



# Appendix A

## Summary of Recommendations from Previous Plans & Studies



**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-1</b>	Install speed limit signs along Phillips Road between NYS Route 251 and CR 42 where none now exists		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Transportation		7.17/.19/.25	Aug. 2015
Description			
Requires action by the Town Highway Department to install signage and is listed as a "short-term" priority.			
Benefits			
Signage may result in decreased speeds that could reduce the number and severity of crashes.			
Issues			
None noted in Comprehensive Plan with respect to community pushback, if implemented.			
Cost		Connections to other Plans/Studies/Documents	
None provided		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-2</b>	Implement Transportation Management Program		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Transportation		7.25	Aug. 2015
Description			
<p>Transportation Systems Management is the implementation of programs that improve operations that mitigate congestion and improve air quality. This includes programs or projects that should be considered on all future projects:</p> <ul style="list-style-type: none"> <li>-- Improve traffic flow, such as projects to improve signalization, construct high occupancy vehicle lanes, improve intersections, and implement ITS strategies.</li> <li>-- Establish or operate a traffic monitoring, management, and control facility or program.</li> </ul> <p>Listed as a "short-term" priority.</p>			
Benefits			
None noted; directly related to "Improved Operations on NYS Route 96 – Implementation of Signal Coordination and ITS"			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided		NYS Route 96 Traffic Signal Coordination Study (2007)	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-3</b>	Improved Operations on NYS Route 96 – Implementation of Signal Coordination and ITS		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Transportation		7.26/.113	Aug. 2015
Description			
<p>The Implementation of Signal Coordination and ITS on NYS Route 96 (Signal Coordination) is a feasible solution to improve operations on NYS Route 96. This is a near term option. Other possible solutions to improve operations on NYS Route 96 include geometric improvements at intersections. These are more expensive and difficult to implement than signal coordination but should be evaluated in future studies. Recommendations include the following:</p> <ul style="list-style-type: none"> <li>-- Coordination of signals on NYS Route 96</li> <li>-- Updating of signal timings on NYS Route 96</li> <li>-- Implementation of ITS Signal Communication Strategy</li> </ul> <p>Listed as a "mid-term" priority.</p>			
Benefits			
Estimated 8% improvement to capacity along the NYS Route 96 corridor; cohesive with proposed land uses; minimal disruption to implement; may reduce congestion-related crashes.			
Issues			
Future development outstrips improvements realized through implementation (i.e., future delay is greater than current delay even after signal coordination); no benefits to pedestrians.			
Cost		Connections to other Plans/Studies/Documents	
Signal Coordination & Timing Update = \$10,000 Intelligent Transportation System Instrumentation Deployment = \$1,100,000		NYS Route 96 Traffic Signal Coordination Study (2007) Victor Transportation Systems Plan Executive Summary (2014)	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-4</b>	Improved Safety on Alternate Routes – Alternate Route Intersection Safety Improvements		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Transportation		7.26/.119	Aug. 2015
Description			
<p>Mid-range option to address motorists seeking to avoid delay on NYS Route 96 by using other roadways that were not designed to accommodate higher volumes. It is not appropriate to redesign these facilities as it may draw more traffic into residential areas. Alternate routes include High Street (one safety deficient location) and Cork Road/Dryer Road (no safety deficient locations but intersections that have potential issues). Potential improvements include:</p> <ul style="list-style-type: none"> <li>-- NYS Route 251/Cork Road: Due to sight issues caused by the curve and high speeds in the area the implementation of a roundabout at this intersection is recommended (a "T" intersection could work as well).</li> <li>-- Cork Road/Modock Road: re-alignment of this intersection with Modock Road intersecting at an approximately 90% angle with the stop sign on the Modock Road approach instead of the Cork Road southbound approach is recommended.</li> </ul> <p>Listed as a "mid-term" priority.</p>			
Benefits			
<p>Reduce vehicle travel speeds and therefore the severity crashes (existing and potential); cohesive with proposed land uses; mitigate congestion and improve air quality - roundabouts have lower vehicle dwell times than traditional stop signs thus improving the air quality; minor capacity improvements; pedestrian accommodations such as crosswalks and pedestrian refuge islands will be included.</p>			
Issues			
<p>Detailed studies will need to be conducted but engineering and construction should be relatively uncomplicated; some delays will result construction.</p>			
Cost		Connections to other Plans/Studies/Documents	
\$800,000 for both improvements		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action			
<b>Comp Plan-5</b>	I-490 Interchange 29 Reconfiguration			
Plan/Study/Document Title			Page	Date of Plan
Comprehensive Plan - Transportation			7.26/.124	Aug. 2015
<b>Description</b>				
<p>Long-range option to address lack of access from I-490 eastbound to NYS Route 96 westbound and the capacity and safety deficiencies at the I-490 westbound off-ramp to NYS Route 96. The implementation of a Diverging Diamond Interchange (DDI) is a feasible solution to resolve these issues and improve the overall safety of the entire interchange. Other solutions include alternate interchange reconfiguration concepts and additional access at other locations such as the extension of NYS Route 250 to a new interchange with I-490. This should be evaluated in future detailed studies. DDI conceptual schematics are provided. Listed as a "mid-term" priority.</p>				
<b>Benefits</b>				
<p>Improved safety via conflict-free left turns; fewer conflict points than a standard interchange; up to an 18% estimated improvement in capacity in the Eastview Mall section of NYS Route 96; accommodates high numbers of left turns; less costly than other designs (can be retrofitted to existing ramps, no additional land needs to be purchased); cohesive with proposed land uses; pedestrian accommodations such as crosswalks and pedestrian refuge islands will be included.</p>				
<b>Issues</b>				
<p>Detailed studies will need to be conducted as the engineering and construction will be relatively complicated (but construction will be less complicated than a cloverleaf interchange); delays would be commensurate with a large-scale construction project.</p>				
<b>Cost</b>		<b>Connections to other Plans/Studies/Documents</b>		
\$4 million		N/A		

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-6</b>	Implement the recommendations of the Victor Traffic Task Force and identify alternative funding streams required for implementation of prioritized projects		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Transportation		7.20/.26	Aug. 2015
Description			
<p>The Victor Traffic Task Force identified 32 projects the vast majority of which would have a direct impact on Route 96 and others that would address safety concerns on roadways that are used as a bypass/run parallel to Route 96. The Task Force scored each of the projects based on their anticipated cost, ability to address safety concerns, reductions in delay at the project location and other intersections, and the time needed and ease of implementation (the last measured by number of agency approvals required). Listed as an "immediate" priority.</p>			
Benefits			
Benefits to safety and delay varied by project. Most importantly, these benefits and associated costs were considered in a holistic manner.			
Issues			
Cost, time to implement, and ease of implementation varied by project; most importantly, these costs and associated benefits were considered in a holistic manner.			
Cost		Connections to other Plans/Studies/Documents	
None provided		Comp Plan Appendices "XIV A Traffic Task Force Report" and "XIV B Traffic Project List 6th Version with change in VC Reduction"	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-7</b>	Implement Transportation Demand Management (TDM) Strategies		
	Plan/Study/Document Title	Page	Date of Plan
	Comprehensive Plan - Transportation	7.21/.27	Aug. 2015
	Description		
	<p>Develop and implement a public promotional campaign to encourage residents to utilize ridesharing, public transit, and cycling as alternatives to the use of motor vehicles. The promotional campaign should also encourage businesses to consider offering employees flexible work shifts.</p> <p>TDM is the implementation of strategies to reduce travel demand. Managing demand can be a cost-effective alternative to increasing capacity and can improve communities. Transportation demand management techniques include:</p> <ul style="list-style-type: none"> <li>-- Promoting increased ridesharing and other commuting options.</li> <li>-- Promoting flexible work schedules to reduce congestion during peak travel periods.</li> <li>-- Promoting complete streets and pedestrian and bicycle friendly transportation modes (included within this initiative is accessibility to the Victor school campus which currently lacks a safe and healthy alternative to riding a school bus or being driven to the school. The lack of pedestrian and bicycle accommodations along High Street and Lane Road prevents children, families, and the general public from walking or biking to the school facilities and to other nearby residential neighborhoods. The Town has considered several design layouts for installing sidewalks along High Street and Lane Road that would provide a safe alternative to accessing the Victor school facilities. These designs are challenged by the I-90 High Street overpass which provides little width to accommodate pedestrians and cyclists as well as motor vehicles).</li> <li>-- Improving public transportation.</li> </ul> <p>Listed as a "short-term and ongoing priority"</p>		
	Benefits		
	<p>The benefits of TDM depend on which measures are implemented. Measures that reduce congestion such as ridesharing and flexible work schedules result in decreased emissions; measures that increase walking and bicycling (i.e., active transportation) can improve individuals' health, etc.</p>		
	Issues		
	<p>The benefits of TDM programs can be limited until there is some significant change that results in increased costs (time related to delay, monetary related to tolls, etc.).</p>		
	Cost	Connections to other Plans/Studies/Documents	
	None provided	N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-8</b>	Encourage CATS to Implement the Recommendations in the CATS Route Analysis and Service Improvement Plan		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Transportation		7.21/.22/.27	Aug. 2015
Description			
<p>Listed as a "long-term and ongoing" priority. The plan contained the following recommendations for improving public transit service in the Town of Victor:</p> <ul style="list-style-type: none"> <li>-- Increase Route 3 service level in the Route 96 and 332 corridors between Victor and Canandaigua. Operate hourly departures in both directions between 5:30 am and 7:30 pm on weekdays, and 120-minute departures on Saturdays.</li> <li>-- Develop multiple route variations to accommodate defined market niches characteristic of a lower density suburban service area. The following list offers potential route variants:</li> </ul> <p>We recommend that CATS consider operating one or two service variants to meet market needs but avoid confusion. Potential variants include:</p> <p>Commuter Express - Selected peak direction commute trips focusing on Ontario County residents working in Monroe County should take the quickest attainable route to and from Eastview Mall. Scheduled arrivals and departures should be coordinated with RTS.</p> <p>Route 92. It should be possible for CATS Route 3, as proposed, to achieve timed transfers with one-half or more of the 10 weekday Route 92 arrivals and departures at Eastview.</p> <p>Employment - Selected peak period trips focusing on jobs in the industrial parks along Route 251 and County Road 42 in Fishers should respond to demands to be defined. Operating schedules should be customized to meet specific work shift times of the major employers in the area, and flexible routing may be a necessity given the low density of industrial development in the areas. A workplace-based survey of employees is suggested to help establish a baseline need for this service.</p>			

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

FLCC Shuttle - A direct transit connection should be established between the planned 28,000 sq. ft. Science and Technology Campus Center on Route 251 in Victor and the FLCC Lakeshore Drive campus. Ontario County should work with FLCC administrators to develop an effective and fiscally sustainable inter-campus shuttle.

