



August 16, 2013

Mr. Steve Beauvais
New York State Department of Transportation – Region 4
1530 Jefferson Road
Rochester, NY 14623

RE: City of Rochester 2013 TEP Application

Dear Mr. Beauvais:

On behalf of the City of Rochester, I am pleased to submit the \$1,000,000 Elmwood Avenue / Collegetown Cycle track project application for consideration through the New York State Transportation Enhancements Program (TEP). The Elmwood Avenue / Cycle Track project is being submitted in order to better connect the University of Rochester's River and Medical campuses, Collegetown redevelopment, and Upper Mount Hope Neighborhood with the Genesee Riverway Trail and greater regional trails network. The Cycle Track will promote active transportation in this fast-growing regionally-significant part of the city, thereby reducing traffic congestion and parking demand while enhancing public health, air quality, and economic development. The project has considerable support from residents, businesses, community groups, and elected officials.

Two copies of the application are attached for your consideration. If you have any questions on the applications, please contact Mr. Jim McIntosh, City Engineer, at (585) 428-6828.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'T. Richards'.

Thomas S. Richards
Mayor

Attachments

g:\div\tran\tel2013\dottepltr.doc



TRANSPORTATION ENHANCEMENT PROGRAM

PROJECT APPLICATION

Project Name: ELMWOOD AVENUE/COLLEGETOWN CYCLE TRACK

Project Location:
Municipality(ies): CITY OF ROCHESTER _____

County(ies): MONROE _____

Sponsor: CITY OF ROCHESTER _____

Applicant: SAME AS SPONSOR _____

FOR NYSDOT USE ONLY

Region & Proposal ID #: _____ Date Received: _____

Minimum Eligibility Criteria Met: _____ Yes _____ No

Within MPO Area: _____ Yes (MPO: _____) _____ No

Congressional District No. _____

NY Senate District No. _____

NY Assembly District No. _____

Regional or MPO Priority Ranking: _____ of _____

Funding Decision: _____ Project Fully Funded

_____ Project Partially Funded (Explanation Attached)

_____ Project Not Funded

Please refer to the NYSDOT Transportation Enhancement Program Guidebook for line-by-line instructions for preparing this project application.

Sponsor Information

Sponsor: CITY OF ROCHESTER

Sponsor's Mailing Address: ARCHITECTURE & ENGINEERING BUREAU
CITY HALL, ROOM 300B
30 CHURCH STREET
ROCHESTER, NY 14614

Contact Person:
Name: ERIK FRISCH

Title: TRANSPORTATION
SPECIALIST

Phone: (585) 428 --- 6709 Fax: (585) 428 --- 6253

E-Mail Address: erik.frisch@cityofrochester.gov

Sponsor's Approval:
Signature: 

Date: 8/15/13

Title: TRANSPORTATION SPECIALIST

Did Sponsor attend a Transportation Enhancement Program Workshop?

Yes No Location: ROCHESTER, NY (MAY 29, 2013)

Did Sponsor attend a Federal Aid 101 Workshop?

Yes No Location: SYRACUSE, NY (JUNE 5, 2013)

Applicant Information

Applicant: SAME AS SPONSOR

Applicant's Mailing Address: _____

Contact Person:

Name: _____

Title: _____

Phone: (____) ____ --- ____ Fax: (____) ____ --- ____

E-Mail Address: _____@_____

Applicant's Approval:

Signature: _____

Date: _____

Title: _____

Did Applicant (if different from Sponsor) attend a Transportation Enhancement Program Workshop?

Yes No Location:

Did Applicant (if different from Sponsor) attend a Federal Aid 101 Workshop?

Yes No Location:

Enhancement Activity Category

Check the enhancement category or categories under which this project is eligible. The reasons for how the project fits each checked category are required in Attachment D.

- Provision of Facilities for Pedestrians and Bicycles
- Scenic or Historic Highway Programs
- Landscaping and Other Scenic Beautification (Including Streetscape Improvements)
- Preservation of Abandoned Railway Corridors (Including Conversion and Use thereof for Pedestrian and Bicycle Trails).
- Environmental Mitigation to Address Water Pollution due to Highway Runoff or to Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity

Project Costs and Funding

(From Attachment H)

Transportation Enhancement Program (TEP) Funds Requested:	\$ <u>1000000</u> (1)
Local Non-Federal Share to Be Provided:	\$ <u>250000</u> (2)
Funds from Other Sources:	\$ <u>250000</u> (3)
Total Funding Needed for Project:	\$ <u>1500000</u> (4)
Total Project Cost:	\$ <u>1500000</u> (5)

Required Attachments

		<i>Maximum # Of Pages*</i>
• Attachment A	Sponsor Information	1**
• Attachment B	Applicant Information	1**
• Attachment C	Project Description	3***
• Attachment D	Eligibility: Project Category or Categories	1
• Attachment E	Eligibility: Relationship to Surface Transportation	1
• Attachment F	Eligibility: Benefit to the Public Interest (Public Access/Use)	1
• Attachment G	Expected Benefits to Result from Project	3
• Attachment H	Project Costs and Funding	2
• Attachment I	Implementation Schedule	1
• Attachment J	Maintenance & Operation of Project	1

- Attachment K Documentation to Support Project Eligibility as needed
- Attachment L Documentation of Community and Political Support as needed

Note:

* - A page is defined as one side of an 8½” x 11” sheet of paper, with font size no smaller than 10 points. All pages in excess of the designated maximum number of pages will be removed and discarded and will not be considered in the application review.

** - A maximum of one page of text is allowed. See Chapter 3 or the instructions for completing the project application.

*** - A maximum of three (3) pages (8½” x 11” sheets) of text is allowed. A maximum of six (6) additional pages (8½” x 11” sheets) for the required general location map and any optional project maps, photographs, sketches or illustrations also may be included in the attachment. One or two larger sheets (11” x 17” or 22” x 34”) showing key conceptual project elements can be included, in addition to the aforementioned three pages of text and six pages of maps, photographs, sketches or illustrations.

- **If available**, samples of completed attachments may be provided by the NYSDOT Regional TEP Coordinator for guidance.

Attachment A
Sponsor Information
City of Rochester

The City of Rochester is the third largest city in the State of New York and has considerable experience in managing transportation construction projects. It has successfully completed numerous federal and state-aid transportation projects, including three previous Transportation Enhancements projects – Rochester ARTWalk 1, Butterhole-Seneca Park (El Camino) Rail Trail, and ArtWalk 2.

