

**MEMORANDUM**

**TO:** GTC Planning Committee Members & Alternates  
**FROM:** James Stack, Executive Director  
**DATE:** May 4, 2016 JS  
**SUBJECT:** Proposed Council Resolution 16-47 (Adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040*)

GTC staff distributed the Draft *LRTP 2040* on April 14 ahead of the regularly scheduled Planning Committee mailing in order to provide a longer opportunity for review by members and alternates. As noted in the previous transmittal memo, this meeting package does not include a hardcopy of the Draft *LRTP 2040*. As a reminder, the Draft *LRTP 2040* may be found on GTC's website at <http://www.gtcmpo.org/Docs/LRTP/2040/draft.pdf>.

Since the distribution of the Draft *LRTP 2040* several member agencies have reached out to GTC and requested the following revisions:

- Inner Loop North Transformation Project – Requested by the City of Rochester, included for your review, is the inclusion of the Inner Loop North Transformation Project as a “representative” or “illustrative” project in order to strengthen regional support when requesting alternative sources of funding to conduct a feasibility study.

At this time the project is in the preliminary stages and does not provide enough details to be included as an “illustrative” project. GTC staff recommend that the Inner Loop North Transformation Project be included in *LRTP 2040* as a representative project via a standalone call-out box through the following proposed addition:

The Inner Loop North Transformation Feasibility Study would include a review of alternatives along with an associated benefits/costs analysis for highway removal and/or other strategies to reduce the negative impact of the Inner Loop on the north side of Downtown Rochester and the surrounding neighborhoods. The Finger Lakes Regional Economic Development Council's Upstate Revitalization Initiative (URI) – *Finger Lakes Forward* references redeveloping the Inner Loop and creating future investment opportunities along the northern portion as a Full Implementation Initiative. Means to conduct the alternatives analysis may be secured through the URI process and/or additional transportation funding opportunities at the federal level. Additionally, the Inner Loop North Transformation Feasibility study is wholly consistent with *LRTP 2040* of recommendation **15. Design responsively to facility users, their needs, and the facility's current and future context – Ongoing.**

- Emphasize the need for additional funding from all levels of government – Monroe County requested that GTC staff place additional emphasize on the lack of funding from all levels of government which will continue to create a backlog of maintenance and reconstruction projects.

GTC staff recommend adding the following proposed addition to Chapter 5: Financial Plan of *LRTP 2040*:



The federal funding mechanisms in place are not meeting current system needs. The *2017-2020 Transportation Improvement Program* (GTC's capital program) was only able to fund about 60 percent the transportation projects that were submitted. As transportation projects continue to go unfunded a backlog of rehabilitation and maintenance work builds up. What once was a simple repaving job, if unfunded over many years, eventually leads to more costly complete reconstruction. Current funding in the Region helps the transportation system limp along but will never offer the opportunities for transformative projects that will shape the Region's future and provide additional mobility options that the Region's residents are seeking. Additionally, fixing our roads and bridges puts people to work, provides better quality of service for users of the system, and contributes to our economy. It is imperative going forward that all levels of government—federal, state, and local work towards fully funding transportation needs given the importance of the transportation system to the social and economic vitality of the Region.

In an effort to document the public comments received and clarify the intent of one of the recommendations, GTC staff suggests the following revisions:

- Summary of Public Comments and Written Comments Received - In addition to the changes to the recommendations based on the public comments received during the second round of customer engagement, conducted February through March, that were fully incorporated into the distributed Draft *LRTP 2040*, GTC staff is proposing the following change to recommendation 48. (identified as recommendation 47. in the attached Summary of Public Comments and Written Comments Received) to emphasize the concept of place as noted though the addition of the underlined text below:

**48. Increase the availability of sidewalks along federal-aid eligible highways in major need places (see Exhibit 33) to expand connectivity and access for pedestrians – Ongoing**

- Inclusion of Appendix A – this would be accomplished by including the summary of public comments received during the two customer engagement periods.

