Connected Systems

Missing Goals

1. Wayne County has a county-wide solar PILOT program, but in Monroe developers have to go to 5 different offices

2. RG+ E is the #1 restriction to economic development in the county because of cost of extending infrastructure

3. EV infrastructure / Alternative Fuel infrastructure

- how can they be incentivized - Faster permitting?

- short term - public ownership in / fast charging is needed

- where does private investment enter the market: later on the build in middle of 30 minute public gathering places

4. Develop mobility hubs

- hopr

- regular bike parking

- this supports other private development

- flowshare

- turo "Air B+BO+ vehicle rentals"

(See GBNRTC long range plan infographic: this concept requires either zoning change coordination or public land)

5. Include equity element

- its people's next largest cast after housing

6. Population projections

growth for the first time is happening 2020

7. Workforce development is linked to transit especially with wage requirements for certain kinds of work including that related to climate change

8. Role for school districts | work force training

9. Funding for town projects

- grants are competitive and not sufficient

- tax cap is a challenge

10. Incongruity above control over roads

- jurisdiction/control is an issue

- context matters – some state routes are also neighborhood streets

11. Designated bike boulevards

- systems not projects and context matters

- E-biking and E-scooter rules

- ADA requirements conflicts – no docking stations causes issues

Missing Priorities

1. Multimodal Commercial
   a. Port access use
   b. Freight

Logistics change to re-onshore receiving and shipping from economic development perspective – needs infrastructure

2. Coordinate municipal plans through this plan or separate efforts
    a. What are the common points of interest
    b. Who should tackle them
3. Aspirational growth scenarios that relate to all municipalities
4. Consider water authority
    a. Growth on development patterns
5. Address county and state DOT
    a. Barriers to multimodal transportation infrastructure such as bike lanes
6. County's clean energy goals are related to the state's goals and policies and initiatives and that has to be discussed
7. Solid waste – we must do more
    a. Construction waste – how to recapture?
    b. Impact on other goals like ghg emissions
8. Water: needs to include stormwater
    a. Municipalities make individual decisions
    b. Climate change will; impact systems
    c. FEMA/MS4 changes
    d. County coordination is necessary
9. Clean energy deployment is low per capita
    a. No property tac policy to allow businesses to operate efficiently for clean energy projects
10. Prepare for public ownership of electric vehicle charging stations sooner rather than later as Rochester/Monroe County become climate change refuge locations
11. Steps to BRT:
    a. Frequency
    b. Zoning changes – transit-oriented development
    c. BRT

On demand service makes more sense in a lot of places now

12. Consider "hoteling" business office model shift which is happening
13. Look at mobility as a service, not just an ownership model

Open Discussion:
1. Need strong partnerships and collaborations at local, county, and state to realize a project. This often becomes a barrier for local communities to implement local planning initiatives.
2. The local public transit system (RTS) is facing staff shortages which enables RTS to expand its services. The public transit authority has money to grow, but they are facing driver shortage and retention; the supply-chain crisis also impacts the bus and van supplies.

3. RTS on-demand services exclude some areas, leaving some communities to have no public transit choices.
4. Need to change the public's perception of using public transit to destinations. This requires incentives for public transit, public education, and other tools to increase ridership and diversify demographics of the transit users
5. RTS has partnered with Rochester Fire Department, MCDOT to develop a transit signal preemption study for transit signal priority implementation for Monroe County
6. MCDOT's efforts to work with the local community to provide safer active transportation infrastructures. Work within MCDOT's current policies, the MCDOT is considering road diet/widening shoulders.
7. Communications needs across jurisdictions.

What is Missing:
1. Focus on busy/high-trip potential commercial corridors to increase multi-modal
2. Build infrastructure for an age-friendly community, specifically broadband and digital divide. The challenge of digital proficiency is not only a barrier for the older population but also impacts people in poverty. Besides building broadband infrastructure, there should also be a support system to help these population to use digital devices and digital resources.
3. Maintenance, specifically winter snow removal, requires collected efforts.
4. Mobility as a service for all people: create an integrated system to allow users to access the transportation mode or services based on individual needs.
5. Education and communication for all types of transportation: governments, educators, engineers, and designers all play the role to raise public awareness of all types of transportation co-exist and that no one type is better or more important than the other.