

Irondequoit Bay Outlet Bridge Alternatives Analysis Study

Scope of Work

A. Objective

The intent of the Study is to explore options to provide year-round access across the Bay Outlet, creating a better regional transportation system for all modes of travel. The feasibility study will provide a mechanism to assess whether any reasonable bridge design solutions are available to provide year-round access to all travelers, including vehicles, boats, bikes and pedestrians while preserving the Irondequoit Bay's ability to serve as a Safe Harbor.

B. Background

The Irondequoit Bay Outlet Bridge provides a critical connection across the outlet located at northern end of Irondequoit Bay where the Towns of Irondequoit and Webster meet. The current bridge is seasonal and only allows vehicular, pedestrian and bicycle crossings during the fall and winter months, from November through April. During the spring and summer, the most popular time for area residents and visitors to travel to and near Lake Ontario and the Bay, the bridge is not available for vehicle, bicycle and pedestrian crossings (from April through October).

The Bay Outlet Bridge is in the Sea Breeze neighborhood. As one of Irondequoit's oldest neighborhoods with more than 80 percent of the housing stock constructed before 1960, Sea Breeze is comprised of mostly small houses and businesses located on small, closely located lots. This is a tight-knit community, both physically and socially. With Seabreeze Amusement park, State Marine Park boat launch, "hot dog row" and long-standing local eateries and taverns like the Reunion and Marge's beachfront tavern, this neighborhood is a popular destination for residents and visitors of all ages. This area is also an important economic generator, with a significant portion of the Town's sales tax coming from the businesses in this busy spring/summer/fall destination.

Despite its many attractions, limited access to and through this area in the spring and summer may be limiting its potential when the Bay Outlet Bridge connecting to West Webster is not in service for vehicles, bicyclists and pedestrians. During that time, the bridge is put away permanently in order to allow access to boaters and serve as a Safe Harbor.

Currently, the Bay Outlet bridge provides an important physical linkage between Irondequoit and West Webster from November through April. When bridge access closes, travel distance and time to from Irondequoit's Sea Breeze neighborhood changes from feet/seconds to nearly 10 miles/20 minutes. The lack of direct access may also limit the economic development opportunities for businesses in the vicinity of the bridge that thrive in the spring and summer months. The seasonal connection also diminishes the towns' collective abilities to capitalize on their Seaway Trail location, since continuous lakeside travel is disrupted half of the year. Lack of continuous access

in this area is also a critical concern for safety in light of recent tragic events as well as designated emergency evacuation routes for Ginna Nuclear Power Plant and other emergencies in the region. The December 24, 2012 shooting in West Webster occurred at a time when the bridge was available for access, allowing emergency responders to respond to the shooting quickly and efficiently from Irondequoit and Webster. This type of multi-jurisdictional response would not have been possible during the spring and summer months.

Access and connectivity in this area are being explored in the Town's Active Transportation Plan, which is currently underway in the Town of Irondequoit. Additionally, access and connectivity issues were addressed broadly in the recently updated Comprehensive Master Plan as part of the future land use discussion. Although access and circulation have been known issues for this area for many years, the last plan focused specifically on this neighborhood was completed in 1998. The Sea Breeze Drive project, completed in 2010, enhanced access from 590 to this part of the Town, creating a multi-modal corridor to connect residents and visitors to Lake Ontario and the north end of the Irondequoit Bay.

The seasonal bridge has been a subject of discussion and debate by local leaders, residents and business owners since it was installed. Efficient emergency access, expanded multi-modal access, and impacts on tourism and economic development will be foundational issues addressed in the study.

The project will include direct participation from all involved and interested agencies and stakeholders at the local, county, state and federal levels.

