

Pittsford Active Transportation Plan

Scope of Work

A. Objective

To develop an active transportation plan for the Town of the Pittsford and for the Village of Pittsford that will expand community-wide pedestrian and bicycle linkages. The implementation of an adoptable transportation plan for each of the municipalities separate Comprehensive Plans will provide and protect the enhancement of pedestrian and bicycle safety in areas of high intensity use within both jurisdictions, as well as creating a more community friendly environment based on greater mobility.

B. Background

The Town of Pittsford's growth since 1975 has been guided by a Comprehensive Plan that focused on preservation of open space and farmland as well as protecting neighborhood character, and by a Parks and Recreation Master Plan enacted in 1993 to guide the Town on sidewalk and trail priorities. Active transportation, while being a consideration, lacked an overall vision and coordination within the Plans. This has resulted in an important, yet incomplete, network of bicycle and pedestrian supporting infrastructure within the Town. This Plan intends to improve the degree to which the public can safely and conveniently access the diverse resources of the Town via active transportation by improving the quality of the existing networks.

The Village of Pittsford has attractive and pedestrian friendly streets that are an integral part of its historic charm and contributes greatly to the physical setting and quality of its neighborhoods and commercial districts. However, along several of the higher traffic volume roads, the mixing of vehicular traffic with pedestrians and bicyclists in the village environment creates the need for a greater level of safety for non-motorized users.

Village officials and residents both realize that factors such as bicycle and pedestrian connectivity, convenience, and safety contribute greatly to the high Quality of Life experience enjoyed by all users of the public. In recognition of the relationship between the Village's bicycle and pedestrian environment and its Quality of Life, the Village of Pittsford incorporated into its Comprehensive Plan policies for Traffic Calming and Complete Streets. These guidelines provide improved safety mechanisms by reducing walking and biking conflict injuries, and reducing the severity of motor vehicle accidents. However, even with these implemented plans, the importance of safety strongly supports further study and the identification of additional actions to ensure that bicyclists can share the road safely with motorists, and that pedestrians are be able cross the streets safely.

In the Village, and in similar areas of high-intensity use in the Town, the Plan will emphasize protecting and enhancing pedestrian and bicycle safety by providing recommendations for public and private transportation improvements and transportation-related design guidelines to create healthier, safer, and more livable places based on greater active mobility.

C. Tasks

1. Form project steering committee with subcommittees to provide the consultant with jurisdiction-specific guidance
2. Engage consultant to conduct study per approved scope of work
3. Inventory existing conditions including but not limited to:
 - a. Traffic volumes and roadway capacity
 - b. Safety, including for bicyclists and pedestrians
 - c. Connectivity
 - d. Suitability for all modes of travel including transit
 - e. Regulations affecting active transportation
4. Solicit public input on issues and opportunities including but not limited to priority routes and destinations such as:
 - 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. Prioritize areas of needed investments.
8. Develop design guidelines and funding strategies
9. Produce final report responding to input received on the draft report.

D. Products

1. Project oversight task force and public meeting materials
2. Pedestrian and bicycle safety design guidelines
3. Final Report and Executive Summary on findings and recommendations

E. Public Participation Plan

Per the GTC Public Participation Policy public involvement will include the project Steering Committee (including each jurisdiction's subcommittee), 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 draft 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	\$70,000	Staff	\$0
FTA	0	Contractual	0
Subtotal	\$70,000	Subtotal	\$0
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	2,000	Contractual	\$75,000
Local (Cash)	5,000	In-kind Exp.	2,000
Subtotal	\$7,000	Subtotal	\$77,000
<u>Total</u>	<u>\$77,000</u>	<u>Total</u>	<u>\$77,000</u>