The Elmwood Avenue / Collegetown Cycle Track project will be administered by the City's Architecture & Engineering Bureau. As a full-service engineering unit of City government, the Bureau has numerous staff members experienced in contract administration, finance, sidewalk design, consultant management, survey, construction inspection, and other engineering services. In addition, other City departmental staff are available to help implement the project including tasks such as neighborhood involvement in design, environmental mitigation, accounting, purchasing, legal assistance, MBE/WBE compliance, auditing, street maintenance, policing, and other project services.

While Engineering staff assignments have not yet been made pending receipt of project funds, this Enhancement project is likely to be administered by the Architecture & Engineering Bureau's Street Design Division. Mr. Paul Way, Manager of Special Projects, with over 20 years of professional experience, is the likely Project Manager. The Division has considerable experience in streetscape and sidewalk design and implementation.

As a Class A city, the City of Rochester has the financial capacity to pre-finance the Elmwood Avenue / Collegetown Cycle Track project using either cash capital or bonds, and to request federal/state funds on a cost reimbursement basis.

The City also has the capacity to maintain the Elmwood Avenue / Collegetown Cycle Track project upon its completion using Department of Environmental Services Street Maintenance forces and use of existing sign contracts.

Attachment B
Applicant Information
City of Rochester

The Applicant and the Sponsor are identical.

Attachment C
Project Description
City of Rochester

Project Location

The Elmwood Avenue / Collegetown Cycle Track project is located in the Upper Mount Hope Neighborhood adjacent to the University of Rochester. The project area specifically encompasses Elmwood Avenue between the Genesee River and Mount Hope Avenue. The location is primarily institutional with the University of Rochester's River and Medical campuses on either side of the proposed project as well as a major mixed-use redevelopment (Collegetown) that is currently under construction, a major park (Genesee Valley Park), and a historic cemetery (Mt. Hope Cemetery), as well as densely-populated residential areas to the south and east.

Existing Conditions

Elmwood Avenue between the Genesee River (Wilson Boulevard) and Mount Hope Avenue is a five-lane Urban Principal Arterial that carried roughly 25,000 vehicles per day in 2010. Five Regional Transit Service (RTS) bus routes operate on Elmwood Avenue in the project area as well as multiple University-operated buses and shuttles. As a major employment center with large numbers of college students and other nearby residents, there is considerable bicycle and pedestrian demand. This section of Elmwood Avenue is also signed as part of New York State Bicycle Route 5. However, due to lack of bicycle accommodations and high vehicular traffic volumes and speeds, bicycle demand is not being adequately served on-street.

Currently, Elmwood Avenue has two lanes in each direction with a center turn lane / landscaped median. The total curb-to-curb width is 63' with 13' wide outside lanes, 12' wide inside lanes, and a 13' wide center lane. The street does not incorporate shoulders, parking areas, or bicycle lanes. There are 5'-7' wide sidewalks on both sides of the street separated from traffic by a 9'-10' wide tree lawn. The existing sidewalks are in fair to very good condition. According to the *Rochester Bicycle Master Plan* (2011), this section of Elmwood Avenue has a Bicycle Level of Service (BLOS) E and is a Tier I High Priority corridor for bicycle improvements. The high traffic volumes, speeds, presence of heavy vehicles, and lack of bicycle accommodations all contribute to a very poor bicycle environment in this corridor. The majority of bicycle trips taken along Elmwood Avenue use the existing narrow sidewalk.

Proposed Improvements

The City proposes to design and construct a physically-separated two-way cycle track within the Elmwood Avenue corridor from the Genesee River to Mount Hope Avenue. This high quality bicycle-specific facility will connect the Genesee Riverway Trail, Genesee Valley Park, the University of Rochester's River and Medical Campuses, and the new Collegetown mixed-use development. It is anticipated that the cycle track will be extended further eastward in the future to the Town of Brighton and westward to Scottsville Road, providing additional valuable connections to key destinations and other links in the regional bicycle network.

The Elmwood Avenue/Collegetown Cycle Track is proposed to be built at the same grade as the sidewalk, separated from motor vehicle traffic and pedestrians by buffer zones and/or vertical elements located between the travel lanes, cycle track, and sidewalk. At intersections and conflict points, the cycle track is proposed to be uniquely colored and highly visible utilizing the FHWA Interim-Approved "Bike Lane Green", combined with enhanced pavement markings and symbols at crossings. The cycle track will be a minimum 8' wide in constrained sections, with an anticipated standard width of 10' overall, to allow for safe, efficient bicycle travel through the corridor. Bicycle-specific traffic signals will communicate to bicyclists when they may cross at signalized intersections. Pedestrian-level lighting and enhanced landscaping will contribute to a more attractive and interesting streetscape within the corridor.

Conceptual renderings of the Cycle Track are attached. It should be noted that these renderings, which depict the Cycle Track on the south side of Elmwood Avenue for its entirety, are no longer entirely accurate. Following discussions with the University of Rochester, it has been decided that the Cycle Track will be built along the north side of Elmwood Avenue from the Genesee River to East Drive. This will allow the Cycle Track to bypass all of the driveways and signalized intersections in between. At East Drive, the Cycle Track will cross Elmwood Avenue via a dedicated crossing, and continue east to Mt. Hope Avenue along the south side of Elmwood Avenue.