C. Tasks

1. Project Initiation – Activities related to the kick-off and establishment of the study's framework.
 - 1.1. Convene a technical advisory committee to provide guidance and oversight during the course of the study, including information, review and comment needed during key phases of the project.
 - 1.2. Engage a consultant to conduct and coordinate the study per the approved scope of work.
 - 1.3. Work with the selected consultant to finalize the scope of work, clarify project roles, responsibilities, deliverables and schedule.
2. Public Participation Plan that meets GTC requirements.
3. Existing Conditions Analysis – Activities required to research/confirm, understand and document the physical, natural and environmental conditions in and near the Bay Outlet Bridge.
 - 3.1. Conduct up to three technical advisory committee meetings during the course of the existing conditions analysis phase.
 - 3.2. Review past plans, designs, reports and documents prepared for the Irondequoit Bay Outlet, including the current bridge design.
 - 3.3. Document current conditions utilizing a wide range of desktop analysis and conducting field verification as needed.

- 3.4. Evaluate current traffic conditions, annual volumes, travel patterns and economic impacts associated with bridge.
- 3.5. Conduct the first public meeting to present the existing conditions and seek feedback.
- 4. Development of Alternatives - examine potential design solution alternatives that would allow year-round access across the bay outlet and preserve its ability to serve as a Safe Harbor.
 - 4.1. Research best practices and potential design solutions
 - 4.2. Determine which design alternatives may be feasible at this location given the physical and natural conditions. One of the alternatives will include the use of the unfinished ramps on the Bay Bridge. Alternative solutions such as a pedestrian ferry may also be considered. Prepare mapping and schematic drawings to illustrate potential design solutions.
- 5. Assessment of feasibility and cost analysis - identify benefits and limitations associated with each alternative and calculate associated costs of construction.
 - 5.1. Prepare planning level cost analysis of the potential design alternatives and explore impacts to neighborhood character, transportation networks and other community impacts.
- 6. Recommendations - consider and compare alternatives and identify the best course of action based on technical feasibility and cost considerations.
- 7. Conduct the second public meeting to solicit feedback and input on the draft recommendations to be considered prior to the preparation of the final report.
- 8. Final Report - the existing conditions, alternatives analysis and recommendations will be assembled into a final report that can be shared with all involved agencies and stakeholders and presented to the community at large.

D. Products

The project products will include, but not be limited to: draft report, final report, executive summary, electronic and/or photocopy-ready copies of the final products, PowerPoint presentation(s). A minimum of 20 copies of all hard copy deliverables will be required for distribution for committee members. The Town, and selected consultant, will use electronic files

E. Public Participation Plan

The public participation component of the plan will be accomplished via public information meetings and stakeholder involvement through the project's advisory committee.

Two public informational meetings will be conducted at key phases of the project to facilitate critical community input. The first public information meeting will be conducted toward the end of the existing conditions analysis task, to report out documented findings and solicit input on potential design solutions and alternatives. The second public meeting will be conducted once alternatives have been studied and draft recommendations have been formulated.

The project's advisory committee will include representatives from surrounding neighborhood and key area stakeholders, including business/property owners and other municipal entities (e.g. Monroe County and New York State agencies). The diverse advisory committee will ensure the range of community's issues are addressed during the project.

Additionally, the Town will utilize its website and social media platforms to disseminate information about the project and its milestones.

F. Schedule

1.) Project Initiation	August - October 2016
2.) Existing Conditions Analysis	October - December 2016
3.) First Public Meeting	November/December 2016
4.) Development of Alternatives	December 2016 - January 2016
5.) Assessment of feasibility and cost analysis	February/March 2017
6.) Recommendations	April/May 2017
7.) Second Public Meeting	June 2017
8.) Final Report	July 2017

G. Project Budget

Sources of Funds		Uses of Funds	
	FY 2016-17		FY 2016-17
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$70,000	Staff	\$0
FTA	0	Contractual	0
Subtotal	\$0	Subtotal	\$0
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	12,000	Contractual	74,000
Local (Cash)	4,000	In-kind Exp.	12,000
Subtotal	\$16,000	Subtotal	\$86,000
<u>Total</u>	<u>\$86,000</u>	<u>Total</u>	<u>\$86,000</u>