

*Reconnect Rochester*GTC Public Input Session Points

1. We strongly urge the GTC to prioritize projects that accommodate ALL users of the public rights of way- pedestrians, cyclists, transit users and motorists ("Complete Streets"), and that engineer increased safety into the project design with the goal of eliminating traffic fatalities ("Vision Zero"). Projects that include road diets with bike lanes, roundabouts and speed reduction engineering should be favored over projects that increase traffic speeds, include perpendicular intersections and discourage pedestrian access.
2. In current draft form, bicycle and pedestrian projects account for less than 4% of total County projects, and less than 2% of the funding dollars (\$5,915,000) allocated for Monroe County projects. If we want to reduce carbon emissions and air pollution, increase the health of our citizens and attract young people to live in this area, this number must be increased.
3. The multi-use trail that is currently the most used for transportation (and not necessarily recreation) purposes- the western corridor of the Genesee River Trail between the new University of Rochester pedestrian bridge and the Ford Street bridge - is in an appalling state of disrepair. It is almost un-ridable by bicycle and presents many dangerous and non-ADA compliant situations for pedestrians and wheelchairs. We urge the GTC to fund its repaving, which would cost a minimal amount of money (we estimate \$100,000.00 or less).
4. Many of the nine-county GTC projects are bridge rehabilitations or replacements. We urge the GTC to prefer bridge projects that include protected bike and pedestrian accommodations. Too often roads with wide shoulders or bike lanes narrow down at bridges, forcing cyclists into traffic and bringing pedestrians too close to speeding cars.
5. We support the projects for transit funding, which will hopefully have the effect of making transit more attractive and useful for all citizens.
6. We support further divestment of automobile road infrastructure wherever possible, freeing up space for taxable land and green space. Many roads in Monroe County are under used and could be significantly reduced in width or eliminated.
7. We urge the Council to implement post-construction audits of funded projects to ensure that any bike/ped amenities that are proposed (such as in Project No. N17-03-MNI) are fully implemented.

Alex Kone

From: Bill Collins <bill.collins@reconnectrochester.org>
Sent: Sunday, June 9, 2019 10:23 PM
To: Alex Kone; Mary Staropoli; Jason Partyka
Subject: Additional comments for the GTC TIP plan

Hi guys:

A few comments other than the written comments I submitted at the meeting (and therefore composed prior to getting the information provided at the meeting):

- 1) We appreciate the points given to bike/ped improvements in the project scoring process. You had indicated that some factors gave more points than others in the process. Because of "Complete Streets" principles, we would like to see additional points be added for bike/ped/transit improvements- full public access and use of rights of way (not just by car owners) should be a core principle of funding decisions.
- 2) Bike lane/shoulder and sidewalk conditions should be included when evaluating the pavement for decisions on repaving and reconstruction, for the same principle as above.
- 3) Additional points should be awarded to projects that join bike lanes or trails to form a larger network of protected bike/ped facilities. Starting and stopping of bike lanes and trails is a major problems for cyclists and pedestrians seeking safe transportation.

Thanks!

-Bill Collins