The following items are provided for your consideration:

1. **Proposed Council Resolution 16-47** (Adopting the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040*)
2. **Summary of Public Comments and Written Comments Received** (For the public involvement period conducted in February-March 2016)

***Recommended Action:***

*Recommend action by GTC Board on proposed Council Resolution 16-47.*

## **GENESEE TRANSPORTATION COUNCIL**

### **RESOLUTION**

#### **Resolution 16-47**

#### ***Adopting the Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040***

#### **WHEREAS,**

1. The Governor of New York State designated the Genesee Transportation Council (GTC) as the Metropolitan Planning Organization (MPO) responsible for transportation planning in the Genesee-Finger Lakes Region, which includes Genesee, Livingston, Monroe, Ontario, Orleans, Seneca, Wayne, Wyoming, and Yates counties;
2. Title 23, Section 134 of the United States Code requires that each MPO prepare and update a long range transportation plan (LRTP) for its metropolitan area;
3. Title 23, Section 134 of the United States Code requires that an LRTP shall, at a minimum, identify transportation facilities that should function as an integrated system, and include a fiscally-constrained financial plan for implementing the recommendations contained in the LRTP;
4. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law on August 10, 2005 and mandated additional elements that must be incorporated into a MPO LRTP by July 1, 2007;
5. The specific elements mandated by SAFETEA-LU are further defined by the Metropolitan Transportation Planning Final Rule that was published jointly by the Federal Highway Administration and Federal Transit Administration on February 14, 2007;
6. Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was signed into law on July 6, 2012 and Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015, both of which mandated additional elements that must be incorporated into a MPO LRTP;
7. GTC, in consultation with affected stakeholders and the general public, has developed the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* (LRTP 2040) in a manner that meets and exceeds the requirements of Title 23, Section 134 of the United States Code and the February 14, 2007 Metropolitan Transportation Planning Final Rule;
8. The development of LRTP 2040, including all associated public involvement, was completed prior to the Metropolitan Transportation Planning Final Rule incorporating requirements of MAP-21 and FAST Act being published;

9. Additional requirements contained in a subsequent Metropolitan Transportation Planning Final Rule can be incorporated into LRTP 2040 without extending the horizon year;
10. SAFETEA-LU requires the incorporation of a Congestion Management Process (CMP) into the metropolitan transportation planning process of Transportation Management Areas (TMAs);
11. The Unified Planning Work Program includes Task 7110, Congestion Management Process Implementation, which has been further advanced and incorporated into said LRTP to meet and exceed the requirements of SAFETEA-LU for incorporating the identification of congested roadways, activities to mitigate the congestion, and measures to monitor performance into the metropolitan transportation planning process;
12. LRTP 2040 has been developed and reviewed by GTC staff and member agencies through the GTC committee process and its recommendations have been found to be consistent with the principles of sound transportation planning practices.

**NOW, THEREFORE, BE IT RESOLVED**

1. That the Genesee Transportation Council hereby adopts the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040* as the official LRTP for the Rochester Metropolitan Planning Area and the Genesee-Finger Lakes Region in accordance with Title 23, Section 134 of the United States Code and the February 14, 2007 Metropolitan Transportation Planning Final Rule; and
2. That the Council encourages those responsible for the development and advancement of transportation projects in the Genesee-Finger Lakes Region to do their utmost to adhere to its principles and recommendations in carrying out their respective programs.

**CERTIFICATION**

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 9, 2016.

Date \_\_\_\_\_

\_\_\_\_\_  
KEVIN C. BUSH, Secretary  
Genesee Transportation Council

## ***Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040***

### **Summary of Public Comments and Written Comments Received**

The second round of customer engagement for the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 (LRTP 2040)* was held from February 16, 2016 through March 18, 2016. During this time the *LRTP 2040* Public Review Document was made available for public review.

As part of the second round of customer engagement the following series of public meetings were held:

Thursday, February 25, 2016 Late afternoon Early evening	Community Room Batavia City Hall One Batavia City Centre Batavia, NY 14020
Tuesday, March 1, 2016 Late afternoon Early evening	Rochester City Council Chambers Rochester City Hall 30 Church Street Rochester, NY 14614
Thursday, March 3, 2016 Late afternoon Early evening	Ontario County Safety Training Facility 2914 County Rd. 48 Canandaigua, NY 14424

Oral and written comments were accepted at the public meetings. Comments were also accepted over the phone, on Twitter, and via email. The following represents a summary of the comments received from the participants at the public meetings and others who provided feedback during the second customer engagement period. General comments are presented first followed by comments that address specific recommendations. The number in the parentheses represent the amount of times a variation of the same comment was received.

GTC staff responses to comments and corresponding changes to the recommendations presented in the *LRTP 2040* Public Review Document, which have been fully incorporated into the Draft *LRTP 2040*, are noted below using *italics*.