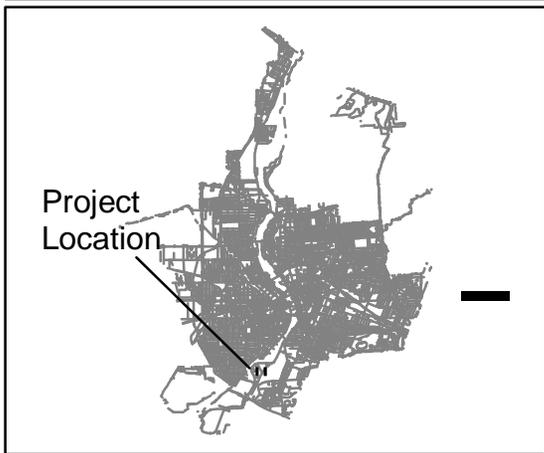
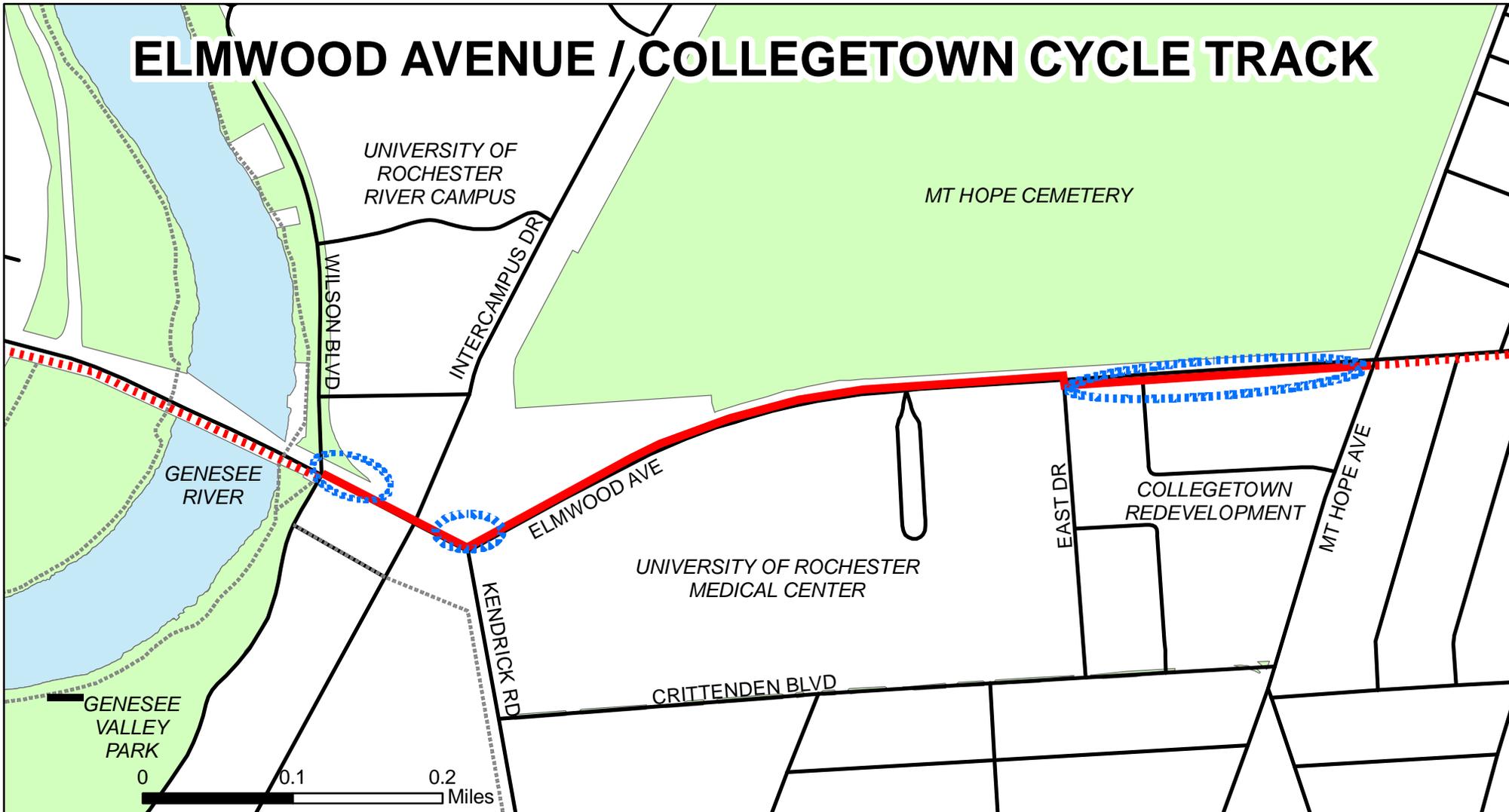
The majority of the project is located within the existing public Right-of-Way; however, the proposed improvements will impact private property at certain points. Discussions with the sole affected property owner, the University of Rochester, have produced a commitment to donate permanent public easements for these properties. A letter to that effect is incorporated in Attachment L. The land donation is referenced in the Draft Community Benefit Agreement for the Collegetown redevelopment project, as well as a letter from CT Rochester LLC, both of which are incorporated in Attachment L. The value of this donated land is in addition to, and not considered part of, the local match for this project. All property donations will be in place prior to construction in summer 2015.

**ELMWOOD AVENUE / COLLEGETOWN CYCLE TRACK
GENERAL LOCATION MAP**



**PROJECT
LOCATION**

ELMWOOD AVENUE / COLLEGETOWN CYCLE TRACK



Transportation Enhancements Program Project Map



CITY OF ROCHESTER

-  Proposed Elmwood Avenue / Collegetown Cycle Track
-  Potential Future Cycle Track Extensions
-  Multi-Use Trails
-  Likely Easement Areas



1 VIEW EAST AT KENDRICK INTERSECTION



2 VIEW WEST AT KENDRICK INTERSECTION



3 VIEW WEST AT DRIVEWAY INTERSECTION



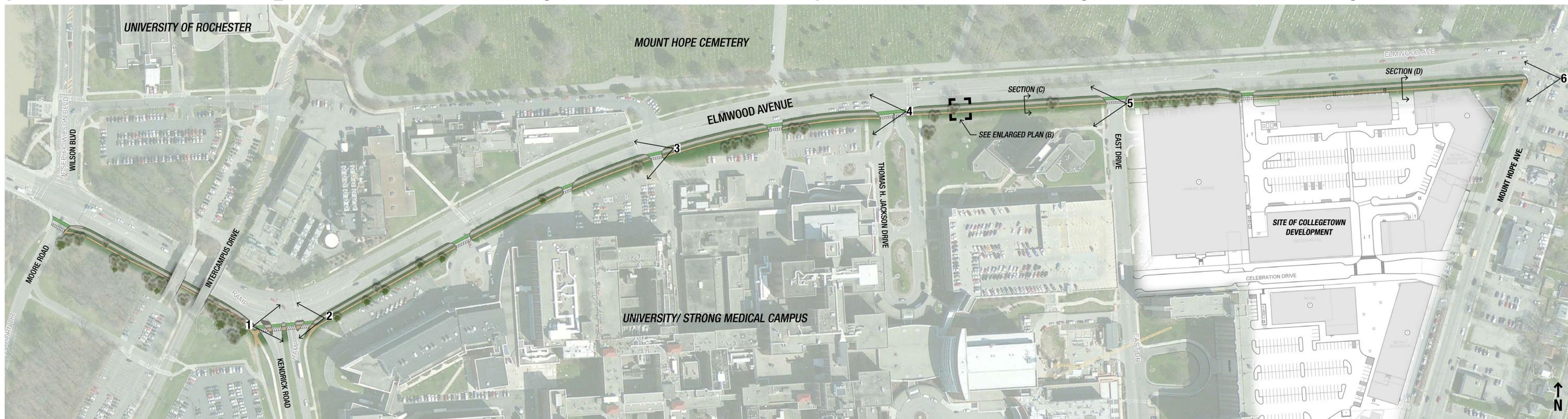
4 VIEW WEST AT THOMAS H. JACKSON DRIVE



5 VIEW WEST AT EAST DRIVE



6 VIEW WEST FROM MOUNT HOPE AVE.



A CONCEPTUAL PLAN

NTS

CONCEPT DESCRIPTION

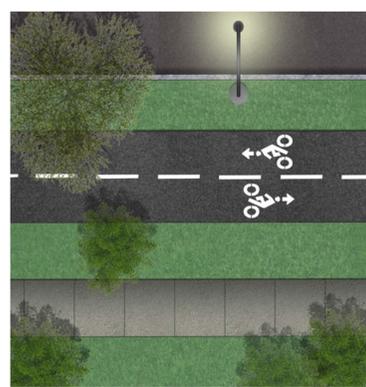
The concept for a Cycle Track facility along Elmwood Avenue is proposed along the south side of the street, between Wilson Blvd and Mount Hope Avenue, linking the campus facilities of the University of Rochester, with the medical complex, proposed College Town development, and existing and future bicycle transportation facilities.

