

Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050

Appendix A: Summary of Public Comments Received



The following Appendix contains a summary of all public comments received during the three public engagement phases during the development of the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2050* (LRTP 2050). The three public engagement rounds gathered input through virtual and in-person public meetings, surveys, direct contact, and text-messaging, telephone, and via email.

Three rounds of public engagement were conducted beginning in the summer of 2025 and ending in the spring of 2026. A summary of each round is included below.

Round One

The first round of public engagement focused on reaching as many people as possible to understand the challenges facing the region. In coordination with the Genesee Finger Lakes Planning Council, the Genesee Transportation Council hosted a series of listening sessions throughout the region, receiving thoughtful comments and discussion on all aspects of the transportation system. These listening sessions were hosted both in person and online at different locations in the region's planning area. This section has been condensed into a series of charts, and highlights, which cover the scope of the public engagement effort.

Comments received during the ten listening sessions reflect the concerns of urban, village, and rural communities across the region. Residents, local officials, service providers, disability advocates, and county and town staff all contributed their thoughts, concerns, and hopes for the region's transportation network. Some of the key topics we heard included concerns with rural transportation access, senior and disability access, and multi-modal transportation infrastructure support.

A survey was conducted online concurrently with the listening sessions which allowed for analysis of common trends within the transportation system. The survey was available digitally on GTC's Community Engagement Hub and in print, throughout the summer and fall of 2025. Survey results are included below.

Round Two

The second round of public engagement was directed at receiving feedback on the recommendations section of the LRTP. This round began in January of 2026 and ended in March of the same year. This section was generated in part by the feedback we received from the first round of the public engagement period. While comments received on this section were limited, hundreds of page views indicated significant interest in this stage of the process.

Two events were held discussing the recommendations, one in person, and the other virtual. Summaries of input related to each topic area was published online with opportunities to submit further input by responding to digital engagement questions, or open-ended general comments. The survey results are included below.

Round Three

The full draft LRTP 2050 was made available from April 9th through May 12th. The GTC utilized PublicInput.com as the platform for conducting this outreach, with the website hosting the full draft document and providing a space for comments. Exceeding federal

requirements, public notice was given to interested parties, and previous survey participants and interested citizens. Four comments were received during the public review period, and two additional comments were made beyond the review period that were incorporated as well.

If you have any questions regarding the public review process for the LRTP 2050, please contact June McIlquham, Senior Transportation Planner, at jmcilquham@gtcmpo.org or call (585) 252-1268.

GTC Long Range Transportation Plan 2050

Community Engagement Report May 14, 2026

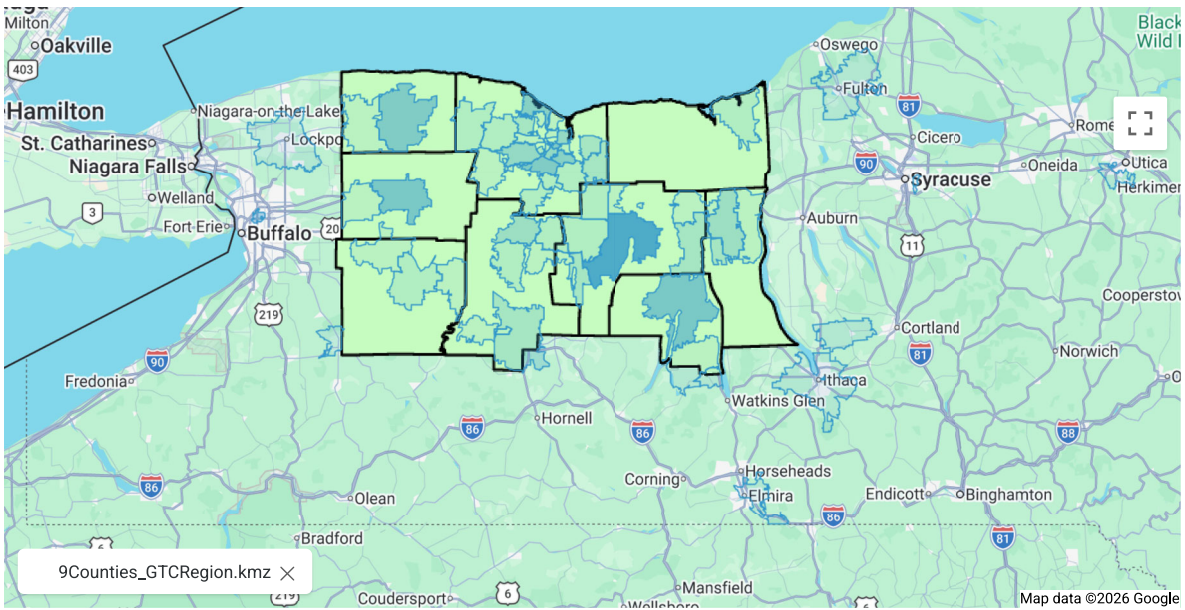
Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
5,054	161	1,993	257	254

All participants

Filtered by Date

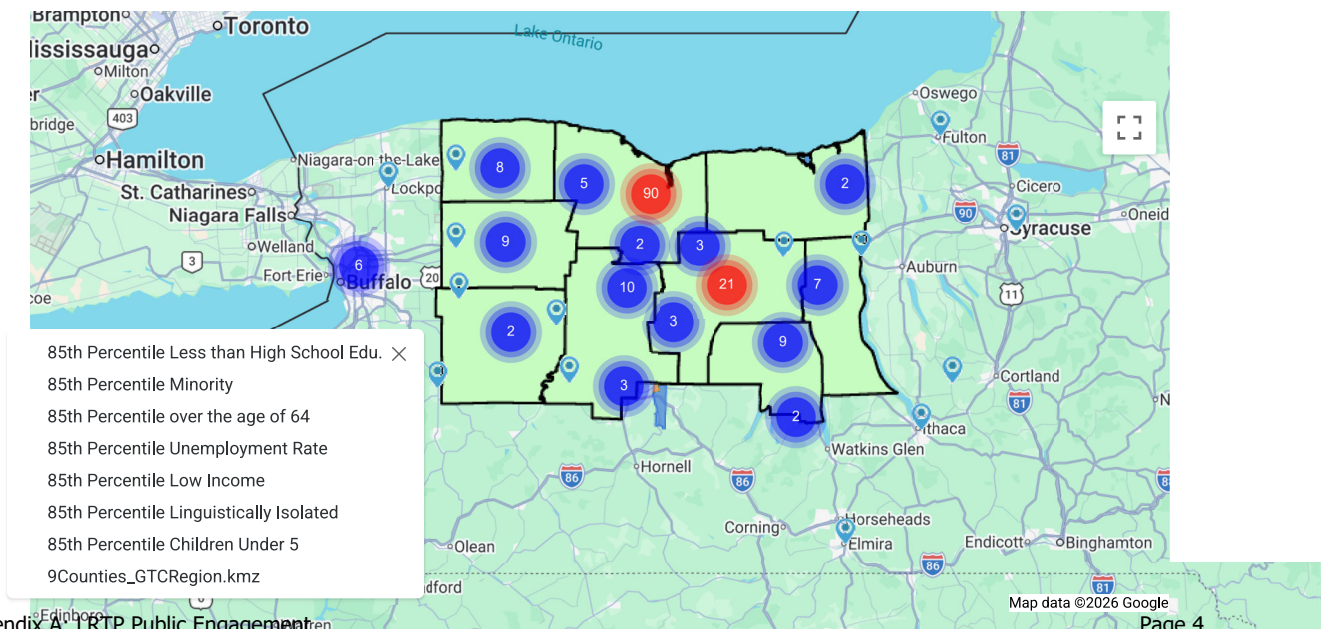
Participant Zip Code Map



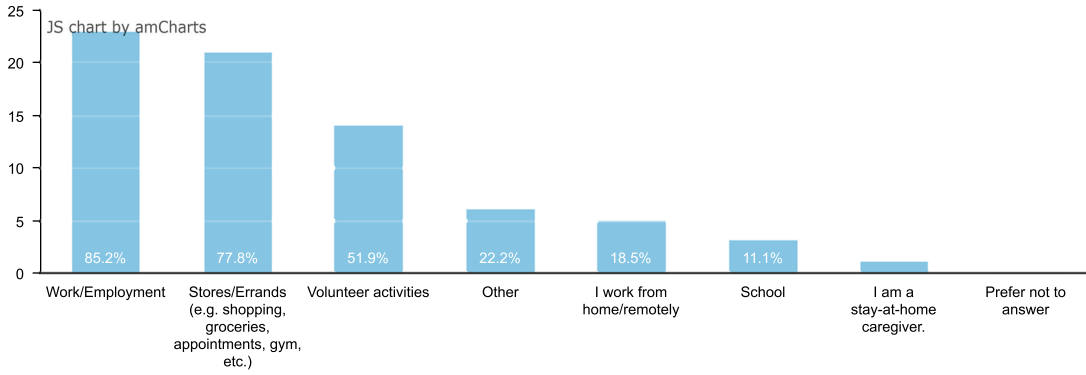
All participants

All participants ▾ All Time ▾

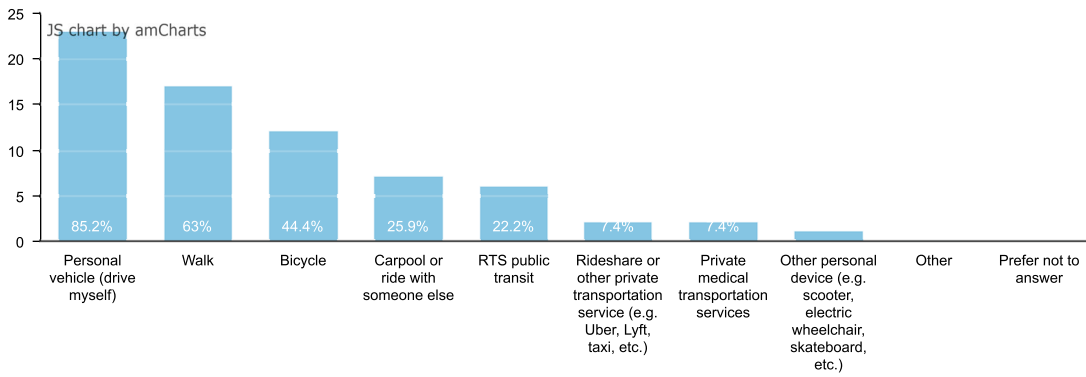
GTC Long Range Transportation Plan 2050 Participant Locations



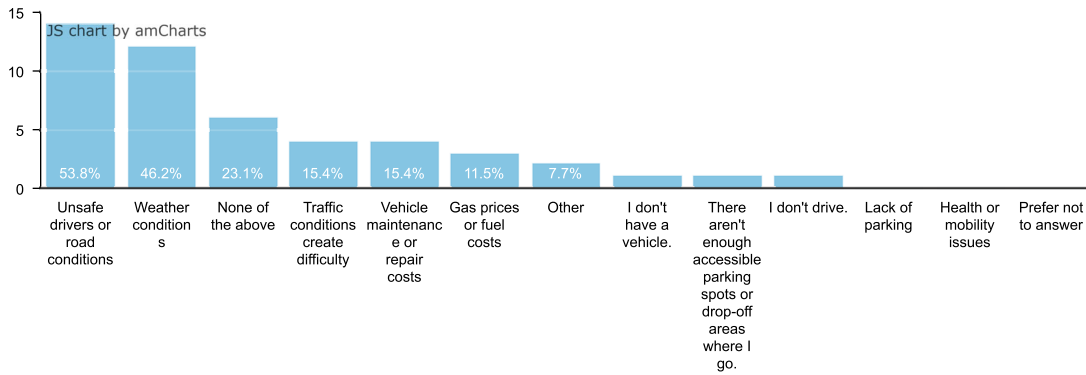
Which of the following places do you typically travel to? Select all that apply.



Which transportation modes do you use on a regular basis for most of your trips? Select all that apply.



Which of the following makes driving difficult or stressful for you? Select all that apply.

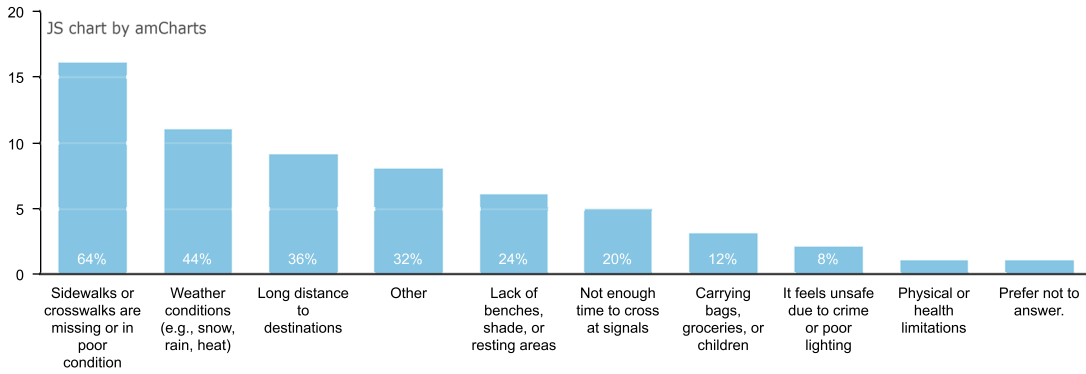


Poll Questions 'Other' Responses:

other drivers

7/17/2025

Which of the following makes walking difficult or stressful for you? Select all that apply.



Poll Questions 'Other' Responses:

none of the above

10/8/2025

Busy roads where cars are too fast. Fear of crossing with lack of safe crossing sections

10/3/2025

Having kids makes it so I don't necessarily have the time for alternate modes of travel besides driving

8/15/2025

Not enough lawn between sidewalk and road

7/18/2025

Snow -> ice not cleared from city sidewalks by city / residents.

7/17/2025

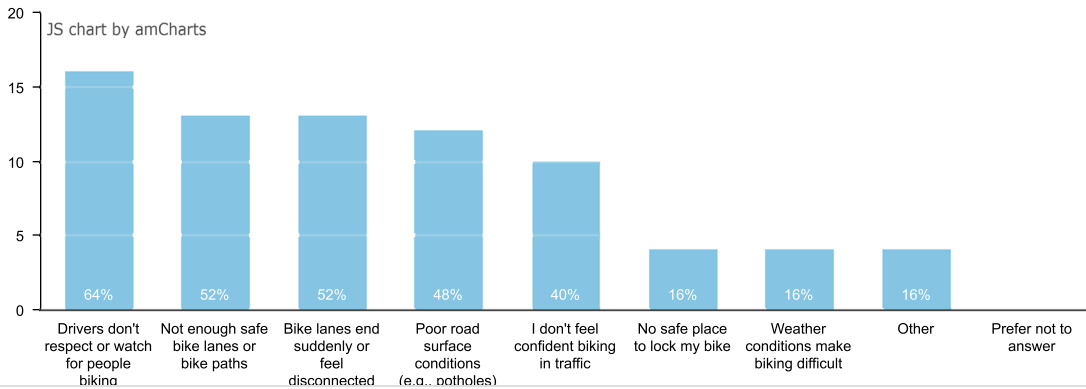
City sidewalks not cleared over code.

7/17/2025

Most infrastructure is built to prioritize cars over people.

7/10/2025

Which of the following makes bicycling difficult or stressful for you? Select all that apply.



Poll Questions 'Other' Responses:

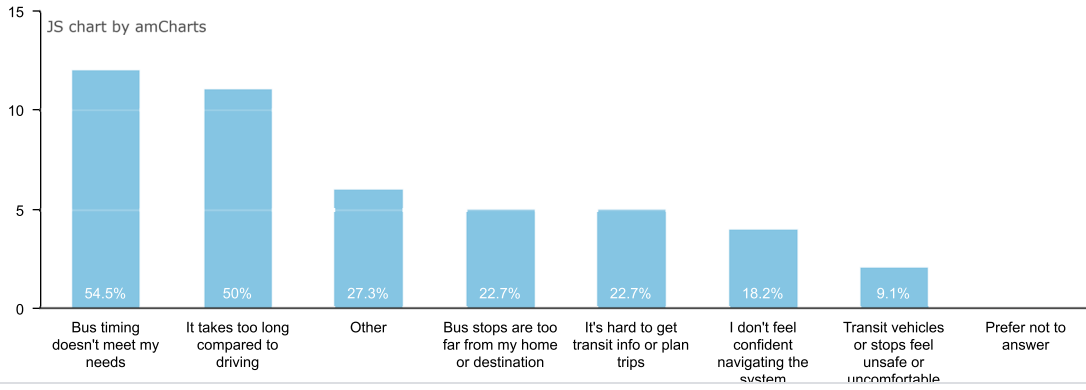
n/a

10/8/2025

Not enough dedicated cycle infrastructure that is safe and comfortable for users of all ages and abilities.