#### **General Public Comments**

- (2) The plan lacks specific projects with specific priorities (e.g., Antipoverty Initiative, Downtown Innovation Zone, photonics center).
- (2) The plan lacks a vision/is tame.
- (2) Form a Citizen's Advisory Committee to address equity and access issues and provide continuous public outreach, education, and engagement.

- (2) Pursue more innovative funding techniques for transportation (e.g., Transportation Improvement District with Incremental Tax Financing).
- (2) Educate adults on riding bicycles safely in traffic with periodic educational classes in each community (e.g., R-Community Bikes in Rochester, which gives away bicycles to folks, could include traffic classes as part of the bicycle giveaway).
- (Multiple) Increase the frequency of transit.
- Conduct a study to determine how best to increase usage of public transportation of all demographics.
- Implement a program for installing bike parking (racks, shelters, lockers) at major bus stops.
- No mention of private sector rideshare services such as Uber/Lyft.
- Consider hiring a technologist to help traditional planners understand the exponential growth of informatics (e.g., autonomous vehicle).
- Keep bridges strong and safe by investing in them; the region needs more funding.
- The plan focuses on transportation supply with limited focus on transportation demand. Create a downtown Transportation Management Organization (perhaps under the RDDC or other entity) to explore/implement carpooling, vanpooling, flex dismissal schedules, etc.
- Identify "active transportation corridors" in the City of Rochester (e.g., Genesee Riverway Trail). Such corridors, especially if coupled with the City's "Bicycle Boulevard" initiative, could link people, services, and jobs and make it possible for many more people to work and play without using a car.
- Actively discourage surface parking lots and push for alternatives. Encourage linear buildings if surface lots are unavoidable in order for the streets to remain active.
- Address the continued reliance of vehicular level of service (LOS) as one of the primary metrics for evaluating street and road projects. Through-put of vehicles is not the only measure that makes a street or intersection successful. A "failing" intersection in terms of LOS may be a very successful intersection for nearby people, businesses, and residents. Until LOS is abandoned as the primary metric, pedestrian and bicycle accommodations will continue to be secondary to vehicular needs and wants.
- The format of the plan itself is dated and cumbersome. A downloadable PDF document is dated technology. The plan should be written in a more dynamic, web-based platform that would work well on computers and mobile devices.
- I would like to see a bolder, more emphatic statement about shifting users from vehicles to walking and biking.
- It is necessary to take away vehicle capacity in some places.
- Many of the public transit issues we have in the Rochester area are caused by an overriding emphasis on "coverage" at the expense of "ridership".
- Even if RTS starts providing frequent service on a corridor, developers may be unwilling to trust that the service will continue down the road. This is actually the best argument I

know of for building things like light rail when the current demand doesn't justify it. It's hard to pull up rails.

- Educate both drivers and bicyclists to 'share the road' (e.g., continual public service announcements (PSAs) could be broadcast on the radio during rush hour for both bicyclists and drivers to be mindful of our traffic laws).
- Enforce bicyclists to conform to the traffic laws to increase bicyclist's predictability taking care not to unevenly present a burden on those who cannot afford a car.
- Link bicycle trails to routes that folks would use for shopping and employment (e.g., example, more signage throughout the city directing bicycle routes to needed destinations would encourage more folks to use bicycles instead of driving).
- Install bike racks in safe places where folks need to go.
- Keep our existing sidewalks and road shoulders free of debris, parking, equipment storage, and construction. Increase enforcement to keep these facilities clear for active transportation.
- Encourage children to walk to school using Walking School Buses.
- In order to transition our transportation system properly to 2040, plans should be orchestrated through the lens of Climate Change—not just considering Climate Change consequences in the plan.
- Conduct additional public outreach regarding the effects of Climate Change on the transportation system and the importance of adaptation.
- Supportive of no new roads.
- It is a travesty that the Douglas-Anthony bridge was built with zero accommodation for active transportation, in a location with existing bike/pedestrian trails on both sides of it.
- The RTS system is already far too complex. You can only use it, if at all, for trips you usually take, where you already know where the stops are and are familiar with all the lettered route variations and which ones will help you get where you're trying to go and which ones not. The Transit Center reinforces the hub and spoke system, which is a huge impediment to providing public transit that's not a joke. Our lousy public transit service is likely a big contributor to our entrenched poverty. And why is RTS always being run by people who don't use it? Why no bicycle boulevards in this proposal? Public education regarding bike safety and explaining the meanings of all the new markings is also sorely needed.
- Include additional bicycle boulevards.
- Evaluate removing existing traffic lanes on some routes where they are clearly not needed (Monroe Ave in Brighton), and use the recovered space for bike lanes and/or traffic calming measures (bump-outs, parking lanes).
- Pleased to see the words "climate change" included in the document.