Branch Service in Victor - Redistribute service on two branches between the Village of Victor and Eastview Mall to conform to perceived market demands and to balance round trip travel times. Currently all trips operate one-way eastbound/southbound on High Street and one-way westbound/northbound on Routes 96 and 251. Alternatively, corridors should be treated as branches with warranted two-way service at various times during the service day. Off-peak service should focus on the schools, food bank and residences located along High Street.

**Benefits**

Public transportation can and should play a role in improving transportation in the Route 96 Corridor relative to the current and planned physical development along the corridor and the cost of providing public transportation service relative to user demand.

**Issues**

CATS is now Regional Transit Service (RTS) Ontario and the revisions in route structure (locations and schedules) need to be reconsidered in conjunction with RTS Ontario as part of this initiative.

**Cost**

**Connections to other Plans/Studies/Documents**

None provided

Ontario CATS Fixed Route Evaluation (2010)

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-9</b>	Higher Density Residential Infill or Redevelopment		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use		8.8	Aug. 2015
<b>Description</b>			
<p>Authorize higher density residential infill or redevelopment along or within some segments of the commercial and limited industrial corridors. Evaluate the need to identify more specifically where within these areas now designated for industrial or commercial uses a mixed use project including a residential development component could be accommodated and approved.</p>			
<b>Benefits</b>			
<p>In general, infill development or redevelopment is preferred to help reduce and limit sprawl/development pressure and instead steer it into areas with existing infrastructure.</p>			
<b>Issues</b>			
<p>Infill potential needs to consider the ability for such development to be accommodated by the existing infrastructure - transportation/water/sewer, etc.</p>			
<b>Cost</b>		<b>Connections to other Plans/Studies/Documents</b>	
None provided		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-10</b>	Target Size		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use		8.8	Aug. 2015
<b>Description</b>			
Use the estimated build-out as the communities target-size. In general, approvals that would otherwise increase the estimated build-out should be accompanied by transactions that would reduce the anticipated density elsewhere in the community by a corresponding amount such that the anticipated build-out would remain unaffected.			
<b>Benefits</b>			
With a target size for the Town, it is possible to benchmark growth against the forecasted/projected desired target size to track whether or not actual growth is generally consistent with the desired build-out.			
<b>Issues</b>			
A target size is a good measure but depending on the level of development, it may need to be modified in the future. Consideration should also be given to the effectiveness of assuming that increases in build-out potential in one area can be off-set by reductions in another without having other potential impacts. Offsets may occur town-wide for overall build-out calculations but the actual impacts on the Town may not necessarily be reduced or eliminated by reducing build-out in another location (i.e. there are other factors to consider).			
<b>Cost</b>		<b>Connections to other Plans/Studies/Documents</b>	
None provided		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-11</b>	Movement of Development Rights		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.9	Aug. 2015
Description			
Develop an Incentive Zoning program rather than rely upon a program for the Transfer of Development Rights.			
Benefits			
Such programs will support preservation of open space, farmland and rural character on a town-wide basis by facilitating movement of development rights from areas within which lower development densities would be preferred to areas where higher development densities would be appropriate and could be accommodated. As an incentive program this is an option, not a requirement, which makes it more likely to garner community and developer support.			
Issues			
As an incentive program there is no guarantee anyone will use it. Incentives generally need to be somewhat significant to get the attention of property owners and developers. Such a program will require management by municipal staff and will bring about a learning-curve for implementation for both elected and appointed officials. It will likely require a separate program development effort that includes landowners and developers who would likely be involved to gauge their interest.			
Cost		Connections to other Plans/Studies/Documents	
None provided		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-12</b>	Traffic Congestion and Alternate Routes		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.9	Aug. 2015
Description			
<p>"De-facto" alternate reliever routes are already in use when the Route 96 Corridor is congested and this use will only increase as Route 96 traffic volume and congestion increases. (<i>These alternate routes include: east of Route 96, gaining access to High Street to bypass much of Route 96 or leaving Route 96 at Lane Road; travelling on to Lynaugh Road and rejoining Route 96 at the intersection with Lynaugh intersection east of the Village; west of Route 96, leaving Route 96 at Route 251 and travelling on Route 251; and Cork Road and Dryer Road to the intersection of Route 444 south of the Village</i>).</p>			
Benefits			
<p>Alternative routes provide options when Route 96 is congested and opening up other roads as "official" travel routes could relieve current and/or future congestion issues.</p>			
Issues			
<p>This proposal may require/encourage traffic to flow through residential neighborhoods. These should be carefully designed and designated in a way that ensures they are alternative routes when Route 96 is congested and not be considered new through routes. Any improvements should preserve residential character to the maximum extent possible. Traffic calming techniques and access management could be helpful in development of any such routes.</p>			
Cost		Connections to other Plans/Studies/Documents	
None provided		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-13</b>	Restricting Development to Mitigate Traffic Congestion		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.1	Aug. 2015
Description			
<p>The approach of restricting land use and arresting development within Victor to manage further increases in traffic volume is impractical and would likely be ineffective. Adopting regulations intended to limit or reduce the anticipated build-out, some portion of the development that would otherwise take place within Victor, perhaps even the majority, would likely take place in adjoining communities instead with the potential to increase traffic through Victor nonetheless.</p>			
Benefits			
<p>Land use and transportation are directly linked. Understanding that development and traffic are both a local and pass-through issue that impacts Victor and neighboring communities is key to properly planning for future needs and opportunities.</p>			
Issues			
<p>Victor is a desirable Town and both residents and businesses realize this. Growth is good but creates issues that must be considered. Planning and implementing strategies and projects to help mitigate and manage the potential issues is vital.</p>			
Cost		Connections to other Plans/Studies/Documents	
None provided		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-14</b>	Access Management		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.1	Aug. 2015
Description			
Given that traffic volumes are likely continue to increase in Victor, access management should be an integral part of any set of traffic solutions.			
Benefits			
Access management is an effective method to consider when trying to address traffic. It generally focuses upon the regulation of interchanges, intersections, driveways and median openings to a roadway with an objective of enabling access to land uses while maintaining roadway safety and mobility through the control of access locations, designs, spacing and operation. While it can create stress during construction, the long-term benefits need to be recognized and promoted.			
Issues			
Access management has a cost, which depending on the solution, location, and existing conditions can be significant. It also can create headaches for drivers, residents and businesses where construction takes place, though this is a short-term issue it is part of a long-term solution.			
Cost		Connections to other Plans/Studies/Documents	
None provided		NYS Route 96 Traffic Signal Coordination Study (2007)	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-15</b>	School Land Uses and Traffic		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.1	Aug. 2015
Description			
Schools in Victor have a significant role in transportation in the Town. Not only are schools sensitive to increased traffic within their vicinity, they are traffic generators.			
Benefits			
Coordination with the School District will help provide an understanding of their needs, concerns, and projections for additional enrollment in the future which could have a direct impact on considerations for implementation actions within the corridor.			
Issues			
Should the use of High Street as an alternate reliever route be considered, the proposal should be accompanied by improvements necessary to mitigate the risks attendant with increasing traffic flow within the vicinity of the school.			
Cost		Connections to other Plans/Studies/Documents	
None provided		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-16</b>	Impacts of Higher Density Development		
Plan/Study/Document Title	Page	Date of Plan	
Comprehensive Plan - Future Land Use Plan	8.11	Aug. 2015	
Description			
<p>Higher density development within the Route 96 corridor should be offset by density reductions elsewhere in Town and/or provide an amenity that is of use in accommodating higher traffic volumes. To qualify for any density bonus, it should be necessary to demonstrate that such an amenity would increase capacity well beyond the level required to support only the proposed development and that the proposal would provide additional capacity what would otherwise be required as mitigation in a traditional review and approval process. Regarding patterns of development that include higher densities, these should have minimal impact on traffic provided the density increase is offset by a reduction elsewhere.</p>			
Benefits			
<p>It is appropriate and desirable for higher density development to include appropriate mixes of uses such as residential, commercial and even light industrial. Higher density could be tied to a Movement [Transfer] of Development Rights program. Higher Density helps reduce the pressure for sprawl and utilizes existing infrastructure, reducing the need to extend and maintain additional infrastructure.</p>			
Issues			
<p>Higher density may help reduce the potential for sprawl but it has to be considered carefully in the context of location and existing &amp; future conditions. Careful consideration should be given to considering the effectiveness of higher density in one location having a minimal impact on traffic due to an offset in density elsewhere. There are other factors to consider.</p>			
Cost	Connections to other Plans/Studies/Documents		
None provided	N/A		