The Cycle Track is proposed as a dedicated bicycle only facility, separated from both motor vehicles and pedestrians. This facility is proposed to be at the same grade as the pedestrian walkway, separated from motor vehicle traffic and pedestrians by either minimum 5'-0" buffer zones or vertical elements located between the travel lanes, sidewalk, and cycle track.

At intersections and conflict points, the cycle track is proposed to be uniquely colored and highly visible utilizing the FHWA Interim Approved "Bike Lane Green," combined with enhanced pavement markings and symbols at crossings. The bike route is required to be 8'-0" wide (minimum) to allow for two-way bike travel.

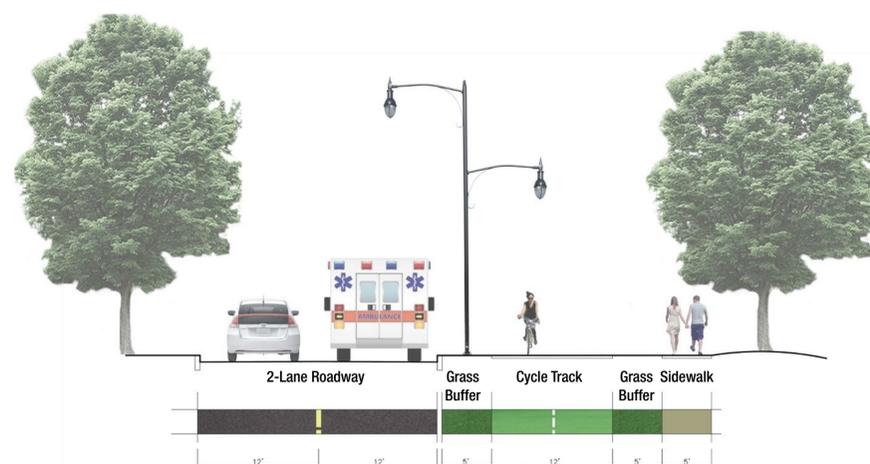


CONTEXT MAP



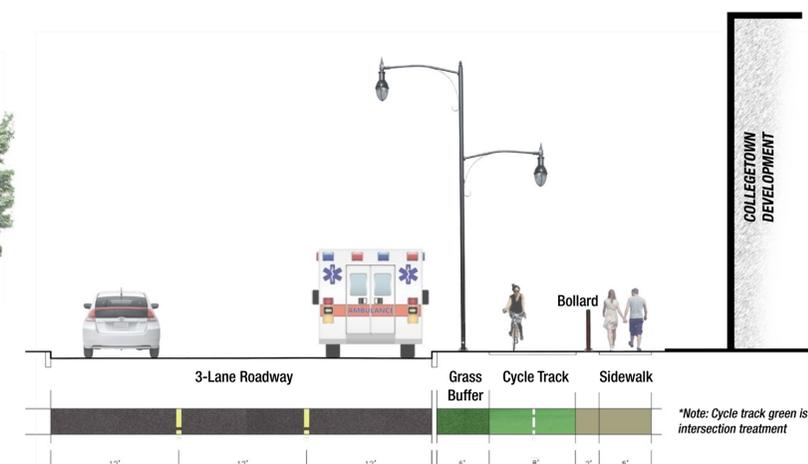
B PLAN ENLARGEMENT (TYP)

NTS



C TYPICAL SECTION (MAXIMUM WIDTH)

NTS



D TYPICAL SECTION (MINIMUM WIDTH)

NTS

*Note: Cycle track green is intersection treatment



ELMWOOD AVENUE | CYCLE TRACK FACILITY

ROCHESTER, NEW YORK



981.009.001
June 7, 2013



EXISTING PHOTOGRAPH



ELMWOOD AVENUE | CYCLE TRACK FACILITY

ROCHESTER, NEW YORK



LOT 6 - MIDDLE DR. DRIVEWAY CROSSING





EXISTING PHOTOGRAPH



ELMWOOD AVENUE | CYCLE TRACK FACILITY

ROCHESTER, NEW YORK



THOMAS H. JACKSON DR. INTERSECTION



981.009.001
June 21, 2013

Attachment D
Eligibility: Project Categories
City of Rochester

Category 1: Provision of Bicycle and Pedestrian Facilities

The primary objective of the Elmwood Avenue / Collegetown Cycle Track project is to reposition Elmwood Avenue from an environment that is hostile to bicyclists to one that embraces bicycling as an equal mode of transportation. As evidenced by its status as one of the most heavily-traveled roadways in the City of Rochester, and its designation as New York State Bicycle Route 5, there is a very high demand to travel on Elmwood Avenue. This is as true for bicyclists as it is for drivers. Unfortunately, with its high traffic volumes, high speeds, numerous turning movements, and relatively narrow pavement width, Elmwood Avenue is not designed to serve the needs of the typical bicyclist.

Due to the lack of bicycle accommodations, very few trips within the corridor are currently taken by bicycle. As mentioned earlier, the Rochester Bicycle Master Plan identified this stretch of Elmwood Avenue as both having a Bicycle Level of Service E (Very Poor) and being a Tier I high priority street for bicycle improvement. This is a critical opportunity to develop a unique, physically-separated bicycle facility that has the potential to impact mode splits, leading to a much greater share of trips being taken by bicycle.

Safety, real or perceived, is regularly cited as a main impediment to increasing bicycle usage. A recent study in Portland, OR determined that 60% of all road users were “interested but concerned” when asked if they would like to bicycle as a primary means of transportation (Roger Geller. *Four Types of Cyclists*. Retrieved from <http://www.portlandoregon.gov/transportation/44597?a=237507>). As the levels of bicyclists rise, bicycle crash rates decrease. Therefore, if cities such as Rochester wish to dramatically increase bicycle mode share, facilities that are perceived as safer for bicyclists, and thus more attractive for their use, are needed. Cycling for Cities, a research program of the University of British Columbia, found that Cycle Tracks are among the most preferred bicycle facilities and are also perceived to be the safest of all bicycle facilities (cyclingincities.spph.ubc.ca). A physically-separated two-way cycle track is an increasingly-popular way to grow bicycling rates.