## **Public Comments Regarding Specific Recommendations**

### **1. Conduct preventive and corrective maintenance treatments on highways and bridges to extend the useful life of infrastructure without requiring more costly rehabilitation and reconstruction before absolutely necessary – Ongoing**

(2) Supportive. The public seems very reluctant to consider maintaining their existing system. GTC should do more to educate the public on maintaining our existing roads and bridges to increase support for even the basic maintenance.

### **2. Reconstruct and rehabilitate highways and bridges to accommodate all modes – Ongoing**

(2) Supportive. GTC needs to do more to ensure transportation decision makers comply with Complete Streets.

### **3. Increase the use of recycled materials and incorporate green technologies in the rehabilitation and reconstruction of highways and bridges**

Supportive.

### **5. Explore adjusting the RTS Monroe fleet mix as buses are replaced to take advantage of the operational flexibility provided by the Downtown Transit Center – Ongoing**

Unclear what this recommendation means.

*Recommendation clarified to emphasis different types of buses should be utilized based on customer demand.*

### **7. Preserve and maintain dedicated bicycle and pedestrian facilities, including multi-use trails and sidewalks – Ongoing**

Supportive.

### **8. Evaluate the need to replace bridges that carry low-traffic volumes – Ongoing**

Supportive. Prioritize maintaining service for bikes and pedestrians as vehicular bridge service is reduced.

### **9. Reconstruct and rehabilitate rail infrastructure to allow for the efficient movement of freight into, out of, and within the region – Ongoing**

Supportive. This is more important than ever since our rail lines carry hundreds of cars daily loaded with highly volatile Bakken oil, and one flaw in the rail system can mean significant damage and loss of life. The public should not pay for improvements/continue to subsidy the fossil fuel industry. The rail companies and the oil companies should pay for it.



**10. Adapt the design of transportation infrastructure to integrate security and resiliency considerations – Ongoing**

Supportive.

**14. Establish a Regional Complete Streets Commitment – Immediate/Near-Term**

(2) Supportive. GTC needs to do more to ensure transportation decision makers comply with Complete Streets.

**24. Monitor advances in Connected and Automated Vehicles and implement supportive ITS projects as appropriate – Medium-Term/Long-Term**

Should reference automated transit shuttles (Connected Shared Autonomous Vehicles), which is/was focal point of Rochester's Smart City Challenge vision.

**25. Further expand electronic payment options for on-street, garage, and surface lot parking in the City of Rochester, including a pilot electronic toll tag for garages – Near-Term**

(2) Supportive. Consider the interoperability of parking payment with that of other mobility options, including transit, taxi, carshare, bikeshare, rideshare, Thruway/EZPass, etc.

*Given that 25. focused on parking the following new recommendation was added to focus on mobility:*

***Investigate establishing a single payment system for multiple transportation-related mobility options – Long-Term***

*Consider implementing a single payment system that provides users with the option of paying for access to multiple modes and services (e.g., transit fares, parking, tolls, bike share, and car share). Implementation of such a system would have to be coordinated on the national and state level as well as locally among multiple stakeholders and facility operators, but could potentially provide a seamless user experience among multiple modes and increase access to a range of transportation services.*

**27. Install relevant pedestrian ITS instrumentation at identified intersections and crossings to reduce vehicle-pedestrian conflict – Ongoing (3)**

Would it be useful to mention Pedestrian Hybrid Beacons and/or Rectangular Rapid Flashing Beacons as other pedestrian ITS elements to support?

The LRTP should strongly discourage the use of "Push to Walk" buttons. These are confusing, awkward for people riding bicycles and people with disabilities, and make trips longer for people walking.

Support for pedestrians at intersections is poor. Traffic signal change algorithm is so aggravating that pedestrians simply ignore the signaling and proceed based on their own perception of risk.

## **28. Continue the implementation and expansion of Technology Initiatives Driving Excellence (TIDE) for RTS – Ongoing**

The evidence is overwhelming that the main reason "choice riders" avoid RTS is that our bus service has long bus to bus "headway" times and confusing routes. Adding vehicle location capabilities may be useful in infrequently services areas, but there is absolutely no evidence that it will increase the use of RTS by "choice riders". If RTS wants to attract a more diverse ridership then RTS needs to identify key bus routes and start running buses every 10 minutes or so.

