

Town of Rush Pedestrian/ Bicycle Safety & Connectivity Plan

Scope of Work

A. Objective

To identify specific recommendations to improve safety for vulnerable road users and encourage more residents and visitors to walk or bike to various destinations in the Town.

B. Background

The Town of Rush is a destination for bicyclists along roadways, and via Monroe County's Lehigh Valley Trail which passes through Rush Hamlet – the historic center of the Town and a hub for civic services, recreation, and businesses. Hamlet-area facilities include the Rush Town Hall and library, parks, a post office, churches, and the Rush Fireman's Field where community events are held.

The Hamlet is the most densely populated area of Rush and retains its historic street pattern with many buildings dating back to the 1800s. The older housing stock is more affordable than elsewhere in town, and Census-reported poverty levels for households within the Hamlet and in the northeast portion of Rush are substantially higher than that of the town as a whole.

Although many business, recreational, and civic destinations in the Hamlet are within walking/biking distance of one another and of nearby residential neighborhoods, gaps in the sidewalk network, high vehicle speeds, lack of crosswalks, and lack of bicycle and pedestrian infrastructure and amenities discourage residents and visitors from walking and bicycling. Additional information on these topics is provided below:

- Sidewalks – The sidewalk network has gaps. Specific recommendations for an improved network will facilitate enhanced safety and increased mobility for pedestrians – particularly children, people with disabilities, and individuals without access to a vehicle.
- Crosswalks & Intersections – Existing crosswalks in Rush Hamlet are not sufficiently visible to drivers and are not present at all crossings. An assessment of, and recommendations for, crosswalk and intersection improvements would facilitate increased bicycle and pedestrian safety – making residents more comfortable walking and biking.
- Bicycling – Many residents are unwilling to bicycle in and around the hamlet and along many other roads in town due to the lack of clearly marked bicycle accommodations, high vehicle speeds, and lack of awareness among drivers to share the road.
- Lehigh Valley Trail – The trail is an important asset to the Town, and although it passes through Rush Hamlet, there are no bike racks and little signage to encourage hikers and bicyclists to visit hamlet-area businesses and facilities.

The Rush Pedestrian/Bicycle Safety & Connectivity Plan will build on findings from the 2017 Rush Hamlet Charrette – which recommended improved pedestrian and bicycle facilities, traffic calming, and better connections to the Lehigh Valley Trail – and advance recommendations currently being developed for the Town Comprehensive Plan Update.

Bicycle and pedestrian transportation infrastructure is a significant component of the Comprehensive Plan Update. The Comprehensive Plan Update Committee (CPUC) held a public

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workshop on Transportation on October 5, 2022, at which several participants noted dangerous intersections, lack of comfort and safety for bicyclists, and the importance of improving connections to the Lehigh Valley Trail. The CPUC has identified the need to improve bicycle and pedestrian safety and connectivity as a priority.

The Comprehensive Plan Update will recommend general strategies and concepts to improve bicycle and pedestrian safety and connectivity; however it will not include the detailed feasibility analysis, concept design, and cost estimates needed. The Pedestrian/ Bicycle Safety & Connectivity Plan will evaluate the feasibility of, and include concept plans and cost estimates for, recommended improvements (i.e., traffic calming measures, intersection improvements, wayfinding signage, sidewalk extensions, crosswalks, bicycle lanes/accommodations, other infrastructure).

The Plan will determine how best to increase safety and connectivity with a detailed improvement and project prioritization strategy. Capital projects resulting from this plan will encourage more residents and visitors to walk or bike to destinations within the Town and Hamlet.

C. Tasks

1. Establish a project advisory committee (PAC). The committee will include appropriate representatives from the Town of Rush, Rush-Henrietta School District, Monroe County Department of Transportation, Monroe County Planning and Development, NYS Department of Transportation – Region 4, and GTC. Stakeholders including Town and Hamlet residents, business and property owners, and active transportation users will also be represented.
2. Develop and issue a Request for Proposals (RFP). A consultant with demonstrated experience in multi-modal planning projects and with an emphasis on bicycle/ pedestrian safety and connectivity will be engaged to work on this project.
3. Project Kickoff Meeting. The chosen consultant will convene an initial meeting of the PAC, submit a public engagement plan as well as clarify roles, responsibilities, expectations, deliverables, and the project schedule.
 - a. Throughout the project, the consultant will collaborate with the team developing the Town's Comprehensive Plan Update.
4. Conduct an Existing Conditions Inventory and Needs Assessment. The consultant will conduct an existing conditions analysis and needs assessment*
 - a. Research the project background, including historical context, applicable planning documents, and existing land use, ownership, and zoning.
 - b. Inventory existing and planned pedestrian, bicycle, and other active transportation infrastructure within the study area.
 - c. Further assess motor vehicle traffic volume and direction, safety/crash data, destinations and activity centers, origin-destination pairs for active transportation modes, and the presence, condition, and usefulness of any active transportation amenities.