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-17</b>	Neighborhood Commercial Districts		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.11	Aug. 2015
Description			
Although Neighborhood Commercial districts would be unlikely to affect traffic congestion in a significant manner, these could improve quality of life within certain neighborhoods by providing an alternative to relying only on the Route 96 Corridor to reach retail outlets and other services.			
Benefits			
These districts could help create "service cores" which could encourage and increase walkability and provide services to distinct parts of the Town. With the right uses, these could reduce vehicle trips to the Route 96 corridor and with complete streets considerations/infrastructure, it could encourage walking and bicycling.			
Issues			
If not currently zoned for such or currently in place, proposing non-residential uses in a traditionally residential area could be difficult depending on the priorities and preferences of the neighborhood.			
Cost		Connections to other Plans/Studies/Documents	
None provided		Town Code	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-18</b>	Key Uses		
	Plan/Study/Document Title	Page	Date of Plan
	Comprehensive Plan - Future Land Use Plan	8.11	Aug. 2015
	Description		
	<p>Victor is missing the full range of uses necessary to support a walkable community. Among these, the most prominent is a grocery store. Steps should be taken to understand more fully criteria relied upon by grocers considering a location like Victor and consideration given to how the community might encourage or accelerate development of a grocery at a reasonably accessible location.</p>		
	Benefits		
	<p>A full range of uses in the proper layout can enhance the desirability/likelihood of walking and biking to destinations. A grocery store can be a key destination for a community and neighboring communities, regardless of size.</p>		
	Issues		
	<p>A walkable Victor needs to be developed through strategic planning - determining appropriate infill types and uses - and done with a coordinated zoning review that provides implementable code changes to help ensure walkable development patterns.</p>		
	Cost	Connections to other Plans/Studies/Documents	
	None provided	N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-19</b>	Strategy 1: Implementation of the Future Land Use Plan		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.13 & 8.14	Aug. 2015
Description			
<p>On the Future Land Use map the boundaries of the commercial/industrial area shown south of Interstate 90, west of Route 96 and north of Route 251 has been modified slightly. The commercial/industrial area shown along Route 96 south of the Village is more extensive on the Concept Level Future Land Use map than the corresponding area shown on the Existing Town Land Use map.</p>			
<p>On the Future Land Use map areas east of the Village, north of Route 41 and South of Interstate 90 are shown as designated for the highest density, whereas the Existing Town Land Use shows these areas to currently be a mix of intermediate density and higher density designations.</p>			
<p>A second iteration of the future land use map appears on page 8.16. This map also identifies regions within which the maximum residential density now applicable under the zoning code would change were the future land use plan to be implemented utilizing the present density hierarchy of 0.33 units per acre, 0.5 units per acre and 1.0 units per acre. In some of these instances the maximum residential density would decrease while in others it would increase. With respect to the areas within which the map indicates a decrease in the maximum residential density, accomplishing the indicated reduction in maximum density has been recognized as an important future land use priority. It is therefore recommended that movement of development rights from these parcels also be accorded high priority during implementation of the program called for in Chapter Strategy 6.</p>			
Recommendation/Strategy/Action			
To be discussed with Steering Committee			
Issues			
To be discussed with Steering Committee			
Cost		Connections to other Plans/Studies/Documents	
None provided		Town Code	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-20</b>	Strategy 2: Authorization of Mixed Use Development and Neighborhood Scale Commercial Development		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.17 & 8.18	Aug. 2015
Description			
<i>The Town of Victor code should be amended to include the following within the requirements applicable to mixed use developments:</i>			
<p>Mixed use developments should not require rezoning to designate a specific land use district. The current regulatory framework which relies upon rezoning to approve a Planned Development District should be replaced by a requirement for the Planning Board’s issuance of a Special Use Permit within commercial or light industrial districts according to very specific, clear and objective criteria.</p>			
<p>Mixed use projects should be encouraged (subject to the satisfaction of conditions and issuance by the Planning Board of the required Special Use Permit) within commercial districts, accepted in exceptional circumstances within light industrial districts, and prohibited within residential districts.</p>			
<p>Thresholds to limit the number of residential units to be included within a mixed-use project to ensure an appropriate balance between residential and other uses should be developed and included within the standards and criteria applicable to Special Use Permits for mixed use developments.</p>			
<p>Consideration should be given to the potential fiscal effects of the extent to which residential uses are developed within commercial and light industrial districts in place of commercial or industrial uses (i.e. the expenditure to revenue ratio would be higher for a project with residential use than one without residential - Appendix IV). From a purely fiscal perspective, it may therefore be prudent to limit the conversion of vacant industrial and/or commercial parcels to residential use through rezoning or approval of a mixed use development.</p>			
<p>Consideration should be given to whether some form of mapping based upon the identified Special Use Permit criteria should be incorporated in the code to identify in advance certain commercial and/or industrial areas within which mixed use projects would be preferred and to distinguish from them areas within which such projects would be discouraged. In any event, with or without such mapping, both the NRI and the Infrastructure Master Plans called for elsewhere in this plan should be relied upon to determine whether a candidate site is appropriate for such development.</p>			

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

<p>In order to maintain an appropriate balance of mixed use and other projects within a subject area, consideration should be given to whether some formula or other measure (in addition to the potential mapping referenced in the foregoing bullet) should be developed and codified to limit the number or extent of potential mixed use projects that will ultimately be considered within a given area.</p>	
<p>The ongoing need and advisability of the current limitation to no more than two stories should be explored and either confirmed or amended to permit additional stories. The limitation to only two stories limits density and leads to projects with greater building coverage and less open space when compared to a project of three or four stories.</p>	
<p>An offsetting reduction in density elsewhere in the community, as described in the Chapter 4 discussion of Growth Management and Open Space (also see Chapter 4 Strategy 6) should be required as a condition of Special Use Permit approval for each residential unit proposed within commercial or industrial districts as part of a mixed use development. How this requirement operates to effectively limit all potential multiple dwelling residential projects to sites whereon the community would prefer, or accept, a density increase and the criteria applicable to such a determination should be defined during the implementation effort and made clear in new code provisions.</p>	
<p>Finally, until such time as the traffic congestion problems currently found within the Route 96 corridor are resolved, the benefit derived from proposals to increase density within the Route 96 corridor and to also provide an offsetting reduction in density elsewhere will have to be balanced against the potential increase in traffic congestion within the corridor. This evaluation will have to be completed on a case-by-case, site-specific basis.</p>	
<b>Benefits</b>	
To be discussed with Steering Committee	
<b>Issues</b>	
To be discussed with Steering Committee	
<b>Cost</b>	<b>Connections to other Plans/Studies/Documents</b>
None provided	Town Code

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-21</b>	Strategy 3: Amendment of the Current Process For Approval of Multiple Dwelling Residential Developments		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.17 & 8.18	Aug. 2015
Description			
<p>Issuance of a Special Use Permit by the Town Planning Board should be substituted in place of the rezoning requirement. This will require amendments to authorize Multiple Dwelling residential as a specially permitted use within appropriate zoning districts (see the next description regarding appropriate districts).</p>			
<p>Multiple dwelling residential projects should not be allowed as stand-alone projects within commercial or light industrial districts. New residential development within commercial or light industrial districts should only be allowed pursuant to a Special Use Permit when they are proposed in conjunction with a new mixed use development that effectively integrates multiple other non-residential uses.</p>			
<p>Clear, specific and objective criteria should be developed and included in the code to distinguish desirable from undesirable projects in a way that will inject certainty and a significant degree of predictability into the approval process. These criteria should include, but not be limited to, factors related to the presence of utilities, proximity to jobs, services, transportation and transit resources, site and natural resource constraints, walkability, the character of the neighborhood, compatibility with neighboring residential developments, effective buffering and the potential benefit to the community as a whole. Satisfaction of all these criteria and requirements should be cited as pre-conditions to issuance of the required Special Use Permit.</p>			
<p>Special criteria or conditions to be satisfied in cases where the proposed multiple dwelling residential project would be undertaken adjacent to single family residential neighborhoods should be developed and included within the code. These may include, but are not necessarily limited to, the potential need for additional buffering of other comparable measures useful in ensuring neighborhood compatibility and effective transitions between adjoining developments of differing types or densities.</p>			

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

<p>Special criteria or conditions to be satisfied in cases where the proposed multiple dwelling residential project would be undertaken adjacent to single family residential neighborhoods should be developed and included within the code. These may include, but are not necessarily limited to, the potential need for additional buffering or other comparable measures useful in ensuring neighborhood compatibility and effective transitions between adjoining developments of differing types or densities.</p>	
<p>An offsetting reduction in density elsewhere in the community, as described in the Chapter 4 discussion of Growth Management and Open Space (also see Chapter 4 Strategy 6) should be required as a condition of Special Use Permit approval for each residential unit proposed within commercial or industrial districts as part of a mixed use development. Transferred or set-aside units should be required for all multiple dwelling residential units proposed in excess of the applicable maximum residential density. Whether this requirement should also operate to effectively limit all potential multiple dwelling residential projects to sites within established TDR receiving areas should be determined during the implementation effort and made clear in the new code provisions.</p>	
<p>As was the case with respect to mixed use projects, the ongoing need and advisability of the current limitation to no more than two stories should be explored and either confirmed or amended to permit additional stories. The limitation to only two stories limits density and leads to projects with greater building coverage and less open space when compared to a project of three or four stories.</p>	
<p>All future Planned District (floating zone) rezoning approvals be made specific to the plan proposed and include provisions for the land to revert to its prior zoning district designation should the anticipated project not take form within a reasonable time.</p>	
<b>Benefits</b>	
To be discussed with Steering Committee	
<b>Issues</b>	
To be discussed with Steering Committee	
<b>Cost</b>	<b>Connections to other Plans/Studies/Documents</b>
None provided	Town Code