7/10/2025

Which of the following make riding transit difficult or stressful for you?
Select all that apply.



Poll Questions 'Other' Responses:

n/a

10/8/2025

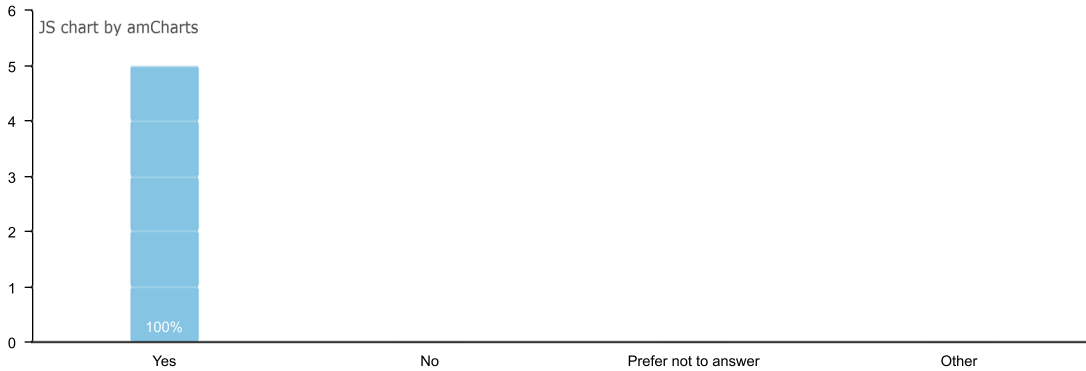
Hub and spoke model and bad headways make transit inconvenient and slow. We need a better network with 10 minutes frequencies and BRT.

7/10/2025

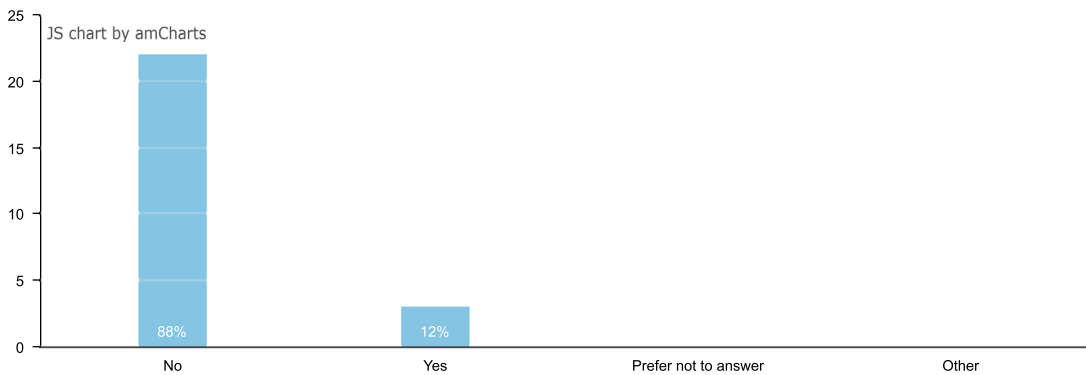
Hub and spoke model combined with bad headways make in inconvenienet to get almost anywhere. We 10 minute frequencies and BRT

7/10/2025

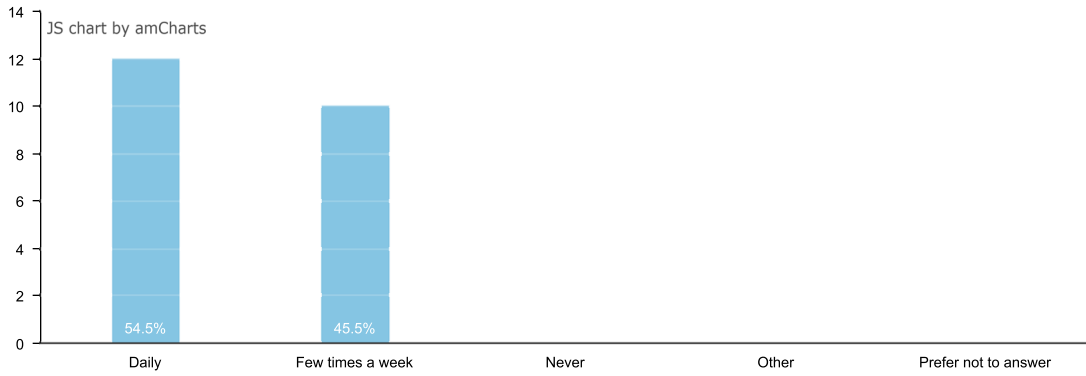
Would you say your commute to work and/or school is reliable?



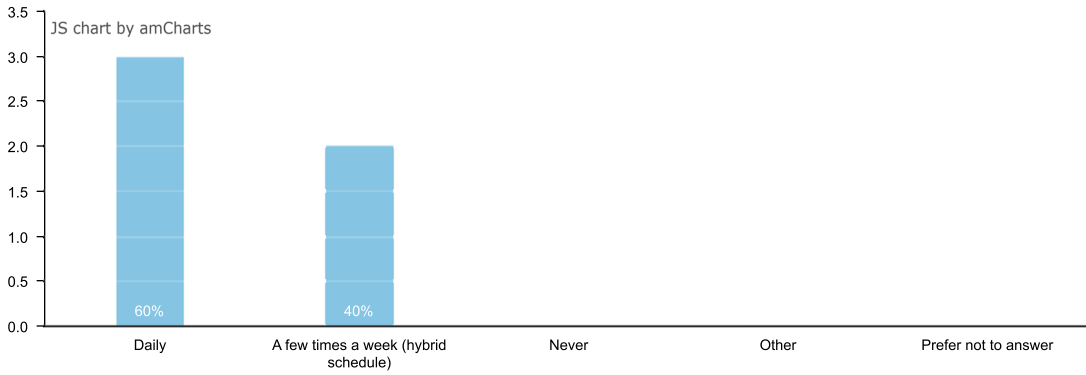
Do you or someone in your household have a disability that affects how you travel or use transportation services?



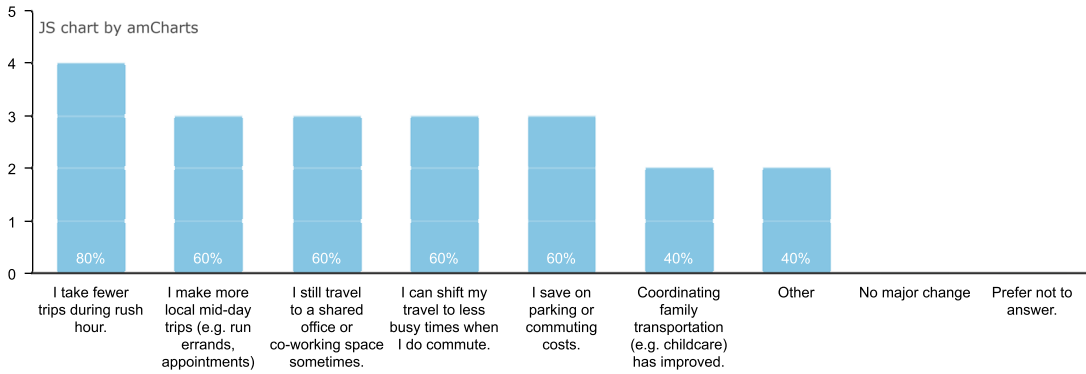
How often do you commute to a workplace or school (outside the home)?



How often do you work from home/remotely?



How has working from home changed your transportation needs? Select all that apply.

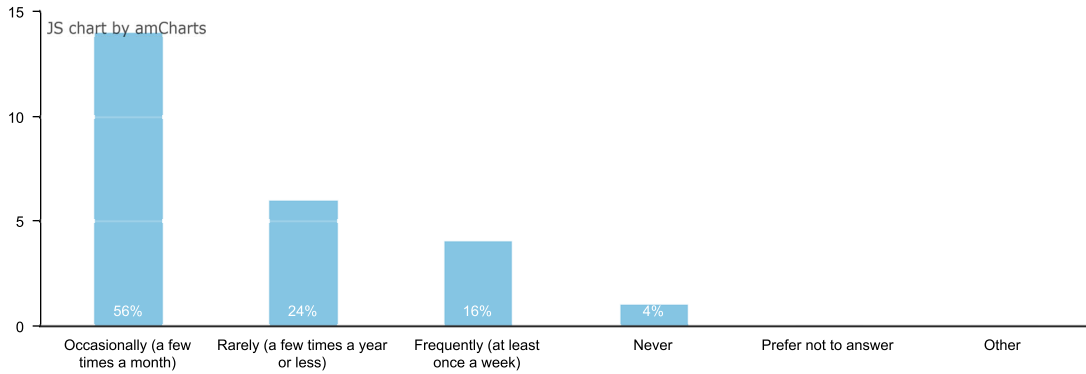


Poll Questions 'Other' Responses:

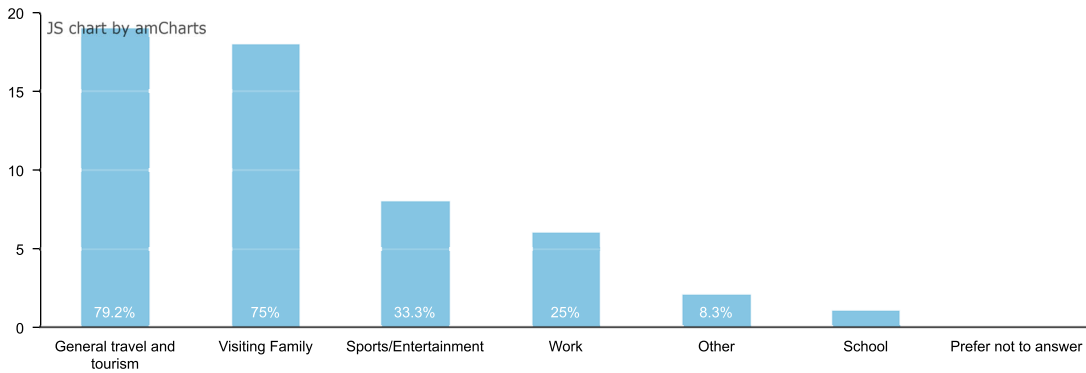
My partner and i can comfortably share a car

10/3/2025

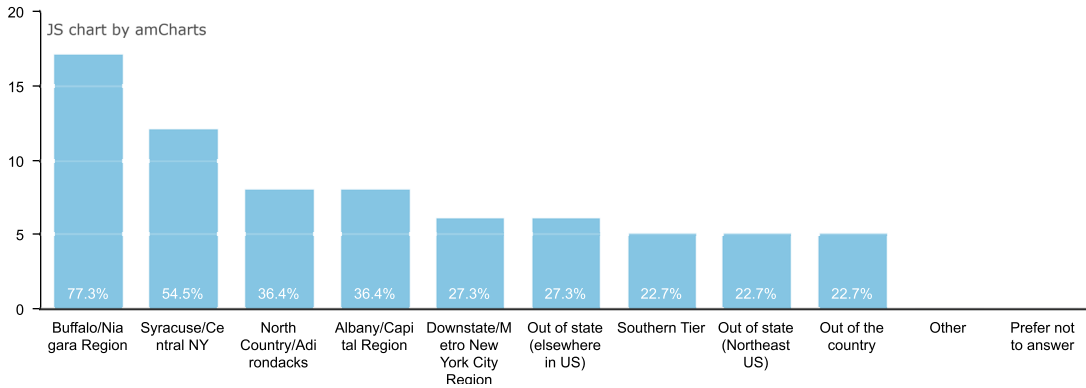
How often do you travel outside the nine-county Genesee/Finger Lakes region?



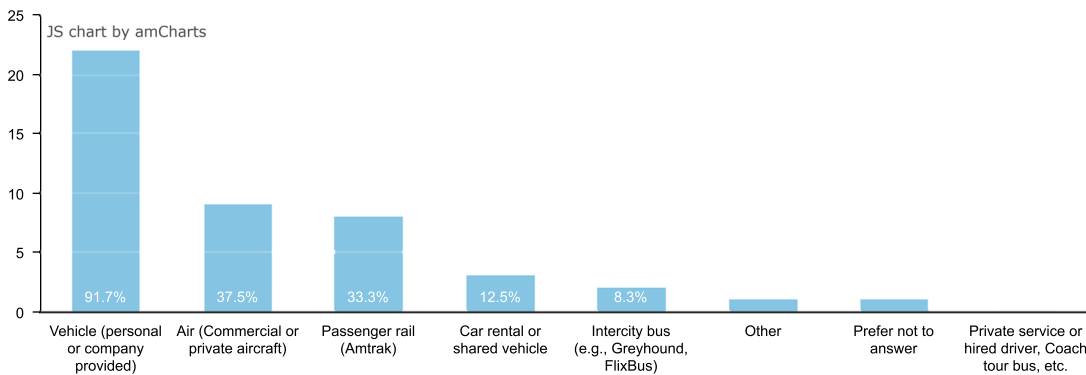
Generally, what is the purpose of your trip outside the Region?



Typically, when you travel outside the region where are your common destinations? Select all that apply.



What modes of transportation do you typically use for trips outside the region?



Poll Questions 'Other' Responses:

My aunt does the driving.

10/20/2025

All participants

All participants

All Time

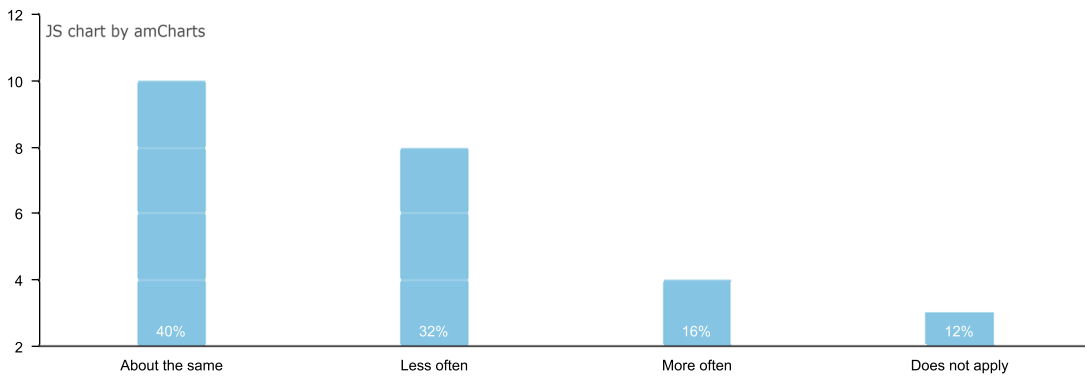
Compared to five years ago, how have your travel habits changed? Click the circle in each row indicating if you do each activity more, less, the same or if it doesn't not apply. Type any other changes in the comment box.

