

Village of Brockport Active Transportation Plan

Scope of Work

A. Objective

To develop an active transportation plan to improve the physical infrastructure for pedestrian and bicycle travel in the Village of Brockport, including connections to the Towns of Clarkson and Sweden.

B. Background

The Village of Brockport, located along the Erie Canal 19 miles northeast of the City of Rochester, has a population of 8,358. It includes a downtown business district centered on Main Street (Route 19), low to moderate income neighborhoods to the east and west, and the State University of New York College at Brockport. College students comprise 45% of the village's population, reflected in its 25% poverty rate and median age of 22.

The study area, "Greater Brockport," includes the urban core created by the Village, the developed areas of Sweden adjacent to the Village; and the connection via Route 19 to the small hamlet of Clarkson at Route 104. This includes 4 out of 5 public schools in the Brockport Central School District, the Sweden Town Park, and the commercial zone to the south of the Village at the intersection of Routes 19 and 31.

Many Brockport residents and visitors do not have access to a private automobile and must rely on walking and biking as their primary methods of transportation. This includes many of the over 8,000 students enrolled at the College, as well as approximately 1,000 annual tourists, 1,000 annual migrant farm workers, and many of the low-income families that live and work in the Greater Brockport area. Additionally, many of the 3,900 children in the Brockport Central School District (BCSD) walk to school and will directly benefit from policies, programs, and investments that support and enhance pedestrian and bicycle safety.

So far, the Village has focused its efforts on the heavily traveled "T" formed by the Erie Canal and Main Street. In 2012, NYSDOT reconstructed Main Street (Route 19 within the Village) to include bike lanes, pedestrian bulb-outs, new crosswalks, and new pedestrian signals, as well as bike racks, benches, and public art. The community has also started a bicycle lending program at the Welcome Center to complement the existing program at the College. To promote active transportation throughout the Village, Walk Bike Brockport (WBB) facilitates weekly walks and bike rides. The Village Department of Public Works spends about \$10,000 per year on sidewalk replacements, and Village code requires that all new subdivisions have at least one sidewalk on each street.

The Village and WBB have been successful in advancing active transportation improvements in the most heavily traveled area of the Village, to address obvious problems. To move forward, professional guidance is needed to look beyond isolated, per-project "spot" improvements to implement improvements as part of a strategically

planned, Village-wide network designed for maximum circulation efficiency and safety and that extends as needed into Sweden and Clarkson. Because the Village is old and many of its streets are too narrow to accommodate bike lanes without requiring tree removal, professional guidance is needed to find alternative infrastructure solutions. A Plan will also help to ensure that future projects comply with the spirit of the NYS Complete Streets Law, while helping the Village to be more competitive when seeking funds for implementation.

Addressing the circulation of pedestrians and bicyclists within the existing auto-centric system and planning the development of a balanced multi-mode system will improve public awareness of active transportation issues, reduce frustration and create harmony between motorists and non-motorists, and increase safety-conscious travel. This will improve the traveling experience for all users. The Plan will guide the Village in the development and maintenance of active transportation infrastructure, and the incorporation of such into future capital improvement projects such as road and sidewalk development and repair.

C. Tasks

1. Form project steering committee
2. Engage consultant to conduct study per approved scope of work
3. Inventory existing conditions, including but not limited to:
 - a. Traffic volumes
 - b. Roadway capacity and safety
 - c. Connectivity
 - d. Suitability for multi-modal travel including transit
 - e. Regulations affecting active transportation
4. Solicit public input on priority routes and destinations including but not limited to:
 - a. Neighborhoods
 - b. Schools
 - c. Employment centers
 - d. Existing and proposed trails
 - e. Popular destinations
 - f. Major trip generators
5. Develop alternatives including prioritization criteria
6. Identify and present preferred alternatives as preliminary recommendations for implementation and seek public input on the recommendations
7. Produce final report responding to input received on the draft report.

D. Products

1. Final Report and Executive Summary on findings and recommendations
2. Project oversight task force and public meeting materials

E. Public Participation Plan

Per the GTC Public Participation Policy public involvement will include a local Steering Committee, one public meeting early in the process to solicit public input on the

opportunities and issues related to the project, and one public meeting to solicit public input on the project recommendations prior to finalizing the project.

F. Schedule

Start Date: May 2014 End Date: May 2015

G. Project Budget

Sources of Funds		Uses of Funds	
	<u>FY 2014-15</u>		<u>FY 2014-15</u>
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$50,000	Staff	\$0
FTA	0	Contractual	0
Subtotal	\$50,000	Subtotal	\$0
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	7,085	Contractual	\$50,000
Local (Cash)	0	In-kind Exp.	7,085
Subtotal	\$7,085	Subtotal	\$57,085
<u>Total</u>	<u>\$57,085</u>	<u>Total</u>	<u>\$57,085</u>