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-22</b>	Strategy 4: Separate Classification of Institutional Uses		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.11	Aug. 2015
Description			
The Town code does not now distinguish institutional uses such as public lands and facilities, educational and related uses that are not residential, commercial or industrial in nature. A separate use classification for such uses should be defined and established in the municipal code.			
Benefits			
Separating out institutional uses would provide clarity in the Town Code and is common in zoning codes.			
Issues			
None identified			
Cost		Connections to other Plans/Studies/Documents	
None provided		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-23</b>	Strategy 5: Update Zoning Code Relying Upon Zoning Audit		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		8.11	Aug. 2015
Description			
An audit of the zoning code was completed as part of the Comprehensive Plan. The audit identified a number of provisions that required clarification, refinement or reconciliation with conflicting provisions. The audit results are presented in Appendix I. The code should be updated using the audit as a guide.			
Benefits			
To be discussed with Steering Committee			
Issues			
To be discussed with Steering Committee			
Cost		Connections to other Plans/Studies/Documents	
None provided		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-24</b>	Zoning Audit: Recommended Zoning Changes		
	Plan/Study/Document Title	Page	Date of Plan
	Comprehensive Plan - Appendix 1	N/A	Aug. 2015
	Description		
	<p>§211-25 Establishes a floating district for multiple dwelling units, which could increase density in some areas, which is good. However, the regulation prohibits other uses, which means that small shops and other components of a good hamlet or traditional neighborhood design are not allowed.</p>		
	<p>§211-27 The Planned Development District regulation lacks sufficient standards to protect community goals. There are no density standards, no neighborhood design standards, no open space standards and no environmental protection standards. A planned district development is supposed to allow creativity, but within parameters established by the community. The current regulation could easily become a loophole to allow any kind of development at any density. This is an important issue given the number of PDDs around the town.</p>		
	<p>§211-22 Parking requirements. As is typical in many suburban areas, the Victor code requires too many parking spots, which largely remain empty. There are no design standards to “green” parking areas.</p>		
	Benefits		
	To be discussed with Steering Committee		
	Issues		
	To be discussed with Steering Committee		
	Cost	Connections to other Plans/Studies/Documents	
	None provided	N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Comp Plan-25</b>	Support Victor Hiking Trails, Inc., the Walkable Communities Committee, and the Genesee Transportation Council in their efforts to develop plans and to implement projects that will interconnect existing sidewalks and trails to provide a more complete and integrated sidewalk and trail network.		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Transportation		7.23-24/.27	Aug. 2015
Description			
<p>The Town and Victor Hiking Trails, Inc. will collaborate with Genesee Transportation Council in preparing a long-term master plan for a system of trails of various categories within the Town and connecting to trails in neighboring towns. The master plan should identify:</p> <ul style="list-style-type: none"> <li>-- Specific trail route where it can be identified (such as abandoned rail line)</li> <li>-- Conceptual trail route: alternatives and future availability will determine actual route</li> <li>-- Connectivity to larger inter-municipal trail systems and to other parks/neighborhoods</li> <li>-- Class and specified uses of each trail (or trail segment, where appropriate)</li> <li>-- Construction and maintenance standards for each class of trail</li> <li>-- Provisions for ensuring permanent maintenance</li> <li>-- Potential sources and means of financing acquisition by purchase, easement, permit, or other rights</li> </ul> <p>The plan should address implementation strategies, land acquisitions, and techniques for obtaining railway rights through purchase, permits, easements, and other means. Roles of the Town and Victor Hiking Trails, Inc. in providing and maintaining trails should be clearly defined and strategies developed to design and construct trails for efficient long term maintenance. The Town should maintain trails on Town property. Trails on private properties should have permanent trail easements and should be maintained by Victor Hiking Trails, Inc.</p>			
Benefits			
Trails promote active transportation, which improves public health, and are an overall asset to quality of life in a community. Separating non-motorized users from automobiles offers a safe and more attractive travel option for a number of users who will not bicycle or walk along roadways.			
Issues			
Obtaining easements can be challenging and, depending on the funding source, there can be design issues that result in project delays (this occurred with the development of the Auburn Trail). Questions from the community can also arise about why public monies (i.e., taxpayer dollars) are being spent on trails rather than roads and bridges.			
Cost		Connections to other Plans/Studies/Documents	
None provided		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 1</b> Mall Area	Alternative A: Rt. 250 connection to Eastview Commons.		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure: Alt A	Aug. 2015
Description			
The Rt. 250 extension recommends considering extending Rt. 250 at Rt. 96 to connect to the existing road between the Home Depot and Staples stores.			
Benefits			
From the Rt. 250 Corridor Study: "While this will have only minor effects in reducing traffic volumes on Turk Hill Rd during typical traffic volume conditions, it will likely have significant benefits during Holiday traffic and will significantly reduce traffic volumes on Rt. 96 between Rt. 250 and the Eastview commons entrance."			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		Route 250 Corridor Study	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 2</b> Mall Area	Alternative B: "Completion of High Point Drive to connect to Valentown Road."		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure: Alt B	Aug. 2015
Description			
High Point Drive has been extended to Valentown Rd via Fernwood Trail. This connection needs to be finalized.			
Benefits			
"May help to alleviate existing and anticipated future traffic concerns in some areas of the Town and Village." This connection will reduce the SB left turn volume on Rt. 96 at High St./Mall and will improve intersection operations.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 3</b> Mall Area	Alternative C: WB I-490 on/off ramps to Eastview Commons.		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure Alt C	Aug. 2015
Description			
Addition of on/off ramps to WB I-490 at the truck inspection area on I-490. The new ramps will connect to Eastview Commons between Home Depot and Staples and continue to Rt. 96 at it's intersection with Rt. 250.			
Benefits			
"May help to alleviate existing and anticipated future traffic concerns in some areas of the Town and Village." The new ramps will reduce traffic congestion along Rt. 96 in the mall area especially during the Holiday season.			
Issues			
None noted.			
Cost	Connections to other Plans/Studies/Documents		
None provided.	N/A		

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 4</b> Mall Area	Alternative D: Movie theater connection to Hampton Inn/McDonalds driveway.		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure: Alt D	Aug. 2015
Description			
"Connection to south side of mall near movie theater with a road paralleling I-490 accessible from the Hampton Inn/McDonalds driveway."			
Benefits			
"May help to alleviate existing and anticipated future traffic concerns in some areas of the Town and Village." This connection will reduce NB left turn and EB right turn volume at the Rt. 96 at High St/Mall Entrance and will improve intersection operations especially during the Holiday season.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 5</b> Mall Area	Alternative E: Bj's connection to Hampton Inn/McDonalds driveway.		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure: Alt E	Aug. 2015
Description			
"Connection to south side of mall near BJ's gas pumps accessible from the Hampton Inn/McDonalds driveway."			
Benefits			
"May help to alleviate existing and anticipated future traffic concerns in some areas of the Town and Village." This connection will reduce NB left turn and EB right turn volume at the Rt. 96 at High St/Mall entrance and will improve intersection operations especially during the Holiday season.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 6</b> Mall Area	Alternative F: Diverging diamond interchange (DDI) at I-490/I-90.		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure: Alt F	Aug. 2015
Description			
"Diverging diamond interchange at I-490/I-90 interchange with Rt. 96 just south of the mall. Includes addition of ramp from EB I-490 to NB Rt. 96, and access from WB I-490/I-90 off ramp to Victor Crossing (Wal-Mart) plaza."			
Benefits			
"May help to alleviate existing and anticipated future traffic concerns in some areas of the Town and Village." The DDI improves safety and operations by eliminating the left turning movements at the I-490 interchange.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 7</b> Mall Area	Alternative G: WB I-490 ramp and Alt E (Bj's connection to Hampton Inn/McDonalds driveway) .		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure: Alt G	Aug. 2015
Description			
"Similar to Alternative D & E. Connection to south side of mall near BJ's gas pumps accessible from the Hampton Inn/McDonalds driveway, plus access from this new roadway to on ramp for WB I-490."			
Benefits			
"May help to alleviate existing and anticipated future traffic concerns in some areas of the Town and Village." In addition to improved operations at the Rt. 96/High St./Mall intersection, a new WB I-490 ramp will improve operations at the Rt. 96/Hampton Inn/McDonalds intersection.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 8</b> Mall Area	Alternative G1: Use Lower Fisher Road to connect Bj's to Rt. 96.		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure: Alt G1	Aug. 2015
Description			
"Utilize abandoned Lower Fishers Road connection to Rt. 96 to connect to south side of mall near BJ's gas pumps."			
Benefits			
"May help to alleviate existing and anticipated future traffic concerns in some areas of the Town and Village." This connection will reduce NB left turn and EB right turn volume at the Rt. 96 at High St/Mall Entrance and will improve intersection operations especially during the Holiday season.			
Issues			
Will add an additional curb cut to Rt. 96.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 9</b> Mall Area	Alternative H: EB I-490 on/off ramps to Eastview Commons and Alt C (WB I-490 on/off ramps).		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure: Alt H	Aug. 2015
Description			
Includes Alternative C (WB I-490 on/off ramps to Eastview Commons), plus on/off ramps to I-490 EB via a bridge over I-490.			
Benefits			
"May help to alleviate existing and anticipated future traffic concerns in some areas of the Town and Village." The new ramps will reduce traffic congestion along Rt. 96 in the mall area especially during the Holiday season.			
Issues			
This option maybe costly.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 10</b> Mall Area	Alternative I: WB and EB I-490 on/off ramps between the mall and Eastview Commons.		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure: Alt I	Aug. 2015
Description			
"Addition of on/off ramps for both WB and EB I-490 accessing the mall property between the north side of the mall-proper, and the Home Depot plaza." This option includes a bridge over I-490.			
Benefits			
"May help to alleviate existing and anticipated future traffic concerns in some areas of the Town and Village." The new ramps will reduce traffic congestion along Rt. 96 in the mall area especially during the Holiday season.			
Issues			
This option maybe costly.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fu Trans Needs - 11</b> Mall Area	Alternative J: WB and EB I-490 on/off ramps south of the movie theater.		
Plan/Study/Document Title		Page	Date of Plan
Clark Patterson Lee Memorandum - Town of Victor Traffic		Page 1 Figure: Alt J	Aug. 2015
Description			
"Addition of on/off ramps for both WB and EB I-490 accessing the mall property between the south side of the mall-proper, and the movie theater." This option includes a bridge over I-490.			
Benefits			
"May help to alleviate existing and anticipated future traffic concerns in some areas of the Town and Village." The new ramps will reduce traffic congestion along Rt. 96 in the mall area especially during the Holiday season.			
Issues			
This option maybe costly.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>REDC-1</b>	Invest in key projects that will address transportation bottlenecks that are barriers to growth; strengthen transportation infrastructure through preservation and maintenance of the existing system - Fishers Ridge Phase 1 Infrastructure		
Plan/Study/Document Title		Page	Date of Plan
Finger Lakes Regional Economic Development Council Report - 2016		71	Sep. 2016
Description			
Project addresses traffic congestion in the Town of Victor through the expansion of an approximately 3/4-mile section of Route 96 from Omnitech Place to Route 251 from 3 lanes to 5 lanes, along with installation of a new traffic signal. Additional transportation enhancements were considered during project review to address the full projected buildout of the Fishers Ridge development. Construction is projected to be underway by spring 2018.			
Benefits			
Addresses current traffic congestion.			
Issues			
None identified.			
Cost	Connections to other Plans/Studies/Documents		
Not yet determined.	N/A		