Driving	16% More often	44% About the same	28% Less often	12% Does not apply
Driving distance	16% More often	40% About the same	32% Less often	12% Does not apply
Trip chaining, combining multiple short trips into one	28% More often	52% About the same	8% Less often	12% Does not apply
Walking/biking as a mode of transportation	24% More often	36% About the same	28% Less often	12% Does not apply
Take public transit	20% More often	28% About the same	16% Less often	36% Does not apply
Mindfulness of transportation costs	31% More often	54% About the same	12% Less often	4% Does not apply

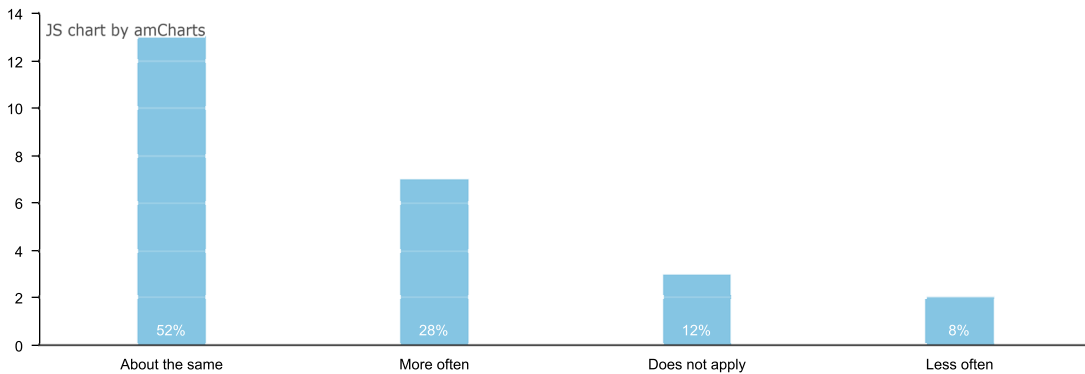
Closed to responses

26 responses

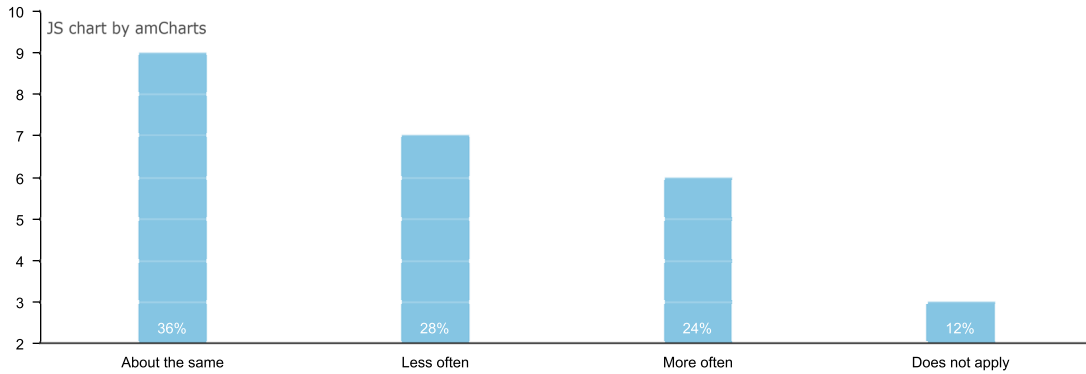
Driving distance



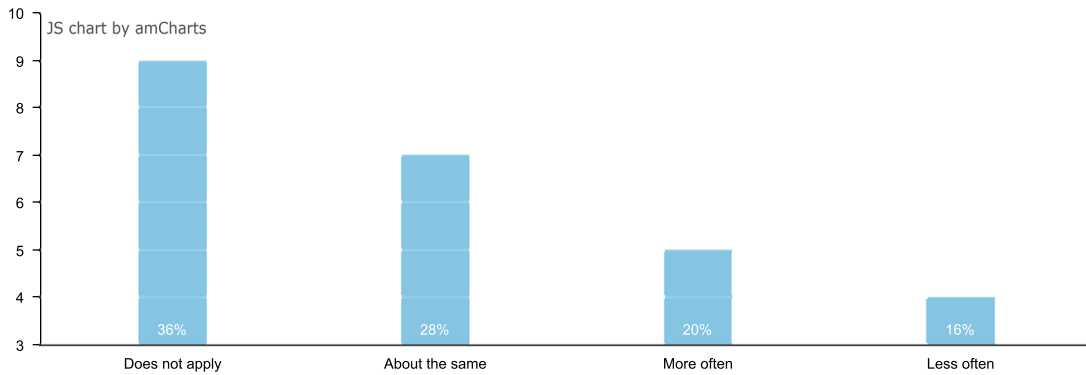
Trip chaining, combining multiple short trips into one



Walking/biking as a mode of transportation



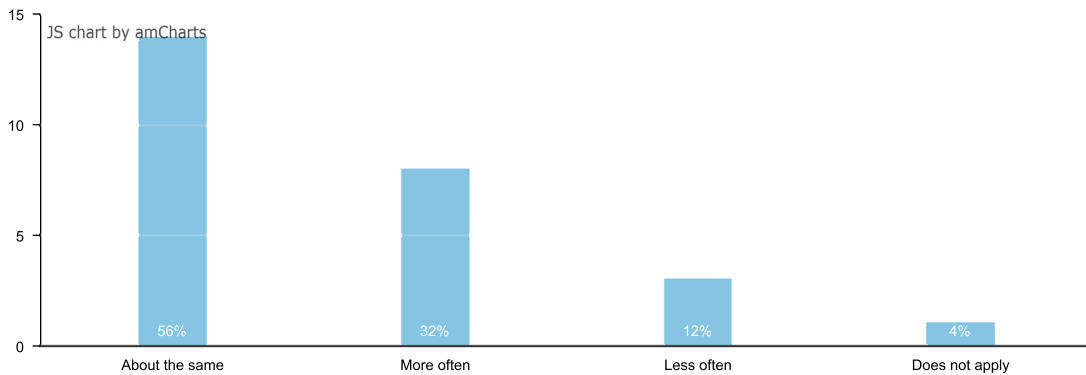
Take public transit



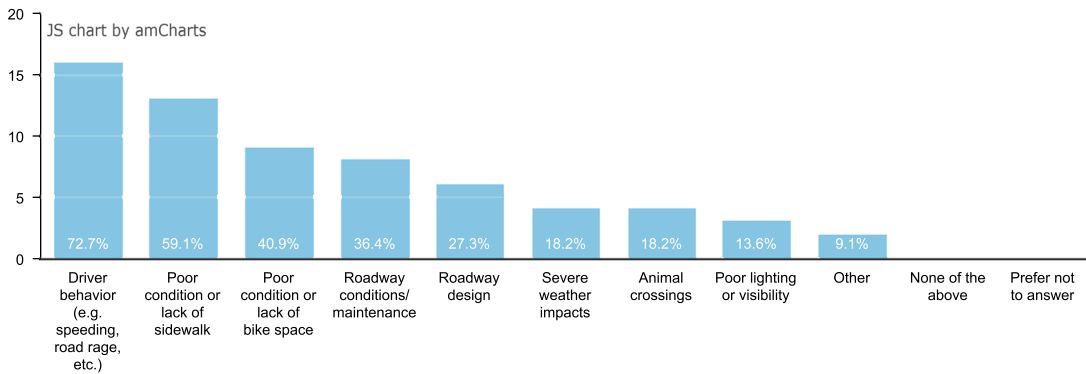
All participants

All participants ▾ All Time ▾

Mindfulness of transportation costs



Which of the following are your greatest safety concerns about the regional transportation system? Select all that apply.

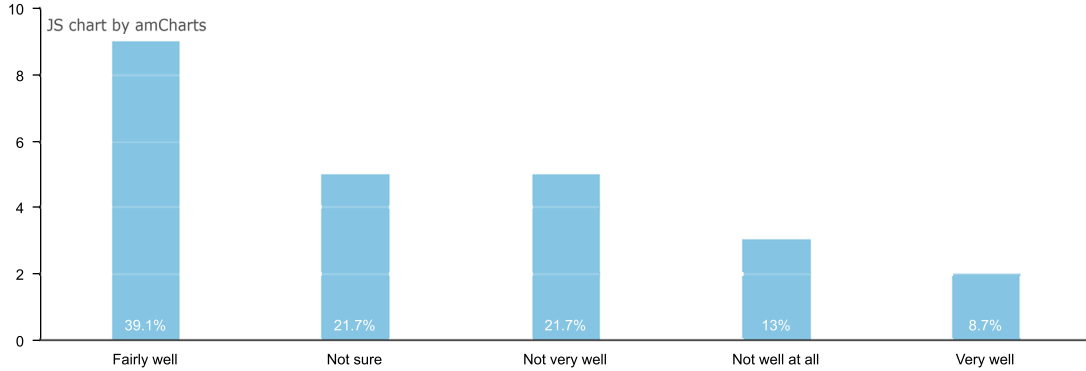


Poll Questions 'Other' Responses:

Lack of availability/location limits

10/8/2025

How well do you think the transportation system can handle things like storms, emergencies, or unexpected problems? Add any additional thoughts in the comment box.



-

10/8/2025

most of the bus stops around the county are deplorable. Needing to wait on a stretch of lawn next to a sign post is unfriendly and unsafe. These bus stops typically get plowed in during the winter and never cleared out. They need to at least be a hard surface of concrete, with RTS and local town cooperation for maintenance, especially snow removal.

9/19/2025

In severe weather, especially heavy snowfall, the region's road maintenance crews seem to be able to adequately salt and plow vehicle lanes. However, bike lanes and sidewalks are not prioritized, making it difficult to bike, walk, or even take the bus (due to poorly cleared bus stops) in winter. Further, the current system of sidewalk clearing falling to individual property owners rather than a municipality's public works/highway department creates an incomplete and unsafe network for walking or navigating by wheelchair in snowy times. Also, in times of heavy rainfall it seems our storm sewer system struggles to divert water away from the roads fast enough in many key spots such as railroad underpasses.

8/17/2025

Most of our roads and facilities were designed and built during a period of dryness. Extreme weather events were not planned for and were rare. Not only has that trend changed, but it is also heightened.

8/15/2025

MILL AND PAVE STATE ROUTE 332 THROUGH MAIN STREET OF CANANDAIGUA

7/24/2025

7/18/2025

I've noticed drainage is not always maintained and can lead to road and sidewalk flooding.

7/18/2025

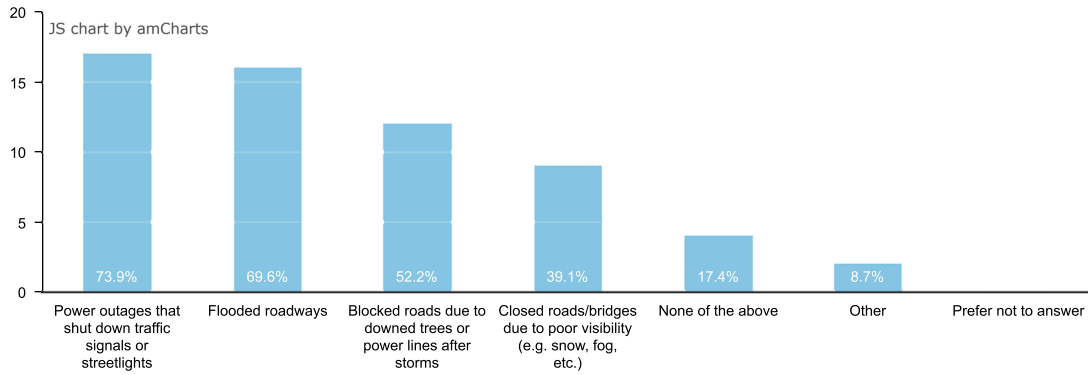
Flooding threat severity is increasing and increasing unpredictable.

7/17/2025

No comment

7/8/2025

In the past few years, which of the following have you experienced due to severe weather events in our region? Select all that apply.



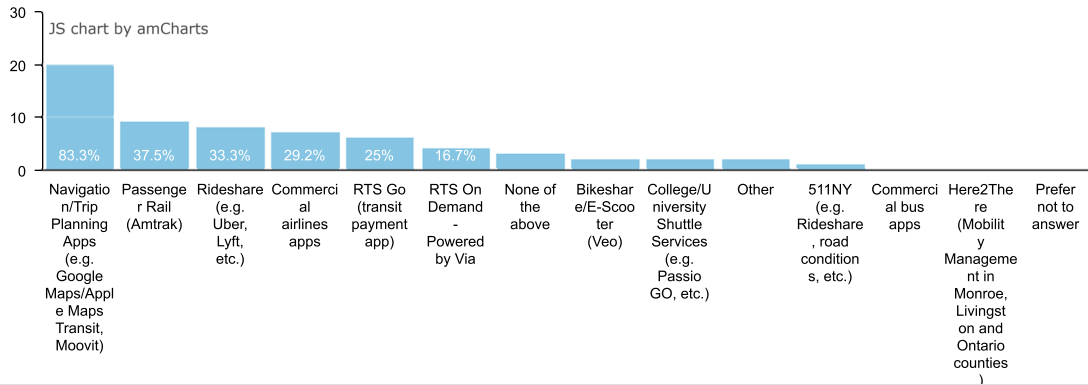
Poll Questions 'Other' Responses:

- 10/8/2025
- Impassable sidewalks and bike lanes and inaccessible bus stops all due to uncleared snow
8/17/2025
- Impassable sidewalks and bike lanes
8/17/2025

All participants

All participants ▾ All Time ▾

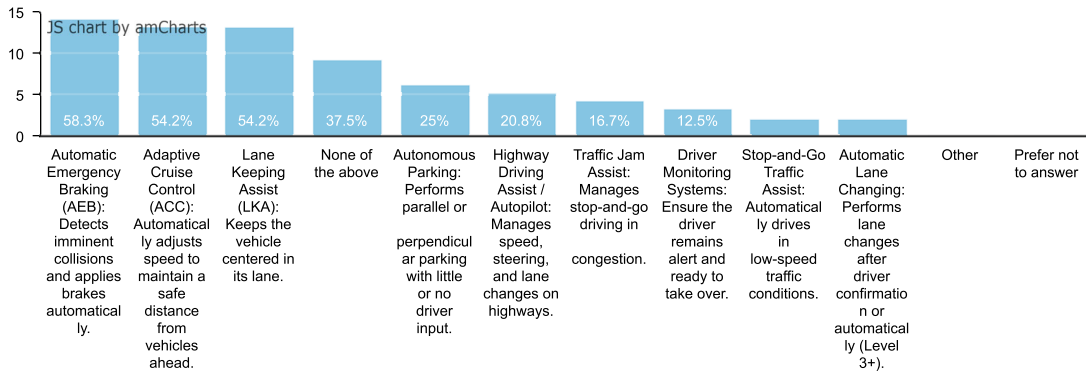
Which transportation-related tech services or apps do you use? Select all that apply.



Poll Questions 'Other' Responses:

- google maps
10/3/2025
- RTS Access app
7/10/2025

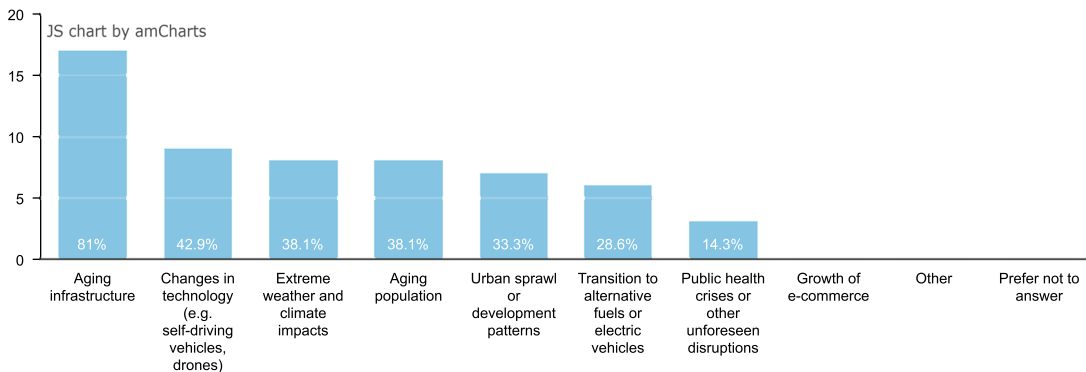
Many new vehicles include advanced or semi-autonomous driving features. Which of the following are you familiar with? Select all that apply.



In general, how do you feel about emerging transportation technologies such as self-driving cars, delivery drones, and smart traffic systems, etc.?) Share any additional comments.

- 10/8/2025
- These systems will only exacerbate our problems. Personal vehicles that disconnect us from neighbors, other road users, and the distances we travel have accelerated a coarsening of society for the worse. We need fewer smart systems and better infrastructure and land uses so people can spend less time traveling.
8/15/2025
- I have a concern regarding adoption gap of self driving vehicles and safety concerns
8/15/2025
- MILL AND PAVE STATE ROUTE 332 THROUGH MAIN STREET OF CANANDAIGUA
7/24/2025
- 7/18/2025
- Self driving cars do not change the basic problem which is that private motor vehicle dependency is bad for our health, safety, and environment and does not work well in urbanized areas because of basic geometry (1 person in a car takes up the same amount of space in the public right of way as 8-12 on bikes or 16-24 on foot).
7/10/2025
- Na
7/8/2025

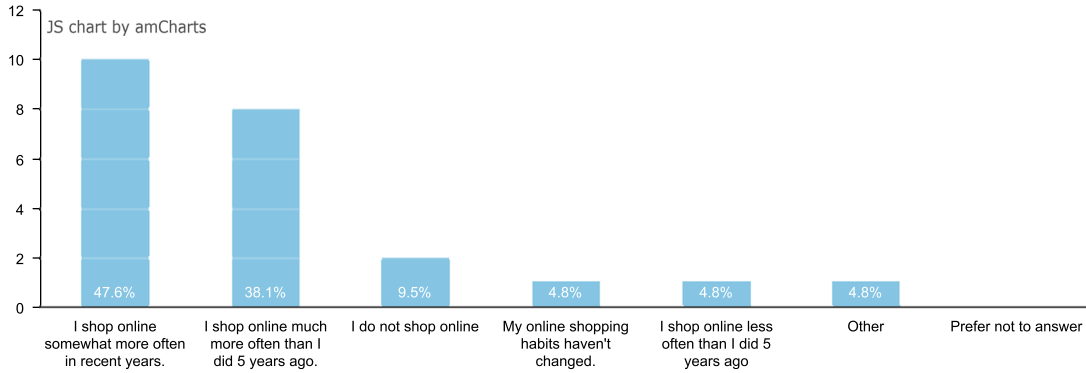
Which factors do you think will most impact our region's transportation in the next 20–25 years? Select up to 3.



