

**GENESEE TRANSPORTATION COUNCIL**

**RESOLUTION**

**Resolution 18-53** *Accepting the Irondequoit Bay Outlet Bridge Alternatives Analysis Study as evidence of completion of UPWP Task 7300*

**WHEREAS,**

1. The *FY 2018-2019 Unified Planning Work Program* includes Task 7300, Irondequoit Bay Outlet Bridge Alternatives Analysis Study, for the purpose of studying the feasibility of reasonable design solutions to provide year-round access for all users of the Irondequoit Bay Outlet Bridge;
2. Said Task examined existing operational conditions at the Irondequoit Bay Outlet crossing; evaluated current and projected future needs relating to traffic safety, economic development, maritime navigation, and environmental protection at the Outlet crossing; examined the feasibility of improvements to the safety and efficiency of the Outlet crossing, including alternative bridge and tunnel designs, ferry service, and enhancements to the NYS Route 104 expressway; and articulated a series of alternatives to guide future infrastructure investments at the Outlet crossing;
3. Said Task has been completed and has resulted in the *Irondequoit Bay Outlet Bridge Alternatives Analysis Study*, which proposes key transportation infrastructure improvements that will enhance the safety and efficiency of the Outlet crossing for all users; and
4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

**NOW, THEREFORE, BE IT RESOLVED**

1. That the Genesee Transportation Council hereby accepts the *Irondequoit Bay Outlet Bridge Alternatives Analysis Study* as evidence of completion of UPWP Task 7300; and
2. That this resolution takes effect immediately.

**CERTIFICATION**

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 14, 2018.

Date \_\_\_\_\_

\_\_\_\_\_  
KEVIN C. BUSH, Secretary  
Genesee Transportation Council



## Executive Summary

The purpose of this 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. This feasibility study assesses whether any reasonable design solutions are available to provide year round access to all travelers, including vehicles, boats, bicycles and pedestrians while preserving the Irondequoit Bay's ability to serve as a safe harbor. Potential design alternatives were evaluated within the study area surrounding Irondequoit Bay.



Although the Town of Irondequoit was the lead municipality, a Project Steering Committee (PSC) was established and coordination with the PSC, as well as the public, occurred throughout the duration of the study. The PSC, served as the primary decision-making body providing guidance on key components of this study that were used to progress each task. The PSC provided input on project alternatives, community needs, and evaluation criteria used to rank each alternative. Project information was also presented to the public to obtain their input, feedback, and prioritization of the evaluation criteria. The evaluation criteria consisted of 11 key criteria that were numbered from 1-11 in order of descending priority based on input from the PSC and the public. The criteria was established and prioritized prior to the identification and evaluation of any alternatives. The evaluation criteria were as follows:

1. Improved Year Round Access
2. Emergency Access
3. Environmental Impacts
4. Impacts to Properties
5. Economic Impacts
6. Project Costs
7. Aesthetic Impacts
8. Operation and Maintenance Costs
9. Improved Access for Non-Motorized Users (Bicyclists and Pedestrians)
10. Impacts on Highway User Costs
11. Construction Impacts

Prior to developing conceptual design alternatives, an existing conditions assessment was conducted to identify existing opportunities and challenges related to project development within the study area, as well as key destinations and points of connectivity.

Subsequently, the following eight preliminary alternatives were identified within the study area:



- Fixed Bridge with 75 foot under clearance
- Tunnel
- Ferry Service
- Retrofit existing bridge for year round operation with a 10-foot under clearance
- New movable bridge with 10-foot under clearance
- New ramps at Irondequoit Bay Bridge
- Route 104 to Ridge Road connection
- Null or Do Nothing (i.e., retain existing seasonal swing bridge)

Three of the alternatives were deemed unfeasible in consultation with the PSC. They were the Fixed Bridge, Tunnel, and Ferry Service. The remaining five alternatives were assessed in accordance with the evaluation criteria, which used a three tier weighted ranking system within each criteria. A weighted sum was subsequently calculated to determine the order in which the alternatives best satisfy the evaluation criteria, which is as follows.

- Alternative B: Retrofit existing bridge for year round operation with a 10-foot under clearance
- Alternative D: New movable bridge with 10-foot under clearance
- Alternative A: Null or Do Nothing (i.e., retain existing seasonal swing bridge)
- Alternative E: Route 104 to Ridge Road Connector
- Alternative C: Route 104 to Sea Breeze Drive Connection (i.e., Route 104 Ramps)

A key follow on recommendation is for the PSC to remain in effect to ensure the guiding principles and goals of this study are not lost should there be staff changes within the municipalities. Periodic meetings of the PSC, or at least the PSC representatives from the Towns of Irondequoit and Webster and Monroe County, should be scheduled to share progress being made on moving a project forward. In addition, the municipalities should determine a plan for ownership and maintenance of any future bridge options. Each municipality should also adopt the recommendations of this study and assign a person who will be responsible for continued coordination including: monitoring funding opportunities, continuing conversations with impacted property owners, and ensuring that the owning municipality has monies for maintenance as well as capital improvements.

This study evaluated the feasibility of options to provide year-round access across the Irondequoit Bay Outlet. A systematic procedure was used to evaluate alternatives and extensive coordination with the Project Steering Committee and public occurred throughout the duration of the project. Results of this study show a ranking of alternatives based on the established criteria. This report documents the process used; the feasible alternatives including potential impacts associated with their development; associated design, construction and maintenance costs; and follow on activities. The information included herein is intended to be used as a stepping-stone to progress the Irondequoit Bay Outlet Bridge Project to future design and construction.