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>REDC-2</b>	Invest in key projects that will address transportation bottlenecks that are barriers to growth; strengthen transportation infrastructure through preservation and maintenance of the existing system - Transformative Corridor Design Initiative: Route 96		
Plan/Study/Document Title		Page	Date of Plan
Finger Lakes Regional Economic Development Council Report - 2016		71	Sep. 2016
Description			
Could potentially be submitted for Upstate Revitalization Initiative/Consolidated Funding Application funds in the future.			
Benefits			
Addresses needed corridor improvements.			
Issues			
None identified.			
Cost		Connections to other Plans/Studies/Documents	
TBD		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action	
<b>ITS Plan - 1</b> All Areas	ITS deployment priorities.	
Plan/Study/Document Title	Page	Date of Plan
ITS Strategic Plan for Greater Rochester	91-94/ -97	Feb. 2011
Description		
<p>The Rt. 96 corridor was identified in the two levels of priority for ITS deployment, Group 1: Critical Operations Target Areas and Group 2: Areas of Regional Operations Significance. The Ten Year ITS Strategy map includes the Rt. 96 corridor.</p> <p><u>Group 1 Description:</u></p> <ul style="list-style-type: none"> <li>- "High priority targets for ITS deployment in critical transportation corridors"</li> <li>- "Focus of discretionary ITS projects and infill investments to maximize system management capabilities"</li> <li>- "Includes currently planned and programmed ITS investments"</li> </ul> <p><u>Group 2 Description:</u></p> <ul style="list-style-type: none"> <li>- "Corridors where enhanced operational capabilities and supporting ITS infrastructure are warranted"</li> <li>- "Implement ITS infrastructure as opportunities arise to achieve gradual build-out"</li> <li>- "Use "Complete Streets" approach to implement technology as part of capital projects in these corridors"</li> <li>- "Monitor and re-assess as transportation characteristics evolve, especially in rule areas"</li> </ul>		
Benefits		
"Enable improved management and operations of the transportation system."		
Issues		
Rt. 96 is listed in the Group 2 corridors areas which may have limited communications infrastructure.		
Cost	Connections to other Plans/Studies/Documents	
None provided.	N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fixed Rt Eval - 1</b> All Areas	CATS Route 3 (Canandaigua to Victor Corridor): Increase service level.		
Plan/Study/Document Title		Page	Date of Plan
Ontario County Fixed Route Evaluation		Page 7-5 Figure: 7-1	Feb. 2010
Description			
"Increase Route 3 service level in the Route 96 and 332 corridors between Victor and Canandaigua. Operate hourly departures in both directions between 5:30am and 7:30pm on weekdays, and 120-minute departures on Saturdays."			
Benefits			
Faster routes, easier to understand, clear communication of service, service increase on main streets, maximize direct connections for key destinations, better service coordination, use same alignment for buses traveling out and back.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
\$260,409 for all study recommendations (based on 2008 costs \$37.18 per hour)		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action	
<b>Fixed Rt Eval - 2</b> Areas:Village, Fishers,	CATS Route 3 (Canandaigua to Victor Corridor): Multiple route variations.	
Plan/Study/Document Title	Page	Date of Plan
Ontario County Fixed Route Evaluation	Page 7-5 Figure: 7-1	Feb. 2010
Description		
<p>"Develop multiple route variations to accommodate defined market niches characteristic of a lower density suburban service area. The following list offers potential route variants." Operating one or two of the following is recommended:</p> <ul style="list-style-type: none"> <li>- <u>Commuter Express</u>: Quickest route to and from Mall.</li> <li>- <u>Employment</u>: Customize operation schedules around the peak periods of the industrial parks in the Fishers area and consider flexible routing.</li> <li>- <u>FLCC Shuttle</u>: Develop an inter-campus shuttle between the Science and Technology campus on Rt. 251 in Victor and the FLCC Lakeshore drive campus.</li> <li>- <u>Branch Service in Victor</u>: Create two branches between Victor Village and Mall. Consider two-way service during the day and off-peak service should be driven by schools, food band, and High Street residence.</li> <li>- <u>Race Track/Casino</u>: "Right size" trips to employee arrival times and hours of operations.</li> </ul>		
Benefits		
Faster routes, easier to understand, clear communication of service, service increase on main streets, maximize direct connections for key destinations, better service coordination, use same alignment for buses traveling out and back.		
Issues		
None noted.		
Cost	Connections to other Plans/Studies/Documents	
\$260,409 for all study recommendations (based on 2008 costs \$37.18 per hour)	N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fixed Rt Eval - 3</b> Areas:Village, Fishers,	CATS Route 3 (Canandaigua to Victor Corridor): Sunday service reduction.		
Plan/Study/Document Title		Page	Date of Plan
Ontario County Fixed Route Evaluation		Page 7-6 Figure: 7-1	Feb. 2010
Description			
"Minimize Sunday Service. The current service is not well used and is not a cost-effective route. We recommend reducing the amount of service offered on Sundays."			
Benefits			
Faster routes, easier to understand, clear communication of service, service increase on main streets, maximize direct connections for key destinations, better service coordination, use same alignment for buses traveling out and back.			
Issues			
None noted.			
Cost	Connections to other Plans/Studies/Documents		
\$260,409 for all study recommendations (based on 2008 costs \$37.18 per hour)	N/A		

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Fixed Rt Eval - 4</b> Village Area	CATS Route 3 (Canandaigua to Victor Corridor): Replace Route 7 with a hybrid service.		
Plan/Study/Document Title		Page	Date of Plan
Ontario County Fixed Route Evaluation		Page 7-6 Figure: 7-1	Feb. 2010
Description			
"Replace the existing Route 7 service in Victor with hybrid service."			
Benefits			
Faster routes, easier to understand, clear communication of service, service increase on main streets, maximize direct connections for key destinations, better service coordination, use same alignment for buses traveling out and back.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
\$260,409 for all study recommendations (based on 2008 costs \$37.18 per hour)		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action	
<b>Fixed Rt Eval - 5</b>	Route 96 Corridor (Route 5): Create a commuter Route 5X.	
Areas:Village, Fishers, Mall		
Plan/Study/Document Title	Page	Date of Plan
Ontario County Fixed Route Evaluation	Page 7-7 Figure: 7-6	Feb. 2010
Description		
<p>The proposed Route 5X will be a direct express service between Geneva, Villages of Manchester, Clifton Springs, Shortsville, Phelps, and the Mall (employment at and around). Other improvements include:</p> <ul style="list-style-type: none"> <li>- Route 5X Cross County Express on Route 96 between Geneva and the Mall for peak period operations (5:30am-9:30am and 2:30pm to 6:30pm). The can be timed to meet RGRTA service into Rochester.</li> <li>- Between Canandaigua and the Mall increase CATS Route 5 level of service to 60-min and 120-min frequencies during the weekday and weekend, respectively.</li> </ul>		
Benefits		
"This service was requested by passengers and stakeholders and would provide an essential link between residential communities in Geneva and the concentration of employment in the Town of Victor.		
Issues		
None noted.		
Cost	Connections to other Plans/Studies/Documents	
\$260,409 for all study recommendations (based on 2008 costs \$37.18 per hour)	N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Haz Mit-1</b>	Review periodically and update as needed: pavement management, site plan review standards, land use		
Plan/Study/Document Title		Page	Date of Plan
Ontario County Multi-Jurisdictional All-Hazard Mitigation Plan - Action Plan (Town of Victor)		1 & 2	Sep. 2009
Description			
<p>The Plan provides recommendations to help municipalities address natural, technological and human-caused hazards to residents and property. Recommendations for the Town include periodically reviewing and updating as necessary the Pavement Management Program (high priority); existing site plan/review standards (medium priority); density controls within zoning regulations (high priority); and subdivision regulations (high priority). Securing funding for capital improvement projects also is listed as a high priority.</p>			
Benefits			
Periodic review and updates help to keep efforts, regulations and documents current.			
Issues			
Requires staff time to review and update.			
Cost		Connections to other Plans/Studies/Documents	
Not yet determined.		Town Code	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy			
<b>Haz Mit-2</b>	Review periodically and update as needed: pavement management, site plan review standards, land use			
Plan/Study/Document Title			Page	Date of Plan
Ontario County Multi-Jurisdictional All-Hazard Mitigation Plan - Action Plan (Village of Victor)			1 & 2	Sep. 2009
Description				
<p>The Plan provides recommendations to help municipalities address natural, technological and human-caused hazards to residents and property. Recommendations for the Village include periodically reviewing and updating as necessary the Pavement Management Program (high priority); existing site plan/review standards (medium priority); density controls within zoning regulations (high priority); and subdivision regulations (high priority). Securing funding for capital improvement projects also is listed as a high priority.</p>				
Benefits				
Periodic review and updates help to keep efforts, regulations and documents current.				
Issues				
Requires staff time to review and update.				
Cost		Connections to other Plans/Studies/Documents		
Not yet determined.		Village Code		