All participants

All participants | All Time

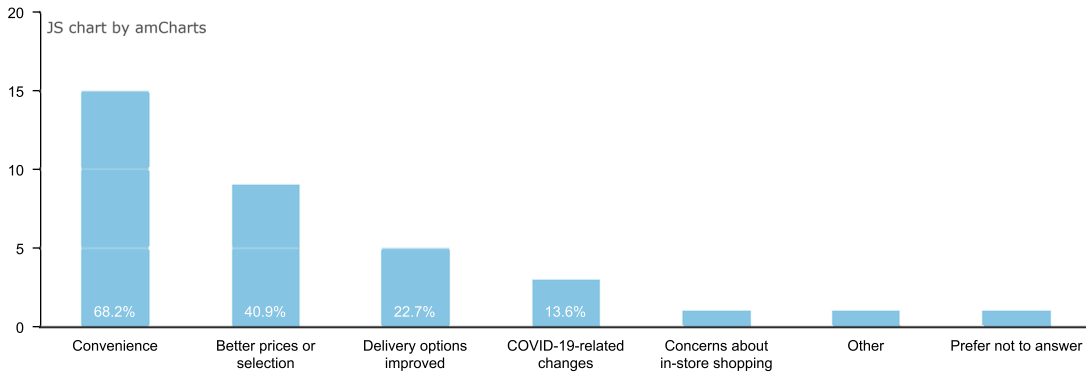
How has your use of online shopping changed in the past five years? Select all that apply.



All participants

All participants | All Time

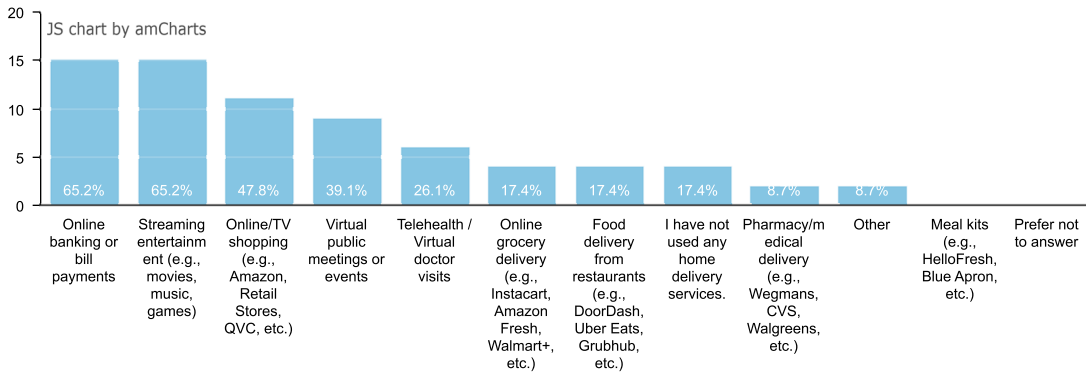
What are the main reasons for changes in your shopping habits? Select all that apply.



All participants

All participants | All Time

Which of the following services or activities do you regularly access from home instead of traveling to a location? Select all that apply.

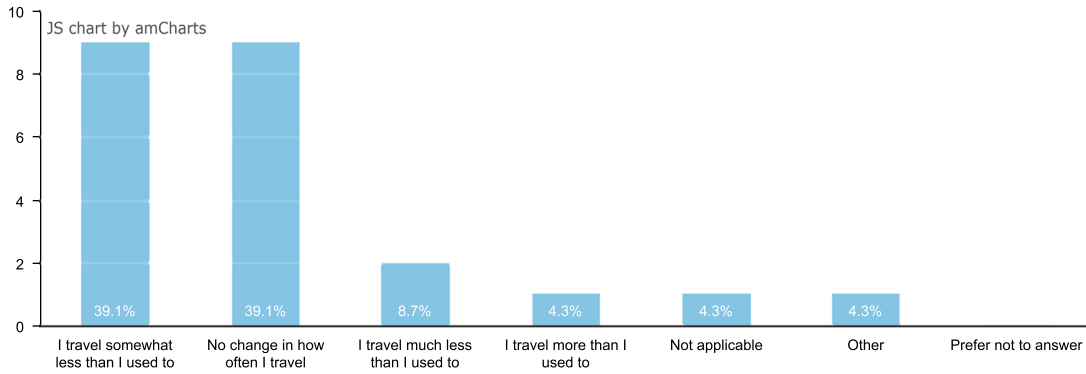


Poll Questions 'Other' Responses:

Education, work meetings

8/17/2025

How have services you access from home (like online shopping, telehealth, or remote work) affected how often you travel?



All participants

All participants ▾ All Time ▾

Please share any ideas, priorities, or concerns you have about long range transportation planning in our region.

I would really love for our transit to be very similar to our European contemporaries.

10/20/2025

Instead of large buses that can seat 30, but only carry 2-5 at a time, RTS Livingston should use more mini-vans that offer more times (ie M, T, W, Th, F, and the Weekends from 6am to 11pm) to accommodate for varying customer's work schedules

10/8/2025

Focus on road diets and safe pedestrian crossing in urban centers, focus on safe bike routes for regional movement, BRT in downtown rochester, FREE public transportation

10/3/2025

We need to plan smarter for better bus utilization, pedestrian friendliness, bike safety and access, more universal accessibility.

9/19/2025

The infrequency and lack of flexibility of the bus routes in Orleans County make it difficult to take advantage of this important service.

9/17/2025

We seem to be making steady progress towards better biking infrastructure in the region. However, I have great concern about the ever-constricting public transit system. If we are to be a welcoming and viable region for seniors, disabled individuals, young people who are not yet old enough to drive but old enough to go places without parents, those without resources to own and maintain a personal vehicle, etc., then we need a more robust transit system. The current system has improved somewhat from the former exclusively hub-and-spoke route map to more interconnected, multidirectional coverage, but it still is nowhere near expansive enough or frequent enough to make it a mobility option of choice rather than an option of last resort.

8/17/2025

Am I done? There is no checkbox or anything?

8/15/2025

There is a boom in e-bike use. This ranges from not too dissimilar models of class 1 bikes to class three bikes which are more akin to electric motorcycles than analog pedal bikes. This creates confusion based on one bad experience and lumping all users into one group. The problem isn't e-bikes of varying capabilities; the problem is lack of space and infrastructure for different users groups. We need adequate space for buses, cars, class 2 and 3 ebikes, and class 1 ebikes and analog bikes. Bike users ride on sidewalks because they don't feel safe around cars and know that drivers will go unpunished in the event of a collision resulting in harm to a pedestrian or cyclist. Much like we can't find the progress of time, we can't fight the progress of e-mobility. Instead, we need to embrace it and create spaces for a variety of users.

8/15/2025

My main concerns is the general reliance on personal cars in the Rochester region and the inadequate and unequal distribution of public transportation

8/15/2025

Public education campaign on pedestrians properly using crosswalks

7/24/2025

MILL AND PAVE STATE ROUTE 332 THROUGH MAIN STREET OF CANANDAIGUA

7/24/2025

7/18/2025

N/a

7/17/2025

We need to plan and build infrastructure for the mode share and priorities we want to see, not for what we have right now. The safety and convenience of vulnerable road users should be prioritized over vehicle level of service. We should be investing in rail based transit (Metro, LRT, Trams, Regional Rail) and better bus infrastructure (shelters, real time arrival screens, transit signal priority, BRT) rather than building and widening roads for cars. Suburban sprawl needs to end because it is dangerous and not financially sustainable. Areas should be either urban and dense or rural. Ultimately, anyone who wants to be able to live without owning a car should be able to do so safely, comfortably, and conveniently. That is a cultural shift that will happen overnight, and it is going to require both a carrot and a stick. We need to stop subsidizing private vehicle ownership and use immediately. Our climate and lives depend on it.

7/10/2025

GTC/GFLRPC - Transportation Listening Sessions

Project Engagement

VEIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
1,806	132	85	179	150

During the summer and fall of 2025, GTC with the support of Genesee Finger Lakes Regional Planning Council held a series of transportation listening sessions across the nine-county planning region. Sessions were held in a combination of in person and online formats. Various options were available for people to participate. Note: Many of the comments listed below were captured by project staff, summarized and manually entered into the system.

Comments: GTC/GFLRPC Transportation Listening Session In-Person (Ontario & Wayne)

“So if we give you all these recommendations, do you have— for example—what our communities are brought to, if we’re able to affect change?”

- Response:
- That's a great question. The Long Range Plan functions as our overarching strategic framework, but the real implementation happens in several stages:
 1. Annual Planning Work Program (Unified Planning Work Program - UPWP):
 - o Every year, we issue a call for projects where communities can apply for funding to support specific planning studies.
 - o These studies include corridor plans, active transportation plans (bike lanes, sidewalks, trails), small-area economic development studies, and more.
 - o For example, we recently completed a drainage and pedestrian improvement study in Lakeville (Livingston County) which helped secure funding for infrastructure improvements.
 2. Transportation Improvement Program (TIP):
 - o This is our federal capital program where funded projects are listed.
 - o The current cycle includes \$645 million in federal aid for projects valued at over \$1 billion total.
 - o Not every project qualifies—eligibility depends on a road's functional classification (e.g., arterials vs. local streets).
 3. Important Notes:
 - o These processes take time—this is not an overnight fix but a systemic, long-term approach.
 - o The transportation planning framework has evolved over more than 100 years, shaped by social, environmental, and economic factors.
 4. Our Role at GTC:
 - o We do not own, operate, or maintain transportation infrastructure.
 - o Instead, we act as a neutral convener and connector, bringing together agencies who do manage infrastructure (e.g., NYSDOT, counties, municipalities).
 - o While we don't "bring a checkbook," we fund planning studies that help communities become eligible for implementation funding from other sources.
 5. Why Planning Matters:
 - o Without a solid plan, it's nearly impossible to get a project funded and built.
 - o Planning builds the case for investment and helps the right agency move the project forward.

7/21/2025

Email Comments

Comments: GTC/GFLRPC - Transportation Listening Sessions - GLOW Works (Workforce Development Committee)

Share any comments you have about the overall transportation system in the Genesee/Finger Lakes Region of New York.

Native American Community Services; We have some workforce clients in the Rochester area who have transportation barriers and lack of transportation routes as some may live in rural areas.

10/8/2025

o In Orleans County, the limited transportation routes and schedule pose a large barrier for our clients we are trying to help with employment & training. Yes, we are very rural.

o We have at least one business in Orleans that purchased a bus so they can pick up workers to get to their facility, which is closer to the lake so quite a ways off the bus route. There are other businesses out that way, too, but have not gotten to the point of doing that, yet anyways.

o I can say that the folks at RTS Orleans are great to work with - very responsive and helpful as much as they can be

10/8/2025

o One of my customers recently said that the biggest challenges are: (1) Buses stop running by 4pm, which limits the time they can use it to get to work. (2) Buses run from Albion to Medina, but rarely to Holley. Having runs from Albion/Medina/Holley to Batavia would expand options for jobs. Additionally, many customers rely on e-bikes but winter is a challenge, and some customers cannot afford one.

10/8/2025

o One of my customers asked if there could be an arrangement with companies regarding transportation. For example, years ago, every summer there would be a bus pickup from Batavia bringing groups of people out to Darien Lake for each shift, bringing them to and from work. This helped Darien Lake fill staffing needs, and helped workers get to work reliably.

10/8/2025

o Rochester Regional would probably be very willing to work cooperatively on transportation needs, especially with the need for healthcare personnel.

10/8/2025

At the Career Center, she works with people ages 18 to 75 and the biggest barrier is consistent, reliable transportation for people to get to employment.

10/8/2025

noted that Edwards Vacuum in the STAMP complex talked about arranging/providing transportation for workers.

10/8/2025

Lack of interconnectedness

Wyoming Community Action and some communities have partners that create Transportation

Committees to provide some transportation services for clients.

Many people do not have drivers licenses, along with many who lost licenses as a consequence, or people can't afford vehicles.

10/8/2025

JP - Lives within the city. Primary destinations, attends MCC and Brighton for schools.

Wants to restore the light rail

Transit network doesn't cover much ground, lacks frequency, and even when it does show up, it's too slow to be practical

Land use in proximity to transportation

Increase frequency of buses on every route

6th runs every 30 minutes, want to see a 20 minute headway

Struggle to schedule their day around the bus

Transit app tracking is pretty decent

Consolidate stops to decrease lag time

Big fan of inner loop east and north leading to disconnect between the community

More transportation options between suburbs and downtown core

Sustainability and resiliency

Bike lanes are disconnected even if they are building a lot of lanes. Wanting to see more separated bike lanes. Visual and physical barriers between on street bike lanes and riders.

Stroads accommodate bike transportation

Transit signal priority

Minimize transfers, not much concern with a bus being late and missing a transfer, but it can happen to some people

Priority - Connectivity through the whole active and non-car centric transportation system. More focused on providing transportation for the community as a whole

10/2/2025

Buses don't go where she needs to go, and walking is often more viable than taking transit

More curb safety and more complete streets

Good work on intergovernmental cooperation, particularly with counties and municipalities with sidewalks and other key areas

10/2/2025

Access to Essential Services

Village of Lima lacks a grocery store; Dollar General is the only option and does not provide fresh produce.

Residents without cars or funds struggle to access food in adjacent communities.

Suggested idea: a weekly or occasional public transportation/shuttle service to nearby grocery stores to help residents meet basic needs

8/14/2025

Traffic Calming & Village Center Design

Example given: Geneseo's bear fountain slows traffic and adds historic character.

Lima's main crossroads (Routes 15A and 5&20) functions like a racetrack, with drivers speeding through the village.

Suggestion: install a central feature (e.g., monument, fountain, historic marker) in the village square to calm traffic and provide community identity.

Roundabouts considered but space constraints noted

8/14/2025

Dangerous Intersections & Safety

Intersection of Routes 5&20 with Bragg Street/Doran Road described as the most dangerous in Lima.

Offset side streets, poor sight distance due to a hill, and fast-moving traffic (65 mph downhill).

Residents avoid the intersection because of the risks.

State DOT solutions (signage, flashing lights, pavement markings) seen as inadequate.

Strong recommendation: cut down the hill to improve sight distance, even if it requires major investment and retaining walls

Corby Road/Heath Markham intersection on Route 15A also cited as unsafe.

Visual perception issue—cars approach faster than they appear.

Past idea of a roundabout discussed, though state's preference is to keep traffic moving on main corridors

8/14/2025

Speeding & Enforcement

Persistent speeding problems on both 15A and 5&20 through the village.

Speed limits are ignored (drivers enter village at 55+ mph despite 30 mph zones).

Lack of local police department means reliance on county/state police, with limited coverage.

Village considering permanent digital speed display signs to remind drivers to slow down

8/14/2025

Active Transportation & Connectivity

Interest in making Lima a more walkable community with more sidewalks and trails.

Ongoing effort to build a sidewalk connecting the village to the Monroe County line.

Desire to connect to Honeoye Falls and other nearby communities via trails or walking routes

8/14/2025

Coordination & Local Knowledge

Reference to the Livingston County Traffic Safety Board (meets ~6 times per year, composed largely of highway superintendents).

Board discusses intersections, crosswalks, signal timing, and speed issues.

Frustration expressed that state/DOT sometimes dismiss local concerns despite clear safety risks.

Recommendation: GTC and MPO staff should attend these meetings more regularly to hear direct input from those "on the ground" (e.g., highway crews dealing with crash aftermath)

8/14/2025

Concerned for safety at intersections of Route 5 & 20 and Bragg St. and Route 5 & 20 and Doran Rd.

8/12/2025

Role & Background

- CEO of Wyoming County Community Action and member of the Wyoming County Planning Board.
- Recently launched the Wyoming Transportation Coalition.

Health & Safety Concerns

- Senior residents face major transportation barriers, particularly for medical appointments.
- Even when rides are available, wait times can be 5–6 hours.
- Bus routes do not consistently drop riders at their destinations; some seniors in wheelchairs or with walkers must navigate unsafe distances from drop-off points.

8/12/2025

Access & Equity Issues

- Limited access to transportation for basic needs like groceries.
- Multiple grocery store closures have created food deserts; Dollar General stores have become the default but offer limited options.
- Transportation to essential services is scarce.