The connections provided by the proposed Cycle Track are regionally-significant and poorly served by current facilities. At its western limit, the Cycle Track will connect with the Genesee Riverway Trail which links the Erie Canalway Trail with Downtown Rochester and, via a mix of on- and off-street connections, further north to Lake Ontario. Adjacent to the western limit is the University of Rochester’s River Campus, the traditional center of the college that is home to the majority of the school’s 10,000 students. The massive University of Rochester Medical Center, with nearly 5 million square feet of space, roughly 4,000 students, residents, and faculty, and thousands of additional employees, lines the mid-section of the Cycle Track. At its eastern limit, the 14-acre, \$100 million Collegetown redevelopment is currently under construction. When complete in late fall 2014, Collegetown will have 500,000 square feet of retail, office, hotel, and residential space on what was mostly a former parking lot. The Cycle Track will connect these activity centers with a direct, physically-separated bicycle path, which will reduce traffic congestion and parking demand, while improving air quality and public health and supporting continued economic development.

Attachment E
Eligibility: Relationship to Surface Transportation
City of Rochester

This project has a clear and direct relationship to surface transportation. The purpose of the Elmwood Avenue / Collegetown Cycle Track is to serve the unmet and growing demand for bicycle transportation within the Elmwood Avenue corridor. The Cycle Track provides an opportunity to greatly enhance opportunities for bicycling to and between major activity centers while also creating a highly attractive link in the regional bicycle network. The Cycle Track will connect with the Genesee Riverway Trail, the primary north-south link in the region's multi-use trail network, as well as the Kendrick Road Trail, both of which connect to the Erie Canalway Trail, which is the primary east-west link in the regional trails network.

Beyond serving current demand for bicycle trips, it is anticipated that the Cycle Track will induce additional bicycle trips by those who do not currently bicycle. A growing body of research is finding that physically-separated bicycle facilities attract significantly more usage and that bicyclists overwhelmingly prefer such facilities. With a large captive market of 10,000 college students, roughly 20,000 workers, thousands more nearby residents and other visitors, it is anticipated that the proposed Cycle Track will be among the most heavily-used of all bicycle facilities in the region.

The Cycle Track will be built alongside but physically separated from Elmwood Avenue. Enhanced lighting and landscaping along the Cycle Track will provide aesthetic benefit for all users of the corridor, including the 25,000 vehicles per day along Elmwood. New retaining walls required opposite Kendrick Road provide a unique opportunity to create a visual focal point at the gateway to the University of Rochester's River Campus which terminates the vista from Kendrick Road, where significant investment is currently being made to increase connectivity to I-390 via the Access 390 project.

Attachment F
Eligibility: Benefit to the Public Interest (Public Access/Use)
City of Rochester

The Elmwood Avenue / Collegetown Cycle Track project will be totally accessible to the general public at all times of day with no limitations. Permitted and prohibited uses of the new facility will be consistent with the New York State Vehicle & Traffic Law. Pedestrians will not be permitted to use the Cycle Track. The facility will be well-lit for evening users and will be cleared of snow in the winter consistent with the City's existing sidewalk snow plowing policy.

The City of Rochester owns or will own a permanent easement to all of the land upon which the Cycle Track and associated improvements will be built. Maintenance and operation of the proposed facilities, as described in Attachment J, will ensure that unimpeded public access will be provided for the duration of their useful lives.

Attachment G
Expected Benefits to Result from Project
City of Rochester

The beneficial impacts of physically-separated bicycle infrastructure are increasingly well-known. Cycle tracks are estimated to increase bicycle usage in a given corridor by up to 250% when compared with in-street bicycle lanes. This significant increase in ridership is likely attributable to the safety benefits (both real and perceived) that physical separation from motor vehicle traffic provides. A recent study published in *Injury Prevention* found that cycle tracks had a 28% lower injury rate when compared with in-street bicycling on a similar street without a cycle track (Lusk, A. et al (2010). Risk of injury for bicycling on cycle tracks versus in the street. *Injury Prevention*.).

Improves Multi-Modal Access to Major Activity Centers

Elmwood Avenue is the primary east-west arterial street on the south side of the City of Rochester, peaking at roughly 25,000 vehicles per day within the project area and providing no specific bicycle accommodations. The western project limit is the Genesee Riverway Trail, the primary north-south multi-use trail in the city, which connects to Downtown Rochester. The eastern project limit is Mt. Hope Avenue, the primary north-south arterial on the south side of the city, which is lined with retail, restaurant, and office space immediately adjacent to the project area. The Finger Lakes Region's second largest employer, the University of Rochester with more than 20,000 employees, is primarily located within the Elmwood corridor. The University is also the second-largest four-year college in the Finger Lakes Region, with over 10,000 students. One of the region's largest redevelopment projects, the \$100 million Collegetown project, is located within the project area, promising to create one of the city and region's most important retail and entertainment destinations. Collegetown is a priority of the Finger Lakes Regional Economic Development Council.

Bicycle access to the University from points east and between the University's campuses is constrained by high traffic volumes and lack of bicycle accommodations. This contributes to a far lower share of trips being taken by bicycle than would be expected in a university/medical setting. The Cycle Track will eliminate this barrier to bicycling, benefiting the neighborhood, University, city, and region as a whole, by minimizing traffic congestion and vehicular parking demand in this regionally-significant location.

Complements and Enhances the Regional Transportation System

Although it is difficult to quantify the number of potential users of the Elmwood Avenue / Collegetown Cycle Track, it is reasonable to suggest that the facility will attract thousands of weekly users, chiefly University students, faculty, and staff traveling to/from work or between campuses but also employees of local commercial establishments, local residents heading to Center City via the Riverway Trail, or visitors who may be going to an appointment at the Medical Center, having lunch with friends at a Collegetown restaurant, or simply riding the facility because of its uniqueness. The Cycle Track will allow bicyclists to avoid the high speed traffic on Elmwood thereby enhancing safety for all users, improving air quality, and contributing to this fast-changing neighborhood's identity. The addition of appropriate landscaping throughout the project area will further enhance the corridor.

Improves the Quality of Life for Diverse Community

ARTWalk is located in a well-populated, ethnically diverse, mixed income neighborhood. In 2010, more than 12,000 people lived within ½ mile of the project area. Of those living within ½ mile, 45% were non-

white and/or Hispanic, compared to 62% for the entire city, 27% for Monroe County, and 22% for the Rochester Metropolitan Statistical Area (MSA). The per capita income of those living within ½ mile was \$15,245 in 2011, compared to \$18,267 for the city as a whole, \$27,712 for Monroe County, and \$27,096 for the Rochester MSA. The greatly enhanced ability to travel within the neighborhood by bicycle will greatly enhance the quality of life for nearby residents, lowering household transportation costs and increasing access to employment, services, and entertainment.

