

# **Hamlet of Greigsville Transportation Safety & Access Improvement Plan**

## **Scope of Work**

### **A. Objective**

The primary project objective is to develop a strategy for addressing existing and potential (based on proposed development issues) transportation safety and access improvement concerns, which include, but are not limited to:

- (1) Traffic safety and traffic calming improvements for State Routes 63 and 36 in the Greigsville Hamlet area, which includes the York Central school District Campus;
- (2) Landscaping and community enhancements that help create a sense of place and identity that respects the history of the community and is conducive to potential new development in the Hamlet area;
- (3) Pedestrian safety improvements, especially for daily school operations and school / civic events, which includes local streets connecting to State Routes 63 and 36;
- (4) Transportation infrastructure needs that encourage future business development based on locally defined community development objectives and community livability goals and;
- (5) Recreational trail improvements that tie into an overall active transportation (pedestrian, bicycle) connectivity plan for the hamlet area.

### **B. Background**

The project area is located in the Hamlet of Greigsville, Town of York, NY and centered by the intersection of NYS Routes 63 and 36, in close proximity to the York Central school District Campus and various residential and commercial land uses, both existing and proposed.

The physical setting of the study area includes an intersection of State Highways that has historically been known for both traffic and pedestrian safety concerns. These concerns are based on various aspects of the existing physical infrastructure, or lack thereof, on the NYS Routes 63 and 36 legs of the intersection. Further exacerbating these safety concerns is the location of the York Central School District Campus just east of the intersection, which results in very high pedestrian traffic in the project area.

The major issues that give rise to the need for the project are pedestrian and traffic safety concerns. A number of hazardous conditions currently exist in the Hamlet that are causes of concern for students that walk or bike to or from school or after hours school activities. This also impacts the ability of the general public who walk to attend school related, sports and civic events. These hazardous conditions include:

- (1) Lack of Sidewalks on NYS Routes 63 & 36 in the Hamlet - No sidewalks on the State Routes leading to the school campus located on Genesee Street (NYS Route 63) forces students who walk to school to walk on the shoulder of the road. This poses a safety hazard for students wishing to walk or bike to school, as this creates potential conflict with traffic on a State Route. Sidewalk issues also exist on local streets connecting to State Routes 63 and 36.
- (2) Heavy Truck Traffic - NYS Route 63 contains heavy truck traffic in the area of the York Central School campus. This causes additional safety hazards for students walking or biking to school. One such hazard is the visual impediment trucks cause for other drivers on the road. Cars driving behind trucks may not be able to see students on the shoulder of the road until they are very close. On-coming cars may not see students attempting to cross the road behind a truck. This may be compounded if truck drivers are not familiar with the area, as they may not realize there is a school nearby.
- (3) No Crosswalks - There are no marked crosswalks for students (and others) in the area around the school campus. While there is a traffic signal at the nearby intersection of Genesee Street and Main Street (NYS Route 36), there is no guidance for when students should cross and there is no marked crosswalk. In the area of the school, the lack of marked crosswalks means that drivers may not expect students to be crossing the street. This may also cause students to cross the street at different locations, creating confusion for drivers, as they would not know where to expect students to cross.
- (4) High Traffic Speeds - The posted speed limit in the area around the school is 40 mph, with signage for the school zone indicating a speed limit of 30 mph during school hours. The design of the road has wide lanes and shoulders. This section of road is also straight, with minimal visual barriers on the side of the road. This design makes the road feel less restricted to drivers, which leads to greater speeds on the road near the school, in many cases even during school hours.
- (5) Large Groups of Students Walking - The school has indicated that large groups of students are often walking together on the shoulder of the road both during and after the school day. They often walk to and from the convenience store at the intersection of NYS Routes 63 and 36 with no delineated walkways.

Efforts to address these issues have included a Safe Routes To School (SRTS) grant application that was not funded, and increased awareness by the Livingston County Sheriff's Office, which has stated, "For many years we have attempted to address the issues, to no avail. We are all aware of the great risk the traffic on both Routes 63 and 36 poses to the school and the students and the buses entering the school grounds. The high volume traffic is compounded by the large volume of truck traffic that uses both highways on a 24 hour / 7 day per week basis."