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Haz Mit-3</b>	Develop and maintain partnerships among municipalities, County and utility companies to ensure proper response to known hazard locations.		
Plan/Study/Document Title		Page	Date of Plan
Ontario County Multi-Jurisdictional All-Hazard Mitigation Plan - Action Plan (For Ontario County & All Municipalities)		None	Sep. 2009
Description			
This is a medium-priority prevention action that is ongoing.			
Benefits			
Coordination and advanced planning for potential hazard events is beneficial to all communities, residents and businesses.			
Issues			
Requires staff time to undertake coordination.			
Cost		Connections to other Plans/Studies/Documents	
Not yet determined.		None	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy			
<b>Haz Mit-4</b>	Enhanced site plan review			
Plan/Study/Document Title			Page	Date of Plan
Ontario County Multi-Jurisdictional All-Hazard Mitigation Plan: Update			45 & App. Ch. 6	Sep. 2009
Description				
Not available				
Benefits				
Periodic review and updates help to keep efforts, regulations and documents current.				
Issues				
Requires staff time to undertake update.				
Cost		Connections to other Plans/Studies/Documents		
Not yet determined.		Ontario County Multi-Jurisdictional All Hazard Mitigation Plan - September 2009		

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Rt 250 Corridor - 1</b> Mall Area	Rt. 250 extension into Eastview Commons/Eastview Mall.		
Plan/Study/Document Title		Page	Date of Plan
Route 250 Corridor Study		IV-9	Oct. 2008
Description			
The Rt. 250 extension recommends considering extending Rt. 250 at Rt. 96 to connect to the existing road between the Home Depot and Staples stores.			
Benefits			
"While this will have only minor effects in reducing traffic volumes on Turk Hill Rd during typical traffic volume conditions, it will likely have significant benefits during Holiday traffic and will significantly reduce traffic volumes on Rt. 96 between Rt. 250 and the Eastview commons entrance."			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
\$711,000		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>TS Coordination - 1</b> All Areas	Implementation of proposed traffic signal timings and signal coordination/synchronization.		
Plan/Study/Document Title		Page	Date of Plan
Traffic Signal Coordination Study		49-50	Sep. 2007
Description			
Short term strategies to signals on Route 96 to quickly improve traffic operations which require close cooperation of NYSDOT. Signal optimization includes phasing, coordination patterns, offsets, controller time clocks, field optimization/verification, and regular review of signal operations.			
Benefits			
"Will ensure the traffic signals are working together to the best of their ability."			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		Comprehensive Plan - Transportation	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>TS Coordination - 2</b> All Areas	Installation of a broadband transmission system for traffic signal data and CCTV images. To reduce cost a hybrid of technologies is recommended.		
Plan/Study/Document Title		Page	Date of Plan
Traffic Signal Coordination Study		43-46	Sep. 2007
Description			
FLRDC to construct a fiber trunk line in the Town & Village of Victor to connect the traffic signals (or wireless if not constructed). Wireless will be used to connect to the Bushnell's Basin area. Then use the Thruway fiber trunk to connect to the Monroe County fiber trunk to connect to the RTOC signal system.			
Benefits			
"Allow operators in the RTOC to monitor and manage the signals dynamically in order to provide the most efficient and expeditious movement of traffic." Traffic signal maintenance is more effective, response times for emergency responders and secondary accidents are reduced. Connecting to the RTOC is estimated to have a high benefit / cost ratio approximately 10.5 : 1.			
Issues			
Major issues are bandwidth, cost, and limitations of the different communication infrastructure options (coaxial, telephone, wireless, or fiber).			
Cost		Connections to other Plans/Studies/Documents	
\$1,014,000 including one year of operating costs.		Comprehensive Plan - Transportation	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Sub-Area TS - 1</b> Fishers Area	Rt. 96 at Main St. Fishers/Rowley Rd: Additional lanes.* <b>COMPLETE*</b>		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Sub-Area Transportation Study		Table 4	Mar. 1999
Description			
NYSDOT completed planned improvements and installed a SB right turn lane, WB left turn lane, and an additional EB lane (L, L/T, R).			
Benefits			
Additional lanes will improve vehicle delay.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

ID	Recommendation/Strategy/Action
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**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

<b>Sub-Area TS - 2</b>		Rt. 96 south of Main St. Fishers widening to 3 lanes to High St. * <b>COMPLETE*</b>	
Fishers Area			
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Sub-Area Transportation Study		Table 4	Mar. 1999
Description			
<p>NYS DOT completed the widening of Rt. 96 south of Main St. Fishers to High St. from a 2 to 3 lane section. There is a two-way continuous left turn lane and one through lane in each direction. At Main St. Fishers there is a 5 lane section that transitions to the 3 lane section to the south.</p>			
Benefits			
Reduce congestion on Rt. 96 and improve safety.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Sub-Area TS - 3</b> Fishers Area	Main St. Fishers widening to 3 lanes from Rt. 96 to Phillips Rd. * <b>COMPLETE*</b>		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Sub-Area Transportation Study		Table 4	Mar. 1999
Description			
<p>NYS DOT completed the widening of Main St. Fishers from a 2 to 3 lane section and transitions west of Phillips Rd. The project included underground conduit and pullboxes at Main St. Fishers/Phillips Rd for the installation of a traffic signal now operational.</p>			
Benefits			
Reduce congestion and improve traffic operations and safety.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Sub-Area TS - 4</b> Fishers Area	Add lane on NB and SB approaches to Redcom & Flightline driveways and SB approach on Fishers Station Rd to provide exiting left turn lanes.		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Sub-Area Transportation Study		Table 4	Mar. 1999
Description			
When the NYSDOT widened Main St. Fishers from 2 to 3 lanes it provided left turn lanes into the Redcom, Flightline, and Fishers Station Rd driveways. The installation of left turn lanes exiting the driveways is an improvement that would directly benefit the property owner.			
Benefits			
Additional lanes may improve vehicle delay.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Sub-Area TS - 5</b> Fishers Area	Main St. Fishers at Phillips Rd/Fishers Run: Align and widen NB & SB approaches. <b>*COMPLETE*</b>		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Sub-Area Transportation Study		Table 4	Mar. 1999
Description			
When the NYSDOT widened Main St. Fishers from 2 to 3 lanes it provided left turn lanes onto Phillips Rd and Fishers Run and installed underground conduit for the signal. The Town received a state grant and aligned Phillips Rd and Fishers Run including widening the NB approach to include a right turn lane and widening the SB approach to 2 lanes.			
Benefits			
Additional lanes may improve vehicle delay.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
Town \$150,000 state grant to align and widen roadway. \$85,000 estimated cost of traffic signal (conduit & pull boxes excluded as previously installed by NYSDOT).		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Sub-Area TS - 6</b> Fishers Area	Phillips Rd/Omnitech driveways: Installation of 2 SB left turn lanes. <b>*COMPLETE*</b>		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Sub-Area Transportation Study		Table 4	Mar. 1999
Description			
SB left turn lanes were installed at two driveways entering Omnitech on Philips Rd.			
Benefits			
Additional lanes may improve vehicle delay.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
None provided.		N/A	

ID	Recommendation/Strategy/Action
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**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

<b>Sub-Area TS - 7</b>		Phillips Rd: Widening of private drives or turn lanes, as needed.	
Fishers Area			
<b>Plan/Study/Document Title</b>		<b>Page</b>	<b>Date of Plan</b>
Town of Victor Sub-Area Transportation Study		Table 4	Mar. 1999
<b>Description</b>			
Installation of turn lanes on private drives and/or Phillips Rd for vehicles entering private property, as needed.			
<b>Benefits</b>			
Additional lanes may improve vehicle delay.			
<b>Issues</b>			
None noted.			
<b>Cost</b>		<b>Connections to other Plans/Studies/Documents</b>	
None provided.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Sub-Area TS - 8</b> Fishers Area	NYS Rt. 251/Wangum Rd - Installation of a traffic signal, EB left turn lane, and SB right turn lane.		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Sub-Area Transportation Study		Table 4	Mar. 1999
Description			
To improve traffic operations for the projected year 2015 and poor site distance for SB vehicles need to be evaluated.			
Benefits			
Improve traffic operations to LOS E or better and sight distance for SB vehicles turning onto Rt. 251.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
\$165,000 - Assumes ROW cost of \$60,000		N/A	