In addition, the density of employment and visitors to the University and Medical Center create an overwhelming demand for car parking. This parking demand leads to drivers parking on nearby residential streets, often leaving behind litter, generating noise, and creating unsafe situations. The Upper Mt. Hope Neighborhood Association recently worked with the City to change parking restrictions in the neighborhood to discourage daily parkers. By increasing the share of workers and visitors who use bicycles, car parking demand will decrease, further enhancing quality of life for area residents.

Supports Ongoing Economic Development Efforts

There is much to be excited about in the areas surrounding the University of Rochester. To the west, ground was recently broken on a 12-story residential tower with first floor restaurant, the latest phase of the ongoing Brooks Landing redevelopment. Just south of Brooks Landing, new market rate homes are being sold quickly on Brookscrest Way, a redevelopment of a former orphanage. Renovation of existing, and construction of new, commercial properties along Mt. Hope Avenue continues apace while construction is underway on the \$100 million Collegetown redevelopment which will feature new restaurants, shops, offices, apartments, and more. The University has multiple construction projects underway, the largest of which is the \$145 million Golisano Children's Hospital tower.

In order to maximize the contribution of these investments to the economic vitality of the city and region, it is important that they be easily accessed by all modes of transportation. While RGRTA continues to work with the University on enhanced transit service to its campuses, the Elmwood Avenue / Collegetown Cycle Track project will provide a world-class bicycle facility to connect these investments to the broader bicycle network, increasing their attractiveness to a growing segment of the population.

Supports Other Plans

This project is referenced in the *Rochester Bicycle Master Plan* and is consistent with the City's Capital Improvement Program and local neighborhood plans and visions. It is supportive of a number of Goals of the City of Rochester's Comprehensive Plan, *Rochester 2010: The Renaissance Plan*. These include:

- 3.A., "Promote neighborhoods that are safe, clean, and attractive, that minimize ... negative quality of life issues and that ultimately reduce the demand for public safety services;"
- 5.F., "Create a public infrastructure system that positively contributes to the physical, social and economic development objectives of the Greater Rochester Community and improves the quality of life for all of our citizens;"
- 8.E., "Promote the creation of a diverse transportation system that connects our many tourism attractions and resources and positively contributes to the physical, social, and economic well-being of our citizens, visitors, and community;"
- 9.B., "Reduce the impacts of the concentrations of poverty in our community by encouraging economic diversity, appropriate neighborhood design and planning and expanded economic opportunity;" and,
- 9.G., "Promote the creation of a safe, reliable, and aesthetically pleasing transportation system that facilitates the movement of people and goods throughout our community, and connects neighborhoods while encouraging alternatives to automobile transportation."

The Elmwood Avenue / Collegetown Cycle Track supports multiple Recommendations of the Genesee Transportation Council's *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035 (LRTP 2035)*, including:

- "Expand the amount of and increase the connectivity of multi-use trails in the region per the Regional Trails Initiative;"
- "Increase the amount of bicycle parking at key locations in the Regional and Sub-Regional Urban Cores, Employment Centers, all Retail, and Higher Education Places;" and,
- "Improve the function of intersections through improved design and increases safety, reduces delay, and improves mobility."

The project also benefits multiple *LRTP 2035* Performance Measures, including:

- Gaps in Core Multi-Use Trails Network;
- Emissions of Nitrogen Oxides;
- Emissions of Volatile Organic Compounds;
- Emissions of Carbon Dioxide; and,
- Direct Energy Usage.

This project promotes many initiatives of the New York State Department of Transportation's *Strategies for a New Age: New York State's Transportation Master Plan for 2030*, including:

- "All transportation operators will be asked to incorporate proactive measures into their routine maintenance programs to prevent environmental degradation and support enhancements. Such measures include: context sensitive design strategies which consider measures to enhance the relationship between a transportation project and its immediate environment...;"
- "Targeting of transportation enhancement projects to positively impact minority and low-income populations;"
- "Designs for safe biking will be integrated into roadway projects to encourage greater bicycle use;" and,
- "Continuation of active partnering by the State with local communities in "walkable community" programs which encourage greater reliance on walking and biking for both recreation and routine travel."

The Elmwood Avenue / Collegetown Cycle Track project is consistent with the Action Strategies of the 2009 *Statewide Comprehensive Outdoor Recreation Plan 2009-2013*, such as:

- "Identify and encourage the creation of recreationways, greenways, and blueways in and around metropolitan areas, along major water corridors and along other natural, abandoned railroad, and utility corridors;"
- "Encourage the development of an interconnecting system of trails, recreationways, blueways, and greenways;"
- "Encourage partnerships between federal, state and local governments, not-for-profit organizations, trail groups and private landowners in the development and maintenance of trails;"
- "Encourage the development of trails, parks, and recreational facilities that can be reached by walking and bicycling;"
- "Utilize transportation systems to provide continuity of trail systems, where appropriate;"
- "Support urban recreation initiatives;" and,
- "Increase the use of non-fossil-fuel-based transportation, public transit and alternative transportation to and within recreational areas and open spaces."

**Attachment H
Project Costs and Funding
City of Rochester**

Project Costs

The total cost of the Elmwood Avenue / Collegetown Cycle Track is \$1,500,000. Project costs were developed in-house by City of Rochester staff based on a conceptual cost estimate assembled by Barton & Loguidice, PC while under contract with the City for a conceptual planning exercise. Cost breakdowns by phase are as follows:

Preliminary Engineering & Detailed Design (15%):	\$144,000
Right-of-Way Acquisition:	\$0
Construction*:	\$954,000
Construction Inspection (15%):	\$143,000
Inflation (6%):	\$58,000
<u>Contingency (20%):</u>	<u>\$201,000</u>
TOTAL:	\$1,500,000

*The Construction cost is further broken down by key elements below. These costs include 10% for Maintenance & Protection of Traffic (MPOT), Survey, and Mobilization.

