

Village of Sodus Point Active Transportation Plan

Scope of Work

A. Objective

The purpose of this study is to develop an active transportation plan to guide improvement to the physical infrastructure for pedestrian and bicycle travel in the Village of Sodus Point. This includes connections to the Town of Sodus and beyond via the Seaway Trail and the NYS Route 14 bicycle route. The plan will provide recommendations for the transformation of the Village into a community that safely and equitably accommodates bicycle and pedestrian transportation. This context sensitive plan will aim to preserve, enhance and connect the scenic, aesthetic, historic, community and environmental resources while improving safety, mobility and infrastructure conditions. By identifying both mixed use on and off road trails and evaluating opportunities for a “complete highway” network along State Route 14 and Lake Road, the plan will provide recommendations that enhance the Village of Sodus Point as a livable community.

B. Background

Sodus Point is situated on the southern shore of Lake Ontario in the north central portion of Wayne County and serves as a primary tourist destination for the County. The Village has shoreline on both Lake Ontario and Sodus Bay, although public access to the water for swimming is restricted to the County owned park at the east end of Wickham Boulevard. The central business district is severely congested by automobile traffic during the summer. Little or no attention is given to the rapidly increasing bicycle traffic that funnels into Sodus Point during the warmer months. In similar fashion, wide intersections, poorly maintained crosswalks and a greenway path between the Village and the public beach with a large gap all communicate an indifference to pedestrian activity.

According to the American Community Survey 2011-2015 five year estimates, the population of the Village of Sodus Point is 981 persons. This number does not reflect the summer population, which swells to nearly 4,000 persons. The median household income for Sodus Point is \$51,000, which is nearly 14 percent below the median income for New York State.

There are no major industries in Sodus Point. The economy is based almost exclusively on seasonal water-based and water-enhanced tourism and is therefore highly vulnerable to weather conditions. The summer of 2017 was characterized by a long term flooding situation that closed off most of the east side of Greig Street between April and August, significantly reducing tourism related revenues for water-based and water-enhanced businesses throughout the entire Village. Flooding also submerged

merchant docks and public and private boat launches, prohibiting boats from accessing the water until mid-July. All these conditions had a cumulative impact on the local economy and raised awareness of the importance of broadening the land based transportation network to take full advantage of bicycle and pedestrian traffic.

Over the years the Village has engaged in a number of planning processes leading to a fully approved Local Waterfront Revitalization Plan, a Downtown Vision Plan and a rudimentary Complete Streets Assessment. All had varying levels of public participation, with the Downtown Vision Plan by far attracting the most community interest. Each plan contains elements dedicated to trail development and pedestrian and bicycle accommodations, however the focus on active transportation and the actions necessary to transform the community into a destination for all forms of transportation is limited and does not rise to the level of attention needed to develop fully concepts, policies and recommendations exclusive to non-motorized transportation.

Prior to the development of these important plans, two Wayne County regional trail projects funded with federal money were scrapped. The first was an old ISTEIA grant for the design and construction of wider shoulders to accommodate bicycle traffic on Lake Road from Williamson through the Town of Sodus to Sodus Point. Because the project was underfunded and due to controversy from landowners along Lake Road, Wayne County elected to return the funding. The second grant, awarded from the TEP program, was to design and construct a three and a half mile multi-use trail along the old Wallington to Sodus Point abandoned railroad corridor. Again the county declined the funding because there was little support for an appropriation of the required matching funds.

Greig Street not only serves as the village's main street, but it is also considered State Route 14. Consequently the care and maintenance of Greig Street are under the jurisdiction of the NYS DOT. Several years ago, the Neighborhood Association of Sodus Point (NASP) and representatives from the Village attempted to convince DOT to narrow the travel lanes and widen shoulders during a paving project along State Route 14 within the village limits. Village representatives also asked DOT to apply "sharrows" to the shoulders to notify drivers that the road was shared with bicyclists and often also pedestrians. These requests were denied by DOT.

These projects likely failed because they were not fully vetted by a public participation process and they were not specifically listed in any relevant community planning documents.

Evidence exists that good community design, walkability and accommodation of non-motorized transportation contribute to a healthy local economy. Currently motorized transportation is given priority at the expense of non-motorized options. Because bicycle and pedestrian traffic is underserved, hazardous conditions often exist when motorized and non-motorized uses occupy the same poorly designed areas. An Active Transportation Plan will bring this situation into balance, setting the stage for good community design and equity in transportation choices.

