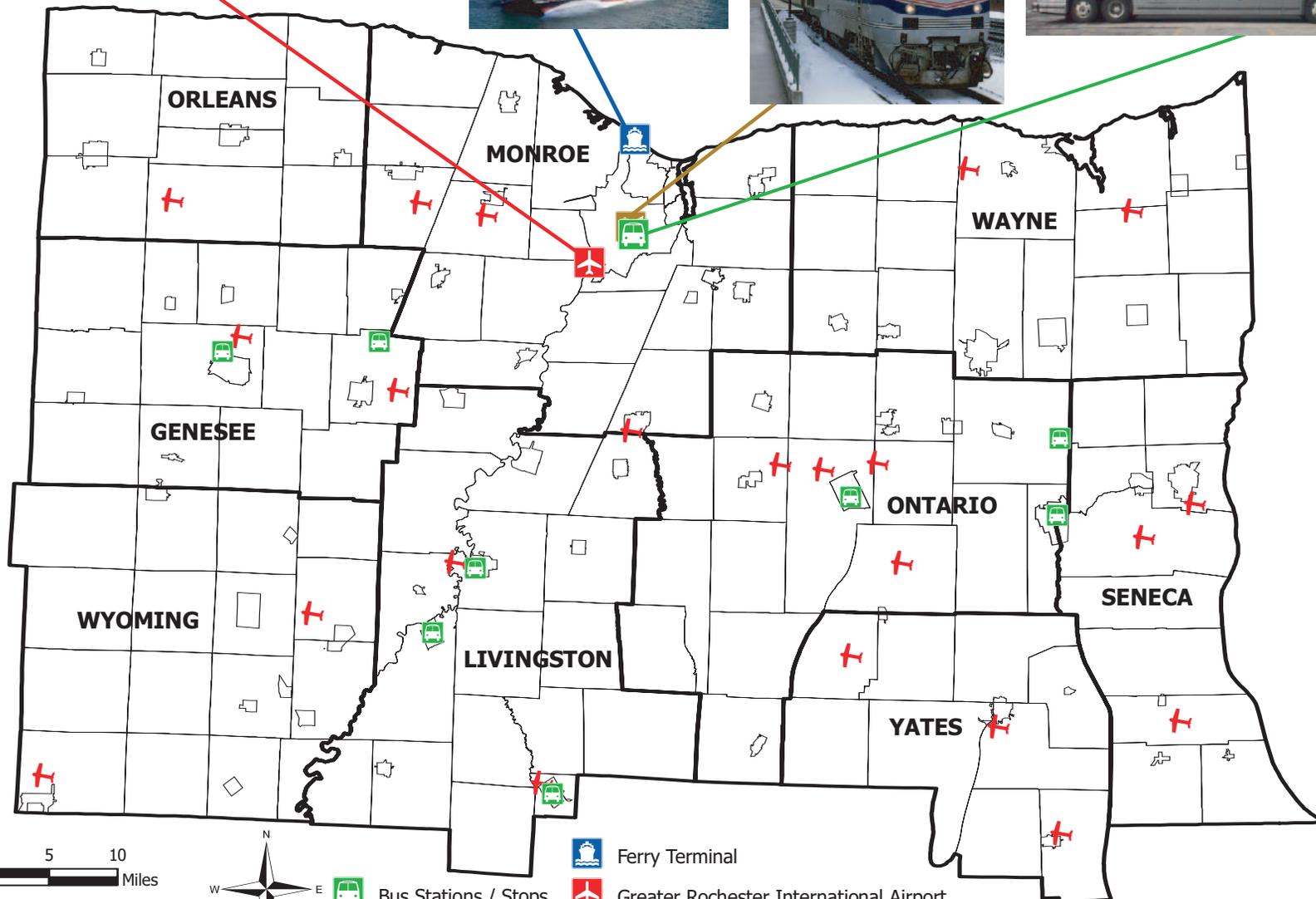
In addition, a new Amtrak station is planned in Lyons. This new station will improve access to passenger rail in the region and may act as a catalyst for economic development.

The introduction of ferry service between Rochester and Toronto via the Spirit of Ontario represents the most significant change in interregional travel since the last LRTP was adopted in December 1999.



INTERREGIONAL TRANSPORTATION FACILITIES, 2004

MAP 14



-  Ferry Terminal
-  Bus Stations / Stops
-  Railroad Stations
-  Greater Rochester International Airport
-  General Aviation Airports

GENESEE TRANSPORTATION COUNCIL