## **36. Ensure that public transportation facilities are accessible to all users – Immediate**

(3) Sidewalks and bicycle trails are part of our transportation infrastructure. The LRTP should recommend that all municipalities fully clear sidewalks and trails, just as they currently clear roads.

*Recommendation has been clarified to note that rules for snow removal across municipalities vary.*

## **37. Preserve existing rights-of-way for future transportation uses that may be needed – Ongoing**

Rights of way should be preserved for long-term transportation use and interim use plans should be developed for these corridors/properties for near-term use.

## **39. Promote use of the Greater Rochester Regional Commuter Choice Program (Roceasyride) to provide up-to-date, consolidated information on transportation options and allow for comparative assessment - Ongoing –**

Self-evaluate Roceasyride to make sure that it is meeting the needs of current and potential users, how could it be improved, and could another app replace this now or in the future (don't lock ourselves in to one option)

Drop the struggling ROC Easy Ride program. Instead partner with existing ridesharing services, as APTA has.

## **40. Integrate the Greater Rochester Regional Commuter Choice Program (Roceasyride) with the 511NY Program – Near-Term/Medium-Term**

The 511 app is cumbersome and doesn't work. Focus on developing new apps to meet the public's needs.

## **42. Improve or install wayfinding signage in business, cultural, and other unique districts as well as in interregional travel facilities – Near-term/Mid-Term –**

Supportive. Support wayfinding signage for and along multi-use trails. Include estimated travel time for people walking and riding bicycles. People are often unaware of how close things are by foot and how easy it is to get to them.

Wayfinding should be multi-modal; bicyclists, pedestrians, and drivers all have different needs.

*Recommendation revised to state that wayfinding signage should be multi-modal.*

#### **43. Implement electronic parking guidance systems – Medium-Term/Long-Term**

Determine the priority of electronic parking guidance systems. Consider linking electronic parking guidance with electronic payment options for greater simplicity and convenience.

#### **46. Expand and increase the connectivity of the region's multi-use trail system per the Regional Trails Initiative – Ongoing**

Supportive. Emphasis should be given to completing the Genesee Riverway Trail through downtown.

#### **47. Increase the availability of sidewalks along federal-aid eligible highways in major need places (see Exhibit 33) to expand connectivity and access for pedestrians – Ongoing**

This may only make sense in high density areas such as the City of Rochester and town centers. There's little point in investing in a sidewalk on a country road where you have to walk ten miles to get to the nearest destination.

Winter maintenance is critical to year-round bicycle/pedestrian travel. We need to find cost-effective ways to handle snow removal.

#### **48. Promote safe routes to school (SRTS) programs and the availability of technical resources to implement them – Ongoing**

Excellent.

#### **49. Ensure that all fixed route buses can accommodate bicycles.**

(2) The current two bicycle limit is not enough, considering expanding the number of bicycles an RTS can carry.

*Recommendation updated noting that RTS should look beyond the current two bicycle limit when replacing bicycle racks.*

#### **50. Increase the amount of bicycle parking in key places throughout the Region (specifically Urban Cores, Employment Centers, Retail, and Higher Education locations) - Near-Term/Medium-Term**

Supportive. The RTS transit center doesn't appear to have any bicycle parking.

**51. Assist in the implementation of a regional bike sharing program to expand access to bicycles without requiring ownership - Immediate/Near-Term**

Supportive. To be effective a bike sharing program is often most effective when used in conjunction with a ridership oriented public transportation network. RTS should adopt a more ridership oriented approach along major corridors for bike sharing to be successful.

**52. Increase the frequency of fixed-route public transportation services as customer demand dictates – NearTerm/Medium-Term**

"As customer demand dictates" makes this weak. This proposal seems to be touching on the idea of developing *transportation corridors* that link destinations, employment, and residences through increased headways.

**53. Construct satellite transit facilities in the City of Rochester and assess their feasibility in Mature and Recent/Emerging Suburbs – Near-Term/Medium-Term**

Construction of satellite transit facilities should be coupled with planning for transportation corridors with more frequent service to attract "choice riders".

**55. Explore opportunities to provide service directly to Mount Hope Station from areas with high concentrations of customers, including express service to and from the Downtown Transit Center – Immediate/Near-Term**

**56. Explore opportunities to provide bus shelters with enhanced passenger amenities that serve large trip generators – Medium-Term**

[Addresses 55. & 56.] Consider the UR/Collegetown area and other centers of economic activity as an integral part of one or more transportation corridors, the planning for the corridors needs to be much more explicit coupled with increased headways.