8/12/2025

Economic Development Observations

- RTS recently built a large, high-quality facility.
- RTS leadership indicated funding for Wyoming County routes may run out within two years, prompting questions about the logic of such a large capital investment.
- Believes economic development planning must account for sustainable transportation.

8/12/2025

Resilience & Sustainability

- Need to sustain current RTS services while exploring grants and partnerships to add transportation options from other agencies.
- Supports diversification of transportation providers, whether through public or private bus services.

8/12/2025

System Management & Maintenance

- Suggests creating a county transportation manager position (“transportation czar”) to oversee the entire system.

8/12/2025

Background

- Geneseo resident, Town Board member, retired public educator and Driver Education instructor.
- Active in Geneseo’s traffic and pedestrian safety committee.

1. Planning & Studies

- Multiple traffic and pedestrian safety studies have been conducted in Geneseo since the late 1990s, with the most recent in 2017 and 2020.
- 2020 Action Plan had 67 recommendations, but many studies “sit on the shelf” without implementation.
- Criticism that consultants make money from studies but without a system to ensure follow-up.
- Advocates for prioritizing recommendations (e.g., top 10) and aligning funding accordingly.

8/12/2025

2. Equity & Local Input

- Stresses that local voices should have greater influence in deciding what gets funded.
- Observes changes in demographics, with more low-income residents and people without transportation.
- Notes seeing pregnant mothers and people in motorized wheelchairs navigating incomplete sidewalks.

Direct quote:

- “Local voices need to count for more... We live here, we experience it.”

8/12/2025

Safety Concerns

- Concerned about speed limits near schools and dangerous intersections, particularly Route 39 and 20A.
- Believes waiting until a fatality occurs before action is “antiquated.”
- Parents won’t let 12-year-olds cross Route 20A due to danger.
- Highlights need for intersection upgrades and sidewalk connectivity.

8/12/2025

Project Examples & Advocacy

- Committee condensed 67 recommendations into four priorities: intersections, sidewalks, connectivity, and equity.
- Cites success in extending a 30 mph speed zone on Wimer Road after state police review.
- Frustrated by NYSDOT’s refusal to share data without a FOIL request.

8/12/2025

Funding & Governance

- Calls for dedicated local budget lines for transportation maintenance and grant matching.
- Emphasizes shared responsibility among local and state agencies.
- Critiques reliance on outside consultants without post-study accountability.

8/12/2025

Coordination Between Levels of Government

- Stressed that state, federal, and local governments have different priorities, making coordinated planning difficult.
- Highlighted existing plans such as the comprehensive plan and active transportation plan, but noted that both the town and village often cite a lack of staff to execute projects.
- Said outside consultants are frequently used but may be limited to producing studies rather than helping implement solutions.

8/12/2025

Communication and Public Engagement

- Criticized over-reliance on websites for communication, stating they are often not used effectively by the public.
- Advocated for more proactive outreach and earlier notification about grant opportunities to give communities time to apply.
- Cited frustration when grant timelines do not align with local planning processes.

8/12/2025

Long-Term Planning and Budgeting

- Emphasized the need for multi-year budgets and better integration of long-term capital planning.
- Pointed out that Geneseo historically did not prioritize long-term planning until recently.
- Called for better relationships and follow-up on shared initiatives.

8/12/2025

Infrastructure Ownership and Jurisdiction

- Discussed confusion among the public about boundaries and responsibilities between the town and village, and the importance of understanding jurisdiction for planning and resource allocation.
- Noted that many local projects require DOT approval because of state road ownership, creating additional process hurdles.

8/12/2025

Safety and Accessibility

- Pointed out unsafe sidewalks and suggested conducting a safety assessment.
- Highlighted challenges for both elderly residents and students without cars in accessing resources and activities beyond the immediate area.
- Suggested improving regional transportation options to connect to natural and cultural destinations.

8/12/2025

Traffic Safety Data and Project Prioritization

- Shared statistics showing a 25.8% rise in New York State fatalities despite reduced traffic volumes during the pandemic.
- Criticized the DOT project selection paradigm for being overly dependent on fatality data, calling it insensitive and disconnected from local safety needs.
- Argued for considering unsafe conditions even in the absence of fatalities when prioritizing funding.
- Expressed frustration with delays and lack of responsiveness from state agencies.

8/12/2025

Coordination Between Levels of Government

Eddie Lee described the challenge of navigating across agencies, noting that “state government has its own priorities, and local government has its own... it’s a struggle.” While the village of Geneseo and the town have both a comprehensive plan and an active transportation plan, Lee said, “we keep saying to ourselves, we don’t have the staff, we don’t have the staff,” which leads to hiring consultants who are sometimes limited to producing studies rather than implementing solutions. He emphasized the importance of relationship-building to overcome these barriers, stating, “It’s hard to navigate without the full picture or the partners.”

Lee criticized an over-reliance on websites for public outreach, saying, “If people aren’t using them... that’s not the solution. You gotta be out there talking.” He expressed frustration that grant announcements often come with very short deadlines, making it difficult for municipalities to prepare competitive applications, and stressed that “early communication... is essential.”

Long-Term Planning and Budgeting

From his background in public finance, Lee stressed that “we don’t do a good job of looking at our budgets year to year... People aren’t just used to thinking long-term, so we need to do a better job of long-term planning.” He advocated for multi-year budgets and capital planning, observing that planning only became part of village operations in the past two years.

Infrastructure Ownership and Jurisdiction

Lee pointed out that “the average citizen doesn’t know where the dividing line between the town of Geneseo and the village begins... but when you’re doing planning, that intersection is significantly important.” He explained that because many roads are state-owned, “a lot of what we do has to go through DOT,” which can slow projects and create challenges when local and state priorities differ.

Safety and Accessibility

Lee stressed that sidewalk safety is an ongoing concern, remarking, “Many of our sidewalks are not safe... I wish we could do a safety assessment on some of our sidewalks.” He discussed mobility challenges for both elderly residents and students without cars, highlighting the need for better regional transit connections to natural and cultural resources.

He criticized the DOT’s reliance on fatalities in its project scoring, stating, “DOT uses [a paradigm that]... somebody has to die... it’s extremely insensitive... not aware of what’s going on in localities.” He emphasized that “certain streets, certain roadways, certain intersections are unsafe regardless of whether they are fatalities,” and expressed frustration that “they said, well, we’re waiting for the next person.” Lee concluded that “the fatalities... it’s just insulting” as a sole measure for determining funding priorities.

Bike Infrastructure vs. Culture

- Questioned whether bike lanes should precede cultural adoption or vice versa, calling it a “chicken or egg” issue.
 - o Quote: “Sometimes, to me, it’s... a chicken or egg. Create the lane. Or, or the infrastructure.”
- Suggested that building a culture might need to come first in some cases.

8/12/2025

Meeting Participation and Context

- Lankeshofer introduced herself as being from Henrietta and noted she missed prior meetings due to being out of town but wanted to participate in at least one to share input.
- She compared her experiences in Rochester to the discussion at hand.
 - o Quote: “I did want to participate in one meeting and hear what was going on... because I’m very active in the Rochester area.”

8/12/2025

Bike Culture vs. Bike Infrastructure

- Raised the question of whether bike culture or bike lanes should come first, asserting that infrastructure drives culture change.
 - o Quote: “If the lanes are there, you will see the culture. Grow on its own.”
- Provided a local example: five years ago she was “the only one riding around” in Henrietta, but now more people ride—even on sidewalks without formal bike infrastructure—because they feel comfortable in certain areas.

8/12/2025

Safety Concerns

- Noted that many families, women, and sober riders avoid dangerous routes.
 - o Quote: “Most older people, most women, most families will not let their children ride bikes where it’s dangerous.”
- Cited a recent accident as evidence of ongoing safety issues.
- Advocated for collaboration with Reconnect Rochester to learn about safe infrastructure and effective bike barrier design.
 - o Quote: “They do amazing things with advocacy in Rochester... demonstrations of what good bike barriers are, what good design.”

8/12/2025

Motorist Awareness and Personal Safety

- Observed that as the number of cyclists grows, motorists take greater notice and show more caution.
- o Quote: "The more cyclists who are out there, the more motorists take note."
- Shared a personal story about a pickup truck swerving toward her as a joke and emphasized the importance of drivers respecting cyclists' right-of-way.
- o Quote: "A thank you, even if it was my right-of-way. Thank you for noticing that it was my right-of-way and not killing me."
- Reported having been hit by vehicles twice.
- o Quote: "Wasn't fun either time."

8/12/2025

Sustainability and Connectivity

- Connected bike infrastructure to broader sustainability goals.
- o Quote: "There's nothing better for sustainability than... there should be bike paths all over the place. There should be white planes all over the town."
- Suggested integration with local college campuses and mentioned bike share programs as a way to encourage riding.

8/12/2025

Local Government Engagement and Support

- Emphasized that many municipalities have the right intentions for transportation improvements but often need guidance on implementation.
- o Quote: "I think that a lot of our municipalities have the right idea, they have the right interests, and they want to be helpful. They just need to know how... if it's running your senator, or if it's participating in a plan, everybody wants to join in."
- Described her role at the Livingston County Department of Planning as bridging the gap between community interest and project execution.

8/12/2025

Equity and Capacity Challenges

- Noted that smaller municipalities often lack the staff and resources that larger ones have, such as grants managers or administrators, which creates equity issues.
- o Quote: "They don't have a village official that is a grants manager or an administrator... You've got your local people that are focused on... the year-to-year."
- Highlighted difficulties navigating state bureaucracy, especially for rural towns.
- o Quote: "It takes a lot of effort to get through the systems... I wish I could full-time support some of these issues they're going through."

8/12/2025

Public Transit Limitations

- Identified the lack of cross-county transit service as a major barrier. RTS subsidiaries operate within county boundaries, limiting regional mobility.
- o Quote: "There's no cross-county boundary... Each county is a subsidiary or organization of RTS."
- Noted that Livingston County previously had trips to Rochester, many for medical reasons, and suggested revisiting such services.
- Pointed out that bus schedules and driver availability constrain ridership, especially in the evenings.
- o Quote: "Operators say the buses have to be home by 4 p.m... PM hours is extremely low."
- Framed hours of operation as an equity issue, with impacts on access to work and services.

8/12/2025

Health, Safety, and Equity Impacts

- Connected transit availability directly to health and safety outcomes.
- o Quote: "It's health and safety... it begins in the show Monday through Friday."
- Emphasized that rural and county-specific transit programs face unique challenges compared to urban areas.

8/12/2025

Active Transportation and Economic Development

- Advocated for embedding active transportation infrastructure in site development standards rather than relying solely on public grant funding.
- o Quote: "Make the site development criteria active transportation... Then we don't have to go for public grants and funding to... sidewalk gaps."
- Cited Geneseo's RGH facility project as a positive example, where sidewalks and a lighted crossing were included in the development plan.
- o Quote: "They had to do sidewalks throughout the development... the town investigated and... put in the infrastructure."

8/12/2025

Safety as a Priority

- Identified safety as a dominant theme in transportation discussions.
- o Quote: "I think safety does tend to dominate in a lot of ways."
- Referred to traffic fatalities as a driver of safety concerns.

8/12/2025

Health and Active Transportation

- Connected active transportation to both commuting and overall health.

8/12/2025

He noted firsthand the poor cycling conditions and lack of shoulders on roads during his commute from Canandaigua, reinforcing the safety concerns raised by others.

"My commute... notice the lack of shoulders. I should reiterate the dangers of that."

8/5/2025

Emerging Modes & Technology Challenges

Electric bikes are increasingly used by residents without driver's licenses, especially among low-income clients. However, these riders often lack awareness of traffic safety laws, creating dangerous conditions on highways.

"30-year-old dudes on electric bikes doing 25 down the side of the highway alongside all the traffic."

8/5/2025

Public Transit: YTS and the RTS Debate

The county currently contracts with YTS (Yates Transit Service), a private operator, but the agreement ends this year.

Officials are debating whether to renew YTS or join RTS (Rochester-Genesee Regional Transportation Authority).

Some fear the funding source (mortgage tax) will unfairly burden residents who won't use transit.

8/5/2025

Agriculture and Transportation Conflicts

Local policymakers see Safe Streets policies as obstacles to farming operations, particularly for tractors and large equipment.

This creates tension between road safety goals and the realities of rural/agricultural life.

8/5/2025

Electric Vehicles & Infrastructure Skepticism

Despite supporting a charging station at the library, the county expressed concern over providing free electricity, prompting them to install barriers to limit usage.

Overall, there appears to be skepticism toward EV adoption, both publicly and privately.

8/5/2025

Religious Communities & Road Safety

Sheriff's Department and community groups have collaborated to improve buggy safety (e.g., adding blue/red flashers and signage).

Some members of these communities are open to engagement, depending on approach.

"They have blue and red flashers... the Sheriff's Department has done a lot after accidents."

8/5/2025

7. Seasonal Traffic & Unfamiliar Road Users

Increased summer tourism leads to congestion, especially on Main Street and Liberty Street.

Out-of-town drivers are often unfamiliar with sharing roads with horse-drawn buggies, either refusing to pass or passing unsafely, creating bottlenecks and dangerous situations.

8/5/2025

. Transit and Transportation Barriers for Probation Clients

Alyssa emphasized that transportation is a consistent challenge for the population she works with in probation services. Seasonal Drivers & Buggy Safety

Seasonal or out-of-town drivers often do not know how to safely interact with horses and buggies, causing unsafe situations or excessive traffic delays.

8/5/2025

Limited System Use:

She noted that current services are underutilized, but largely due to how they are set up—not necessarily due to lack of need. If routes served more of the village throughout the day, ridership could increase.

8/5/2025

Transportation Access in Religious Communities

Church-Based Driving Permissions:

Some local residents' ability to drive depends on their religious affiliation. People may gain or lose the ability to drive depending on whether they change churches. This nuance affects planning for transportation services.

"They constantly go between being able to drive versus not being able to."

8/5/2025

Use of Informal Drivers:

Some members of these communities rely on unofficial or "off-radar" drivers, further complicating demand assessment. Medicaid Transportation Reliability

Unreliable and Often Canceled:

Mackenzie noted that Medicaid-provided transportation is not reliable, with services often canceled. Many clients avoid using it altogether because of its unpredictability and poor quality. Many clients do not live independently, and accessing services is difficult, especially when Medicaid transportation fails to follow through on commitments.

"A lot of our population that we work with struggle with transportation on a regular basis." Road Safety and Infrastructure Issues
She raised concerns about poor roadway infrastructure, especially in rural areas:

8/5/2025

Lack of shoulders or narrow road shoulders

Visibility issues due to curves

These are particularly problematic for vulnerable road users like buggy drivers and cyclists, who frequently use these roads.

"We have a lot of issues on our roads... either small or non-existent shoulders or bad feeling over curves." Summertime Congestion and Tourist Traffic
During July and August, the area experiences a significant increase in traffic, particularly on Liberty Street and Main Street—the two main roads in town.

Visitors often lack awareness of local road norms, including how to safely pass horse-drawn buggies.

8/5/2025

Sidewalks and School Access

Amy raised concerns about lack of walkability, particularly near Penn Yan Elementary School.

Even students who live adjacent to the school must take the bus, as walking is prohibited or unsafe.

She noted incomplete sidewalk infrastructure, including missed opportunities to install sidewalks when new entrances were added.

"If you live next door to the school, you still have to go on the bus because you can't walk."

8/5/2025

2. Trail Use and Access

Amy highlighted recreational trail assets, especially the Outlet Trail and Ontario Pathways, but noted:

Some trails are multi-use, serving snowmobiles and walkers.

County provides annual funding support for trail projects.

Trail ownership and maintenance vary (e.g., not all are County-owned).

There's a need for better signage and mapping; incorrect trail maps lead users through her backyard.

"There must be a map someplace that gives the wrong direction because we very often find people walking from my backyard."

8/5/2025

Seasonal Tourism & Access

Mentioned the economic development benefit of recreational trails and winery access.

Shuttle services and limo/bus groups are common for visiting wineries and breweries.

Raised concerns about dangerous highway conditions (e.g., Route 14), especially where farm equipment and fast-moving vehicles mix.

8/5/2025

Supports the shuttling service he sees around town providing transportation to senior citizens. Unsure of specific provider. Supports progress in each of the give categories discussed. Orleans County is much more rural so walking and biking is more focused in the business districts of towns and villages.

7/22/2025

As the county highway superintendent, many of the roads in the county are not federal-aid eligible, so they don't pursue complex, or reconstructions projects but rather focuses on general maintenance. Can always use more funding for the system.