Pavement:	\$174,000
Curbing:	\$39,000
Sidewalks:	\$41,000
Lighting:	\$185,000
Landscaping:	\$165,000
Markings:	\$6,000
Retaining Walls:	\$77,000
Sewer Adjustments:	\$3,000
<u>Traffic Signals:</u>	<u>\$264,000</u>
TOTAL CONSTRUCTION COST:	\$954,000

Project Funding

	<u>TEP</u>	<u>City</u>	<u>Private^</u>
Preliminary Engineering & Detailed Design:	\$96,000	\$24,000	\$24,000
Right-of-Way Acquisition:	\$0	\$0	\$0
Construction:	\$636,000	\$159,000	\$159,000
Construction Inspection:	\$95,000	\$24,000	\$24,000
Inflation:	\$38,000	\$10,000	\$10,000
<u>Contingency:</u>	<u>\$135,000</u>	<u>\$33,000</u>	<u>\$33,000</u>
TOTAL:	\$1,000,000 (66.67%)	\$250,000 (16.67%)	\$250,000 (16.67%)

^Private funds represent a contribution from CT Rochester, LLC, the developers of the Collegetown redevelopment project, for the value of the design and construction of the Cycle Track adjacent to their project site (between East Drive and Mt. Hope Avenue). The terms of this contribution are contained within the Collegetown Community Benefit Agreement, a draft copy of which is included in Attachment L. A letter from CT Rochester LLC (Gilbane) is also attached. Although not included in this budget, the University of Rochester has agreed to donate easements to any land required for the Cycle Track. A letter from the University is included in Attachment L.

**Attachment I
Implementation Schedule
City of Rochester**

<u>Phase</u>	<u>Start Date</u>	<u>End Date</u>
Enhancement Funds Awarded	December 2013	--
Execute Agreement with NYSDOT	December 2013	May 2014
Select & Hire Engineering Firm	May 2014	July 2014
Prepare Design Approval Document	July 2014	February 2015
Acquire Property	N/A	N/A
Prepare Contract Documents	February 2015	May 2015
Bid and Award Project	May 2015	July 2015
Construct & Inspect Project	July 2015	December 2015

Attachment J
Maintenance & Operation of Project
City of Rochester

The City of Rochester will maintain the Elmwood Avenue / Collegetown Cycle Track upon its completion using Department of Environmental Services / Operations forces and use of existing sign, street lighting, and signal contracts. City DES/Special Services crews will be responsible for snow clearance along the Cycle Track in a manner consistent with the City's existing sidewalk plowing policy. City DES/Street Maintenance crews will be responsible for making repairs to the pavement and curbs, as required.

**Attachment K
Documentation to Support Project Eligibility
City of Rochester**

Not applicable.

Attachment L
Documentation of Community and Political Support
City of Rochester

Letters of support and/or resolutions have been solicited from the local neighborhood and business associations, the regional bicycle advocacy organization, the developers of Collegetown, and the University (see list below). A draft of the Collegetown Community Benefit Agreement, which commits the developers of Collegetown (CT Rochester LLC) to pay for design and construction of the Cycle Track between East Drive and Mount Hope Avenue, is included in this attachment. Finally, a copy of the Rochester City Council Ordinance authorizing this TEP application is included.

- Upper Mount Hope Neighborhood Association
- Mount Hope Business Association
- University of Rochester
- CT Rochester LLC (Gilbane)
- Rochester Cycling Alliance
- Rochester City Council Ordinance



August 1, 2013

To Whom It May Concern,

This letter is in support of the City of Rochester's Transportation Enhancements Program application for the Elmwood Avenue / Collegetown Cycle Track. Full funding of the Cycle Track project would provide the Upper Mount Hope Neighborhood and its many regional destinations with a unique, high quality connection to the regional bicycle network. The Cycle Track will promote healthy transportation alternatives, minimize traffic congestion and parking demand, enhance neighborhood character, and foster further investment in an increasingly vibrant city neighborhood.

The Upper Mount Hope Neighborhood Association represents residents in the community located between Genesee Valley Park and Highland Park. Elmwood Avenue is the northern boundary of the neighborhood and the primary east-west arterial for our neighborhood's residents and visitors. We envision a safe, healthy and welcoming community where people work, go to school, and play. Many of us cherish our privacy, but also enjoy the company of our neighbors. This is a community with diverse cultural backgrounds. We have the desire to enhance the assets of the neighborhood. By working with our business and city leaders, we hope to retain our peaceful community.

On behalf of the Upper Mount Hope Neighborhood Association, I want to express our support for the City of Rochester's Elmwood Avenue / Collegetown Cycle Track Transportation Enhancements Program application. This much-anticipated project will encourage residents and visitors to bike, rather than drive, to and through our growing neighborhood. The Cycle Track will be popular with residents, college students, University employees, Collegetown shoppers, and other visitors. The project will improve quality of life in the Upper Mount Hope Neighborhood and support continued economic development opportunities in this well-known community.

Thank you for your consideration of the Elmwood Avenue / Collegetown Cycle Track application.

Sincerely,

Daniel J. Hurley
President
Upper Mount Hope Neighborhood Association
95 Southview Terrace
Rochester, New York 14620
(585)568-1326(D)
(585)442-8106(E)
(585)309-7394(C)
president@umhn.com
www.umhn.com



Mt. Hope Business Association
1471 Mt. Hope Avenue
Rochester, NY 14620

August 12, 2013

Dear Erik Frisch:

This letter is in support of the City of Rochester's Transportation Enhancements Program application for the Elmwood Avenue / Collegetown Cycle Track. Full funding of the Cycle Track project would provide the Upper Mount Hope Neighborhood and its many regional destinations with a unique, high quality connection to the regional bicycle network. The Cycle Track will promote healthy transportation alternatives, minimize traffic congestion and parking demand, enhance neighborhood character, and foster further investment in an increasingly vibrant city neighborhood.

The Mount Hope Business Association represents some 32 businesses along Mt. Hope Avenue, roughly between Elmwood Avenue and the City line. Elmwood Avenue is the northern boundary of our business district and provides critical connections to our businesses. Our Mission is to ascertain the needs and concerns of the Mt. Hope Avenue businesses and its' immediate area. To provide a forum which focuses on these needs and concerns and to serve as a vehicle to take positive action to address these needs and concerns.

On behalf of the Mount Hope Business Association, I want to express our support for the City of Rochester's Elmwood Avenue / Collegetown Cycle Track Transportation Enhancements Program application. Traffic and parking are key issues for our businesses; any project that will benefit these issues is welcomed. The Cycle Track will encourage residents and visitors to bike, rather than drive, to and through our growing neighborhood and attract more visitors to the area. The Cycle Track will be popular with residents, college students, University employees, Collegetown shoppers, and other visitors. The project will improve quality of life in the Upper Mount Hope Neighborhood and support continued economic development opportunities in our business district.

Thank you for your consideration of the Elmwood Avenue / Collegetown Cycle Track application.