ID	Recommendation/Strategy/Action		
<b>Sub-Area TS - 9</b> Fishers Area	NYS Rt. 251/Phillips Rd - EB left turn lane, additional SB lane ( <b>*COMPLETE*</b> ) and installation of a traffic signal.		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Sub-Area Transportation Study		Table 4	Mar. 1999
Description			
The need for a traffic signal was evaluated in addition to the planned installation of an EB left turn lane and an additional SB lane (both lanes have been constructed).			
Benefits			
Installation of a traffic signal will improve the PM peak overall traffic operations from a LOS F to acceptable levels.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
\$125,000 - Assumes ROW cost of \$60,000 and EB left that is constructed.		Townwide Transportation Plan	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action	
<b>Sub-Area TS - 10</b> Fishers Area	NYS Rt. 96/ NYS Rt. 251- Installation of a traffic signal, remove slip ramp, SB right lane, back-to-back left-turn lanes on Rt. 96. <b>*COMPLETE*</b>	
Plan/Study/Document Title	Page	Date of Plan
Town of Victor Sub-Area Transportation Study	Table 4	Mar. 1999
Description		
The NYSDOT completed the installation of a traffic signal at Rt. 96 and Rt. 251. The slip ramp was removed and installation of a SB right lane and back-to-back left turn lanes were installed on Rt. 96 to access Rt. 251 and Lane Rd. Rt. 251 and Lane Rd were not realigned.		
Benefits		
Installation of a traffic signal will improve the PM peak overall traffic operations from a LOS F to acceptable levels.		
Issues		
None noted.		
Cost	Connections to other Plans/Studies/Documents	
\$125,000 - Assumes ROW cost of \$60,000 and EB left that is constructed.	Townwide Transportation Plan	

**Route 96 Transformative Corridor Strategic Infrastructure Plan**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy/Action		
<b>Sub-Area TS - 11</b> Fishers Area	NYS Rt. 96/Omnitech PI - Connector Road ( <b>*COMPLETE*</b> ) and proposed traffic signal.		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Sub-Area Transportation Study		Table 4	Mar. 1999
Description			
A connector road has been constructed east-west between Philips Rd and Rt. 96 (between Main St. Fishers and Rt. 251). The roadway consists of a 2 lane road from Omnitech to Phillips Rd and extends east to Rt. 96. A traffic signal is proposed at the Roads intersection with Rt. 96 but has not been constructed (1 entering, 2 existing lanes).			
Benefits			
Installation of a traffic signal will improve traffic operations.			
Issues			
None noted.			
Cost		Connections to other Plans/Studies/Documents	
\$435,000 for all intersection improvements which have been completed with the exception of the traffic signal - Assumes ROW cost of \$60,000.		N/A	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Town Sub-1</b>	Review sidewalk requirements.		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Subdivision Ordinance		§ 211-22	1986 with amendments
Description			
<p>The policy of the Town of Victor is to encourage the building of sidewalks wherever needed. The need for sidewalks in major subdivisions shall be determined by the Planning Board. Location of sidewalks generally shall be within the road right-of-way and any pedestrian access easements. Sidewalks shall conform to the Design and Construction Standards for Land Development of the Town of Victor. The Town is responsible for maintaining sidewalks, and the individual property occupants are responsible for snow removal.</p>			
Benefits			
Sidewalks support walkability and pedestrian safety.			
Issues			
Sidewalks are not currently required in all subdivisions. However, in the Design and Construction standards, Section 2.9.8, there are some requirements, though these standards may need to be reviewed and revised based on current priorities.			
Cost		Connections to other Plans/Studies/Documents	
N/A		Design and Construction Standards for Land Development	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Town Zone-1</b>	Review Commercial District.		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Zoning Code		§ 211-22	1992 with amendments
Description			
This is one of the Zoning Districts along the Route 96 Corridor.			
Benefits			
Permits a variety of commercial uses, but not a mix of uses nor residential development. Permitted lot coverage is 40%. Other requirements include a 30,000-square-foot lot size, 2-story maximum building height, and a front yard minimum of 80 feet (which the Planning Board may reduce if there is no need for a future service road or road widening).			
Issues			
To achieve greater infill and density, the permitted lot coverage could be revised. The Town also may wish to reduce front yard setbacks and increase building height to increase infill development and encourage walkability if these are priorities.			
Cost		Connections to other Plans/Studies/Documents	
N/A		Comprehensive Plan - Future Land Use Plan, Route 96/251 Corridor Overlay District regulations	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Town Zone-2</b>	Review Commercial/Light Industrial District.		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Zoning Code		§ 211-23	1992 with amendments
Description			
<p>C/LIND Districts permit commercial use and limited light industrial uses. The intent of this district is to provide areas for customary and ordinary commercial/light industrial uses that are environmentally compatible with the physical and natural environment of the neighborhood. This district is intended to permit a compatible blend of commercial/light industrial land uses. The integrity of the district can be maintained by restricting the district to land uses which are strictly commercial, service-related or light industrial in nature. The permitted lot coverage is 40%, the maximum building height is 2 stories, and the front yard minimum is 80 feet (which the Planning Board may reduce if there is no need for a future service road or road widening).</p>			
Benefits			
<p>Permits a variety of commercial uses and light industrial uses. There are no minimum lot size, which supports infill development. Residential uses (subordinate to principal uses) are permitted by special use permit.</p>			
Issues			
<p>To achieve greater infill and density, the permitted lot coverage could be revised. The Town also may wish to consider reducing front yard setbacks and increasing building height if it is a priority is to increase infill development and encourage walkability. It may also wish to consider mixed use by right rather than special use permit.</p>			
Cost		Connections to other Plans/Studies/Documents	
N/A		Comprehensive Plan - Future Land Use Plan, Route 96/251 Corridor Overlay District regulations	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Town Zone-3</b>	Review Multiple-Dwelling District.		
Plan/Study/Document Title		Page	Date of Plan
Town of Victor Zoning Code		§ 211-25	1992 with amendments
Description			
The purpose of the Multiple-Dwelling District is to permit, where appropriate, the construction and development of multiple-family residences in the Town of Victor; however, the Town does not encourage widespread development of such areas at the cost of residential districts. Therefore, additional areas may be zoned as multiple-dwelling districts upon application for a specific proposal in accordance with the normal rezoning procedures. Areas proposed to be zoned multiple dwelling shall be served by sanitary sewers, storm sewers and public water. The minimum front setback is 50 feet (or 30 feet for collector roads).			
Benefits			
Allows for multiple-dwellings and essential service uses.			
Issues			
The Town may wish to consider changing setbacks to promote walkability and mixed-use development if these are priorities.			
Cost		Connections to other Plans/Studies/Documents	
N/A		Comprehensive Plan - Future Land Use Plan, Route 96/251 Corridor Overlay District regulations	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Town Zone-4</b>	Review Route 96/251 Corridor Overlay District regulations.		
Plan/Study/Document Title		Page	Date of Plan
Comprehensive Plan - Future Land Use Plan		§ 211-27.1	1994/1996
Description			
<p>The intent of the Route 96/Route 251 Corridor Overlay District is to improve the quality of development along the corridor. The corridor is unique in its variety of topography, including steep slopes and wetland areas. These characteristics can enhance the design of future projects. The overlay district restricts or controls site access along Route 96 and Route 251 in the Town of Victor in order to prevent potentially significant traffic congestion problems and vehicular and pedestrian conflict areas. The overlay district requires compliance with design guidelines to enhance the character of the corridor. The regulations contained within this overlay district are not intended to be substituted for other general zoning district provisions but can be superimposed over such district provisions and should be considered as additional requirements to be met by the applicant or developer, prior to final project approval. This overlay district is intended to provide the Town of Victor Planning Board with an additional level of review along the Route 96/Route 251 corridor.</p>			
Benefits			
<p>This overlay allows for mixed use and residential development not permitted in the underlying zoning districts. It also provides additional design guidance to the area.</p>			
Issues			
<p>Use of the overlay is not required and can be permitted on a case-by-case basis by the Planning Board. As such, sections of the corridor may differ from others, depending on which regulations were used.</p>			
Cost		Connections to other Plans/Studies/Documents	
N/A		Comprehensive Plan - Future Land Use Plan; Zoning Code for underlying districts	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy			
<b>Town Des &amp; Con-1</b>	Section 2.0: Design Requirements			
Plan/Study/Document Title			Page	Date of Plan
Design and Construction Standards for Land Development			2.16	Jan. 2014
Description				
2.9.7 - Islands: Islands shall not be situated in local road medians or cul-de-sacs				
Benefits				
Minimizes maintenance needs, reduces potential for plowing complications				
Issues				
When and where appropriate, islands can be a key component of complete streets by providing pedestrian refuge at crosswalks. Islands can also act as a traffic calming element. In certain circumstances, they can provide stormwater runoff/management opportunities.				
Cost		Connections to other Plans/Studies/Documents		
Not yet determined		N/A		

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy			
<b>Town Des &amp; Con-2</b>	Section 2.0: Design Requirements			
Plan/Study/Document Title			Page	Date of Plan
Design and Construction Standards for Land Development			2.16	Jan. 2014
Description				
2.9.8: Sidewalks: Sidewalks shall be provided where required by the Town for safety or convenience. Generally, sidewalks will be required along Primary Roads and along other streets near schools, or where pedestrian traffic is anticipated. The minimum width of sidewalks shall be five (5) feet.				
Benefits				
Sidewalk requirements help provide guidance to developers and landowners.				
Issues				
If complete streets elements/considerations are generally desired within the Town, this section may need to be reviewed and revised to provide more detail on when and where sidewalks are required or may be desirable.				
Cost		Connections to other Plans/Studies/Documents		
Not yet determined		Comprehensive Plan - Future Land Use Plan		