7/22/2025

As for Health and Safety, they always try to widen bridges when they have the opportunity, which helps promote active transportation.

7/22/2025

The recently constructed Ellicott Trail was a great victory for the community. There is desire to expand the trail in all four directions and to connect to other existing trails. They have quite a bit of data about how much it is used and they are seeing upticks in use of the local parks, local businesses, etc.

7/22/2025

As for Access and Equity, Genesee County population is aging and always an ongoing need to assist folks to get places including services, retail and healthcare. Shared that RTS Genesee is popular, especially in Batavia.

7/22/2025

As for Sustainability the County DPW follows NY State specs on local projects. Looking at new specs relative to concrete. They are looking at opportunities for pre-formed concrete structures when possible.

7/22/2025

Genesee Co. has shared service agreements with neighboring counties and towns to share equipment and resources. A goal would be to share/expand those agreements and also include the state, especially for maintenance.

7/22/2025

One emerging issue to think about how AI (Artificial Intelligence) will be used in the future. Genesee Co. is starting to use an AI tool for bridge inspection. The possibilities are vast, but also needs to be monitored and managed. Will be interesting to see who is doing what and how it will play out.

7/22/2025

Supports a need for more funding. The national needs are different from local/rural needs. Noted that the federal pass thru programs are good for smaller communities without staff, but the "red-tape" and federal requirements can bog down the project in time and money.

7/22/2025

Concerned and curious about visions for electrification goals as the weight of electrical commercial vehicles, including their own heavy-duty fleet, and snow removal trucks put the condition of the roads at risk for more wear and tear.

7/22/2025

Shared that she is seeing effects of extreme weather with more significant, stronger, impactful, frequent storms than in prior years so infrastructure designs need to account for more extreme weather. Also noted the flood plain mapping has changed, compared to previous data on the 1980s maps.

7/22/2025

As for economic development, shared that many Genesee Co. residents commute east to Rochester or west towards Buffalo for work. The County does employ roughly 5,000 people and not all live in the county. The STAMP project will generate a lot of traffic and jobs.

7/22/2025

limited, accessible bus routes,

7/17/2025

concerned about lack of power capacity on grid. Losing development opportunities

7/17/2025

Offered response comments that the T/Henrietta is trying its best to restripe roadways to have at least 3 1/2 or 4' shoulders for bicyclists but explained conflict with US Post Office and mail carriers using shoulders to deliver mail when shoulders are signed for bicycles.

7/17/2025

Always looking for funding for sidewalks, willing to share labor, etc.

7/17/2025

Commented that T/Henrietta recently got approval to help fill potholes on state highways with retail revenue

7/17/2025

Safe connections between trails and streets are important. Ex. There is a Bicycle Blvd on Hillside in Brighton

7/17/2025

Supports interagency collaboration, coordination, especially with the State DOT.

7/17/2025

Noted they are always open to feedback and requested if GTC receives any specific comments for Henrietta to please pass them along.

7/17/2025

Disconnected Transportation Systems & Gaps in Access

Gwen shared findings from a countywide, two-year study that included focus groups and interviews. A central theme was the lack of transportation options for young adults and underemployed individuals in outlying villages and towns.

Multiple transportation services exist—but only in fragmented, eligibility-specific silos (e.g., veterans, seniors, job-seekers). This makes it hard for individuals to understand or access services.

Quote:

"You can get a job. But you can't get transportation to your job."

7/17/2025

Call for Coordinated Transportation Inventory

She urged agencies to help inventory and map all the fragmented transportation services to connect people more efficiently—especially if they can be linked to RTS routes.

Gwen gave a powerful example of a young man stranded in Bloomfield without access to the bus system, contrasting him with another youth who had access in Farmington and could get to work.

Quote:

"If I can get him to the bus stop... his pathways open up significantly."

7/17/2025

Public Health & Human Impact

The transportation disconnect contributes to:

Stagnation in young adults

Increased mental health and substance abuse issues

Food insecurity, due to people being unable to get to grocery stores

Quote:

"We don't have to rescue everybody. Public transportation—sometimes the resources are there."

7/17/2025

Pedestrian Safety & School Accessibility

Gwen strongly emphasized the lack of pedestrian-friendly infrastructure, particularly on Route 332 and Main Street in Canandaigua.

Shared a personal story: despite choosing her home intentionally for location, she would not allow her children to walk due to unsafe street crossings.

Efforts to organize National Walk to School Day failed due to schools' refusal to let kids cross Main Street.

Quote:

"The State has not taken the pedestrian friendliness of the residents and children of this city seriously."

7/17/2025

Suggestions for Safer, More Walkable Streets

Suggested redesigns of Route 332 to prioritize pedestrian safety, such as extending the median green space, and incorporating crosswalks in residential areas, not just economic zones.

Highlighted success stories from East Avenue in Rochester as examples of how good pedestrian infrastructure could be achieved.

Quote:

"A median down 332 would be really helpful to the residents.."

7/17/2025

Vision for Future Generations

Expressed a desire for her children and future generations to safely enjoy and access the community without cars.

Advocated for balancing economic development with livability and pedestrian access.

7/17/2025

Concerns About Route 332 Traffic

Doug expressed serious concern about the structural integrity of Route 332, especially through downtown Canandaigua.

He believes excessive traffic volume and speed threaten both public safety and the foundations of historic Main Street buildings.

Quote:

"It jeopardizes the health [and] safety of people who are trying to walk and enjoy Main Street."

7/17/2025

Impacts on Historic Buildings

The constant vibration from truck traffic, especially large freight vehicles, may be damaging the foundations of structures along the corridor.

The road surface also deteriorates faster due to the traffic load and speed.

7/17/2025

Quality of Life & Tourism

Owners of bed and breakfast establishments on North Main Street have reported:

Noise disturbances from trucks (including "Jake braking")

Customer complaints due to noise at night

Bad online reviews hurting their business reputation

Quote:

"Knocking pictures off the walls... bad reviews on social media ... are hurting their businesses."

7/17/2025

Overall Livability Concerns

Doug emphasized that Main Street is no longer a comfortable place for residents or visitors, due to traffic noise, speed, and overall environment.

He raised questions about whether noise ordinances are being violated, or if current conditions simply exceed acceptable livability thresholds.

7/17/2025

Traffic & Safety Concerns on Route 14

Route 14 is heavily trafficked, especially by large trucks (including garbage trucks) due to nearby landfills.

Jim described it as “an accident waiting to happen” and emphasized the danger and unsuitability of biking along that corridor.

Geneva experiences through traffic from two landfills:

Ontario County landfill (slated to close in 2028)

Seneca Meadows (expanding to remain the largest landfill in the Northeast)

Health and safety concerns were underscored, as well as wear and tear on city roads.

7/17/2025

Tourism & Wine Industry Support

Geneva aspires to be a hub for the wine industry, similar to Canandaigua.

Jim advocated for planning that supports tourism mobility—getting visitors safely between hotels and destinations without relying solely on cars.

7/17/2025

Vision for Active Transportation Infrastructure

Geneva leaders want safe, walkable and bikeable routes, especially for tourists participating in wine/cider/beer-related activities.

Goal: Create continuous bike and pedestrian infrastructure, especially along and near Route 14, connecting downtown to surrounding areas.

Seneca Lake State Park is envisioned as a hub for a regional bike/pedestrian trail that could one day connect to the Ontario Pathways.

7/17/2025

Environmental & Quality of Life Goals

Reducing vehicle dependency is part of a broader strategy to:

Improve quality of life

Support health and safety

Ease traffic congestion

Promote sustainable tourism

7/17/2025

Trail System Connectivity

Jim referenced his own bike ride from Geneva to Spencerport and observed how trail quality reflects economic investment.

He supports the idea of building a trail network that links local destinations and aligns with the Regional Trails Initiative (RTI) mentioned by Joe Bovenzi of GTC.

7/17/2025

Redevelopment Opportunity at Finger Lakes Railway Depot

The Finger Lakes Railway Depot, located adjacent to Seneca Lake State Park, is seen as a longstanding but outdated rail facility, likely a brownfield site.

It no longer serves passengers and occupies valuable lakefront property.

Redevelopment of the site presents a major opportunity for:

Market-rate housing development

Improved public access to Seneca Lake State Park

Advancing economic development by repurposing underused land

7/17/2025

Regional & Ontario County Freight Rail Plans

A regional freight plan covering all nine counties has recently been completed, along with a county-specific plan for Ontario County.

Julie Berry presented the Ontario County plan at a recent board meeting; it was described as “very, very interesting” and may be posted online soon.

While the cost of implementation is substantial, the feasibility remains an open question.

7/17/2025

Redevelopment Possibilities in Industrial Areas

A particular underutilized area (referred to as the “butt end of town” or “No Man’s Land”) may offer potential for redevelopment or infrastructure investment.

The area’s current condition limits its usefulness, but it could become part of a longer-term revitalization effort.

7/17/2025

Emerging Concern: Medicaid Cuts & Transportation Access

Potential Medicaid cutbacks are expected to affect transportation systems.

Medicaid often covers services linked to social determinants of health, including transportation to healthcare and employment.

Reductions would likely strain both public and private transportation providers that rely on reimbursement to serve vulnerable populations.

7/17/2025

Safety and Accessibility on East Lake Road

Jim emphasized long-standing concerns about East Lake Road, where residents and tourists attempt to walk or bike despite narrow, unsafe shoulders.

The lack of space is especially dangerous given increasing Airbnb and seasonal visitor traffic.

He supports expanding the road for non-vehicle access, including shared walking/biking space, though he’s unsure of legal constraints.

Quote:

“There’s a lot of people that are trying to walk on East Lake Road or ride bicycle... I’m amazed that people even try.”

7/17/2025

Connectivity & Community Isolation

Noted residential disconnection caused by unconnected side roads and creeks that cut off neighborhoods from each other.
Lack of walkable links between these areas contributes to social isolation and community fragmentation.
A continuous walkway along East Lake Road could help address this divide.

7/17/2025

West Lake Road & Road Condition History

West Lake Road is wider and sees more bicycle use, but East Lake Road remains too narrow, even though it has improved from a dirt road to being paved.
Development along East Lake Road is constrained by property lines on one side and steep hills on the other, creating physical barriers to expansion.

7/17/2025

Flooding and Stormwater Management

Heavy rainfall results in frequent flash flooding on East Lake Road.
A past flood control fix failed: a resident dug out a drainage ditch so deep that it reached a rock bed—allowing water to flow under the road and flood homes.
Flood mitigation should be integrated into transportation design, and best practices should guide future efforts.
Quote:
“Flood mitigation is huge.”

7/17/2025

Concerns at Sandy Bottom Beach

Sandy Bottom Beach, located at the northwest end of the lake, is a popular site with a pavilion, lifeguards, and hiking trails.
It's also vulnerable to floodplain management challenges, especially with updated FEMA floodplain maps raising baseline levels by nearly 2 feet.
Jim questioned the data behind the updated analysis and advocated for logical, transparent modeling.

7/17/2025

Environmental & Regulatory Tension

Described tension between residents' flood concerns and environmental regulations (e.g., restrictions due to protected species like salamanders).
Frustrated that residents face repeated flooding, but can't get agency approval for necessary drainage improvements.
Highlighted a disconnect between FEMA, DEC, and other agencies that complicates local mitigation efforts.

7/17/2025

Call for Interagency Coordination

Expressed concern over the lack of cooperation between FEMA and the NYS DEC on resolving flood and drainage issues.
Suggested this lack of alignment prevents practical infrastructure upgrades that could protect homes and roads.

7/17/2025

Heavy Truck Traffic Damaging Roads

Dump trucks transporting garbage are frequently traveling through the area, especially down Ski Hill, where they must slow sharply and turn tightly.
As a result, road surfaces at intersections are deteriorating rapidly—described as “getting really weird.”

7/17/2025

Road Maintenance & Funding Issues

- The City of Canandaigua struggles with maintaining roads due to inadequate state reimbursement through the Arterial Maintenance Agreement.
- Roads are in poor condition, but the city lacks sufficient funding to address the issue.
- “They pay us 87 cents a square yard... That has not changed since 1985.” Bob Palumbo
- Maintenance of state-run roads through the city is a recurring budget issue that fails to get addressed at the state level despite advocacy.

7/17/2025

Streetscape Planning for Multimodal Use

- Discussion of a long-term plan to narrow travel lanes and use medians to create more space for bicycles.
- However, implementation could be delayed for a decade or more.
- “Plan is when they rebuild the road... they would talk about narrowing... to create more room... for a bike.”

7/17/2025

Public Transit System Efforts (Bob Palumbo)

- There was an effort to start a local transit system in Canandaigua with RTS support and a \$3 million appropriation request.
- The plan included buses and shelters but didn't make it through appropriations.
- A potential transit loop was envisioned to connect residents and tourists from hotels and attractions like Sonnenberg Gardens and Granger Homestead.
- “It would be a great thing for the city... to move people around from the lake up here, residents down to the lake.”

7/17/2025

Transit Loop & Tourism Mobility (Bob Palumbo)

- A trolley-like shuttle was piloted in partnership with the Sands family, who own a hotel, but legal issues derailed it.
- The vision included stops at key destinations and aimed to benefit residents and tourists.
- Addresses goals related to: health & safety (fewer cars, less congestion), access & equity (improved mobility for all), and economic development (increased patronage of local businesses).

7/17/2025

Barriers to Implementation

- Bureaucratic and legal challenges prevented innovative transit ideas from moving forward.
- There's interest in finding funding pools specifically for weekend and tourism-focused transit solutions.

7/17/2025

Traffic Congestion & Flow (Nancy Yacci)

- Excessive traffic on Main Street, especially during concerts and tourist season, makes it hard to travel through the city.
- Key intersections like Routes 5 & 20 and Main Street are especially problematic.
- "The traffic on these streets is really heavy." Nancy Yacci

7/17/2025

⚡ Concerns About Electrification of Heavy Vehicles

Speakers questioned the practicality of introducing electric buses and heavy electric vehicles when basic road maintenance is already underfunded. There is a need for comprehensive planning around how and where these heavier, battery-powered vehicles operate.

7/17/2025

Impact of Vehicle Weight on Road Infrastructure

The heavier weight of electric vehicles (EVs)—especially buses and semis—raises concerns about accelerated wear and tear on local roads, particularly those not designed for such loads.

Residential streets and recently reconstructed roads (e.g., Vertical Deal Road) may be especially vulnerable.

7/17/2025

Enforcement Issues with Truck Restrictions

Passive signage (e.g., "No commercial truck" signs) on roads like Bristol Street is ineffective.

Truck drivers routinely ignore restrictions, and enforcement or visibility appears insufficient.

Concerns were raised about whether commercial drivers are receiving or respecting local regulations.

7/17/2025

Call for Comprehensive Regulation

Emphasis on the need for a statewide review of weight limits and regulations for commercial and electrified vehicles.

Advocates called for:

Stronger regulatory frameworks

Clearer route planning

More intentional infrastructure investment to handle modern vehicle demands.

7/17/2025

"So if we give you all these recommendations, do you have—for example—what our communities are brought to, if we're able to affect change?"

• Response:

• That's a great question. The Long Range Plan functions as our overarching strategic framework, but the real implementation happens in several stages:

1. Annual Planning Work Program (Unified Planning Work Program - UPWP):

o Every year, we issue a call for projects where communities can apply for funding to support specific planning studies.

o These studies include corridor plans, active transportation plans (bike lanes, sidewalks, trails), small-area economic development studies, and more.

o For example, we recently completed a drainage and pedestrian improvement study in Lakeville (Livingston County) which helped secure funding for infrastructure improvements.

2. Transportation Improvement Program (TIP):

o This is our federal capital program where funded projects are listed.

o The current cycle includes \$645 million in federal aid for projects valued at over \$1 billion total.

o Not every project qualifies—eligibility depends on a road's functional classification (e.g., arterials vs. local streets).

3. Important Notes:

o These processes take time—this is not an overnight fix but a systemic, long-term approach.

o The transportation planning framework has evolved over more than 100 years, shaped by social, environmental, and economic factors.

4. Our Role at GTC:

o We do not own, operate, or maintain transportation infrastructure.

o Instead, we act as a neutral convener and connector, bringing together agencies who do manage infrastructure (e.g., NYSDOT, counties, municipalities).

o While we don't "bring a checkbook," we fund planning studies that help communities become eligible for implementation funding from other sources.

5. Why Planning Matters:

o Without a solid plan, it's nearly impossible to get a project funded and built.

o Planning builds the case for investment and helps the right agency move the project forward.

7/17/2025

Access and Coverage Issues:

RTS Access service areas often do not reach where people with disabilities live, including places like Irondequoit and Saint Paul Street.

