

Mt. Morris-Leicester Route 36 Corridor Study

Scope of Work

A. Objective

To develop a strategy for addressing transportation related safety and access improvement concerns along the Route 36 Corridor between Mt. Morris and Leicester in Livingston County.

B. Background

The NYS Route 36 corridor between Mt. Morris and Leicester is a key regional multi-modal transportation link serving a range of needs, including both local and tourism traffic, goods movement, and access to residential, commercial, civic/institutional, and agricultural properties. Local officials identified a need for a strategy to guide future investments in transportation infrastructure and private development along the corridor, as well as to address critical safety and access management concerns in this area. Specifically, a strategy is needed to:

1. Identify vehicular traffic safety and calming measures along the corridor;
2. Identify pedestrian and bicyclist safety improvements, especially within the villages of Mt. Morris and Leicester;
3. Identify infrastructure enhancements that help create a sense of place that respects and promotes the history of the communities for local residents and visitors alike;
4. Identify potential transportation infrastructure improvements, such as intersection enhancements and access management strategies, along with associated land use policies, that encourage business growth based on locally defined community development objectives and livability goals; and
5. Identify multi-use trail improvements and strategic links to leverage active transportation (pedestrian and bicycle) connectivity for the communities.

This project was developed in response to several ongoing issues and trends that local officials identified along the NYS Route 36 corridor, including public safety concerns, land use and economic development opportunities, and the need for improvements to pedestrian and bicyclist circulation.

There are a number of safety concerns related to high travel speeds in the corridor. Several factors contribute to these high speeds, including drivers exiting I-390 who are used to expressway speeds, the relatively straight and flat character of this section of NYS Route 36, and the increased number of out-of-town travelers visiting the area who are not familiar with local road conditions and speed limits. Other safety concerns to investigate include the optimal location of safe-passing zones, the presence of four travel lanes through the business district of the Village of Mt. Morris, the lack of safe pedestrian crossings in the Village of Leicester, the presence of at-grade railroad crossings in the Town and Village of Leicester, regular failures of drivers to yield to pedestrians at village crosswalks, seasonal and time of day fluctuations in traffic congestion within the villages, and the presence of a large amount of bus traffic due to the location of two Board of Cooperative Educational Services (BOCES) centers, the Mount

Morris Central School, and a large Livingston-Wyoming ARC campus within this corridor. This project will investigate crash data and consider effective safety enhancement measures that address patterns found in that data.

In addition to safety issues, this project will look at land use policies, zoning regulations, access management strategies, and business/economic development opportunities along the corridor. The Villages of Mt. Morris and Leicester have a mix of commercial and residential properties on small lots with a number of driveways directly entering onto NYS Route 36. Much of the corridor between the two villages and in the Town of Mt. Morris is rural and provides access to agricultural fields, as well as to businesses including a major food processing facility. This corridor runs parallel to I-390 and serves as an alternate trucking route for through traffic. Therefore, while this corridor is not exceptionally long, it provides access to a diverse range of physical settings. This project will provide local officials with a strategy to guide future land use and development decisions, and ensure that new development is safely and efficiently served by transportation infrastructure.

This project is also needed to identify ways of improving circulation patterns for pedestrians and bicyclists throughout the corridor. The Villages of Mt. Morris and Leicester have a relatively high and growing population of elderly people and many residents of both villages are dependent on walking and public transportation on a daily basis. One of the major entrances to Letchworth State Park is located along this corridor and draws many travelers from outside the area. This project will also identify access improvements to the Genesee Valley Greenway that will enhance the experiences of bicyclists and pedestrians using that trail.

The project's study area includes the Villages of Mt. Morris and Leicester, as well as portions of the Towns of Mt. Morris and Leicester along NYS Route 36. The project development process will be overseen by a steering committee consisting of representatives from these municipalities as well as other stakeholders including the New York State Department of Transportation and Livingston County agencies. Consultant services will be procured for this project.

C. Tasks

Project tasks will include the following:

1. Establish a Steering Committee. This committee will oversee the project development process. It will include representatives from the following entities: Village of Mt. Morris; Village of Leicester; Town of Mt. Morris; Town of Leicester; Livingston County; New York State Department of Transportation; New York State Office of Parks, Recreation, and Historic Preservation; and Genesee Transportation Council. Representatives from key local stakeholders, including businesses; educational, social, and cultural institutions; and property owners, will also be represented on the committee.
2. Develop and issue a Request for Proposals (RFP). A consultant with demonstrated experience in multi-modal corridor planning projects and with an emphasis on bicycle/pedestrian, tourism, economic development, and urban design considerations will be engaged to work on this project.
3. Conduct an Existing Conditions Inventory. The consultant will:
 - 3.1. Inventory current traffic operations data (e.g., facility design, layout, and condition, signage and lighting conditions, traffic volumes and speeds, trip counts, safety and