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Town Des &amp; Con-3</b>	Section 2.0: Design Requirements		
Plan/Study/Document Title		Page	Date of Plan
Design and Construction Standards for Land Development		2.18	Jan. 2014
Description			
<p>2.9.14.1, Policy (Road Dedication Requirements): All primary roads, collector roads and local streets serving a development shall be built to the appropriate Town design standards and dedicated to the Town. Common driveways serving not more than three (3) properties shall be privately owned and maintained. All driveways must be built to the appropriate design standards of the Town.</p>			
Benefits			
<p>Setting a cap on the number of properties that shall be allowed to use a common driveway and still maintain private ownership provides guidance in what is expected of developers/development.</p>			
Issues			
<p>Setting a cap based only on the number of properties without consideration of use, size or potential vehicular use/counts could create a conflict with the intent of this section. Consideration should be given to further defining this policy.</p>			
Cost		Connections to other Plans/Studies/Documents	
N/A		None	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Town Des &amp; Con-4</b>	Section 2.0 Design Requirements and Section 3.0: Construction Standards		
Plan/Study/Document Title		Page	Date of Plan
Design and Construction Standards for Land Development		2.20 & 3.40	Jan. 2014
Description			
<b><i>2.9.17 &amp; 3.8.9 - These two sections cover the same topic but the information provided in each is different.</i></b>			
<p>2.9.17 STREET AND TRAFFIC SIGNS</p> <p>2.9.17.1 Street Signs: Street signs shall be provided at all street intersections, shall be of the type approved by the Town Highway Superintendent, and shall conform to the requirements of National Manual of Uniform Traffic Control Devices with NYS Supplement. All street signs, including their size, MUTCD designation, and sign face shall be shown in their proposed location on the preliminary and final plans.</p> <p>2.9.17.2 Traffic Signs: Traffic signs shall be provided at intersections designated by the Town Highway Superintendent and shall conform to the requirements of National Manual of Uniform Traffic Control Devices with NYS Supplement. All traffic signs, including their size, MUTCD designation, and sign face shall be shown in their proposed location on the preliminary and final plans.</p>			
<p>3.8.9 STREET AND TRAFFIC SIGNS</p> <p>3.8.9.1 Street Signs: Temporary signs shall be installed at each street intersection when construction of new roadways allow passage by vehicles. Street signs shall be provided at all street intersections, shall be of the type approved by the Town Highway Superintendent, and shall conform to the requirements of NYS Manual of Uniform Traffic Control Devices.</p> <p>3.8.9.2 Traffic Signs: Traffic signs shall be provided at intersections designated by the Town Highway Superintendent and shall conform to the requirements of NYS Manual of Uniform Traffic Control Devices.</p>			
Benefits			
Standards that detail street and traffic sign requirements are essential.			
Issues			
For consistency and clarity it may be desirable to revise these sections to include the same information and provide the specific name of each document: National Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and 17 NYCRR Chapter V (NY Supplement)			
Cost		Connections to other Plans/Studies/Documents	
Not yet determined		None	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Town Des &amp; Con-5</b>	Section 5.0: Access Management Guidelines		
Plan/Study/Document Title		Page	Date of Plan
Design and Construction Standards for Land Development		5.1	Jan. 2014
Description			
2.10 A driveway, and/or access serving one, two and three unit residential lots is exempt from these guidelines			
2.11 Residential access (i.e. driveway, private road or drive, and public road) supporting more than 3 single family units, up to 10 units, may be handled on a case by case basis at the discretion of the Planning Board. A 125' spacing is desirable, where practical.			
2.12 Residential access that serves greater than 10 units shall be subject to these guidelines. The applicable roadways and their respective speed limits and applicable access spacing are contained in the attached Table 2.			
Benefits			
Limiting access management requirements benefits small projects by reducing the amount of engineering needed and thus the associated cost.			
Issues			
While looking individually at three or less residential units for access management improvements is not the intent of this section and would not generally provide a good basis for access management reviews or actions, conceivably at some point should several separate three unit or less developments be constructed the aggregate impact may require, or at least require the consideration of, at a minimum an access management review. Consideration should be given to revising this section to allow for assessment of access management review needs (or of site-design options that would allow for easier implementation of access management opportunities - such as shared access driveways - in the future) of all proposals based on the overall condition in the area but not necessarily require access management related changes or implementation unless specifically required by the Planning Board.			
Cost		Connections to other Plans/Studies/Documents	
Not yet determined		Route 96/251 Corridor Overlay guidelines	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID	Recommendation/Strategy		
<b>Vil Zone-1</b>	Review R-1 District: One-Family Residential.		
Plan/Study/Document Title		Page	Date of Plan
Village of Victor Zoning Code		§ 211-22	1992 with amendments
Description			
This is one of the Zoning Districts along the Route 96 Corridor and permits single-family residential, senior housing, professional offices in a owner-occupied residence, institutions, and parks. Minimum front yard setback is 40 feet, maximum building height is 35 feet, and maximum lot coverage is 25%.			
Benefits			
This district reflects existing development character.			
Issues			
Suggest adding a purpose statement for each zoning district. To be discussed with Steering Committee.			
Cost		Connections to other Plans/Studies/Documents	
N/A		Town Comprehensive Plan - Future Land Use Plan	

ID		Recommendation/Strategy	
<b>Vil Zone-2</b>	Review R-2 District: One-Family Residential.		
Plan/Study/Document Title		Page	Date of Plan
Village of Victor Zoning Code		§ 211-23	1992 with amendments
Description			
This is one of the Zoning Districts along the Route 96 Corridor and permits single-family residential, senior housing, professional offices in a owner-occupied residence, institutions, and parks. Minimum front yard setback is 30 feet, maximum building height is 35 feet, and maximum lot coverage is 30%.			
Benefits			
This district reflects existing development character.			
Issues			
Suggest adding a purpose statement for each zoning district. To be discussed with Steering Committee. Also suggest allowing for a mix of uses more specifically.			
Cost		Connections to other Plans/Studies/Documents	
N/A		Comprehensive Plan - Future Land Use Plan	

ID	Recommendation/Strategy		
<b>Vil Zone-3</b>	Review B District: Business.		
Plan/Study/Document Title		Page	Date of Plan
Village of Victor Zoning Code		§ 211-25	1992 with amendments
Description			
This is one of the Zoning Districts along the Route 96 Corridor. It allows for uses in the R-1, R-3, retail, professional service uses, and gas stations. Minimum front yard setback is 15 feet, maximum building height is 35 feet, and maximum lot coverage is 40%.			
Benefits			
Design review is required for formula fast-food restaurants.			
Issues			
Suggest adding a purpose statement for each zoning district. To be discussed with Steering Committee.			
Cost		Connections to other Plans/Studies/Documents	
N/A		Comprehensive Plan - Future Land Use Plan	

ID	Recommendation/Strategy		
<b>Vil Zone-4</b>	Review Route 96/251 Corridor Overlay District regulations.		
Plan/Study/Document Title		Page	Date of Plan
Village of Victor Zoning Code		§ 211-27.1	1994/1996
Description			
<p>The intent of the Route 96/Route 251 Corridor Overlay District is to improve the quality of development along the corridor. The corridor is unique in its variety of topography, including steep slopes and wetland areas. These characteristics can enhance the design of future projects. The overlay district restricts or controls site access along Route 96 and Route 251 in the Town of Victor in order to prevent potentially significant traffic congestion problems and vehicular and pedestrian conflict areas. The overlay district also requires compliance with design guidelines to enhance the character of the corridor.</p>			
Benefits			
<p>This overlay allows for mixed use and residential development not permitted in the underlying zoning districts. It also provides additional design guidance to the area and works to control site access to mitigate potential congestion and safety issues.</p>			
Issues			
<p>Use of the overlay is not required and can be permitted on a case-by-case basis by the Planning Board. As such, sections of the corridor may differ from others, depending on which regulations were used.</p>			
Cost		Connections to other Plans/Studies/Documents	
N/A		Comprehensive Plan - Future Land Use Plan	

**Route 96 Transformative Corridor Strategic Infrastructure Study**

**Review of Existing Plans, Studies, and Documentation - Recommendation Summaries**

ID		Recommendation/Strategy		
<b>Vil Sub -1</b>		Review permanent dead end streets policy.		
Plan/Study/Document Title			Page	Date of Plan
Village of Victor Subdivision Ordinance			§ A174-24	1965 with amendments
Description				
<p>The ordinance reads: Where a street does not extend to the boundary of the subdivision and its continuation is not needed for access to adjoining property, it shall be separated from such boundary by a distance not less than the minimum lot depth prescribed by the zoning regulations for the zoning district in which the street is located. Reserve strips of land shall not be left between the end of a proposed street and an adjacent piece of property. However, the Planning Board may require the reservation of a 20-foot-wide easement to accommodate pedestrian traffic or utilities. A circular turnaround of a minimum right-of-way radius of 100 feet, except where impracticable, shall be provided at the end of a permanent dead-end street. For greater convenience to traffic, and more effective police and fire protection, permanent dead-end streets shall, in general, be limited in length to six times the minimum lot width for the zoning district.</p>				
Benefits				
N/A				
Issues				
<p>To be discussed with the Steering Committee. If connectivity between developments is a goal, even if development is not currently proposed on an adjacent property, this strategy may need to be reviewed and revised to allow for and promote connectivity. It is generally easier to build in potential connections than it is to retrofit later on.</p>				
Cost			Connections to other Plans/Studies/Documents	
N/A			Design and Construction Standards for Land Development	