The following activities will form the basis of the Active Transportation Planning process:

- Assess regulatory measures and create meaningful guidelines to facilitate and coordinate land use decisions.
- Identify and promote reasonable travel alternatives that will be available to all persons in the community regardless of age, physical or mental ability, and/or income.
- Establish a foundation for subsequent funding of an integrated system of sidewalks and greenway paths, on road bicycle and pedestrian trails and connections to other county, regional and statewide trail facilities where feasible.
- Identify follow-on activities necessary to advance the recommendations of the study including any potential funding sources. These activities will include a list of next steps to advance recommended improvements; ongoing coordination and communication to support Active Transportation and identification of any additional plans and studies necessary to advance community objectives.

C. Tasks

The following outline represents the tasks necessary to undertake the project:

- Conduct a public procurement for consultant services.
- Convene a steering committee to coordinate study activities with the consultant and the community.
- Develop a public participation plan.
- Inventory of Existing and Planned Conditions including characteristics of the current bicycle and pedestrian network; review existing planning documents and zoning regulations; review roadway conditions and crash data; road classifications and characteristics.
- Develop a detailed and comprehensive needs assessment and present at first public meeting.
- Develop a Draft Plan to include alternatives, recommendations and general cost estimates for all recommendations.
- Hold a second public meeting.
- Revise draft plan to address public comments, present to Steering Committee, prepare Final Plan.
- Submit Final Plan to the Genesee Transportation Council for review and approval.
- Submit Final Plan to the Sodus Point Village Board for adoption.

The Village of Sodus Point will form a Steering Committee and invite, at a minimum, the following stakeholders:

- Neighborhood Association of Sodus Point, Inc.
- Save our Sodus, Inc.
- Sodus Bay Historical Society, Inc.
- Wayne County Trailworks, Inc.
- Wayne County Department of Public Works
- Wayne County Tourism

- Wayne County Department of Economic Development and Planning
- NYS Department of Transportation
- Genesee Transportation Council

D. Products

The following specific documents will be produced as a result of the planning process:

- 12 copies of a Draft Final Report
- 12 copies of a Final Report
- 20 Copies of a Final Executive Summary
- One (1) copy each of the Final Report and the Executive Summary in electronic (PDF and MS Word) formats
- Steering Committee agendas, minutes and public meeting materials

E. Public Participation Plan

As detailed in Section C, Tasks, the Village of Sodus Point will form a Steering Committee with a broad range of stakeholders to guide the development of the plan and to ensure an inclusive process that provides for maximum citizen participation.

The Neighborhood Association of Sodus Point (NASP) is the driving force behind this effort. NASP counts as its members not just those paying annual dues, but all residents of Sodus Point. Together with the selected consultant, NASP and the Village will design a public participation process that utilizes a combination of traditional outreach and web based applications to insure that all residents and businesses have an opportunity to participate in the active transportation planning process. Outreach may include, but not be limited to, direct mail and/or web based surveys, customized crowdsourcing applications, interactive online mapping and GIS storyboards for use during public meetings. Because Sodus Point is a seasonal community, the public participation process will be scheduled during the warmer months to insure that all residents have an opportunity to contribute ideas for the plan.

F. Schedule

The Village of Sodus Point anticipates the planning process to begin in August of 2018 and conclude in July of 2019. Because Sodus Point is a seasonal community and public participation is critically important, the project extends well into 2019 to insure that all residents of Sodus Point, including those that leave for the winter, have an opportunity to participate in the planning process.

G. Project Budget

Sources of Funds		Uses of Funds	
	<u>FY 2017-18</u>		<u>FY 2017-18</u>
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$45,000	Staff	\$0
FTA	0	Contractual	0
Subtotal	<u>\$45,000</u>	Subtotal	<u>\$0</u>
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	0	Contractual	50,000
Local (Cash)	5,000	In-kind Exp.	0
Subtotal	<u>\$0</u>	Subtotal	<u>\$0</u>
<u>Total</u>	<u><u>\$50,000</u></u>	<u>Total</u>	<u><u>\$50,000</u></u>