The Livingston County Sheriff's Office has provided motor vehicle accident rate data for the area that indicates a high incidence of motor vehicle accidents in the vicinity of the NYS Rt. 63/36 intersection, with 68 accidents occurring between October 16, 2012 and October 15, 2015.

### **C. Tasks**

- (1) The Livingston County Planning Department will serve as the Project Manager.
- (2) Establish the Project Steering Committee.
- (3) Consultant Selection Process: A Request for Proposals will be issued to hire a consultant to perform the Scope of Work.
- (4) Work Tasks:
  - a. Prepare a public participation plan that meets GTC requirement;
  - b. Existing Conditions Analysis, including inventory of the existing transportation system, land uses, regulatory framework, environmental resources, stormwater management, infrastructure and utilities;
  - c. Conduct a needs analysis including transportation needs for the school (especially pedestrian safety), existing neighborhood and businesses, thru-traffic (especially commercial trucks), and potential future development;
  - d. Prepare 2-3 scenarios and alternatives that help serve a traffic calming and safety purpose and provide an overall improved plan for transportation connectivity in the hamlet area;
  - e. Develop recommendations based on preferred alternatives and prepare zoning language to address traffic safety, calming and access management for the hamlet area ready for Town adoption; and
  - f. Develop an action plan and funding strategy.

The Steering Committee will report progress to the York Town Board, York Central School District and the public. Progress reports will be reported to the Genesee Transportation Council Planning Committee.

#### **D. Products**

The anticipated product that the project will produce is the development of a plan document that outlines both physical improvements and strategies to mitigate existing safety and access concerns and provide for enhanced economic and community development opportunities in the Hamlet. Specific components of the plan include:

- (1) Existing Conditions/Baseline Analysis: An inventory of the existing transportation system, land uses, zoning and regulatory framework, environmental resources, infrastructure and utilities.
- (2) Needs Assessment: Based on consideration of transportation needs for the school (pedestrian and vehicle safety), existing businesses, and potential development / build-out scenarios. Address best use of available vacant land and assess local planning efforts and county, regional and State plans and activities.
- (3) Preferred Development Scenarios & Build-Out Analysis (based on public input).
- (4) Beautification Enhancements: Landscaping and Design Improvements for the NYS Routes 36/63 intersection, pedestrian areas and other publicly owned land in the Hamlet.
- (5) Zoning Language Modifications: To facilitate preferred development scenarios based on locally defined development objectives and community livability goals. This

deliverable could also include recommended changes to the Comprehensive Plan to coincide with strategy recommendations.

- (6) Final Report and Executive Summary on findings and recommendations.
- (7) Project Steering Committee and public meeting materials.

A photocopy-ready executive summary of the project report and its findings will be prepared for purposes of GTC Planning Committee and Board agenda item transmittal. 30 hard copies and electronic versions of all products will be provided for review and distribution.

## E. Public Participation Plan

Public participation will be achieved through a variety of efforts. A consultant will work with the Project Steering Committee to create a public participation plan for the project in conformance with GTC requirements. Information and opportunity for participation will be made available to the public. It is anticipated that there will be a minimum of 2 public meetings. Efforts will be made to identify effective outlets for advertising public meetings and obtaining public input, such as flyers, email distribution lists, press releases, and information posting on the Town of York and Livingston County websites. Project Steering Committee members will provide regular updates to their respective organizations, boards and advisory groups.

## F. Schedule

- |                                   |                        |
|-----------------------------------|------------------------|
| 1. Scope of work approved         | July/August 2016       |
| 2. Consultant selection completed | October/November 2016  |
| 3. Contract awarded               | November/December 2016 |
| 4. Draft report completed         | September/October 2017 |
| 5. Final report completed         | November/December 2017 |

## G. Project Budget

Sources of Funds		Uses of Funds	
	<u>FY 2016-17</u>		<u>FY 2016-17</u>
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$45,000	Staff	\$0
FTA	0	Contractual	0
Subtotal	\$45,000	Subtotal	\$0
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	10,000	Contractual	45,000
Local (Cash)	0	In-kind Exp.	10,000
Subtotal	\$10,000	Subtotal	\$55,000
<u>Total</u>	<u>\$55,000</u>	<u>Total</u>	<u>\$55,000</u>