**59. Explore the feasibility of High-Capacity Transit (HCT) to serve the urban core and surrounding suburbs – Long-Term**

(3) Need to study/plan for HCT now and implement over the mid to long-term.

**61. Assess the feasibility of a regional car sharing program to expand access to automobiles without requiring ownership - Immediate/Near-Term**

Without increased headways a car sharing program will not succeed.

We do not need to study this – we need to support current (Zipcar) and potential future car share service providers.

**62. Increase the number of Truck Stop Electrification (TSE) facilities to reduce idling emissions – Immediate/Near-term**

Supportive.

### **63. NYS Route 390/I-490 Interchange/Lyell Avenue Interchange**

Discouraged that this is supported. Increasing capacity of the interchange will induce demand. Improvements at the intersection should be limited to repairs, replacement, and safety enhancements that do not increase capacity.

### **64. Western New York Science and Technology Advanced Manufacturing Park (STAMP) - Infrastructure and Transportation Improvements**

Discouraged that this is supported. The long-term cost of the STAMP site (i.e., new housing, maintaining infrastructure) needs to be assessed.

If the plan supports STAMP consider creating a New Recommendation under Illustrative Projects to support infrastructure development at and around Eastman Business Park.

*New Recommendation added:*

#### ***Support Transportation and Infrastructure Improvements surrounding Eastman Business Park***

*Supporting the revitalization of Eastman Business Park has remained the FLREDC's highest priority since the inception of the council and firmly supports Rochester's past and present as an industrial center. The Eastman Business Park, currently home to Kodak and a number of technology firms, is located in the City of Rochester. It is a 1,250 acre industrial park with on-site generation capability for utilities, including a 125 megawatt electric power station, and a wastewater treatment facility. The park also includes 17 miles of railroad track. The NYS Route 390/I-490 Interchange/Lyell Avenue Interchange (recommendation #64) supports the development of Eastman Business Park by alleviating bottlenecks associated with accessing the site. Additional required infrastructure and transportation system improvements should continue to be supported to redevelop the site.*

### **65. Establish a Center City Circulator Service to serve daily commuters, visitors, and tourists**

Supportive. Why is no time frame given?

*Provided further explanation in the Illustrative narrative as to why timeframes are not shown for Illustrative recommendations.*



## City of Rochester

Department of Environmental Services  
City Hall Room 300B, 30 Church Street  
Rochester, New York 14614-1290  
www.cityofrochester.gov

Bureau of Architecture  
and Engineering

April 22, 2016

James Stack, Executive Director  
Genesee Transportation Council  
50 W. Main Street, Suite 8112  
Rochester, NY 14614-1227

RE: Additional LRTP 2040 Modification

Dear Mr. Stack:

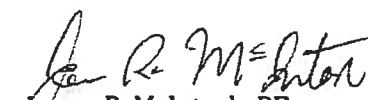
Thank you for your consideration of the City's comments on the *Draft Long Range Transportation Plan for the Genesee-Finger Lakes Region 2040 (LRTP 2040)*. We are pleased to see that many of our comments were incorporated in the draft that is being presented for Planning Committee recommendation to the GTC Board in May. Unfortunately, we identified one additional desired modification that we failed to raise prior to the final draft document being mailed to Committee members earlier this month.

As you may know, the Finger Lakes Regional Economic Development Council (FLREDC) references the City's Inner Loop North Transformation Feasibility Study as a Full Implementation Initiative in *Finger Lakes Forward* – the FLREDC's successful Upstate Revitalization Initiative (URI) plan. The City intends to secure funding through the URI, or another source, to conduct a thorough alternatives analysis and associated benefit/cost analysis for highway removal and/or other strategies to reduce the negative impact of the Inner Loop Expressway on the north side of Downtown Rochester and surrounding neighborhoods.

The project area extends from the new terminus of the Inner Loop at North Union Street north and west to St. Paul Street. These analyses will result in a Scoping document for a project or series of projects that will be advanced to design and construction in the future. The City respectfully requests that the Inner Loop North Transformation Feasibility Study be referenced in the *LRTP 2040*, as either a "representative project" or an "illustrative project." Such a reference would strengthen the City's position for future state and federal funding and assist the region in achieving its vision for the Downtown Innovation Zone.

If you have any questions regarding the requested LRTP modification, please do not hesitate to contact me or Erik Frisch of my staff.

Sincerely,



James R. McIntosh, PE  
City Engineer

cc: E. Frisch

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