- crash-related data, pedestrian and bicycle usage and amenities, traffic growth projections, planned infrastructure improvements, recent Traffic Impact Studies associated with development proposals, etc.). Identify gaps in data and collect additional data where feasible; additional data collection efforts will not be undertaken unless the data is essential to the project and will utilize a very minor amount of the project budget.
- 3.2. Review current municipal comprehensive plans, district/neighborhood plans, zoning codes, design guidelines/standards, and other pertinent resources related to land use development and management along the corridor.
 - 3.3. Prepare a land use regulation evaluation for each municipality in the corridor. This evaluation will identify generalized current and future buildout analyses to demonstrate what types of development are currently permissible by policy and law.
4. Develop a Corridor Vision Statement and Needs Assessment. The consultant will:
 - 4.1. Identify a vision statement and associated goals for the future management and development of the corridor. The vision statement will be based on the information collected in Task 3 as well as input from the Steering Committee and public.
 - 4.2. Prepare an associated needs assessment that identifies generalized transportation and land use alternatives required to implement the vision statement for the corridor.
 5. Develop a Corridor Management Plan. The consultant will:
 - 5.1. Prepare a draft corridor management plan that identifies policy recommendations and design alternatives to realize the vision and goals developed in Task 4.
 - 5.2. Identify transportation infrastructure improvements, including traffic calming, access management, and gateway treatments, that enhance safety, efficiency, and access/mobility for all modes of transportation along the corridor.
 - 5.3. Identify required changes to municipal planning policies, zoning regulations, design guidelines/standards, and site design/layout requirements where current local laws or regulation are not in keeping with the corridor vision and goals.
 - 5.4. Identify opportunities for enhancing linkages/access to regional trails, parks, and other multi-use or tourism-related resources.
 - 5.5. Identify interagency and/or inter-municipal agreements and partnerships (formal or informal) needed to implement the corridor management plan.
 - 5.6. Identify implementation actions, plans, and projects, including but not limited to future studies and potential funding sources, needed to advance the recommendations identified in the corridor plan.
 6. Develop Draft Report. Using the products of Tasks 3 through 5, the consultant will prepare a Draft Report. The Draft Report will be provided to the Steering Committee for review and comment. The consultant will revise the Draft Report based on Steering Committee feedback.
 7. Develop Final Report. The consultant will prepare a Final Report and associated Executive Summary.

D. Products

1. Draft Report for Steering Committee review.
2. Final Report (including maps, graphics, concept designs and plans, and supporting technical appendices) and associated Executive Summary on findings and recommendations.

3. Steering Committee and public meeting materials, including but not limited to agendas, presentations, handouts, and meeting minutes/summaries.

E. Public Participation Plan

A minimum of two public meetings will be held as part of this project. The first meeting will be held to present the inventory findings and draft corridor vision and goals to the community, and obtain public input on the draft corridor vision and goals. The second public meeting will be held to present the draft alternatives/recommendations to the community, and obtain public feedback on the draft alternatives/recommendations. Additional public outreach efforts such as surveys and outreach to specific interest groups shall also be undertaken.

F. Schedule

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| 1. Scope of work approved | July 2019 |
| 2. Request for Proposals (RFP) issued | July 2019 |
| 3. Proposals due | August 2019 |
| 4. Consultant selection | September 2019 |
| 5. RGRTA Board approval for contracting | November 2019 |
| 6. Contract Execution | December 2019 |
| 7. Project initiation meeting | January 2020 |
| 8. Inventory of conditions completed | March 2020 |
| 8. Needs assessment completed | May 2020 |
| 9. First public meeting | May 2020 |
| 10. Alternatives developed | July 2020 |
| 11. Recommendations selected | August 2020 |
| 12. Second public meeting | September 2020 |
| 13. Draft report completed | October 2020 |
| 14. Final report completed | December 2020 |
| 15. Financial closeout | December 2020 |

G. Project Budget

Sources of Funds		Uses of Funds	
	FY 2019-20		FY 2019-20
<u>Federal Funds</u>		<u>GTC</u>	
FHWA	\$87,000	Staff	\$0
FTA	0	Contractual	0
Subtotal	\$87,000	Subtotal	\$0
<u>Matching Funds</u>		<u>Other Agency</u>	
State (In-kind)	\$0	Staff	\$0
Local (In-kind)	5,000	Contractual	95,000
Local (Cash)	8,000	In-kind Exp.	5,000
Subtotal	\$13,000	Subtotal	\$100,00
<u>Total</u>	<u>\$100,000</u>	<u>Total</u>	<u>\$100,00</u>