Sincerely,

Melanie Warren, President

Michael Mihalitsas, Vice President

John Spencer, Treasurer

Richard Rowe, Past President

OFFICE OF THE SENIOR VICE PRESIDENT FOR ADMINISTRATION AND FINANCE
AND CHIEF FINANCIAL OFFICER

Ronald J. Paprocki
Senior Vice President for Administration and Finance
and Chief Financial Officer



August 13, 2013

The Honorable Joan McDonald, Commissioner
New York State Department of Transportation
50 Wolf Road
Albany, NY 12232

RE: Elmwood Avenue / College Town Cycle Track Project TEP Application

Dear Commissioner McDonald:

I am writing to express the University of Rochester's support for the City of Rochester's Elmwood Avenue / College Town Cycle Track Transportation Enhancements Program (TEP) application. Full funding of the Cycle Track project would be of great benefit to the students, faculty and staff at the University of Rochester as well as the residents and businesses of the Upper Mount Hope Neighborhood. The Cycle Track will promote healthy transportation alternatives, minimize traffic congestion and parking demand, enhance community character, and foster further investment in an increasingly vibrant city neighborhood.

The University of Rochester is one of the nation's leading educational, research and patient care institutions. The University is the Finger Lakes region's largest employer and one of the largest employers in the state. The University has more than 10,000 students and more than 22,000 full-time equivalent employees, the vast majority of which are concentrated at the River and Medical Center campuses along Elmwood Avenue within the project area. Relatively few bicycle trips are made between campuses and elsewhere along Elmwood Avenue due to its high volume, high speed nature and lack of proper bicycle accommodations. The Cycle Track will eliminate this barrier to bicycling by providing a high-quality, physically separate facility for bicyclists.

Demand for bicycle enhancements within the Elmwood Avenue corridor will only grow following the completion of the College Town project. This fourteen-acre, \$100 million mixed-use development, currently under construction, will create 500,000 square feet of retail, office, hotel and residential space along the south side of Elmwood Avenue at Mount Hope Avenue. To further demonstrate the University's support for this project, the University is willing to grant permanent easements for land along the North Corridor of Elmwood Avenue to facilitate the Cycle Track's construction.

Thank you for your consideration of the Elmwood Avenue / College Town Cycle Track application. Please feel free to contact the Office of Government and Community Relations or me if you have any questions.

Sincerely,



Ronald J. Paprocki
Senior Vice President for Administration
and Finance and Chief Financial Officer

RJP:jf



August 12, 2013

To Whom It May Concern:

This letter is in support of the City of Rochester's Transportation Enhancements Program application for the Elmwood Avenue / Collegetown Cycle Track. Elmwood Avenue is currently less than ideal for bicycling despite the captive market that the large student and employee population in the neighborhood provides. Elmwood Avenue is one of the region's highest priorities for bicycling improvements, as noted in the Rochester Bicycle Master Plan. As the developers of Collegetown, we are excited about the enhanced access to our properties that the Cycle Track will provide.

To demonstrate our support for the Cycle Track, pursuant to the Collegetown Community Benefit Agreement that is currently pending execution, CT Rochester, LLC is committing to provide a maximum \$250,000 cash match to the overall project cost. The proposed match is generally in line with the cost to design and construct the Cycle Track alongside the Collegetown site. CT Rochester LLC is also agreeing to donate, or cause the University of Rochester to donate, the necessary easements on our development site to facilitate the Cycle Track construction.

Thank you for your consideration of the Elmwood Avenue / Collegetown Cycle Track application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matthew Lawrence", written over a horizontal line.

Matthew Lawrence
Senior Vice President
CT Rochester LLC / Gilbane Development Co.

Rochester Cycling Alliance



August 9, 2013

To Whom It May Concern,

This letter is in support of the City of Rochester's Transportation Enhancements Program application for the Elmwood Avenue / Collegetown Cycle Track. Completion of the Cycle Track project will provide Rochester area bicyclists with a safe, high quality connection to the University of Rochester Medical Center, Collegetown development, and the Upper Mount Hope Neighborhood. Elmwood Avenue is one of the region's highest priorities for bicycling improvements, as noted in the Rochester Bicycle Master Plan. The Cycle Track will promote healthy transportation alternatives, minimize traffic congestion and parking demand, enhance neighborhood character, and foster further investment in an increasingly vibrant city neighborhood.

The Rochester Cycling Alliance is a bicycling advocacy organization representing bicyclists in the Rochester metropolitan area. Our mission is to bring together cycling enthusiasts and cycling clubs in order to achieve several objectives: 1) Promote the use of bicycles for transportation, sport, recreation, and health; 2) Foster the development of cycling roads and trails; 3) Better facilitate the exchange of information on bicycle safety, active transportation and cycling in general; 4) Provide input on government activities and legislation affecting cycling; and, 5) Provide a public voice for the interests of cyclists.

On behalf of the Rochester Cycling Alliance, I want to express our support for the City of Rochester's Elmwood Avenue / Collegetown Cycle Track Transportation Enhancements Program application. This much-anticipated project will encourage residents and visitors to bike, rather than drive, to and through the high demand destinations at and around the University of Rochester. The Cycle Track will be popular with residents, college students, University employees, Collegetown shoppers, and other visitors. The project will improve quality of life in the entire Rochester area and support continued economic development opportunities in the City of Rochester.

Thank you for your consideration of the Elmwood Avenue / Collegetown Cycle Track application.

Sincerely,

A handwritten signature in black ink that reads "Richard DeSarra". The signature is fluid and cursive, with a long horizontal stroke at the end.

Richard DeSarra
President



City of Rochester

City Clerks Office

Certified Ordinance

Rochester, N.Y., _____

TO WHOM IT MAY CONCERN:

I hereby certify that the following is a true copy of an ordinance which was duly passed by the Council of the City of Rochester on **August 13, 2013** and **Approved** by the Mayor of the City of Rochester, and was deemed duly adopted on **August 14, 2013** in accordance with the applicable provisions of law.

Ordinance No. 2013-285

Authorizing An Application And Agreements And
Accepting Easements For The Elmwood
Avenue/College Town Cycle Track

BE IT ORDAINED, by the Council of the City of Rochester as follows:

Section 1. The Mayor is hereby authorized to submit an application to and enter into necessary agreements with the New York State Department of Transportation for funding through the Transportation Enhancements Program for the Elmwood Avenue/College Town Cycle Track.

Section 2. The application and agreements shall contain such additional terms and conditions as the Mayor deems to be appropriate.

Section 3. The Council hereby approves the acceptance of necessary easements from the University of Rochester for this project.

Section 4. This ordinance shall take effect immediately.

Passed by the following vote:

Ayes - President Warren, Councilmembers Conklin, Haag, McFadden, Miller, Ortiz, Palumbo, Scott, Spaul - 9.

Nays - None - 0.

Attest



City Clerk