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- d. Determine physical and programmatic needs as well as resource gaps for the study area based on the existing conditions inventory.
- e. Conduct a mix of public meetings, surveys, stakeholder interviews, and/or focus groups to refine the understanding of the needs of pedestrians and cyclists within the study area.

*With significant Existing Condition information already identified through the 2017 Hamlet Charette, Town Comprehensive Plan Update, and Monroe County Active Transportation Plan; it is anticipated that the consultant will build on (rather than recreate) the findings and recommendations of these studies to the greatest extent possible.

5. Develop Recommendations/Implementation Strategy. The project team will identify opportunities and agency roles to enhance active transportation activity within the Town, based on the determination of needs.
 - a. Identify priority projects and design alternatives as well as potential program and policy changes.
 - b. Recommend improvements to multi-modal circulation and access.
 - c. Recommend pedestrian-oriented design standards for site plan review.
6. Develop Draft Report. Using the products of Tasks 4 through 5, the consultant will prepare a Draft Report. The Draft Report will be provided to the PAC for review and comment. The consultant will revise the Draft Report based on PAC feedback.
7. Develop Final Report. The consultant will develop a Final Report including narrative, graphics, analysis, and other content describing the study process and conclusions. The Final Report should include an Implementation Plan that presents a phased approach and includes the relative costs (along with funding sources) to implement recommendations and strategies.

D. Products

The following are products expected to be delivered as part of this study:

- Existing Conditions and Needs Assessment interim deliverable
- Draft Pedestrian/Bicycle Safety and Connectivity Plan (for committee review and comment)
- Final Pedestrian/Bicycle Safety and Connectivity Plan
- Executive Summary of final study
- Stakeholder outreach, Project Advisory Committee meeting, and public meeting materials
- Final PowerPoint presentation summarizing study findings and recommendations

Electronic versions and hard copies (as requested) of the Executive Summary and Final Report will be provided for distribution to advisory committee members.

E. Public Participation Plan

The consultant will develop a public participation plan with input from the Project Advisory Committee (PAC) that encourages meaningful engagement of residents. This public

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participation plan will list basic goals, communication strategies, publicity, and implementation schedule for soliciting meaningful community input. This public participation plan must address opportunities to engage low-income, minority, disabled, senior citizens and youth populations. GTC member agencies must be given the opportunity to participate.

Public meetings (minimum two) will be held to seek community input and validate the understanding of existing conditions, needs, issues, and goals. Meetings will also be held to present draft findings and recommendations to the public as well as obtain feedback before the study is finalized.

PAC members will provide updates to their respective organizations and boards, and are responsible for publicizing the outreach activity. Methods of publicity should include traditional news media, and electronic formats including websites, social media, email lists, and other appropriate methods to targeted audiences.

F. Schedule

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| 1. Scope of work approved | May 2023 |
| 2. Consultant selection | September 2023 |
| 3. Project initiation meeting | October 2023 |
| 4. Develop a community engagement plan | November 2023 |
| 5. Complete existing conditions analysis | December 2023-January 2024 |
| 6. Needs assessment completed | February-March 2024 |
| 7. Develop recommendations | April-May 2024 |
| 8. Develop implementation strategies | June 2024 |
| 9. Final report completed | July 2024 |
| 10. Financial closeout | August 2024 |

G. Project Budget

Sources of Funds	FY 2023-24	Uses of Funds	FY 2023-24
Federal Funds		GTC	
FHWA	\$58,000	Staff	\$0
FTA	0	Contractual	\$0
Subtotal	\$58,000	Subtotal	\$0
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	\$2,500	Contractual	\$62,500
Local (Cash)	\$4,500	In-kind Exp.	\$2,500
Subtotal	\$0	Subtotal	\$65,000
<u>Total</u>	<u>\$65,000</u>	<u>Total</u>	<u>\$65,000</u>