RTS On Demand requires individuals to walk to pickup points, which is not feasible or safe for many, especially wheelchair users.

7/15/2025

Barriers to Using Existing Services:

Many individuals lack smartphones, app literacy, or credit cards, making it hard to use services like Uber or Lyft, even when vouchers are available.

Strict eligibility criteria for RTS Access exclude people with certain disabilities or physical limitations.

Individuals without group home support or staffing struggle to complete applications for RTS Access. Some caregivers also have developmental disabilities, creating additional barriers.

7/15/2025

Safety and Trust Concerns:

Families and caregivers do not feel safe sending their adult children on RTS due to lack of driver training in working with people with disabilities.

The downtown Transit Center is perceived as unsafe, making public transit less appealing for families.

7/15/2025

Staffing and Support Gaps:

RTS and RTS Access are understaffed and overworked, leading to poor communication and inadequate support.

There is no liaison or assistance available to help families apply for or navigate services.

7/15/2025

Program-Specific Issues (Go Monroe):

The Go Monroe program offers mileage reimbursement and ride options, but faces challenges:

Clients use up the \$750 cap quickly due to high Uber/Lyft costs.

Eligibility restrictions (e.g., must be below federal poverty level) and technology barriers limit participation.

7/15/2025

Unmet Needs:

There is a need for:

Better training for transit drivers.

Expanded service areas and safer, more accessible pickup points.

Application and navigation support for families and individuals with complex needs.

Greater affordability and flexibility in ride options.

7/15/2025

Thanks for all the info. So far this sounds awesome. My name is Payton Sevic. I work for a group called Rochester accessible adventures. So we are focused on equity in ecotourism and all things accessibility for people with and without disabilities. So one thing that I'm really excited to see so high up on the list is access and equity to transportation. So that's definitely what I'm excited about. But this seems really cool and great job so far. Well, I'm myself. I'm a power wheelchair user. So I actually live in Syracuse. But I work. I work in Rochester. So access to, you know, physical physical access to infrastructure for for transportation is really important and often underserved in the disability community. So that would definitely be something that I would be focused on. And also rural areas is is pretty difficult to get around if if you can't afford piece of equipment to to help you get around.

7/10/2025

I'm interested in, I really think, focusing on the sustainability and resilience part of transportation, you know, shifting away from car dependency and what that can look like, for you know the environment. And you know, for people living healthy lives.

7/10/2025

Summary of Comments:

1. Transportation as a Driver of Economic Development and Tourism

Emphasized the need for improved transportation to support access to wineries, breweries, downtowns (e.g., Waterloo, Seneca Falls), and attractions like del Lago Casino.

Highlighted existing and planned infrastructure improvements, such as:

A traffic calming project that reduced a 4-lane expressway to a safer 2-lane road with a turning lane.

Planned bump-outs and pedestrian improvements modeled after Geneva.

Waterway access (canal, water taxi) and trail connections along Route 5 & 20.

2. Importance of Connectivity and Multimodal Solutions

Stressed the importance of better sidewalks, trails, and other multimodal connections to link communities and attractions.

Framed these efforts as essential to making the region “work properly” and fulfill its economic potential.

3. Challenges of Rural Transportation

Acknowledged that while the region is rural, transportation remains a critical need due to the large geographic spread of Seneca County.

Highlighted the difficulty of designing transit for a low-density area, particularly when compared to urban settings.

4. Innovative Ideas and Community-Based Solutions

Praised RTS for opening a new bus garage in Waterloo, indicating progress toward decentralized transit support.

Suggested exploring on-call or demand-based services and using technology to fill service gaps in rural areas.

Supported a hub-and-spoke model to provide more direct, community-rooted operations.

5. Call for Collaboration and Optimism

Expressed eagerness to contribute to regional solutions and noted that stakeholders must “all work together to figure this out.”

Ended with a positive tone: “We’ve got a great place here, and it’s just now making it all work and interactive.”

7/10/2025

State-Level Barriers & Engineering Culture • NYSDOT decision-making framework is ill-suited to low-density contexts.

- Current engineering guidance is “handcuffed” by Level-of-Service (LOS) standards that prioritise vehicle throughput, forcing wide roads and higher traffic volumes.
- Safety for vulnerable users is compromised when LOS is treated as the overriding design criterion.

7/10/2025

Fragmented Land-Use & Transportation Planning • Land-use planning and transportation planning occur in separate “silos,” preventing coherent, multimodal solutions.

- Calls for integrating land-use policy with transportation goals to achieve safer, people-centred streets.

7/10/2025

Vision for 2050 – Robust Multimodal Network • Envisions a county-wide system where pedestrians feel safe at intersections and residents enjoy multiple travel options:

- Frequent trains (≤ 60 -min headways) between Rochester, Buffalo & Syracuse.
- Bus Rapid Transit and regular RTS buses running ≤ 15 -minute frequencies across Monroe County.
- County-wide bike-share and car-share.
- Completion of the Monroe County & Rochester Active Transportation Plans, with a dense network of protected, off-street cycle facilities.

7/10/2025

Funding Imbalance • Points to the \$172 M I-390/I-490 interchange rebuild as evidence that highway projects receive ample funding, while lower-cost pedestrian/cyclist projects struggle for support.

- Notes Monroe County Active Transportation Plan’s build-out cost (~\$90 M) is small compared to typical highway expenditures.

7/10/2025

Call to Re-balance Investment • Urges redirecting a share of highway dollars toward active transportation, emphasising high returns in safety, equity, and mobility.

- Argues that robust multimodal funding is essential for an equitable, “vibrant” future network.

7/10/2025

Notable Quote: "If safety is the number-one priority, we have to design with the vulnerable road user first and foremost, but our current guidance is structured mostly around level-of-service concerns."

7/10/2025

Transportation as a Barrier to Employment • Many clients Mary works with do not have transportation.

- One client cannot secure a job because he lacks a license and does not feel comfortable using the RTS Access transfer process.
- Employment is nearly impossible for individuals without reliable transit access, especially outside of downtown areas.

7/10/2025

Systemic and Administrative Obstacles • Repeated issues with applications for transportation services being rejected due to incomplete or incorrectly filled-out medical documentation.

- Describes the situation as "a nightmare," noting the frustration and delays in getting people the help they need.

7/10/2025

Rural and Multi-County Reach • Mary is a traveling employment specialist who works across multiple counties, including Genesee, highlighting the regional scope of transportation challenges.

7/10/2025

Commitment to Client Advocacy • Actively works to help clients either find employment or arrange transportation for those already placed.

- Emphasized the need for more support to bridge the gap between transportation systems and employment opportunities for people with disabilities.

7/10/2025

Advocacy for Pedestrian and Bike Infrastructure • Actively pushing for the installation of sidewalks and safer infrastructure, especially along Calkins Road in Henrietta.

- Frustrated that despite roadwork planned for next year, sidewalks are not being included.

7/10/2025

Local Collaboration and Optimism • Described a positive shift in local government mindset, with officials now more willing to listen.

- Expressed appreciation for the responsiveness of the Henrietta town supervisor and board.

7/10/2025

Frustrations with Prioritization and Funding • Highlighted the challenge of securing monetary resources and the disconnect between infrastructure needs and public investment.

- Despite obstacles, remains committed to advocacy and sees potential for success.

7/10/2025

Countywide Perspective • Although rooted in Henrietta, her advocacy extends throughout Monroe County, promoting a broader vision for improved active transportation.

7/10/2025

Shifting Transportation Culture • Welcomes the evolving mindset that slowing traffic is acceptable and supports traffic calming and placemaking to prioritize people over cars.

7/10/2025

Bike Infrastructure: Progress and Gaps • Acknowledges progress (e.g., bike lanes on West Main) but calls out that many are still not truly protected or comfortable for non-confident cyclists.

- Emphasizes that infrastructure must serve all skill levels.

7/10/2025

Access and Land Use Mismatch • Critiques transportation planning that places key destinations (e.g., VA Clinic in Henrietta) in inaccessible locations, creating impractical travel burdens (e.g., 2–3 hour round trips).

- Applauds recent RTS shuttle service as a step in the right direction but stresses the need for land use coordination.

7/10/2025

Focus on Connections Over Competition • Urges planners to prioritize how people connect to jobs and services rather than focusing on which town gets a project.

7/10/2025

Cycling Experience and Perspective • A seasoned cyclist (15+ years), Jesse rides in all conditions, but points out that bike networks still fail to serve many due to lack of comfort and protection.

7/10/2025

Underfunding of Transit

Expressed frustration at the outdated and poorly funded state of local public transportation, especially compared to international examples—even in less wealthy countries.

7/10/2025

Structural Transit Issues

Criticized the antiquated hub-and-spoke transit model centered on downtown Rochester, arguing it's ineffective in a post-pandemic world. Called for increased service frequencies (ideally 10–15 minutes) and more bus shelters.

7/10/2025

Barriers to Safe Access

Highlighted the lack of provisions for pedestrians to safely cross major highways and underpasses, calling it “completely unacceptable.”

7/10/2025

Mismatch Between Goals and Implementation

Pointed out a disconnect between the stated climate and mode-shift goals of Monroe County/NYS DOT and their actual practices. Called for transportation policy and investment that aligns with those goals.

7/10/2025

Trenches and Walls

Described physical and symbolic barriers—trenches, walls, overpasses—that divide communities and place vulnerable road users at risk.

7/10/2025

Call for Systemic Change

Advocated for transportation planning that moves away from car dependency and builds for the future, not just current levels of vehicle use.

7/10/2025

Local Resistance vs. Municipal Vision

Praised municipalities like Brighton and Fairport for forward-thinking efforts, in contrast to agency-level resistance.

7/10/2025

“We don’t build for what we want to see — we build for what we already have.”

7/10/2025

shared extensive input on public transit, pedestrian safety, zoning, and policy implementation in Brighton:

7/10/2025

RTS Access: Poor connectivity, scheduling, and service impact access to work, medical services, parks, and groceries; Brighton was underserved in Reimagine RTS.

7/10/2025

Infrastructure Successes: Highlighted recent traffic calming and bike/pedestrian improvements on Elmwood Ave, Diet Rd, and Brighton-Henrietta Town Line Rd.

7/10/2025

Engineering Barriers: State engineers failed to adapt around historic structures, leaving gaps in sidewalk access, particularly around schools (e.g., Allen Creek).

7/10/2025

Zoning & Land Use: Emphasized need for zoning reform, removal of parking minimums, and tackling cultural/institutional resistance to change.

7/10/2025

Equity: Advocated for infrastructure that meets 8-to-80 design standards and supports aging in place and non-drivers.

7/10/2025

Policy vs. Practice: Criticized escape clauses in Complete Streets policies that let agencies avoid implementation. Referenced Chuck Marohn’s Confessions of a Traffic Engineer to highlight professional biases.

7/10/2025

Communication Failures: Noted Brighton’s struggle to influence Monroe Ave redesign due to poor communication with NYSDOT despite early engagement and Reconnect Rochester’s support.

7/10/2025

concerned for people with intellectual disabilities need reliable transportation that is sustainable.

On Demand service is good, but limited service area.

wheelchairs have trouble with unplowed sidewalks

7/8/2025

transit is lacking or unreliable- especially in Henrietta area.

lack of transportation between housing and services/work

Provided examples to illustrate need for a better relationship with NYSDOT, ex. Speed issues on W. Hen, near Martin Park, a popular route for kids and families. Want better support for Complete Streets, and general maintenance on State Roads

7/8/2025

Praise for collaboration between Monroe County and Town of Brighton to advance road diet on Elmwood Ave, a key corridor. New design improves traffic, provides more shoulder space for bicycles.

Praise for Monroe County Sidewalk Program where the county pays 50% of cost of sidewalk construction on town roads. Commented that the T/Brighton does plow sidewalks and would like to see all municipalities strive to do so. They created a Sidewalk District.

Commented about funding for RTS and need to provide better service to communities. Noted that public transit should be free and that would increase transit use. Shared that previously there was fixed-route transit along Elmwood, a popular route connecting residential areas and places of employment in the City. Since Reimagine RTS, service has been lost north of Twelve Corners. Service was also eliminated on River Road a popular route to UofR. Commented trail system also needs funding. All transportation infrastructure is important and the LRTP should focus on all travel modes.

7/8/2025

transportation is largest source of green-house gas emissions,

Supports car-free or car-lite

7/8/2025

more funding for good, existing volunteer driver programs at Lifespan to provide rides to aging/non-drivers, they provide 21,000 rides a year demonstrating a need. We have an aging population that needs accessible vehicles/assistance. Overall satisfied with RTS On-Demand service but there is always room for improvement to serve more vulnerable people.

7/8/2025

more advocacy for min. shoulder width to encourage biking as a mode (min 3' shoulders on town roads, and 5' on state roads

7/8/2025

although RTS adjusted routes recently, the system still lacks ideal service coverage

7/8/2025

Supports promoting tourism generated from outdoor recreation, such as bicycling. More bike racks on Amtrak passenger cars would help

7/8/2025

More advocacy is needed to change legislation about what transportation funds can pay for

7/8/2025

Transit Access and Scheduling Challenges

Single-Bus Route Issue:

One of the most pressing problems is the extremely limited bus service schedule. There's only one bus from Geneva to Penn Yan in the morning and one return trip in the afternoon.

"They can't really go to work if they're here for 7 hours waiting for the bus to go back."

Impact on Clients:

Social services clients who rely on this bus are left in town for the entire day without productive use of their time, and this disrupts their ability to work, return home, or meet other needs. Clients are essentially "stranded" between 8:00 AM and 3:00 PM.

Client Travel Needs:

Clients are required to travel on different days for various appointments. The inflexible transit schedule significantly limits their independence and efficiency.

7/8/2025

GTC LRTP 2050 - Feedback on Draft Recommendations

Project Engagement

VIEWS
698

PARTICIPANTS
11

RESPONSES
156

COMMENTS
6

SUBSCRIBERS
46

In December 2025, prior to the formal public review period, GTC shared the draft recommendations to seek feedback. The project page featured a video, details about public meetings, and tabbed survey pages with a short description of each topic/theme, along with a summary of what we heard, and an engagement question about the recommendations.

Introductory paragraph: GTC is seeking public feedback on draft recommendations for the Long Range Transportation Plan (LRTP) 2050. Developed in collaboration with member agencies, the recommendations are informed by regional demographic and employment data, an assessment of the current transportation system, emerging issues and opportunities, and input from residents gathered during Transportation Listening Sessions held in Summer 2025. Together, they provide a framework for addressing key transportation challenges facing the region. Public input during this phase will help refine strategies that guide how the region plans for a safe, connected, and resilient transportation system.

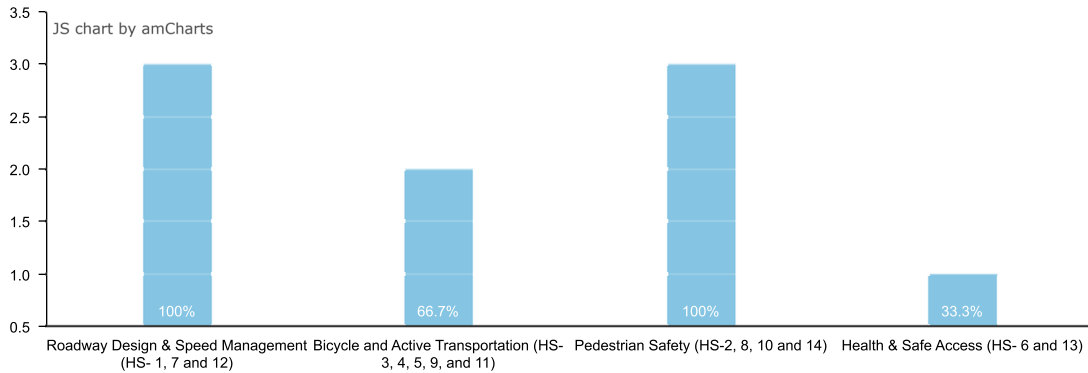
Publicity included a combination of email campaigns to past participants, and relevant subscriber lists as well as a social media campaign.

All participants

All participants All Time

The following health and safety recommendations, grouped by topic, describe potential actions to improve transportation-related health and safety over the next 25 years. Tell us which you think should be prioritized for the nine-county region. Use the optional comment box to share your thoughts.

Use your mouse to click and drag the options above the Next Priority box to rank them from highest priority at the top to lowest priority at the bottom.



Did we miss anything important to you related to **Health and Safety**? If so, please explain.

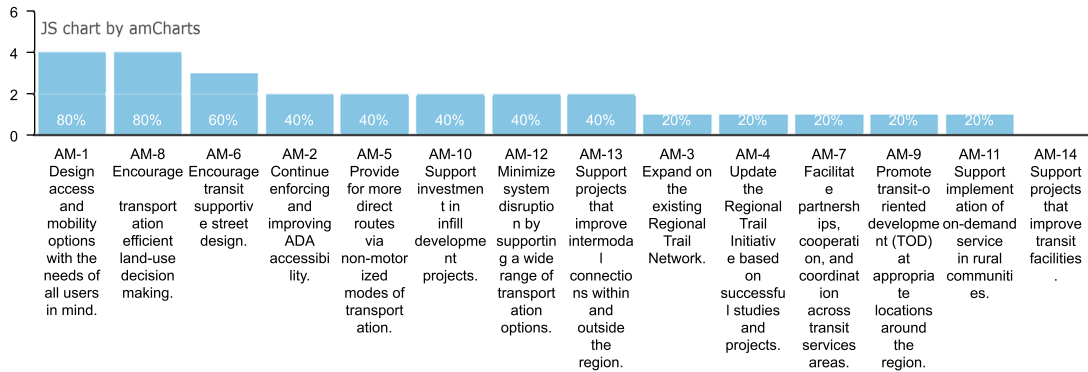
Safety for all users, especially vulnerable ones, should be the top priority when desinging our public streets and roadways. There are many cases in which adopting safer and more inclusive designs will negatively impact vehicle level of service. That is necessary and good. Under no circumstances vehicle speed or LOS should this be used as a justification for why we cannot have safe streets.

4/7/2026

All participants

All participants All Time

Which **Access and Mobility** recommendations should be the highest priorities for the region? Please select up to five.



Did we miss anything important to you related to **Access and Mobility**? If so, please explain.

Currently, there are two primary barriers to greater transit ridership in the greater Rochester area; system design and frequency. In a context where none of the top 5 employers in the region are located downtown, the current transit center focused, hub-and-spoke, radial network design is an outdated albatross. The system should be reconfigured to base routes on corridors, running all the way across the city. This would allow access to almost any location in the area with only 1 transfer. Frequency is equally problematic. With half-hourly headways or worse, missing your bus is catastrophic, and you must plan your life around the schedule. When cars, bikes, and sometimes even walking, are faster than transit for trips over 1-2 miles, transit is unlikely to ever be seen as a desirable form of transportation. I feel that these structural issues should be addressed directly in the plan. We need a modernized service pattern with 15 minute headways or better on all urban routes.

4/7/2026

Which **System Management and Maintenance** recommendations should be the highest priorities for the region? Please select up to five.

SMM-13 Consider all users in maintenance decisions.	3 ✓
SMM-15 Maintain public transportation infrastructure.	3 ✓
SMM-11 Include active transportation in studies and new infrastructure.	2 ✓
SMM-14 Maintain roadway assets in a state of good repair.	2 ✓
SMM-18 Reconfigure intersections and interchanges for safety and efficiency.	2 ✓
SMM-25 Replace assets when repair is no longer feasible.	2 ✓
SMM-1 Implement the Regional TSMO Strategic Plan.	1 ✓
SMM-5 Improve traffic signal coordination.	1 ✓
SMM-7 Promote interagency Traffic Incident Management (TIM).	1 ✓
SMM-9 Improve system connectivity.	1 ✓
SMM-10 Apply access management principles.	1 ✓
SMM-16 Conduct strategic divestment analyses.	1 ✓
SMM-19 Coordinate complete streets implementation with municipalities.	1 ✓
SMM-20 Maintain roadside safety infrastructure.	1 ✓
SMM-24 Rehabilitate and repair assets when appropriate.	1 ✓
0% SMM-2 Integrate ITS into plans and studies where appropriate.	0 ✓
0% SMM-3 Expand and upgrade ITS communications infrastructure.	0 ✓
0% SMM-4 Support core TSMO programs.	0 ✓
0% SMM-6 Coordinate interagency operations.	0 ✓
0% SMM-8 Maintain and update the Congestion Management Process.	0 ✓
0% SMM-12 Support community gathering spaces within the transportation system.	0 ✓
0% SMM-17 Maintain ITS assets in a state of good repair.	0 ✓
0% SMM-21 Deploy ITS tools at key non-motorized crossings.	0 ✓

0%	SMM-22 Support local access management policies.	0 ✓
0%	SMM-23 Support corrective maintenance.	0 ✓
0%	SMM-26 Upgrade older ITS field instrumentation.	0 ✓

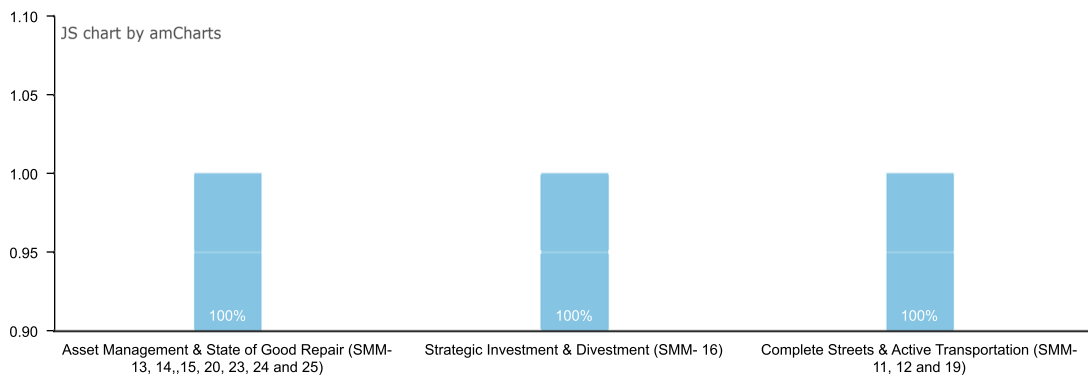
5 Respondents

All participants

All participants ▾ All Time ▾

The following System Management and Maintenance recommendations, grouped by topic, describe potential actions to manage and maintain the transportation system over the next 25 years. Tell us which you think should be prioritized for the nine-county region. Use the optional comment box to share your thoughts.

Use your mouse to click and drag the options above the Next Priority box to rank them from highest priority at the top to lowest priority at the bottom.



Did we miss anything important to you related to **System Management and Maintenance**? If so, please explain.

Active mobility modes such as walking and cycling, as well as mobility devices for disabled individuals, are more heavily impacted by poor travel surface conditions than automotive traffic. As a result, sidewalk, bike network, and trail infrastructure maintenance should be treated with equal or greater urgency than general roadway maintenance.

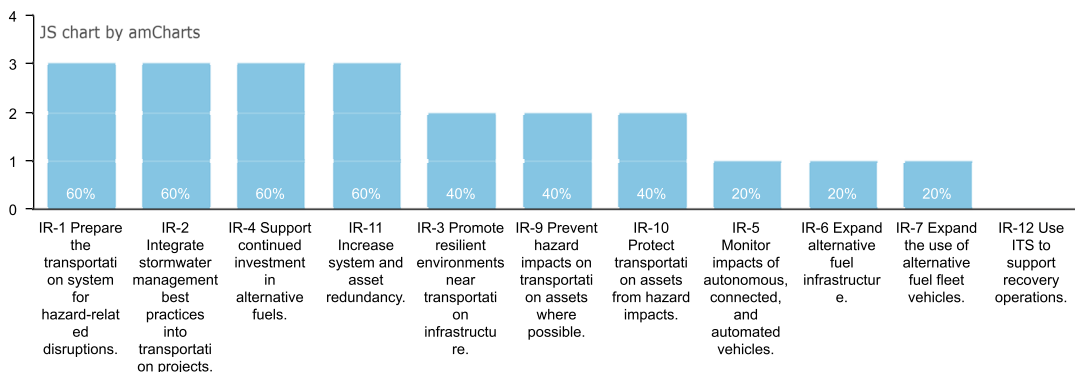
Private motor vehicles are the least space efficient form of transportation. Any analysis of traffic should include examination of possible alternatives and center conversations about level of service on the movement of humans rather than cars.

4/7/2026

All participants

All participants ▾ All Time ▾

Which **Innovation & Resilience** recommendations should be the highest priorities for the region? Please select up to five.



The following **Innovation & Resilience** recommendations, grouped by topic, describe potential actions to embrace technology and prepare the transportation system for extreme disruptions in the region over the next 25 years. Tell us which you think should be prioritized for the nine-county region. Use the optional comment box to share your thoughts.

Use your mouse to click and drag the options above the Next Priority box to rank them from highest priority at the top to lowest priority at the bottom.

Green Infrastructure & Environmental Resilience (IR- 2 and 3)	Rank: 1.00
Alternative Fuels & Clean Transportation (IR- 4,6 and 7)	Rank: 2.50
Preparing the transportation system for extreme events and disruptions. (IR 1, 9, 10 and 11)	Rank: 3.00
Emerging Technologies & Innovation (IR- 5 and 12)	Rank: 3.50

2 Respondents

Did we miss anything important to you related to **Innovation & Resilience**? If so, please explain.

The primary causes of hazard events are automotive crashes and climate change. Both of these factors can be mitigated by reducing the usage of and dependency on private motor vehicles. Regional transportation policy should be explicitly designed to encourage a shift toward safer and more sustainable modes of transportation such as walking, cycling, and transit.

4/7/2026

Which **Economic Development** recommendations should be the highest priorities for the region? Please select up to five.

ED-3 Modernize rail infrastructure for higher weights and speeds.	3 ✓
ED-8 Expand interregional transit connections and station access.	3 ✓
ED-13 Update parking requirements and management practices.	3 ✓
ED-17 Align transportation investments with economic development priorities.	3 ✓
ED-4 Preserve transportation rights-of-way for future use.	2 ✓
ED-14 Encourage shared parking in new and existing developments.	2 ✓
ED-1 Improve reliability on regional freight corridors.	1 ✓
ED-2 Expand rail facilities to support rail-served businesses.	1 ✓
ED-5 Improve first- and last-mile access to industrial and commercial sites.	1 ✓
ED-7 Improve curbside delivery management in urban areas.	1 ✓
ED-9 Improve transportation access to recreation and tourism destinations.	1 ✓
ED-10 Expand active and multimodal options in rural communities.	1 ✓
ED-11 Improve wayfinding using physical and digital tools.	1 ✓
ED-16 Support workforce development in transportation and logistics.	1 ✓
0% ED-6 Support safe, efficient last-mile deliveries and e-commerce.	0 ✓
0% ED-12 Strengthen air cargo connections to surface transportation.	0 ✓
0% ED-15 Improve rail corridors to support business parks.	0 ✓

5 Respondents

The following **Economic Development** recommendations, grouped by topic, could leverage the transportation system to boost the economy over the next 25 years. Tell us which you think should be prioritized for the nine-county region. Use the optional comment box to share your thoughts.

Use your mouse to click and drag the options above the Next Priority box to rank them from highest priority at the top to lowest priority at the bottom.

Investment Coordination & Economic Strategy (ED- 17)	Rank: 2.00
Land Use, Parking & Development Readiness (ED- 4,13 and 14)	Rank: 2.50
Access to Jobs, Industry & Commerce (ED- 5,6,7 and 16)	Rank: 3.00
Freight, Rail & Goods Movement (ED- 1,2,3,12 and 15)	Rank: 3.50
Transit, Tourism & Regional Connectivity (ED- 8,9,10 and 11)	Rank: 4.00

2 Respondents

Did we miss anything important to you related to **Economic Development**? If so, please explain.

Suburban development patterns are not economically sustainable in the long term because the cost to maintain their infrastructure exceeds the taxes levied on suburban style properties. Incentives (and penalties) should be created to spur more sustainable development patterns and preserve rural land. This can include strategies such as TOD, mixed use infill, urban growth boundaries, and the elimination of parking minimums and R1 zoning.

4/7/2026

GTC LRTP 2050 - Public Review

All participants

All participants ▾ All Time ▾

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
420	1	0	4	3

The draft Plan was available for public review and comment from April 13 through May 12, 2026. Outreach exceeded federal guidelines and met the guidelines of the GTC Public Engagement Plan.

All participants

All participants ▾ All Time ▾

Share your comments on GTC's Draft Long Range Transportation Plan.

I think it looks great. It covers a wide range of topics and recommendations. Does it include horse transportation (accidents) and slow-moving agriculture vehicles enough? There must be some improvements which can be made for these vehicles which share the roads with cars, trucks, and bodes.

Thank you for the opportunity to review.



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5/27/2026

On behalf of the New York State Canal Corporation, I am writing to provide comments on the Genesee Transportation Council's LRTP.

1. Strong focus on accessibility: the report seems to do a good job of considering transportation alternatives like trails for pedestrian and bicycle modalities. It mentions access to those resources for people with disabilities several times but lacks specifics on how those needs for access and safety- will be addressed.
2. The Canalway trail is noted as a regional resource. The Canal Corporation recently completed an Amenities Gap Study as a tool to help prioritize investments in non-road transportation alternatives on the Canalway Trail. The report may be consulted as a resource regional planners for project planning or for pursuit of grants. The report is found here: <https://eriecanalway.org/resources/recreational-amenities>

5/12/2026

May 8, 2026

On behalf of Monroe County DOT, David Kubiak provided comments supporting winter maintenance for active transportation infrastructure and support of ITS implementation in the Transportation Network, fixed several copyediting errors, clarified details related to the RTOC.



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5/8/2026



I wanted to offer a few minor comments for updates in the final 2050 LRTP. You and your team did a great job and with some tweaks, I know the document will be an even greater resource for our agencies.

Recommendations

*These requested edits are to primarily reflect RGRTA's in supporting these recommendations and to promote opportunities for pursuing discretionary funding.

Theme

Rec. ID

Action Statement

Requested Edit

Access and Mobility

AM-7

Facilitate partnerships, cooperation, and coordination across transit services areas.

Remove "Yates County Transit". Yates County voted to join RGRTA in October 2025.

System Management and Maintenance

SMM-1

Implement recommendations outlined in the Regional TSMO Strategic Plan.

Add "RGRTA" to Partners

SMM-2

Integrate ITS into plans and studies as a solution to safety, mobility, and other needs where appropriate.

Add "RGRTA" to Partners

SMM-5

Improve Traffic Signal Coordination to increase safety and system efficiency.

Add "RGRTA" to Partners

SMM-6

Facilitate Interagency Operations Coordination.

Add "RGRTA" to Partners

SMM-8

Maintain and periodically update the regional Congestion Management Process.

Add "RGRTA" to Partners

SMM-12

Support active community gathering spaces at appropriate locations in the transportation system.

Add "RGRTA" to Partners

SMM-15

Maintain the state of good repair on public transportation infrastructure.

Add "RGRTA" to Partners

Innovation and Resilience

IR-4

Continue supporting investments in alternative fuels.

Add "RGRTA" to Partners

IR-6

Support the expansion of alternative fuel infrastructure.

Add "RGRTA" to Partners

IR-7

Expand the use of alternative fuel fleet vehicles.

Add "RGRTA" to Partners

Economic Development

ED-10

Increase active transportation and multimodal connections to and within rural communities.

Add "RGRTA" to Partners

ED-5

Coordinate federal-aid investments on the transportation system with municipal, regional, state, and national economic development programs.

Add "RGRTA" to Partners

Project Spotlight - RGRTA's Adoption of Hydrogen Buses

Page 107

"In a first for New York State, RGRTA began operating the first of ten twelve new hydrogen fuel cell-electric buses in its fleet in Fall 2024. These buses create no emissions other than water vapor and have a range of 275-325 miles. Their range is farther and their refueling time is shorter than traditional battery-electric buses. The buses reduce operating costs, improve air quality for the surrounding area, and produce far less noise than traditional engine powered buses. These buses continue to push RGRTA toward its zero emissions goal by 2040. RGRTA also expects to purchase some smaller hydrogen cell vehicles in the future based on the success of these vehicles.

The project supports the following recommendations

*

IR-5 IR-4"

Note:

*

Financial Plan

Projected Revenue

*

FTA 5310 is considerably higher than Apportionments for the Rochester UZA

*

Table 8. FY 2026 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (Full Year) | FTA

*

FTA 5311 is missing entirely

*

The RGRTA CIP projects \$3.5m per year from FFYs 2026-2035

*

ATC should also include Public Transportation Modernization and Enhancement Program (MEP)

*

ATC and MEP are both NYS-specific capital programs

Projected Investment Strategies

*

Transit Facilities is missing

*

\$100m would be reasonable to take from Transit Rolling Stock

*

Derived from Prioritized Asset Listing in our latest Transit Asset Management Plan

*

Transit Electrification - Change to "Transit Zero Emission Transition"

*

The goal date is 2040, not 2035

5/6/2026

